TECHNICAL REPORT 5

Plan Development

Draft February 2020

Prepared by:

NEEL-SCHAFFER
Solutions you can build upon

Table of Contents

Table of Contents

List of Tables

Table of Contents

List of Figures

Table of Contents

1.0 Introduction

This report describes how the Long Range Transportation Plan was developed and details the associated information and planning process that was used. It builds on other technical reports and addresses the following topics:

- Public and Stakeholder Involvement
- Existing Plans
- Visioning and Strategies
- Project Development
- Environmental Analysis and Mitigation
- Project Prioritization
- Financial Plan
- Implementation Plan

Figure 1.1: Long Range Transportation Planning Process

2.0 Public and Stakeholder Involvement Phase 1

The first phase of the planning process – Listening and Learning – was set up to hear about transportation priorities and ideas for improvement in the region. It was also an opportunity to meet with key stakeholders and learn about needs and upcoming plans.

Input in this phase was used to develop the vision, goals, and objectives and to identify potential projects to be included in the plan. Input on growth areas was also used in forecasting future socioeconomic data for the regional travel demand model.

2.1 How We Engaged

LRTP Stakeholder Advisory Committee

On May 1, 2019, an LRTP Stakeholder Advisory Committee meeting was held at the Lee-Russell Council of Governments from 1 P.M. to 3 P.M. Twenty-six people attended, with a variety of government officials, university officials, and economic development officials. The purpose of this meeting was to learn about priorities, brainstorm ideas for improving transportation, and identify major growth areas.

Public Meeting and Online Survey

On May 1, 2019, twenty-six people attended a public meeting held at the Lee-Russell Council of Governments from 4 P.M. to 6 P.M. After signing in, they were walked through multiple station areas that introduced the plan, asked about priorities, and asked about big ideas.

From May 1st through June 30th, members of the public who could not attend the meeting were able to provide their input through an online survey. 163 people participated in this online survey.

Table 2.1: Phase 1 Public and Stakeholder Activity

Activity	People Engaged	Surveys Completed
LRTP Advisory Committee Meeting	26	22
Public Meeting	26	9
Online Survey	163	163
Total	215	194

2.2 Stakeholder Input

The attendees of the LRTP Stakeholder Advisory Committee participated in three exercises.

The first exercise was an interactive polling exercise that asked about transportation priorities, challenges, and concerns. Results from the poll are shown in on the following pages and key takeaways include:

- Improving safety was voted the top transportation priority. Improving connectivity between places was voted second, followed by reducing traffic congestion and maintaining roads and infrastructure in good condition.
- Funding was voted as the biggest challenge to implementing projects, followed by community and environmental impacts and acquiring land or right-of-way.
- "Too much traffic for the road to handle" was voted as the number one cause of congestion. "Waiting at intersections," "Freight truck traffic," and "Crashes" were voted as the next leading causes of congestion.
- Almost half of respondents named Gateway Drive as the most congested corridor, especially at its intersection with Frederick Road and Tiger Town Shopping Center. College Street, Downtown Auburn, and I-85 Exit 62 were almost named by a few respondents.
- The I-85 interchanges in Opelika were voted as most in need of safety improvements, especially Exit 60 at Marvyn Parkway (AL-51). A handful of respondents named Opelika Road (Al-14) and the Auburn University area as needing safety improvements.

In a second exercise stakeholders were asked to mark areas where they expected future development and to indicate what kind of development this would be (residential, commercial, industrial, recreational, or educational/medical). Figure 2.4 shows these areas of anticipated development.

The third exercise asked stakeholders to mark areas in the MPO that they thought needed transportation improvements or where they knew of planned projects. These could include projects for roadways, bicycle and pedestrian infrastructure, transit, freight, or any other transportation need. Figures 2.5 and 2.6 map this input.

