

Section 1

Existing Conditions

Draft July 2026



INTRODUCTION

The Montgomery Metropolitan Planning Organization (MPO) is the transportation planning agency serving the urban core of Montgomery and the surrounding communities that are functionally connected to the region's transportation network. This geography includes the City of Montgomery as well as adjacent municipalities, unincorporated areas within Montgomery County, and portions of Autauga and Elmore counties. The study area map, shown in Figure 1, illustrates the MPO boundary, highlighting the interconnected communities, major corridors, and activity centers that define the region's travel patterns.

The Montgomery 2050 Long Range Transportation Plan (LRTP) defines the strategy for creating a regional transportation system that accommodates the current mobility needs of its residents and looks to the future to anticipate where needs may arise. This section examines the current conditions, travel and development trends, and existing plans and visions for the future of the planning area to create a regional transportation strategy that can meet both present and future needs.

Figure 1. *Montgomery MPO Boundary*



BUILDING BLOCKS

The Montgomery MPO LRTP builds on a strong foundation of previous planning efforts across the region. To ensure continuity and alignment, the planning team reviewed and incorporated relevant local, county, statewide, and regional plans. Together, these documents form the core reference framework for transportation decision-making, providing valuable insight into past investments, priorities, and commitments. The findings from this plan inventory directly inform and guide the recommendations presented in the LRTP.



MONTGOMERY MPO YEAR 2045 LONG RANGE TRANSPORTATION PLAN

The 2045 Long Range Transportation Plan (LRTP), adopted in 2022, represents the current LRTP for the Montgomery region. It includes a fiscally constrained project list alongside unfunded “vision” projects.

KEY TAKEAWAYS

- » Establishes a forward-looking strategy for meeting transportation goals, focusing on a multimodal, region-wide network.



MONTGOMERY MPO REGIONAL FREIGHT PLAN

Adopted in 2020, the Regional Freight Plan outlines policies, projects, and strategies to improve freight mobility in the Montgomery region.

KEY TAKEAWAYS

- » Highlights that freight movement is largely highway-dependent.
- » Emphasizes the importance of preserving and enhancing multimodal freight connectivity to support economic growth.



RIVER REGION BIKE WALK UPDATE

This update to the region’s active transportation plan, adopted in 2026, builds on the 2019 Bike Walk Plan by reassessing bicycle and pedestrian needs, identifying Priority Areas, and prioritizing active transportation projects using updated safety, demographic, and public input data.

KEY TAKEAWAYS

- » Focuses on developing a safe, connected pedestrian and bicycle network across the region, with an emphasis on safety and accessibility.

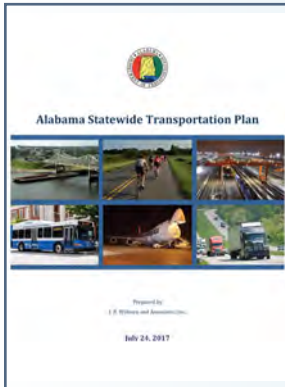


BIRMINGHAM TO MONTGOMERY PASSENGER RAIL FEASIBILITY STUDY

This 2013 study evaluates the feasibility of passenger rail between Birmingham and Montgomery by comparing route options, costs, ridership, funding, and overall benefits to determine viability.

KEY TAKEAWAYS

- » Identifies growing corridor travel demand and finds that a combined intercity and commuter rail option yields the highest ridership and cost-effectiveness.



ALABAMA STATEWIDE TRANSPORTATION PLAN

This document provides a statewide, long-range policy framework for transportation planning. The plan evaluates current conditions and funding to guide long-term priorities. It was adopted in 2017 and serves a horizon of 2040.

KEY TAKEAWAYS

- » Projects sustained growth and congestion in the Montgomery region.

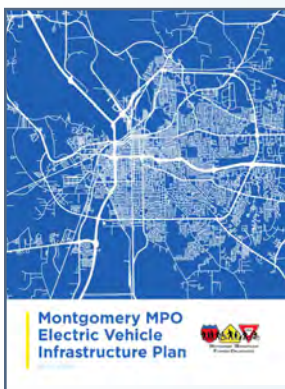


MONTGOMERY MPO SAFETY ACTION PLAN

Adopted in 2025, this plan establishes a data-driven, regional approach to reducing roadway fatalities and serious injuries.

KEY TAKEAWAYS

- » Includes safety goals and performance measures, systemic risk analysis, and a prioritized list of safety projects and strategies.
- » Reinforces a systemic, region-wide safety strategy.



MONTGOMERY MPO ELECTRIC VEHICLE INFRASTRUCTURE PLAN

This plan establishes a regional framework to support EV adoption and charging infrastructure deployment across the Montgomery region. It was adopted in 2025.

KEY TAKEAWAYS

- » Identifies existing gaps in EV charging infrastructure.
- » Indicates that residential charging is expected to drive demand.



ENVISION MONTGOMERY 2040 COMPREHENSIVE PLAN

This plan establishes a 20-year policy framework to guide growth, development, and infrastructure investments in the city of Montgomery. It was adopted in 2020 and serves a horizon of 2040.

KEY TAKEAWAYS

- » **Emphasizes development of a multimodal transportation network.**
- » **Identifies maintenance and modernization of the aging transportation system as a primary challenge.**



PROJECT PRATTVILLE 2040 COMPREHENSIVE MASTER PLAN

This comprehensive plan establishes a framework for guiding growth, land use, transportation, and infrastructure in the city of Prattville through 2040. The plan was adopted in 2021.

KEY TAKEAWAYS

- » **Emphasizes coordinating land use patterns with transportation.**
- » **Highlights gaps in walkability and bikeability infrastructure.**



PIKE ROAD 2045 COMPREHENSIVE PLAN

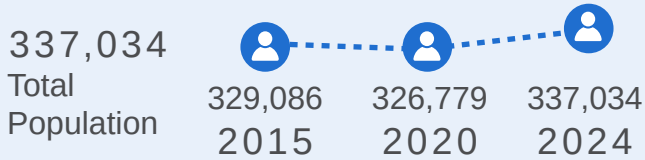
This plan serves as the guiding document for growth, land use, transportation, and community development in the town of Pike Road through 2045. The plan was adopted in 2026.

KEY TAKEAWAYS

- » **Identifies regional connectivity improvements as a core priority.**
- » **Calls for expanded trails, sidewalks, and bike/ped infrastructure.**

DEMOGRAPHICS

Population



Race



Poverty

Montgomery MPO



16.7%
population
in poverty

Alabama



15.6%
population
in poverty

Education



89.7%
High School
Grad or Higher



40.8%
Bachelor's
or Higher

Vehicle Access



5.6%
of households have
no access to a
vehicle



36.4%
of households can
only access one
vehicle

Mode to Work



81.7%
drive alone



8.3%
carpool



7.8%
work from home



1.0%
by walking



0.3%
by public transit



0.1%
by bike



0.9%
by other

Data sources include 2024
ACS 5-year estimates, LEHD
OnTheMap, and UrbanFootprint.

What Does this Mean?

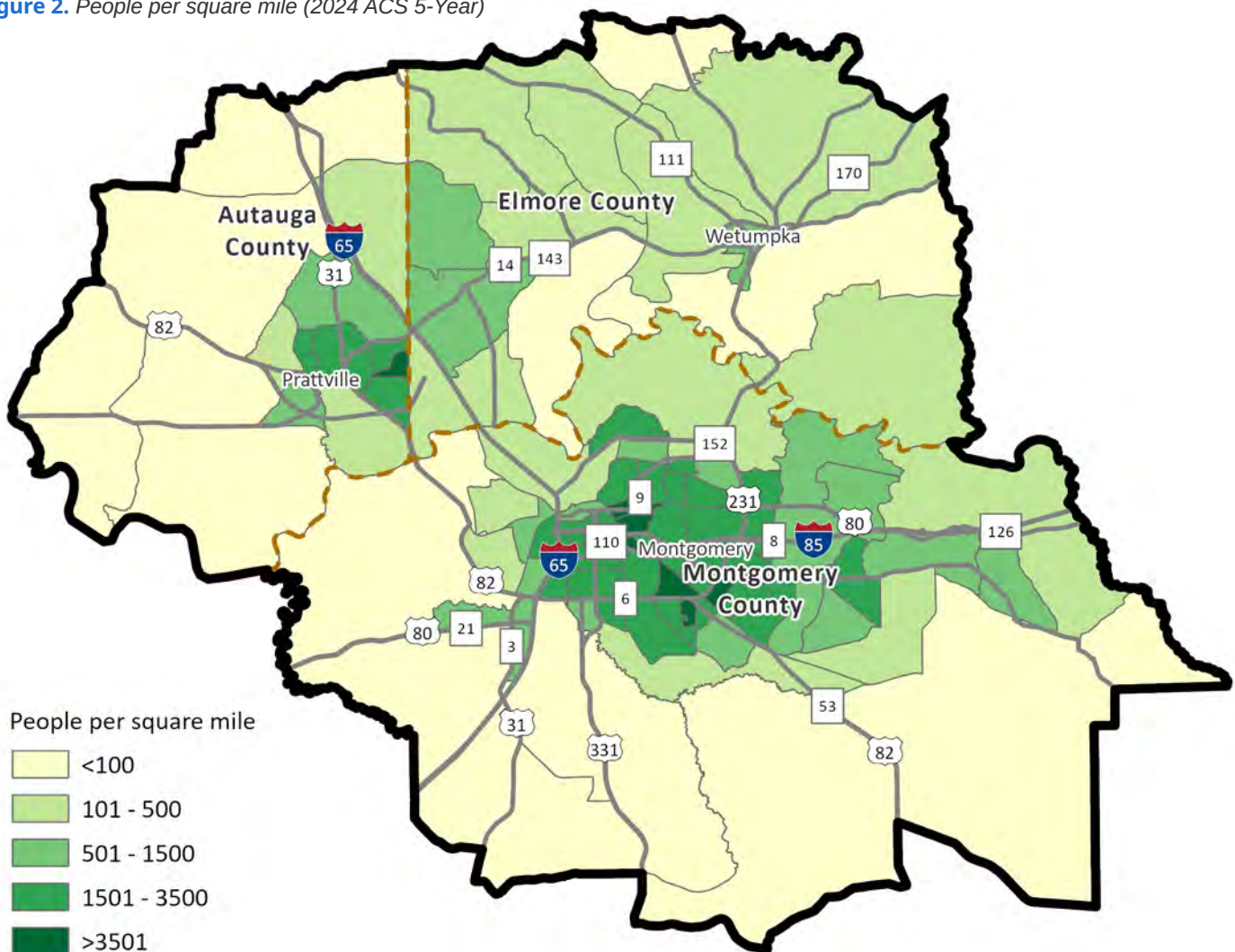
Most people in the Montgomery region rely on driving to get around, but not everyone has access to a vehicle. This highlights the need for a transportation system that supports a range of options, including transit, walking, and biking, to better serve all residents.

POPULATION DENSITY

Figure 2 illustrates population density across the Montgomery MPO planning area, measured as the number of residents per square mile based on 2020–2024 American Community Survey (ACS) 5-year estimates. Population density reflects how residents are distributed across the region and helps identify patterns of development and activity. The map shows a clear concentration of higher densities in and around the City of Montgomery and other established centers, where residential and commercial uses are more closely clustered. Density gradually decreases moving outward into suburban communities in Autauga and Elmore Counties and transitions to the lowest levels in more rural areas, where development is more dispersed.

These patterns have important implications for transportation and infrastructure planning. Higher-density areas tend to support shorter trips and a broader range of travel options, while lower-density areas are more reliant on personal vehicles and longer travel distances.

Figure 2. People per square mile (2024 ACS 5-Year)



What Does this Mean?

Transportation needs vary across the region. More urban areas can support a wider range of travel options, while lower density areas often depend more on personal vehicles. Planning for both is important to meet the needs of all communities.

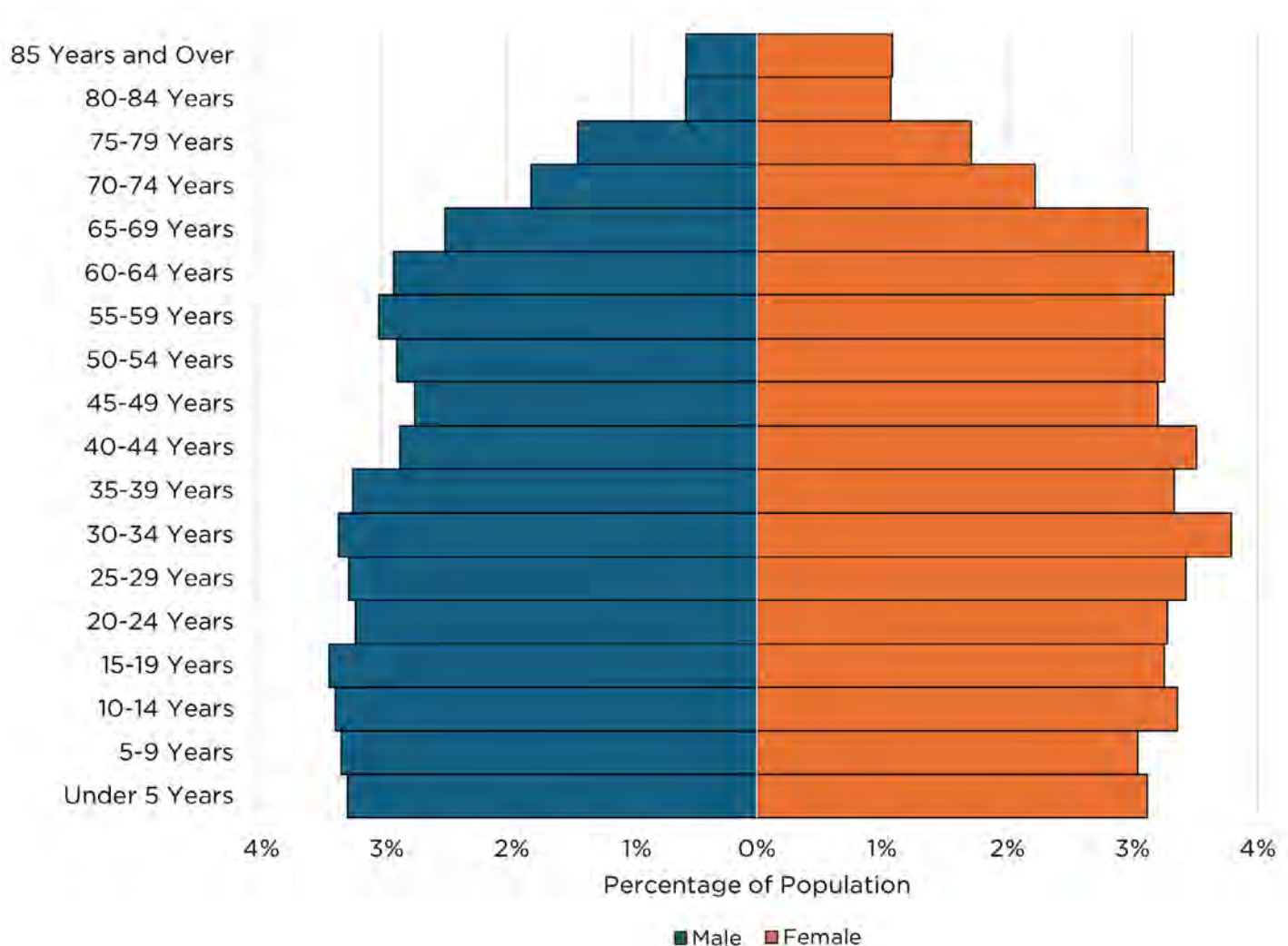
POPULATION DYNAMICS

The population pyramid for the Montgomery MPO planning area illustrates the distribution of residents across age cohorts (Figure 3). Overall, the region displays a relatively even distribution across most age groups, which is characteristic of a stable population with moderate fertility rates and limited demographic volatility. This suggests that the area is not experiencing significant population surges or declines within specific age cohorts.