Figure 2.1: Transportation Priorities Ranked in Order of Importance

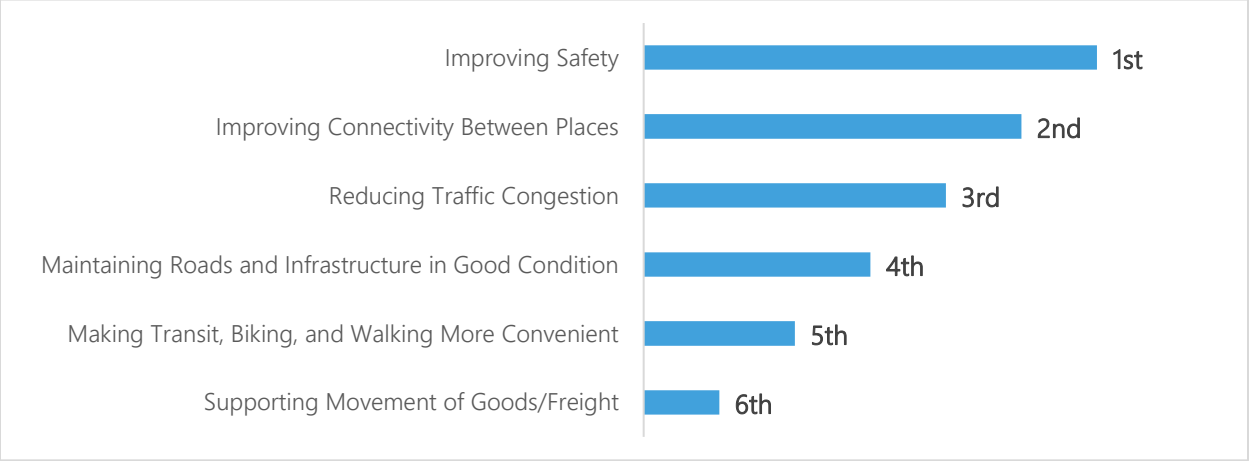


Figure 2.2: Biggest Challenges to Implementing Projects

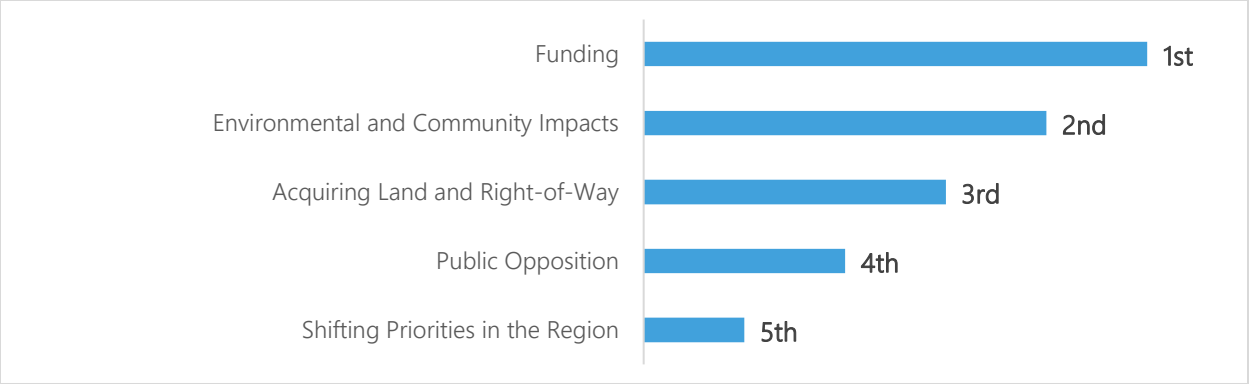


Figure 2.3: Biggest Causes of Congestion in the Region

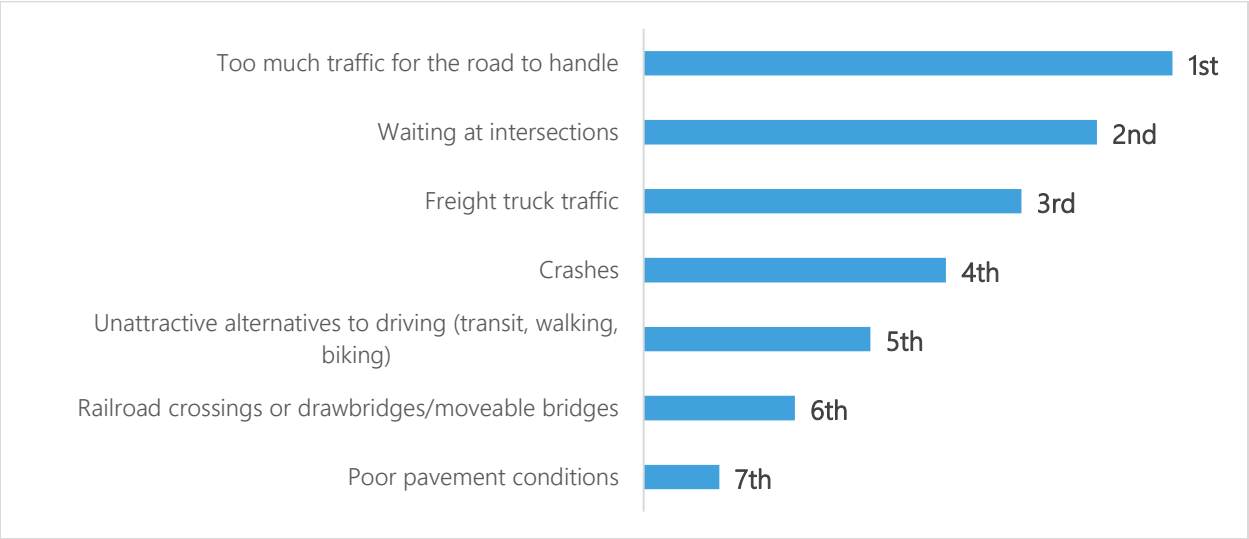


Table 2.2: Most Congested Corridors

Corridor	Times Mentioned
Gateway Dr (US-280)	7
Downtown Auburn	2
College St	2
I-85	1
Columbus Pkwy (US-280)	1
Pepperell Pkwy (AL-15)	1
2nd Avenue (AL-15)	1

Table 2.3: Most Congested Intersections

Intersection	Times Mentioned
Gateway Dr (US-280) and Frederick Rd	4
Columbus Pkwy (US-280) and I-85 Exit 62	2
S College St and E University Dr	1
Columbus Pkwy (US-280) and 2nd Avenue (AL-15)	1
S College Ave and Samford Rd (AL-15)	1