The largest age cohort, 30–34 years, accounts for 7% of the total population. This concentration within the core working-age population supports economic stability and indicates a strong base of residents in their prime earning and commuting years.

This age distribution suggests relatively consistent demand across transportation modes and services, with gradual increases in needs related to aging populations over time. Maintaining a balanced system that supports both working-age residents and older adults will be important for future mobility planning.

Figure 3. *Montgomery Region Population Pyramid (2024 ACS 5-Year)*



What Does this Mean?

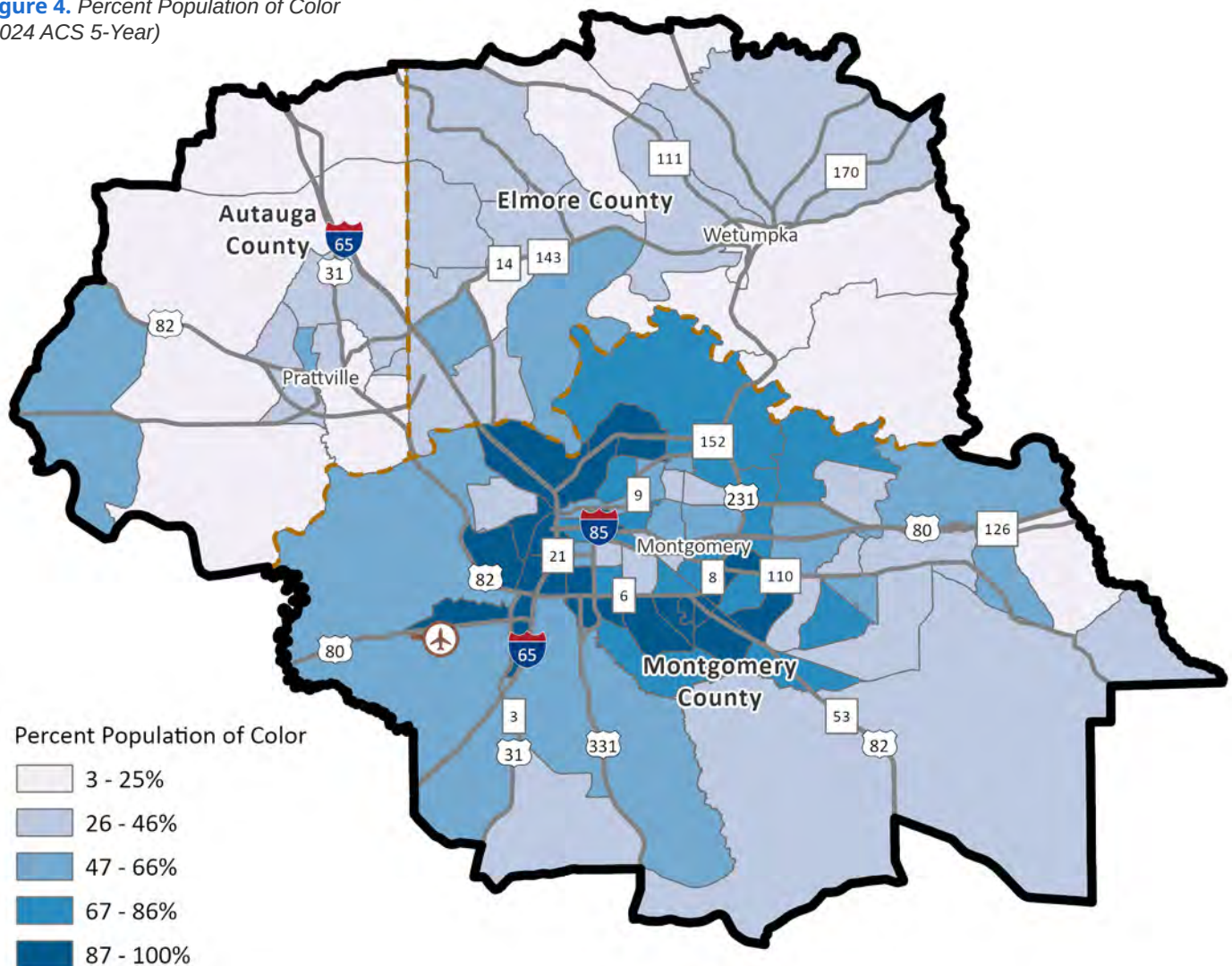
The region's balanced age distribution means transportation needs are steady today, but will gradually shift as the population ages. Planning ahead can help ensure older adults can continue to travel safely and independently.

RACIAL COMPOSITION

The racial composition of the Montgomery MPO study area varies across the region. For the purpose of this analysis, people of color are defined as all non-white populations. Higher concentrations of people of color are primarily located within the urban core of Montgomery, with populations exceeding 87 percent. In contrast, the northern parts of the region, including much of Autauga County and Elmore County exhibit lower percentages of people of color. Overall, the spatial distribution highlights a concentration of communities of color in the urbanized portions of the region, with decreasing proportions moving outward toward suburban and rural areas.

Understanding the geographic distribution of people of color is critical to informing transportation planning. Areas with higher concentrations of people of color may experience different transportation needs, including greater reliance on transit, walking, or shared mobility options. These patterns should be considered alongside other socioeconomic indicators to ensure transportation investments improve access to jobs, services, and opportunities for all residents.

Figure 4. Percent Population of Color
(2024 ACS 5-Year)



What Does this Mean?

Transportation investments should support all communities. Understanding where people live helps guide improvements that expand access to jobs, services, and opportunities.

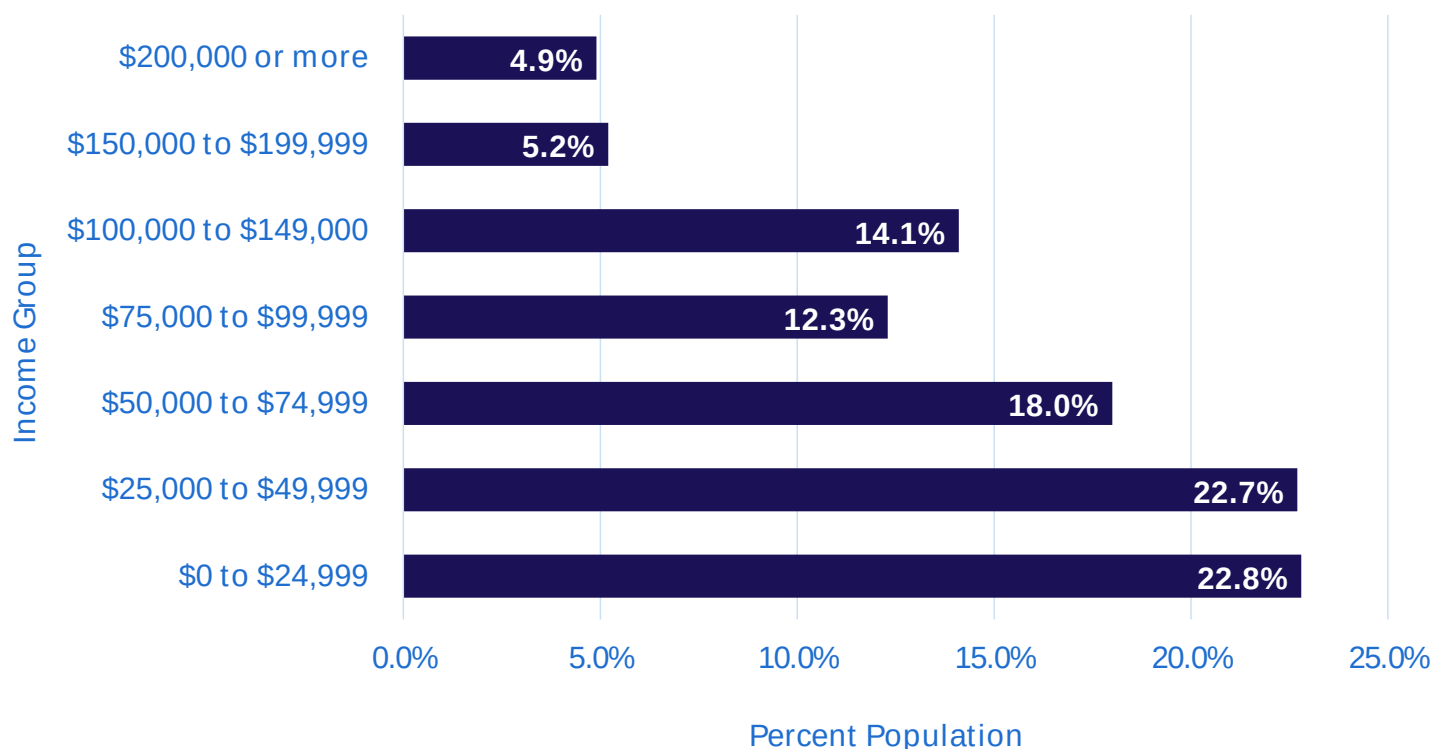
MEDIAN HOUSEHOLD INCOME

Analyzing household income is critical for understanding transportation needs, as income shapes travel behavior and affordability. In the Montgomery MPO, nearly half of households (45.5%) earn less than \$50,000 annually. This indicates that a significant share of residents may be more sensitive to transportation costs and more reliant on affordable options such as transit, carpooling, biking, and walking.

Moderate-income households (\$50,000–\$99,999), representing 30.3% of the population, may still face transportation cost tradeoffs. While 24.2% of households earn \$100,000 or more, the overall income distribution suggests that most residents in the region would benefit from a multimodal system that emphasizes affordability and connectivity.

This income profile underscores the importance of tailoring transportation strategies that reduce cost burdens and improve access to jobs, services, and regional opportunities.

Figure 5. Household Income in the Past 12 Months (2024 ACS 5-Year)

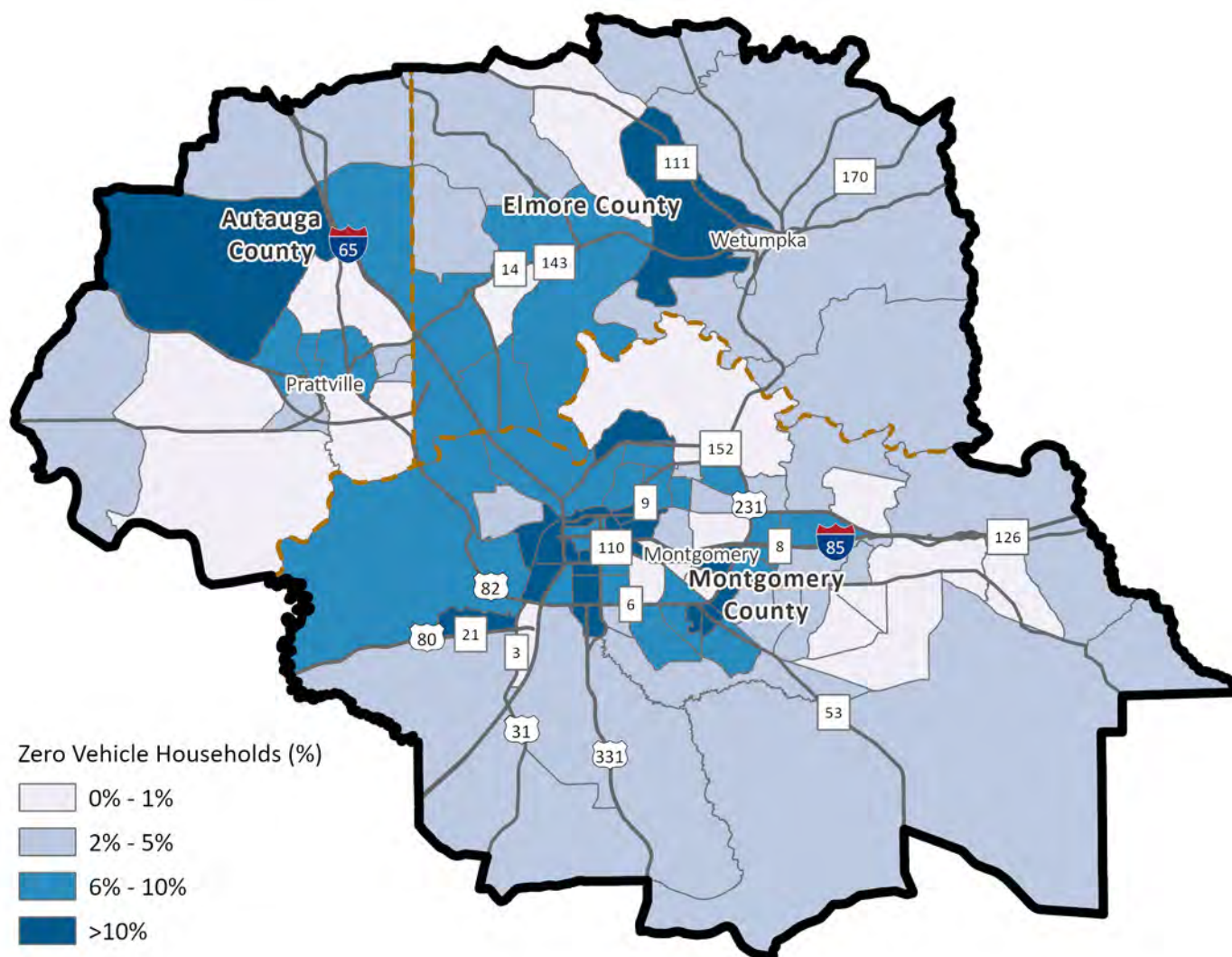


ZERO VEHICLE HOUSEHOLDS

Understanding the prevalence of zero-vehicle households provides important insight into transportation needs across the Montgomery MPO region. While many households own at least one vehicle, a notable share relies entirely on alternative modes such as public transit, walking, biking, or carpooling. As shown in Figure 6, the distribution of zero-vehicle households varies across communities.

These patterns underscore the importance of multimodal investment and the provision of balanced access to essential services. In areas with higher concentrations of zero-vehicle households, targeted strategies are needed to improve mobility and support residents who depend on non-automobile travel.

Figure 6. Percent of Zero Vehicle Households (2024 ACS 5-Year)



What Does this Mean?

Many households in the region face transportation cost challenges or do not have access to a vehicle. Expanding affordable options like transit, carpooling, walking, and biking can help reduce barriers and improve daily mobility.

PLACES

The Montgomery region is shaped by a diverse mix of destinations that support daily life, economic activity, and tourism. From the historic downtown and state government complex to major employment centers, universities, healthcare facilities, and regional retail corridors, these places generate travel across the MPO planning area. Understanding how residents and visitors move between these destinations is critical for developing a transportation network that supports access, connectivity, and long-term growth.



Employment and Regional Activity Centers

Major employment hubs anchor the regional economy and generate daily commuter travel. Downtown Montgomery serves as the center of government and business activity, while Maxwell–Gunter Air Force Base and Hyundai Motor Manufacturing Alabama represent two of the region’s largest employment centers.



Educational Institutions

Universities and colleges play a major role in shaping travel patterns in the Montgomery region. Alabama State University, Auburn University at Montgomery, Troy University, and Faulkner University generate consistent daily trips from students, faculty, and staff, while also supporting surrounding housing, retail, and service uses.



Healthcare Facilities

Healthcare destinations are essential for both access and employment. Major facilities such as Baptist Medical Center, Jackson Hospital, and the VA Medical Center serve residents across the region and contribute to daily and regional travel demand.



Commercial and Retail Areas

Retail corridors provide key destinations for shopping, dining, and services. Areas such as the Eastdale Mall district and the Atlanta Highway commercial corridor attract high volumes of local and regional travel throughout the day.



Recreation and Tourism Destinations

The Montgomery region’s cultural and recreational destinations attract visitors and support quality of life. The riverfront, parks system, and nationally recognized historic and cultural sites draw both residents and tourists, contributing to seasonal and event-based travel demand.



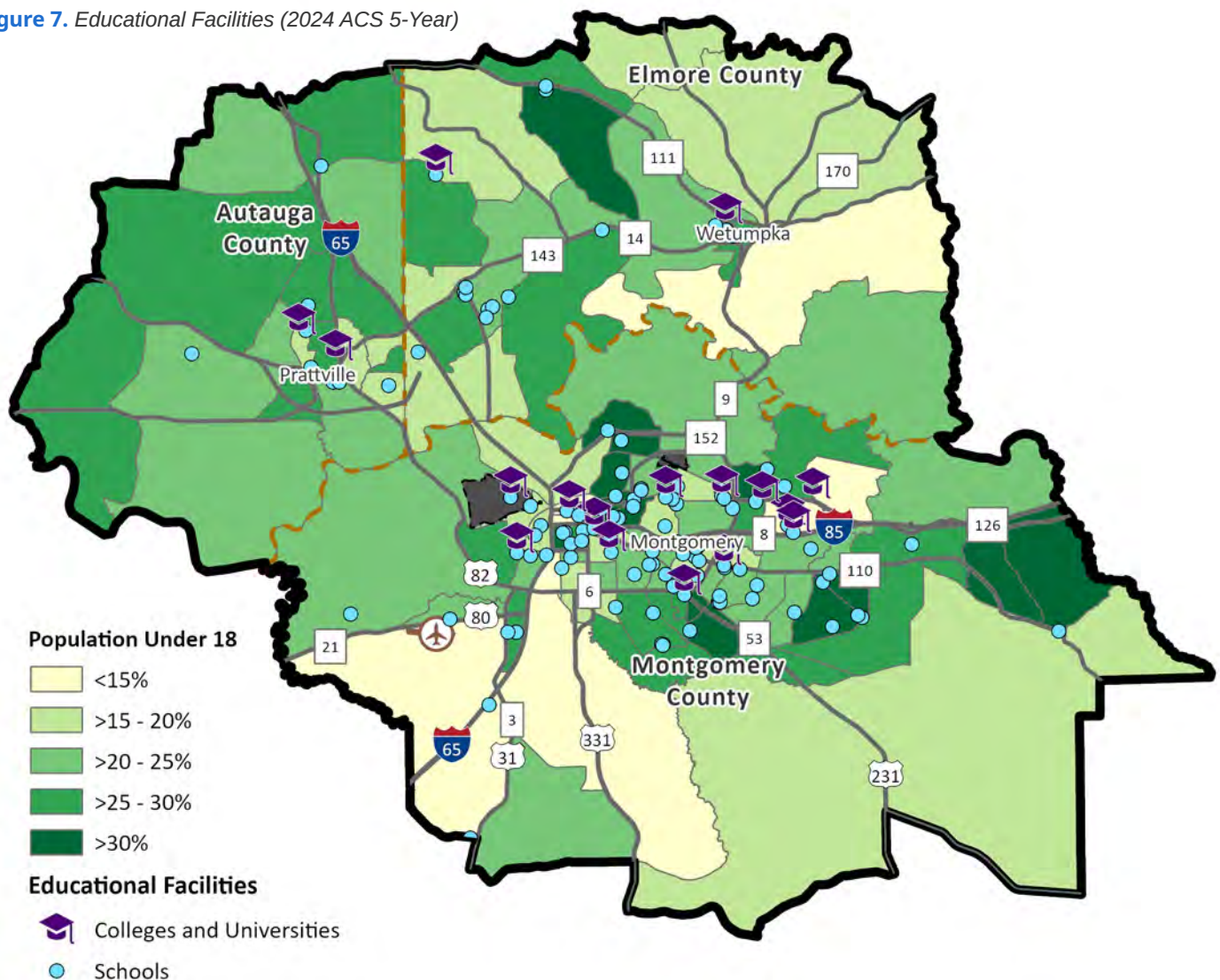
EDUCATIONAL FACILITIES

Educational facilities, shown in Figure 7, play a significant role in shaping travel patterns across the Montgomery region. The distribution of schools closely aligns with areas that have higher concentrations of residents under age 18, particularly within the urbanized portions of Montgomery County. This relationship highlights the importance of providing safe and reliable transportation connections between neighborhoods and educational facilities, whether by school bus, personal vehicle, walking, bicycling, or transit.

K-12 institutions generate concentrated morning and afternoon travel demand that influences congestion. School start and end times often coincide with peak commuting periods, increasing traffic near campuses and along key drop-off and pick-up routes. Safe access for students who walk, bike, or rely on school transportation remains an important consideration, particularly in areas where sidewalks, crossings, or transit connections are limited.

Colleges and universities also shape regional travel patterns by attracting commuter students, faculty, staff, and visitors. As these institutions continue to evolve, their transportation needs will remain closely tied to transit service, active transportation infrastructure, and roadway connectivity, making them important partners in long-range transportation planning.

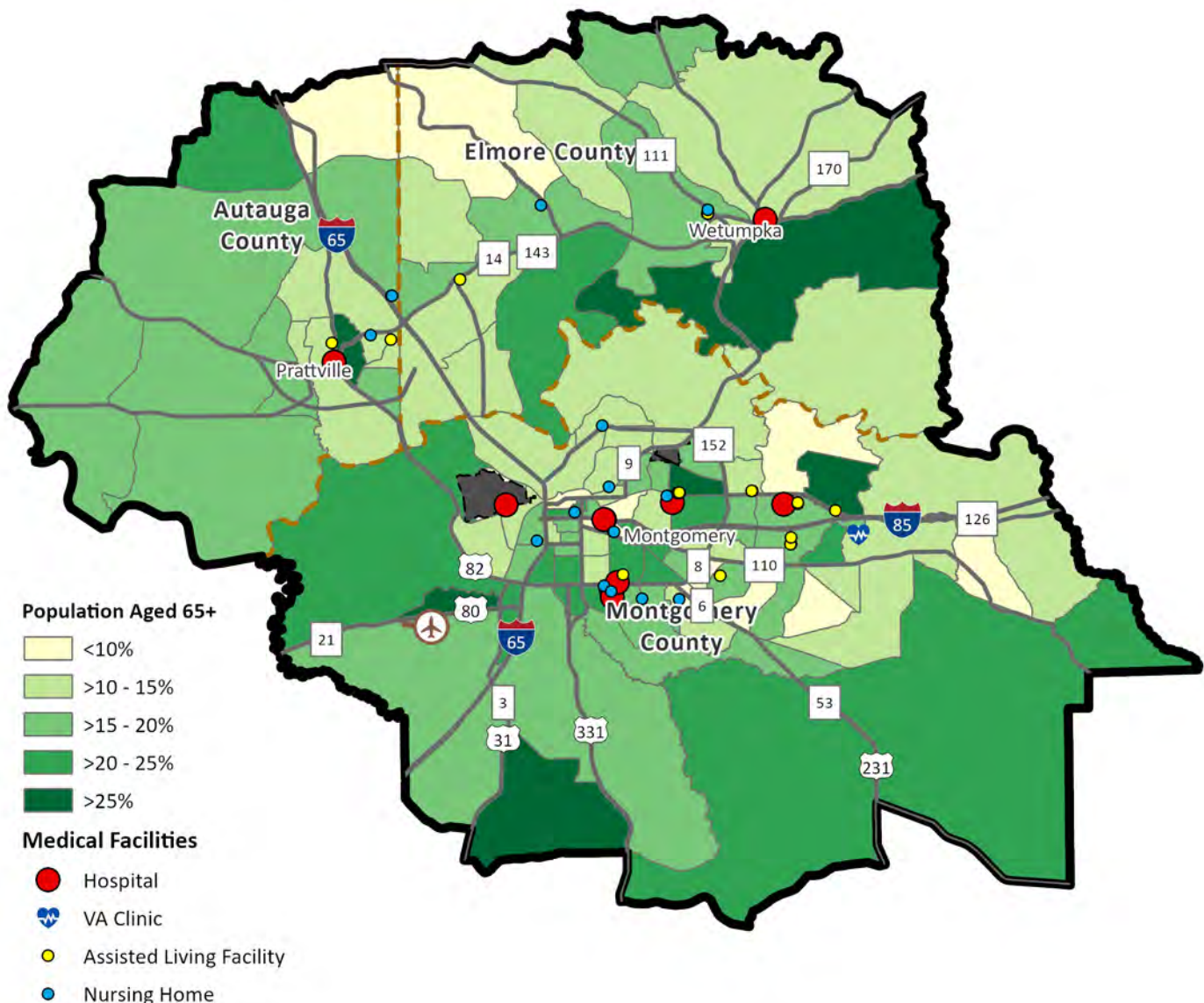
Figure 7. Educational Facilities (2024 ACS 5-Year)



HEALTH FACILITIES

Hospitals, clinics, nursing facilities, and assisted living centers, shown in Figure 8, are important destinations within the Montgomery region's transportation network. The map illustrates that while many healthcare facilities are concentrated in and around Montgomery, residents age 65 and older are distributed throughout the region, including several suburban and rural areas with relatively high concentrations of older adults. As a result, reliable transportation connections are essential for providing access to routine care, specialized treatment, and long-term support services. Older adults are often more reliant on transportation options beyond driving alone, including transit, paratransit, medical transportation, and assistance from caregivers or family members. Maintaining strong roadway, pedestrian, and transit connections will remain critical to ensuring healthcare access and supporting an accessible, connected, and age-friendly transportation system.

Figure 8. Percent of Population Aged 65+ & Location of Medical Facilities (2024 ACS 5-Year)



What Does this Mean?

Access to schools and healthcare depends on reliable transportation. Improving safe and affordable travel options can help ensure residents can reach essential services when they need them.

LAND USE

Existing land use provides a snapshot of how land is utilized across the Montgomery MPO planning area today. These patterns shape where trips begin and end, influencing travel demand, network performance, and access to key destinations. Understanding current land use helps identify trends and opportunities to better align future transportation investments with how the region functions.