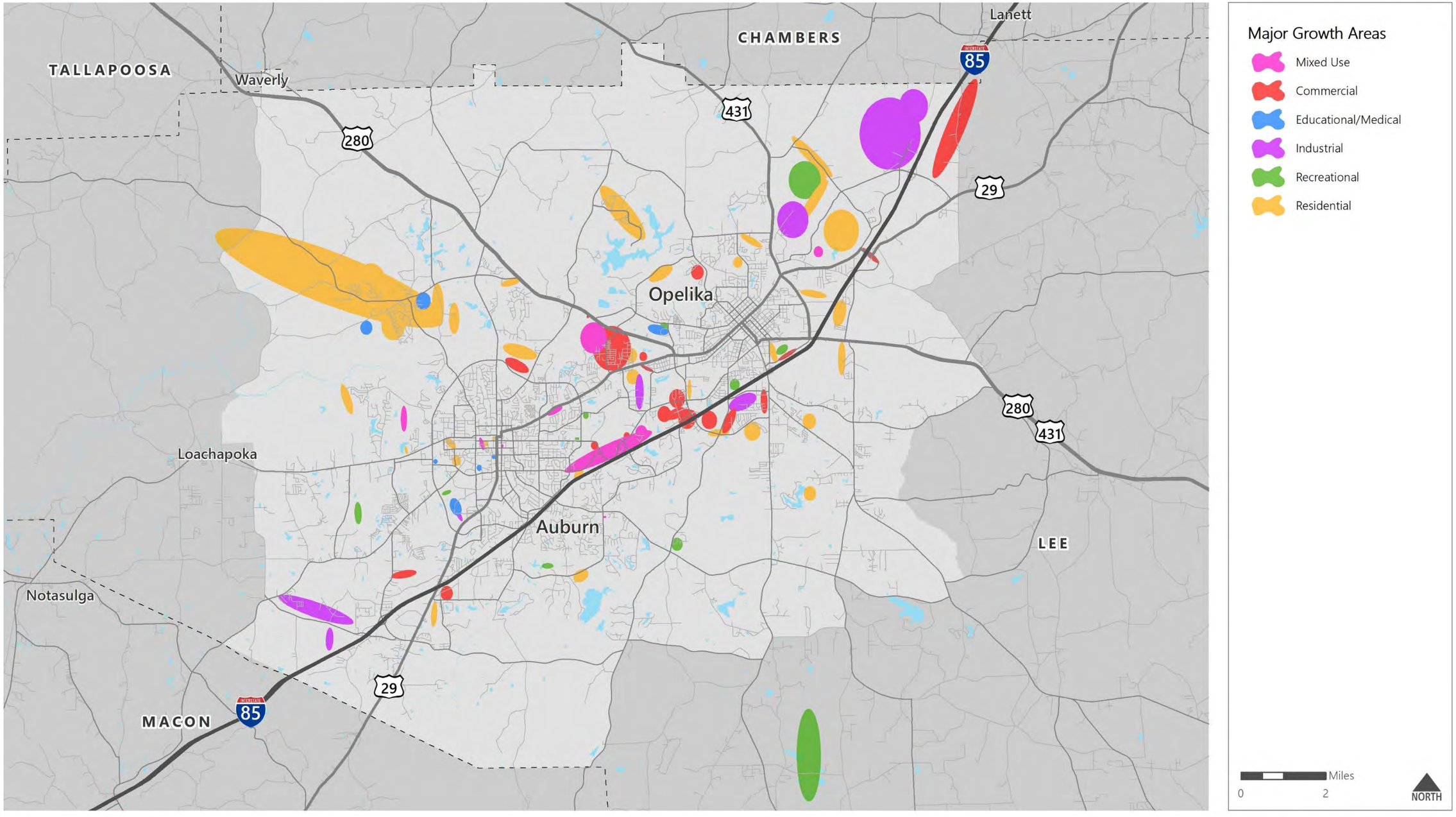
Table 2.4: Corridors Most in Need of Safety Improvements

Corridor	Times Mentioned
Opelika Rd (AL-15)	2
I-85	2
Around Auburn Campus	2
College Street	1
6th St	1

Table 2.5: Intersections Most in Need of Safety Improvements

Intersection	Times Mentioned
I-85 at Exit 60 (AL-51 & AL-169)	5
I-85 at Exit 64 (US 29)	2
Marvyn Pkwy (AL-51) and Crawford Rd (AL-169)	1
Gateway Dr (US-280) and Frederick Rd	1
Opelika Ave (AL-14) and 10th St	1
Opelika Ave (Al-14) and 2nd Ave	1
I-85 at Exit 62 (US 280 E & US 431)	1
N Gay St and Shelton Mill Rd	1
Gateway Dr (US-280) at Marvyn Pkwy (AL-51)	1
I-85 at Exit 58 (US 280 W & Gateway Dr)	1