Across the planning area, a mix of urban, suburban, and rural land uses creates varying travel needs and patterns. More densely developed areas, including downtown Montgomery and key commercial corridors, tend to generate higher volumes of shorter trips and support a wider range of travel options, including walking, biking, and transit. In contrast, lower density residential and rural areas are often more reliant on the roadway network, contributing to longer trip distances and increased reliance on personal vehicles. Industrial and employment areas, particularly those located along major highways and freight corridors, generate significant truck traffic and require efficient regional connectivity.

Figure 9. Land Use (Urban Footprint)



CREATING A MAP OF EXISTING LAND USE AND CALCULATING THE AREA OF VARIOUS LAND USE CATEGORIES RELIES ON AVAILABLE DATA AND MAY NOT REFLECT THE ACTUAL LAND USES FOR EACH PARCEL.

EXISTING LAND USE CLASSIFICATIONS

Residential

29.23% | 168,271 acres

Includes land used for housing purposes, such as single-family and multi-family residences, townhomes, apartments, condominiums, and mobile homes.

Agriculture, Vacant, and Other

60.98% | 351,017 acres

Includes land used for agriculture, such as crop production, livestock grazing, and forestry, along with vacant or undeveloped properties, and other land uses not classified elsewhere.

Commercial

3.72% | 21,407 acres

Includes retail stores, offices, restaurants, shopping centers, entertainment venues, and other customer-oriented commercial establishments.

Institutional

2.41% | 13,859 acres

Includes land used for public or institutional purposes, such as schools, churches, educational facilities, fire and police, etc.

Industrial

0.75% | 4,308 acres

Includes land used for the processing, assembly, manufacturing, or storage of raw materials such as factories, warehouses, distribution centers and industrial plants.

Transportation & Utilities

0.27% | 1,581 acres

Includes transportation networks and utility systems such as roads, highways, railways, airports, water supply, sewage, and power.

Natural Conservation

0.61% | 3,505 acres

Includes land preserved to protect natural ecosystems, habitats, and environmental features such as wetlands, wildlife areas, protected forests, and conservation reserves.

Natural Resources

0.24% | 1,355 acres

Includes land used for the extraction or management of natural resources such as mining, timber harvesting, fishing, and energy production.

Open Space

1.78% | 10,257 acres

Includes land maintained for environmental or recreational purposes such as parks, greenways, and undeveloped land areas.

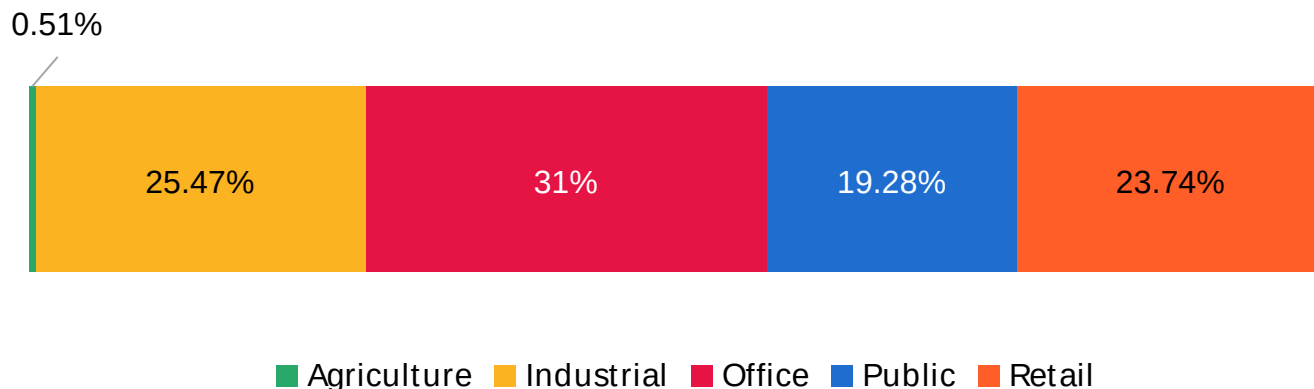
What Does this Mean?

Where people live, work, and shop shapes how they travel. Aligning future transportation investments with land use patterns can help improve efficiency and reduce travel distances.

MAJOR EMPLOYERS

Employment within the Montgomery MPO area spans a diverse mix of sectors (Figure 10), reflecting a balanced regional economy. Office-related employment represents the largest share at 31%, followed by industrial jobs at 25.5% and retail positions at 23.7%. Public sector employment also comprises a notable portion of the workforce at 19.3%. In contrast, agriculture accounts for a relatively small share of total employment at 0.5%.

Figure 10. *Employment by Industry (2024 ACS 5-Year)*



UNEMPLOYMENT

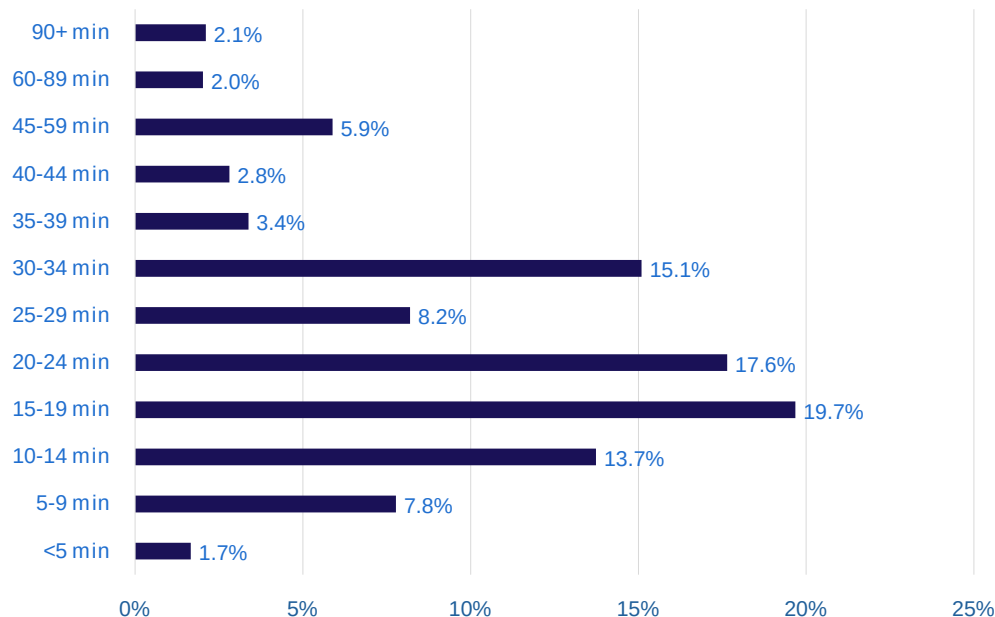
The Montgomery MPO labor force includes 167,667 residents, of whom 159,285 are employed and 8,382 are unemployed, resulting in an unemployment rate of 5.0%. The remaining 95.0% of the labor force is employed. An additional 118,242 residents are not in the labor force, including retirees, students, caregivers, and others who are not currently working or seeking employment. These populations may have different mobility needs and travel patterns than traditional commuters.



COMMUTING TRENDS

Commuting trends, including the travel times and inflow-outflow patterns of the local workforce, highlight the Montgomery MPO region's role as a regional employment hub. More than two-thirds of the workforce has a commute of under 30 minutes. This underscores the importance of maintaining strong local connectivity, as relatively short commute times reflect a workforce largely embedded within the region and supported by short-distance travel patterns. Figure 13 shows the breakdown of travel time to work within the region.

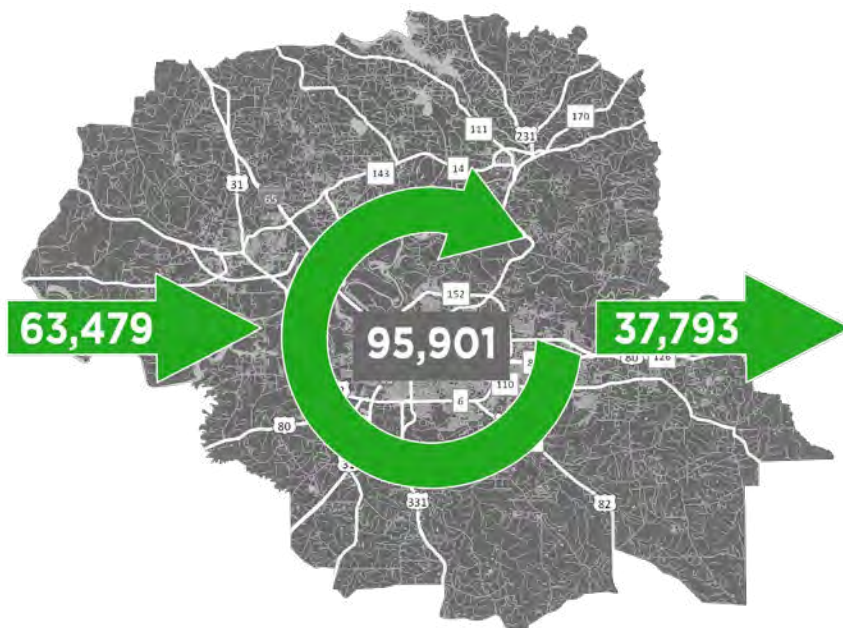
Figure 12. *Travel Time to Work (2024 ACS 5-Year)*



COMMUTE PATTERNS

Much of the planning area's workforce lives and works within the Montgomery region (nearly 96,000 residents). More than 63,000 workers commute in from surrounding areas, while nearly 38,000 residents leave the planning area for work. These trends highlight the region's dual role as both a self-contained job market and a key regional employment hub.

Figure 11. *U.S. Census Bureau, OnTheMap (2023 LEHD)*



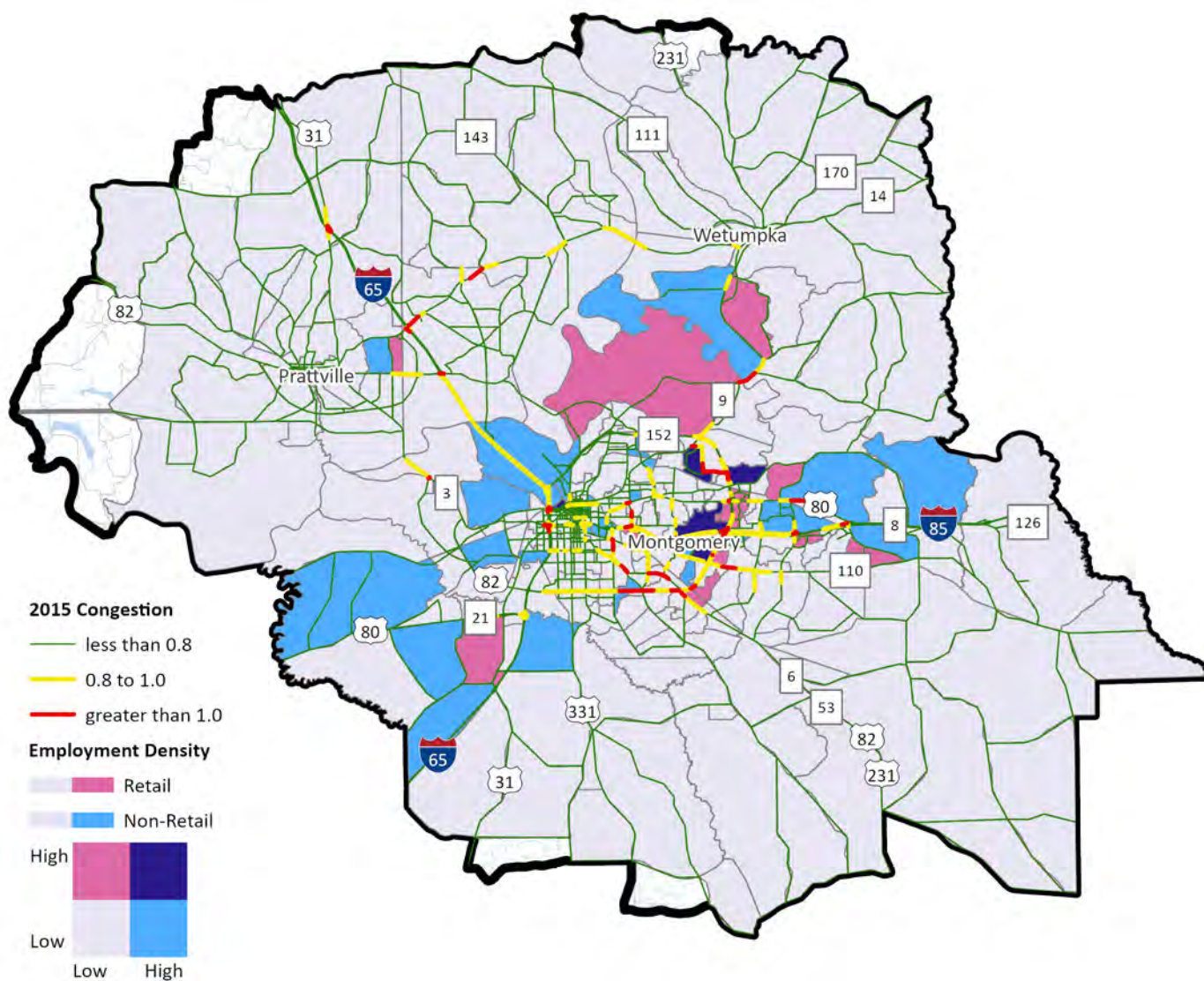
What Does this Mean?

Most trips in the region are short and occur within the MPO area. Strengthening local connections can help maintain short commute times and improve daily travel.

REGIONAL EMPLOYMENT AND CONGESTION

The 2015 base-year travel demand model shows the highest peak-period congestion concentrated along major corridors serving the region, where several roadway segments are operating at or above capacity, shown in Figure 14. These congestion hotspots generally coincide with areas of higher employment density, particularly around the Montgomery urban core, highlighting the strong relationship between employment concentration and travel demand. Retail and non-retail employment are shown separately because they generate distinct travel patterns, with retail activity producing more dispersed trip-making throughout the day while non-retail employment tends to generate more concentrated peak-hour commuting demand.

Figure 13. Base Year Travel Demand Model Congestion and Employment (2015)



What Does this Mean?

Where people work has a major influence on how and where congestion occurs. Understanding the different travel patterns generated by retail and non-retail employment helps planners identify transportation needs and prioritize future improvements.



MOBILITY

Mobility Fast Fact:

The Montgomery region already has several popular trails, from the downtown Riverfront Greenway along the Alabama River to the expansive Lagoon Park Trail, and is working toward a connected regional network connecting neighborhoods, parks, and major destinations



Riverfront Greenway Trail

Mobility Fast Fact:

Montgomery hosts a steady stream of races and mobility events each year, including long-running traditions like the Jubilee Run and the Montgomery Half Marathon, plus regional draws like the Selma to Montgomery bike ride, all supported by an active local running and cycling community.



Montgomery Half Marathon

Mobility Fast Fact:

Non-emergency medical transportation (NEMT) plays a critical role in the Montgomery region and across Alabama, helping Medicaid-eligible residents get to doctor visits, dialysis, and other care when they don't have reliable transportation, with services designed to reduce missed appointments and improve access to healthcare.



NEMT Picture

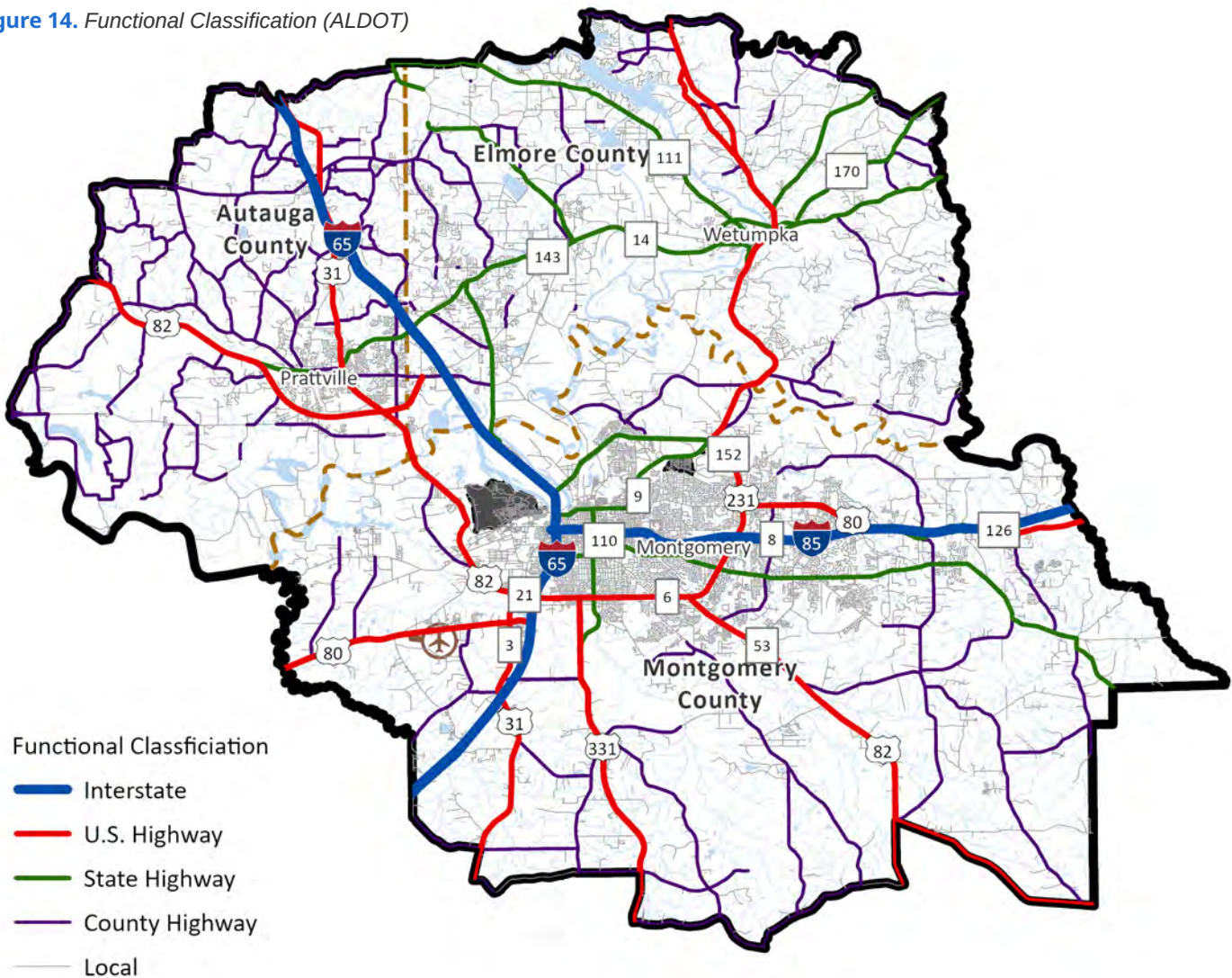
ROADWAYS

The functional classification map of the Montgomery MPO planning area illustrates the roadway hierarchy supporting regional mobility. Interstates 65 and 85 serve as the primary high-capacity corridors, accommodating long-distance travel, regional connectivity, and freight movement. These facilities form the backbone of the transportation network.

U.S. highways function as principal arterials connecting major activity centers, employment areas, and communities. These routes balance mobility and access, linking Montgomery, Prattville, and Wetumpka while providing critical east-west and north-south connections. State highways further support regional travel by distributing traffic between arterial routes and connecting smaller communities.

County and local roads provide direct access to neighborhoods, businesses, and rural areas, completing the network and supporting day-to-day circulation across the region. Together, these routes form an interconnected system, supporting travel at multiple scales.

Figure 14. Functional Classification (ALDOT)



What Does this Mean?

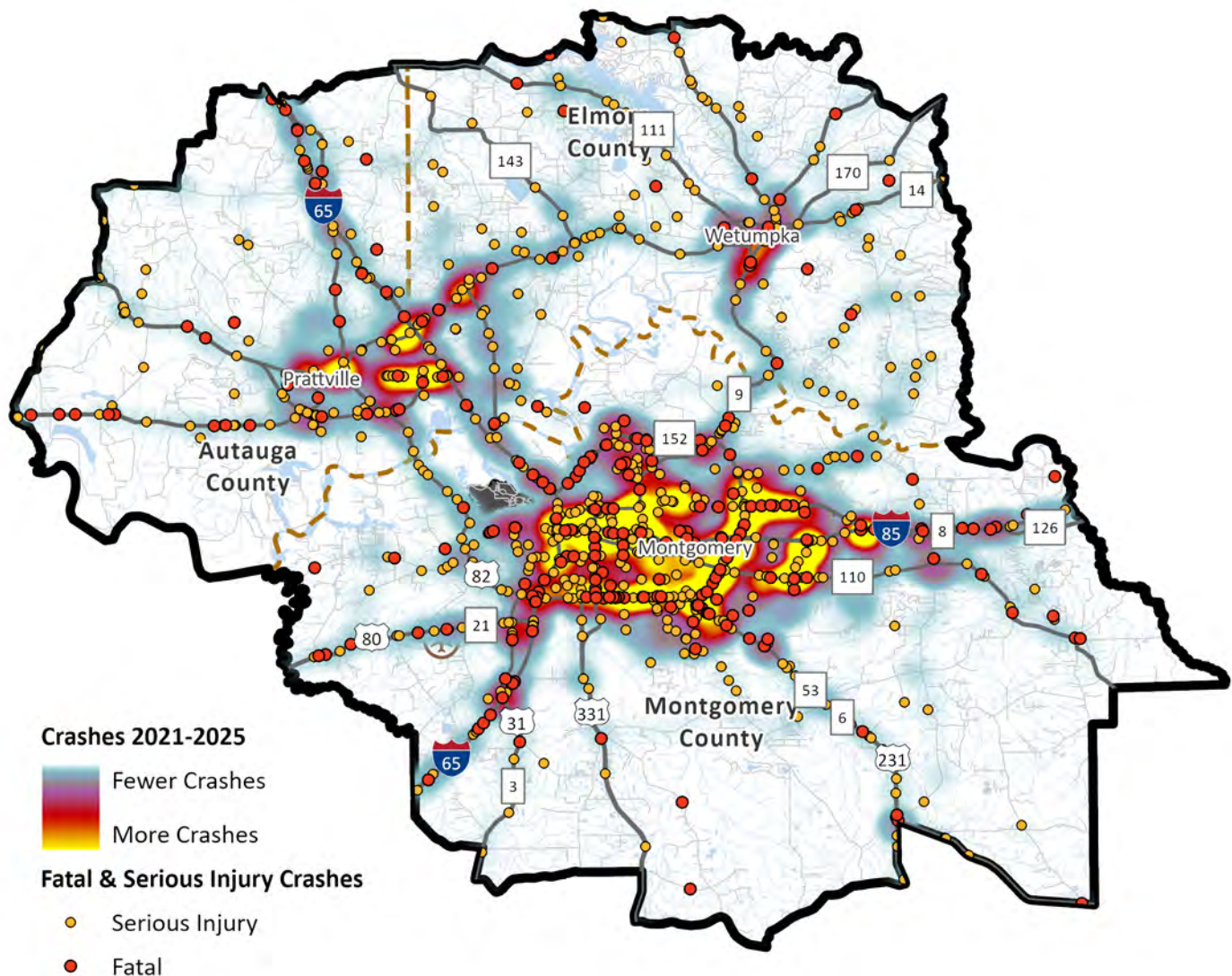
The roadway network serves different purposes, from regional travel to local access. Maintaining a balanced system helps support both long-distance connections and everyday trips.

SAFETY

Safety conditions, shown in Figure 16, highlight patterns of roadway crashes across the Montgomery region between 2021 and 2025. The crash heat map illustrates a clear concentration of incidents in the urban core, particularly within Montgomery, where higher traffic volumes and roadway activity contribute to more frequent collisions. Fatal and serious injury crashes are more commonly distributed along higher speed corridors and major roadways, where increased travel speeds can lead to more severe outcomes.

These patterns are critical to the LRTP, as they help identify high-risk locations and corridors that may benefit from targeted safety improvements. By using this data to inform project prioritization, the plan can support strategies such as speed management, corridor redesign, and intersection improvements to reduce the frequency and severity of crashes and improve overall system safety.

Figure 15. Crashes (Alabama Crash Data 2021-2025)



What Does this Mean?

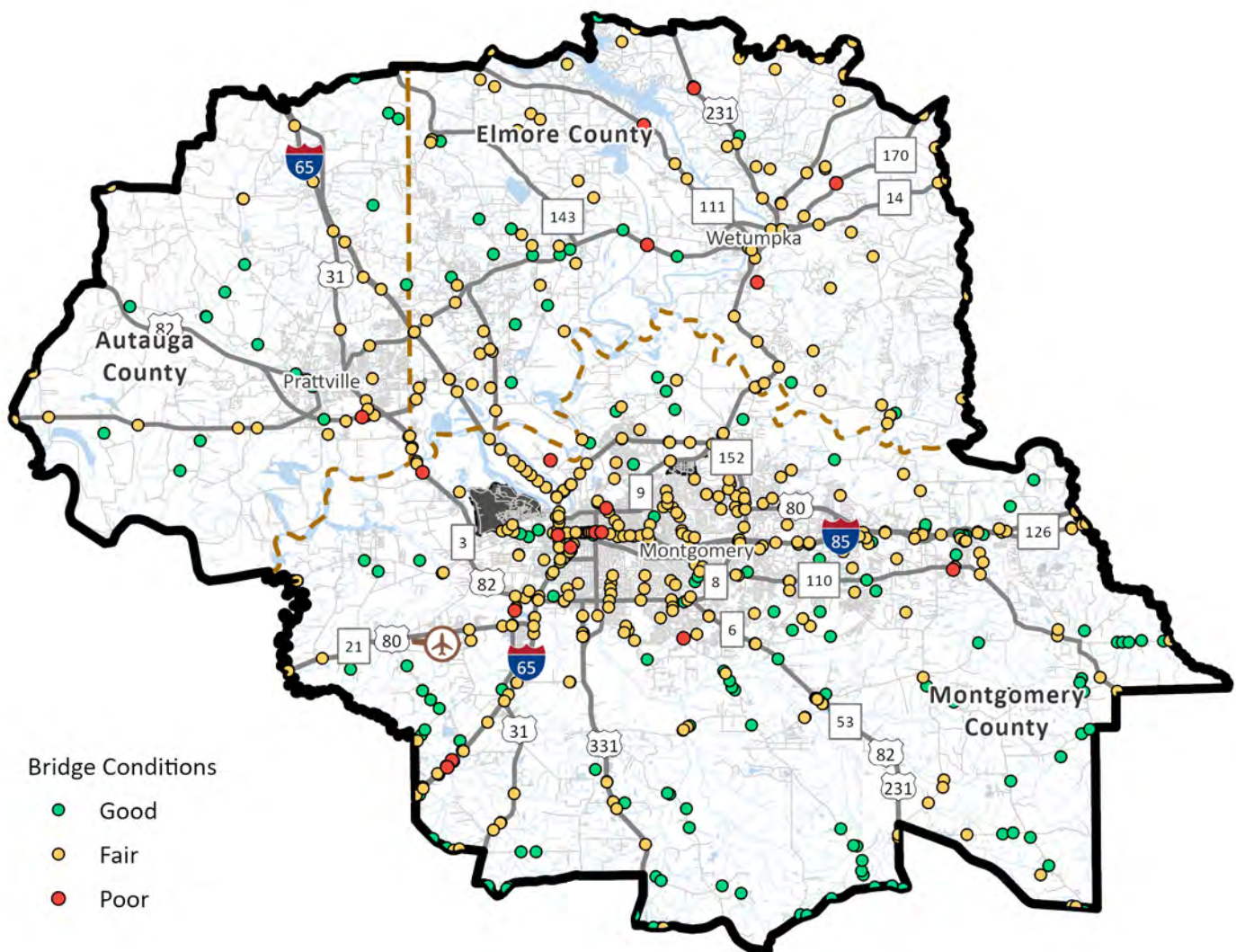
Safety is one of the key focus areas of the LRTP. By understanding current conditions and leveraging the analysis already conducted in the recently conducted Montgomery MPO Safety Action Plan, we can arrive at recommendations that prioritize safer conditions for all users.