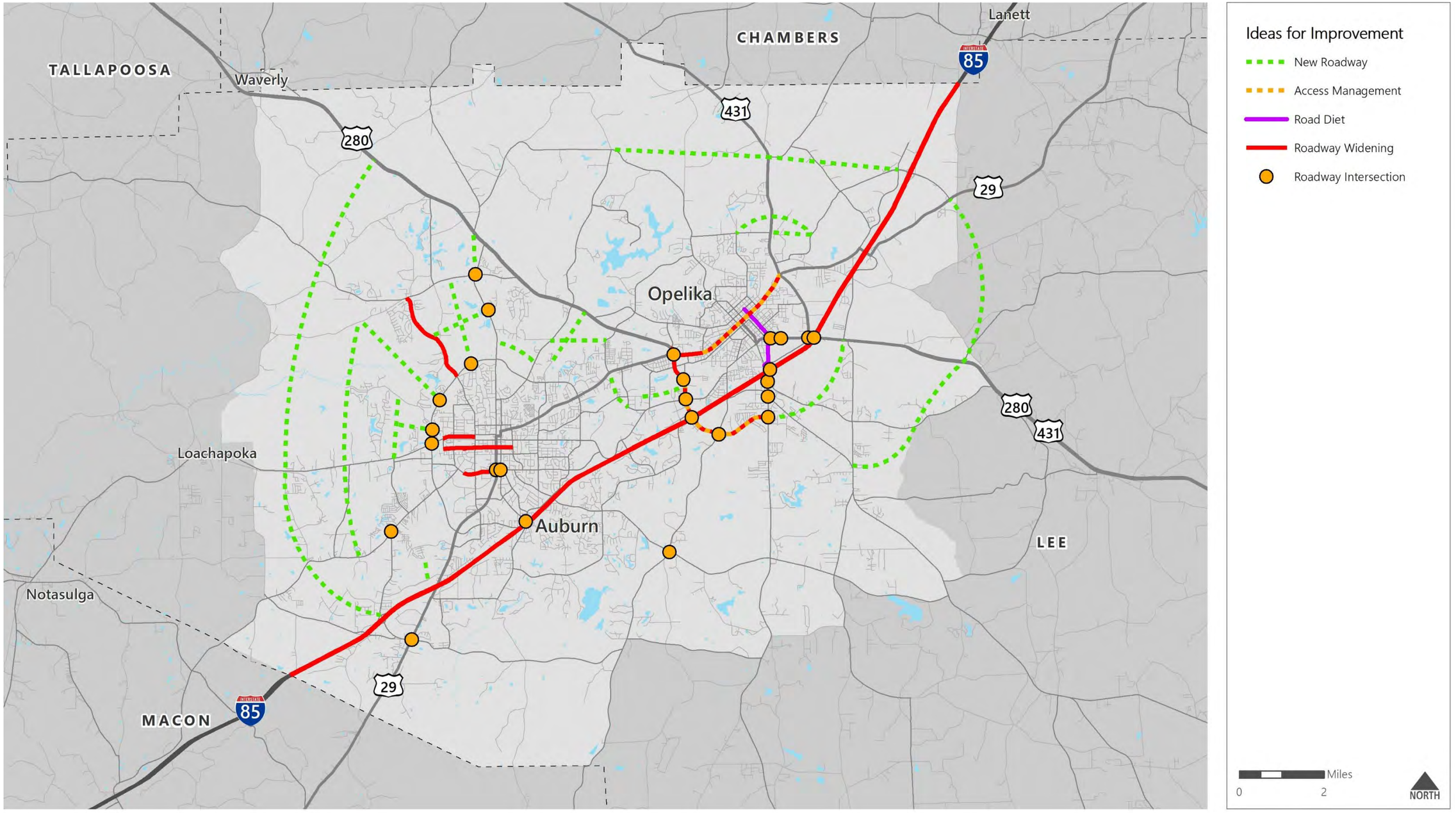
Figure 2.4: Stakeholder Anticipated Growth Areas



Data Sources: Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

Figure 2.5: Stakeholder Ideas for Roadway Improvements



Data Sources: Neel-Schaffer, Inc.