BRIDGES

Bridge conditions, shown in Figure 17, provide insight into the state of critical infrastructure across the MPO area, with structures categorized as good, fair, or poor. Bridges serve as essential links within the transportation network, particularly where they carry traffic over waterways, rail lines, or other barriers that would otherwise disrupt connectivity. Within the planning area, 19 bridges (3%) are classified as being in poor condition.

The condition of these structures directly influences long range planning decisions, as bridges in poorer condition may require rehabilitation or replacement to maintain safe and reliable travel. Within the LRTP, this information supports asset management and investment prioritization, helping ensure that limited resources are directed toward maintaining system performance and preventing future disruptions.

Figure 16. Bridge Conditions (2025 USDOT BTS)



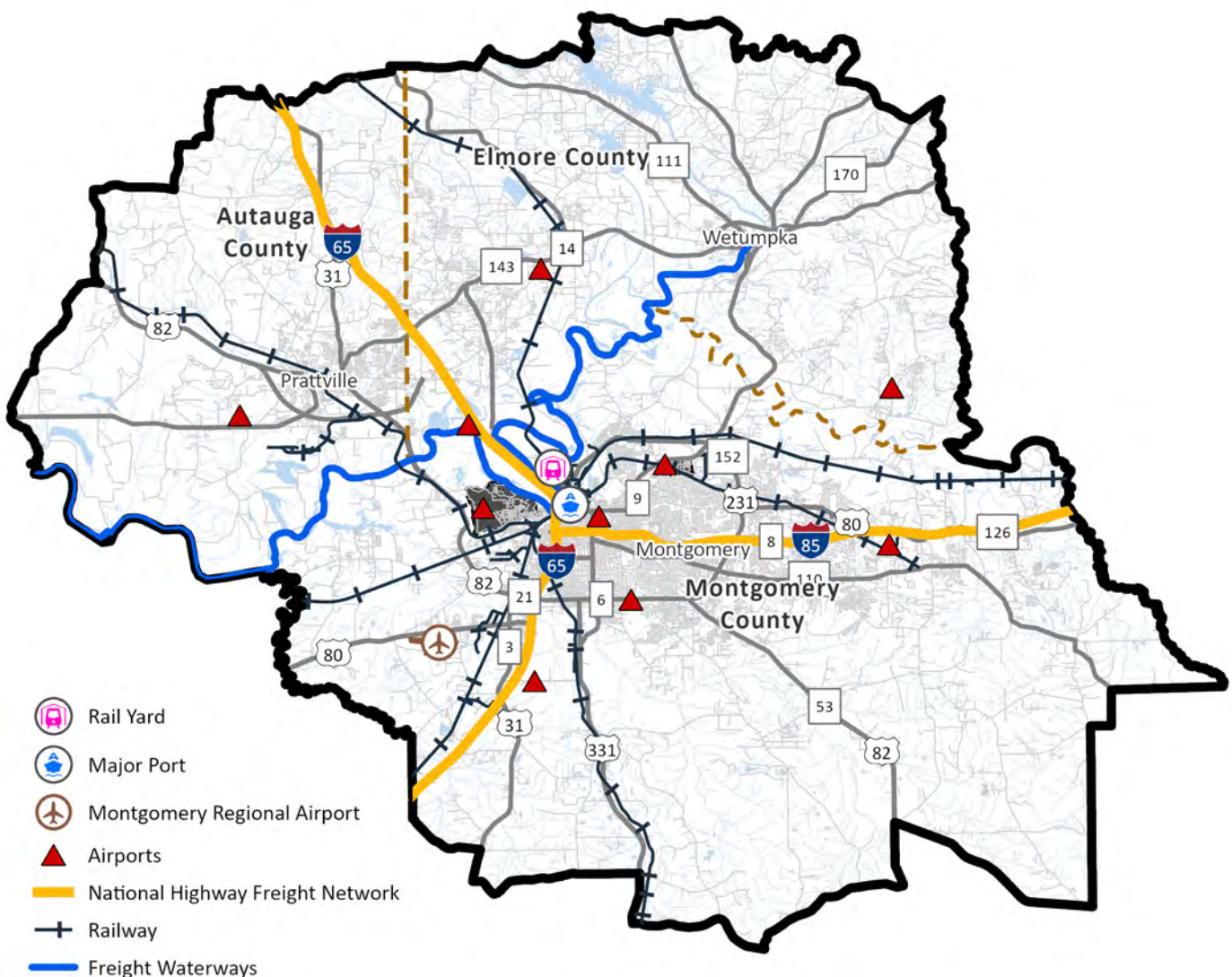
What Does this Mean?

Bridges are critical links in the transportation network. Keeping them in good condition helps ensure people can travel safely and avoid unexpected closures or delays.

AVIATION, FREIGHT, & RAIL

The regional freight, aviation, and rail network, shown in Figure 18, highlights the infrastructure that underpins the movement of goods and supports economic activity across the Montgomery region. Airports provide critical connections for business travel, logistics, and specialized cargo, while rail lines and the primary highway freight system enable the efficient movement of raw materials and finished goods to local industries and national markets. The region also has access to the Alabama River, which presents future opportunities for waterborne freight movement and intermodal connectivity. These systems are closely tied to key employment centers, industrial areas, and distribution hubs, making them essential to the region's economic competitiveness and growth. Understanding the location and function of these networks helps guide investments that maintain and enhance reliable freight movement. Efficient connections between highways, rail facilities, and aviation assets reduce travel time, support supply chain reliability, and attract new business and industry.

Figure 17. Aviation, Freight, and Rail Map (Urban Footprint, FRA, DOT, FAA)



What Does this Mean?

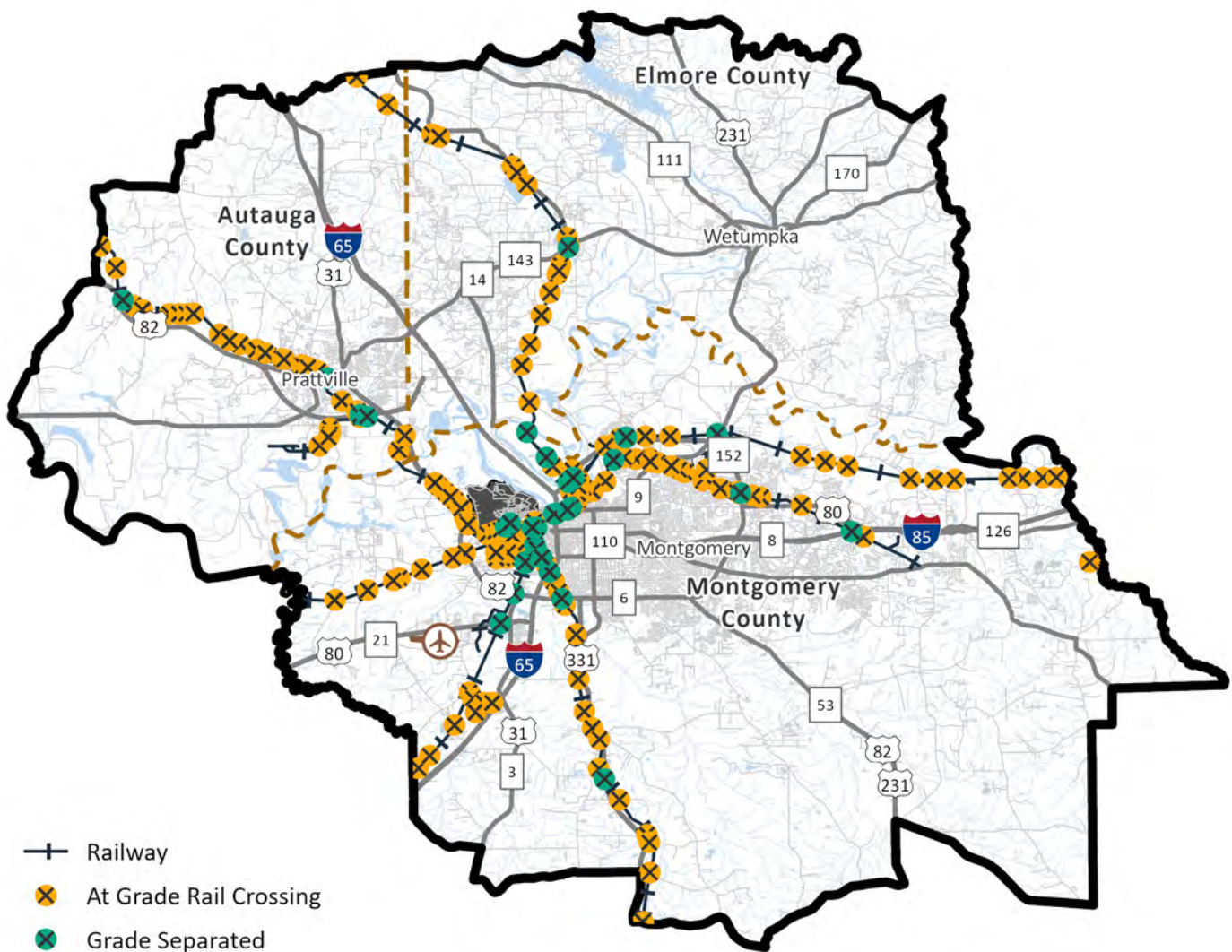
Aviation, rail, and freight networks play a key role in supporting the region's economy. Reliable connections between these systems help move people and goods efficiently and support local businesses and industry.

RAIL CROSSING SAFETY

Rail crossings, categorized by type in Figure 19, identify locations where roadways intersect with rail lines, including both at grade and grade separated crossings. At grade crossings, where vehicles and trains operate at the same level, can present safety and operational challenges due to potential conflicts and delays. Within the planning area, approximately 81% of rail crossings are at grade, while the remaining 19% of crossings are grade separated, either above or below the rail line.

This information highlights areas where safety improvements or grade separations may be needed to reduce risk and improve traffic flow. Addressing these crossings can enhance both roadway safety and freight efficiency, particularly along corridors with frequent train activity.

Figure 18. Rail Crossing Types (FRA)



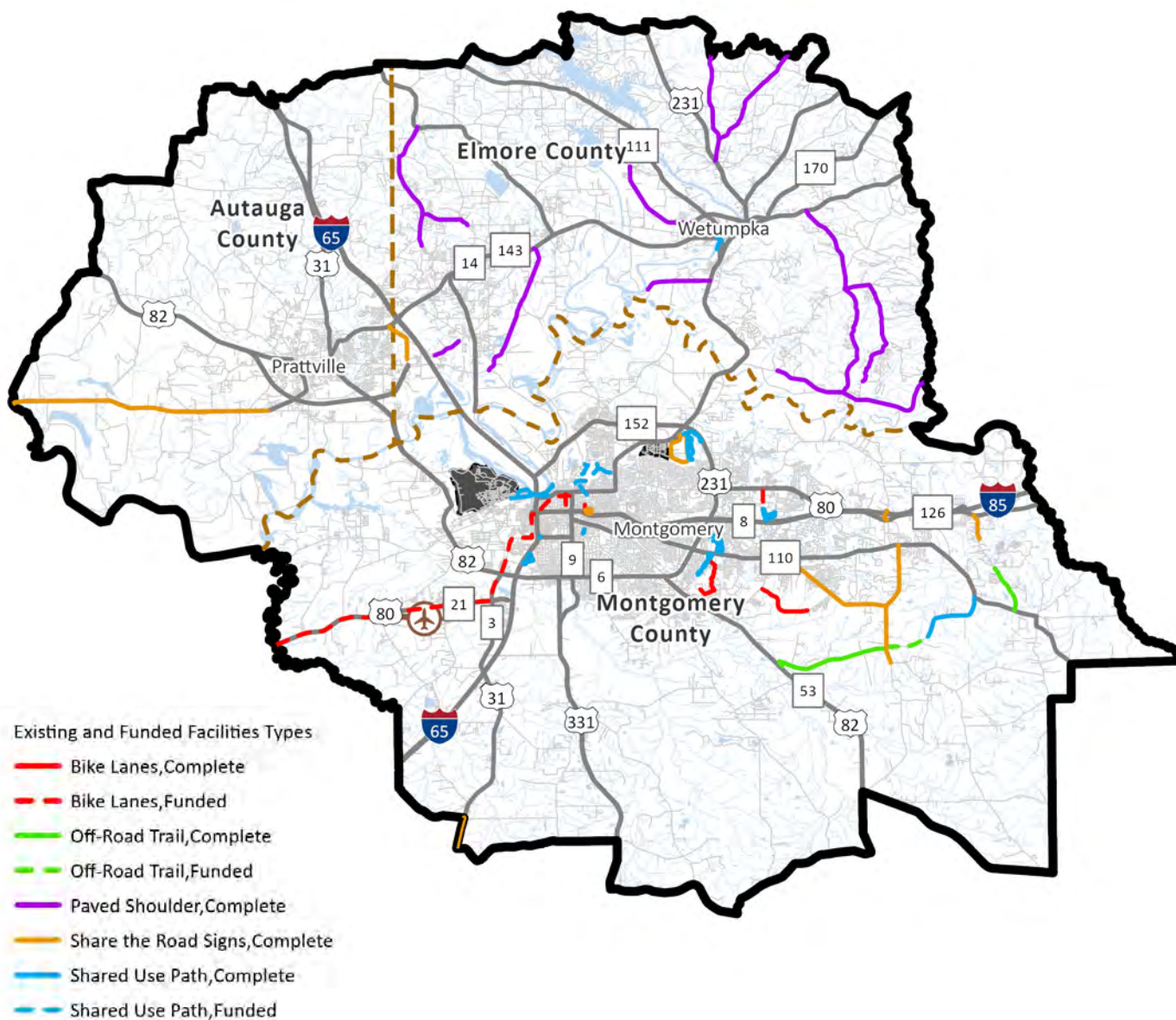
What Does this Mean?

Where roads and rail lines intersect, there is potential for delays and safety concerns. Improving these crossings can make travel safer and more reliable for everyone.

ACTIVE TRANSPORTATION INFRASTRUCTURE

The map in Figure 20 indicates active transportation infrastructure symbolized by type of infrastructure. While the map shows a range of funded and completed infrastructure, the data is incomplete and does not include sidewalks, key elements of the active transportation network. Despite these data gaps, the map underscores an incomplete network with gaps limiting access and connectivity. Lack of infrastructure is one of the key reasons that less than 2% of the population commutes to work by walking or biking. Improving connectivity between key destinations can support safer and more accessible travel options for walking and biking, while also helping to reduce reliance on single occupancy vehicles and support broader mobility goals.

Figure 19. Active Transportation Infrastructure



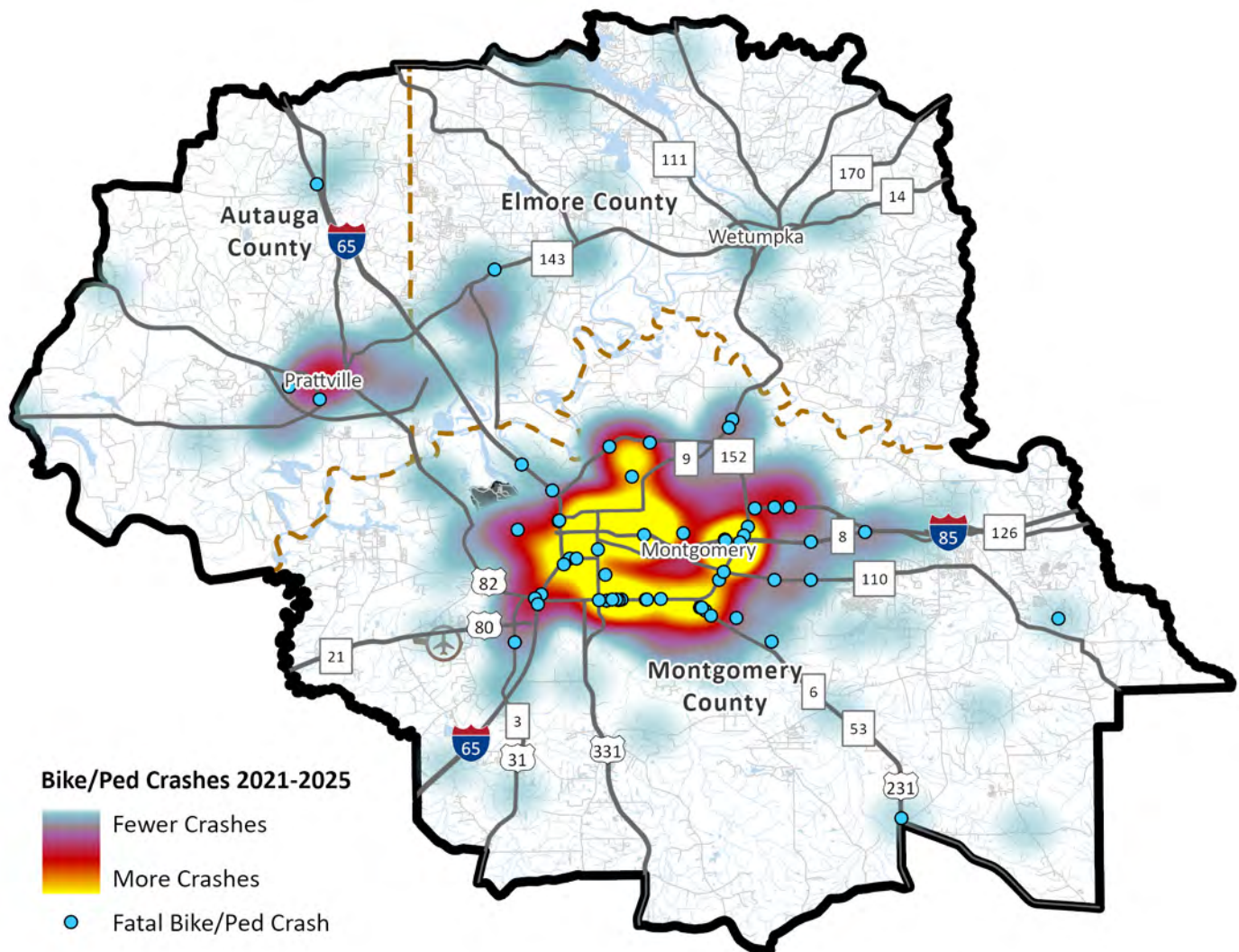
What Does this Mean?

Gaps in walking and biking infrastructure make it harder for people to choose these options. Improving connections can support safer travel and expand choices beyond driving.

ACTIVE TRANSPORTATION SAFETY

Figure 21 highlights crash patterns involving vulnerable road users between 2021 and 2025. The heat map indicates that these crashes are most concentrated in Montgomery, particularly in areas with higher traffic volumes and limited dedicated infrastructure. Fatal crashes involving bicyclists and pedestrians, shown as individual points, further emphasize the severity of safety challenges in certain corridors. These trends are a key consideration for the LRTP, as they emphasize the need for targeted safety improvements such as protected facilities, safer crossings, and traffic calming measures. Addressing these issues can help create a safer transportation system for all users, particularly in areas with the greatest need. While the heat map may indicate that Montgomery has the highest number of crashes involving active transportation users, this does not necessarily mean the city is less safe for bicyclists and pedestrians. Instead, the higher frequency of crashes often reflects a greater presence and activity of these vulnerable users, rather than inherently poorer safety conditions.

Figure 20. Crashes Involving Pedestrians or Bikers (Alabama Crash Data 2021-2025)



What Does this Mean?

Walking and biking can be less safe in areas with heavy traffic and limited infrastructure. This data and analysis from the Montgomery MPO Safety Action Plan can help guide recommendations and priorities that lead to a safer bicycle and pedestrian travel experience.

TRANSIT

Public transportation plays a vital role in supporting mobility, access, and economic opportunity across the Montgomery Metropolitan Planning Organization area. The M- Transit, the region's primary transit provider, offers essential fixed-route, paratransit, and micro transit services, Monday through Saturday, that connect residents to jobs, education, healthcare, and community destinations.

FIXED ROUTE AND PARATRANSIT SERVICES

The fixed-route network, mapped in Figure 22, provides scheduled service along key corridors, linking major employment centers, commercial districts, and residential neighborhoods. The system operates 14 routes and provides an average of 2,000 passenger trips daily. Reduced fare is offered to senior citizens, people with disabilities, and students, and riders can opt to purchase weekly or monthly transit passes.

Complementing the fixed-route network, paratransit service ensures mobility for individuals with disabilities who cannot use the fixed-route system. The service operates a fleet of 11 accessible vehicles and completes approximately 140 passenger trips each day.

Transit hubs, including the downtown transfer center, allow riders to make efficient connections between routes. Together, these services support thousands of daily trips and provide an affordable and accessible alternative to personal vehicle travel.

Table 1. The M-Transit Fixed Route and Paratransit Fare Structure (as of June 2026)

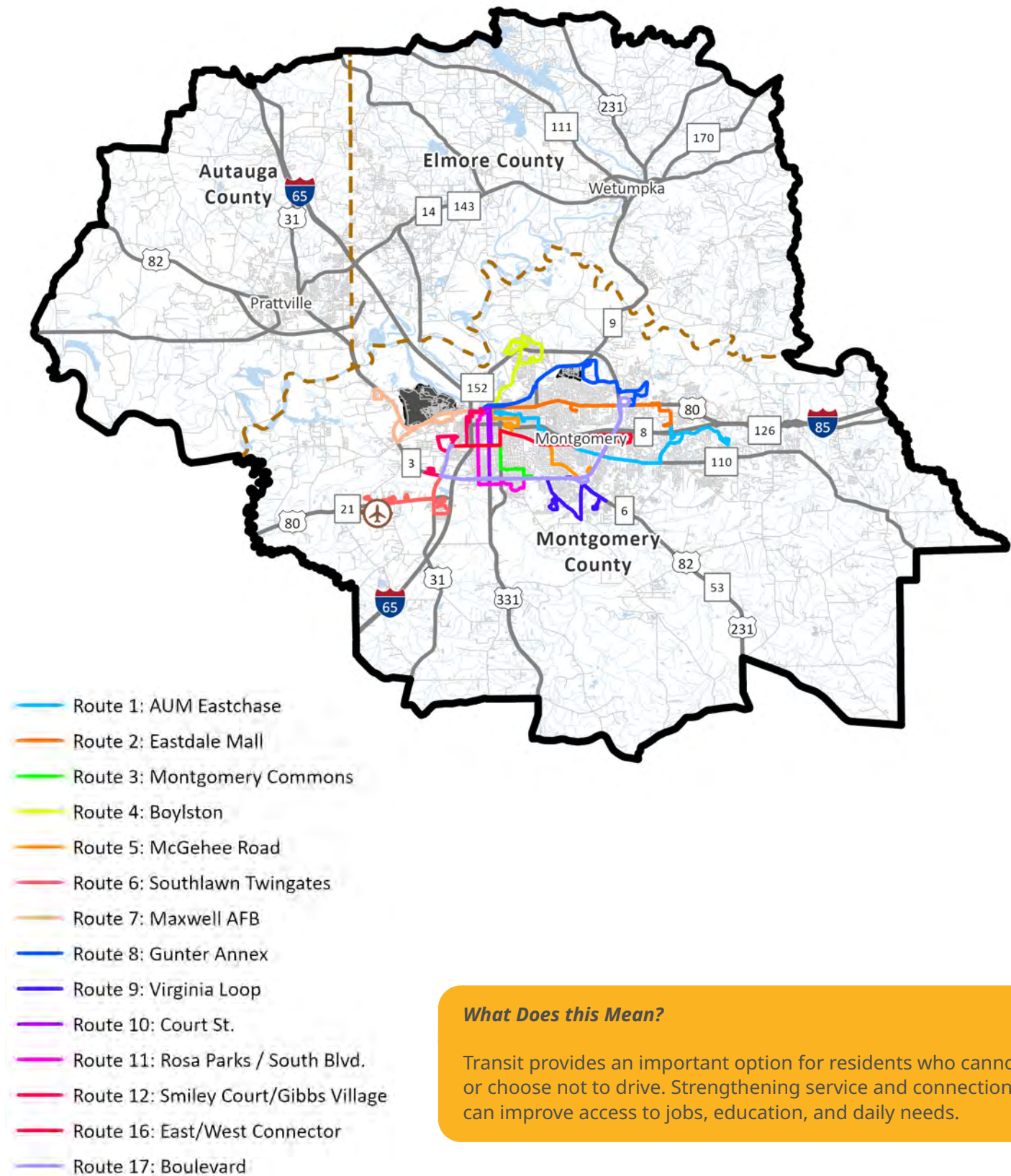
	Single Ride	Weekly (7 Day Unlimited) Pass	Monthly (31 Day Unlimited) Pass
Fixed Route	\$2.00	\$18.00	\$45.00
Senior/Disabled	\$1.00	\$10.00	\$25.00
Student	\$1.00	\$15.00	\$25.00
Paratransit	\$4.00	N/A	N/A

MICRO TRANSIT

The M Micro Transit service provides on-demand, ride share transportation within city limits, offering convenient curb-to-curb service. The app-based system connects neighborhoods to key destinations throughout Montgomery and allows users to book trips via the mobile app or by calling a dispatch line. Riders share trips with others traveling in the same direction, helping to improve efficiency. The service features flat-rate pricing that is more affordable than traditional taxi services, with no surge fees.



Figure 21. The M-Transit Routes (2026 GTFS)

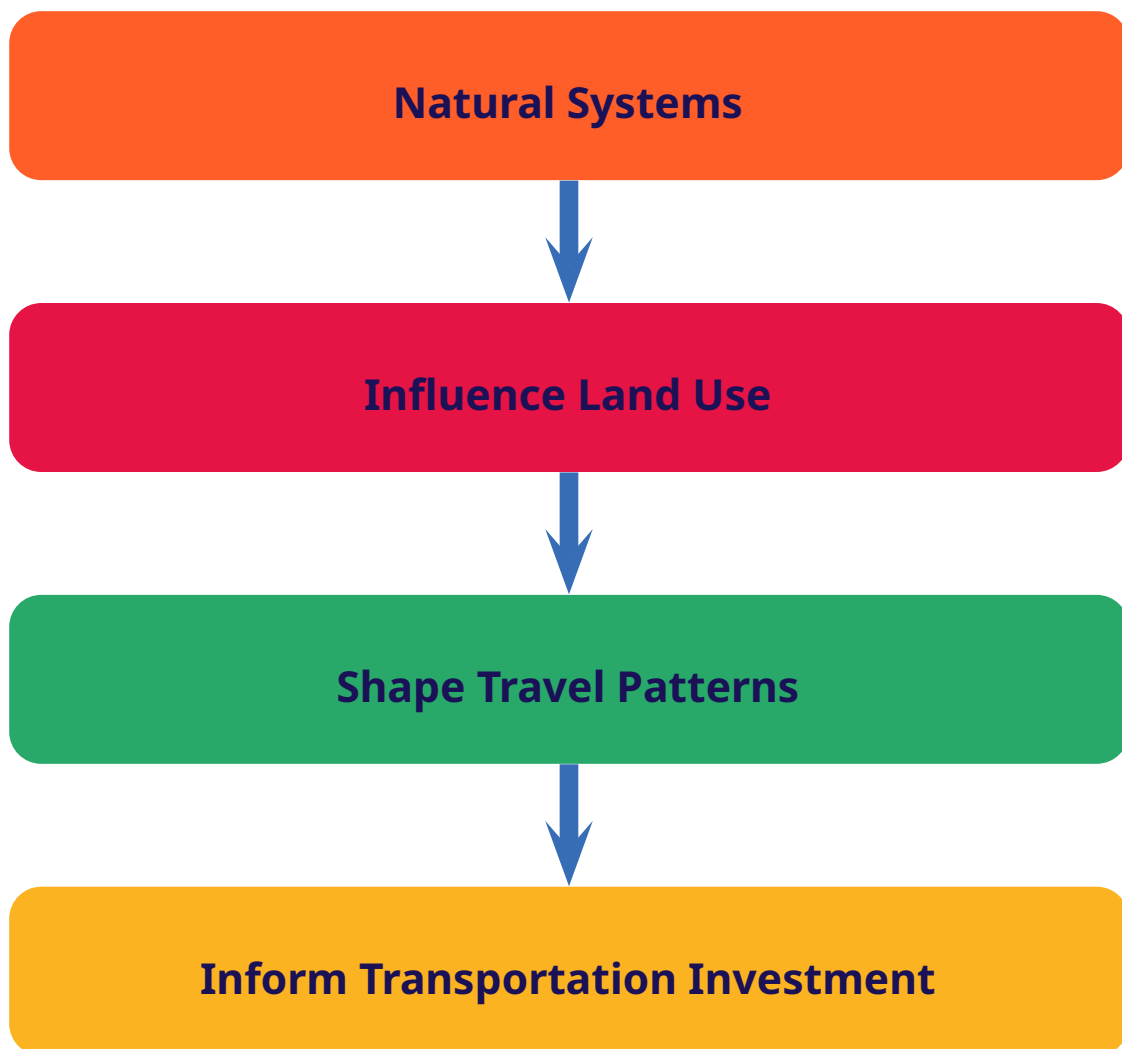


NATURAL SYSTEMS AND ENVIRONMENT

The Montgomery region's natural environment shapes how people live, travel, and grow. From the Alabama River and surrounding wetlands to forests, open spaces, and farmland, these environmental assets influence land use patterns, infrastructure decisions, and long-term resilience. Understanding how natural systems interact with transportation is essential for supporting sustainable growth, protecting community health, and preserving the region's natural character.

Why it Matters

Environmental conditions influence where people can safely live, how infrastructure performs, and how the region adapts to future growth and climate risks.

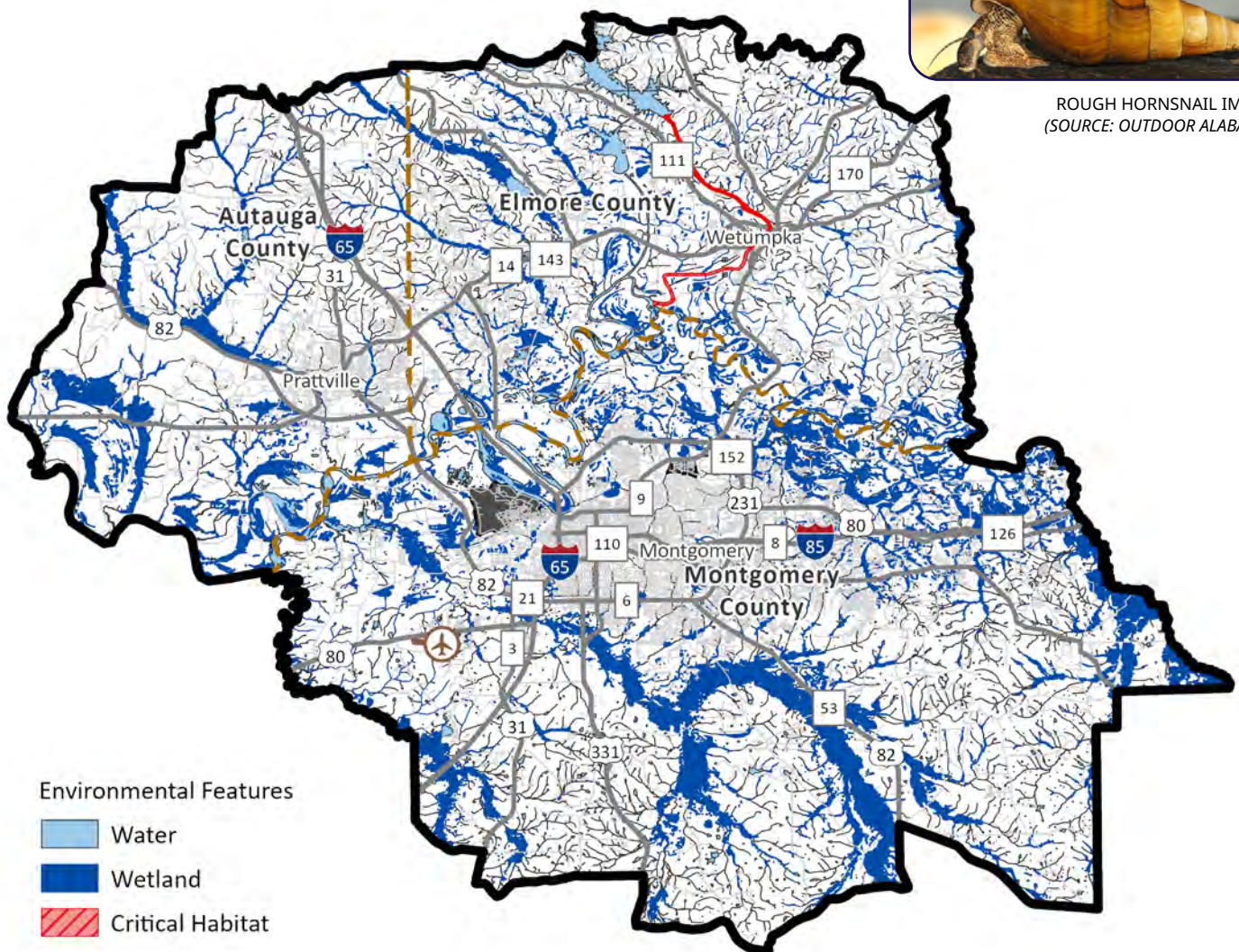


ENVIRONMENTAL FEATURES

Environmental features, shown in Figure 23, play an important role in shaping transportation planning decisions across the Montgomery region, particularly where sensitive natural systems intersect with existing and planned infrastructure. Wetlands throughout the study area provide critical ecological functions such as flood storage, water filtration, and habitat support, and their presence introduces constraints on roadway expansion, new alignments, and construction practices. In addition, the Lower Coosa River is identified as a designated critical habitat for the vulnerable Rough Hornsnail, a species that relies on specific water quality conditions and stable environments for survival.

Transportation investments within or near these sensitive areas must account for regulatory requirements, including permitting, mitigation, and environmental review processes, which can influence project cost, timing, and feasibility. The presence of wetlands and critical habitat also encourages context sensitive design approaches, such as minimizing stream crossings, reducing impervious surface impacts, and incorporating best management practices to protect water quality.

Figure 22. Environmental Features (USFWS, Urban Footprint)



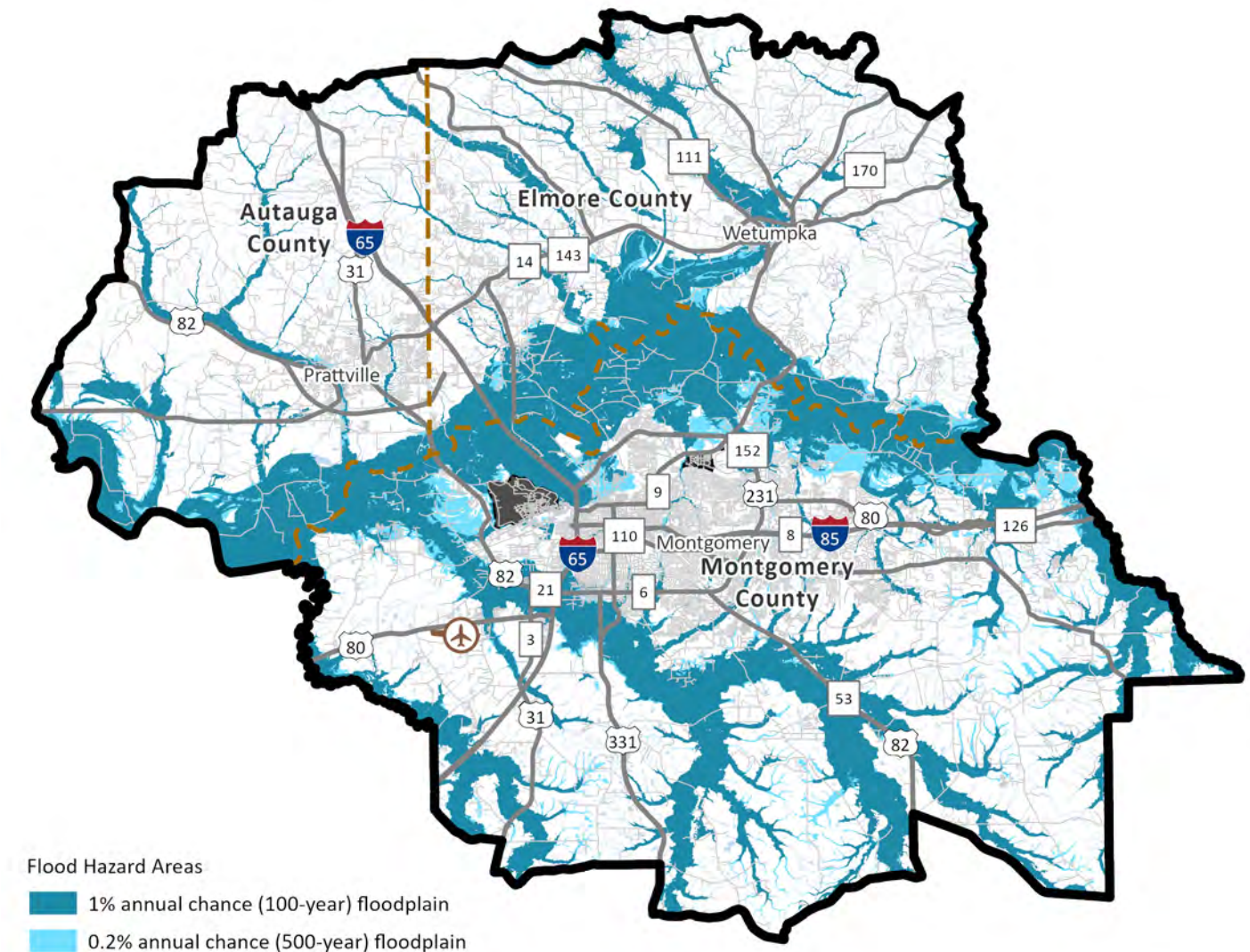
What Does this Mean?

Environmental conditions shape where and how transportation projects can be built. Planning carefully helps protect natural resources while supporting growth.

FLOODPLAINS

Floodplains, shown in Figure 24, influence transportation planning across the Montgomery region by identifying areas with a higher likelihood of flooding and associated risk to infrastructure. The mapped 1 percent annual chance flood hazard area, often referred to as the 100-year floodplain, represents locations with a greater probability of flooding in any given year, while the 0.2 percent annual chance flood hazard area identifies areas with a lower but still notable risk. These areas are concentrated along major water bodies and low lying corridors, where transportation facilities may be more vulnerable to inundation, erosion, or damage during storm events. Projects in or near these areas may require elevated roadways, enhanced drainage systems, or alternative alignments to maintain reliability and reduce long term maintenance costs. Flood prone areas can also experience temporary closures during extreme weather, impacting regional connectivity and emergency access. As a result, the LRTP uses this information to help prioritize resilient infrastructure investments and guide future growth away from the most vulnerable locations, supporting a safer and more reliable transportation network over time.

Figure 25. Floodplains (FEMA)



What Does this Mean?

Some transportation facilities are at greater risk of flooding. Designing for resilience can help keep roads open and communities connected during extreme weather.

AIR AND NOISE POLLUTION

Transportation systems influence environmental quality through both air emissions and noise exposure. Understanding where these impacts occur can help guide transportation investments that support a healthier, more sustainable Montgomery region.

AIR QUALITY

Mobile sources of air pollution include on-road vehicles such as cars, trucks, buses, and motorcycles, as well as other transportation sources including aircraft, railway locomotives, and marine vessels. According to the U.S. Environmental Protection Agency (EPA), the Montgomery region currently meets all National Ambient Air Quality Standards and is in attainment for each criteria air pollutant. However, transportation activities remain an important contributor to emissions associated with particulate matter and ground-level ozone.

Particulate matter consists of tiny particles in the air that are emitted directly from sources such as vehicle exhaust or formed through chemical reactions in the atmosphere. Exposure to elevated concentrations of particulate matter has been linked to respiratory and cardiovascular health effects, including aggravated asthma and reduced lung function. Ground-level ozone, the primary component of smog, is formed when pollutants emitted by vehicles and other sources react in the presence of sunlight. Exposure to ozone can irritate the respiratory system, reduce lung function, and make it more difficult to breathe. Despite the region's attainment status, reducing transportation-related emissions remains an important consideration for protecting public health and environmental quality.

TRANSPORTATION NOISE

Noise pollution, often overlooked, is a significant environmental concern with well-documented effects on human health and overall well-being. While it may seem like a simple nuisance, prolonged exposure can contribute to high blood pressure, sleep disruption, hearing loss, and a heightened risk of stress-related illnesses.

Noise levels typically become more pronounced around airports, rail infrastructure, and major transportation corridors, particularly those with heavy freight activity. Understanding where transportation-related noise exposure occurs can help inform future planning efforts and support investments that balance mobility needs with quality of life in surrounding communities.



What Does this Mean?

Transportation supports mobility but can also contribute to air pollution and noise. Understanding and addressing these impacts can help make communities more comfortable and livable.