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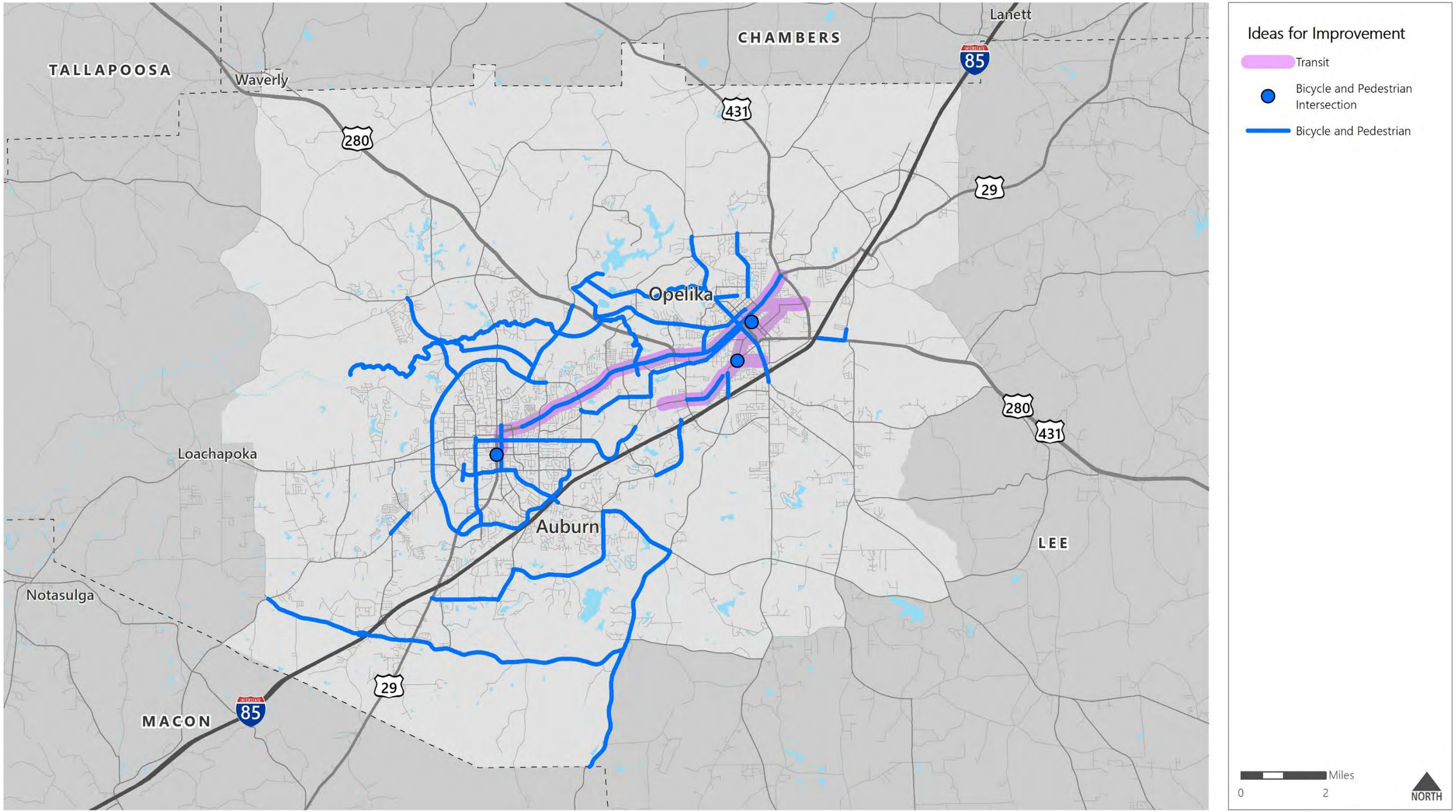
Figure 2.6: Stakeholder Ideas for Other Improvements



Data Sources: Neel-Schaffer, Inc.

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2.3 Public Input

The public meeting and online survey asked people to weigh-in on five topics that would help planners better understand priorities and needs in the region.

- The first topic asked about general transportation priorities
- The second topic asked about budget allocation priorities
- The third topic asked about areas with perceived safety issues
- The fourth topic asked about areas with perceived high levels of congestion
- The final topic asked about their ideas for improving transportation in the region.

The exercises at the public meeting and in the online survey were identical. There was a total of 172 surveys completed from the public meeting and online survey. Survey participants were not required to answer all questions.

The table below shows how participation varied by zip code.

Table 2.6: Top Public Survey Respondent Zip Codes

Zip Code	Area	Count
36830	Auburn (East)	81
36832	Auburn (West)	26
36801	Opelika (North of I-85)	26
36879	Waverly/Gold Hill	16
36804	Opelika (South of I-85)	13
Other	All Other Areas	10
Total		**172**

Public Priorities Exercise

Participants were asked to independently rank six transportation priorities from 0 to 4, with 0 being least important and 4 being most important.

Figure 2.7: Average Priority Ranking

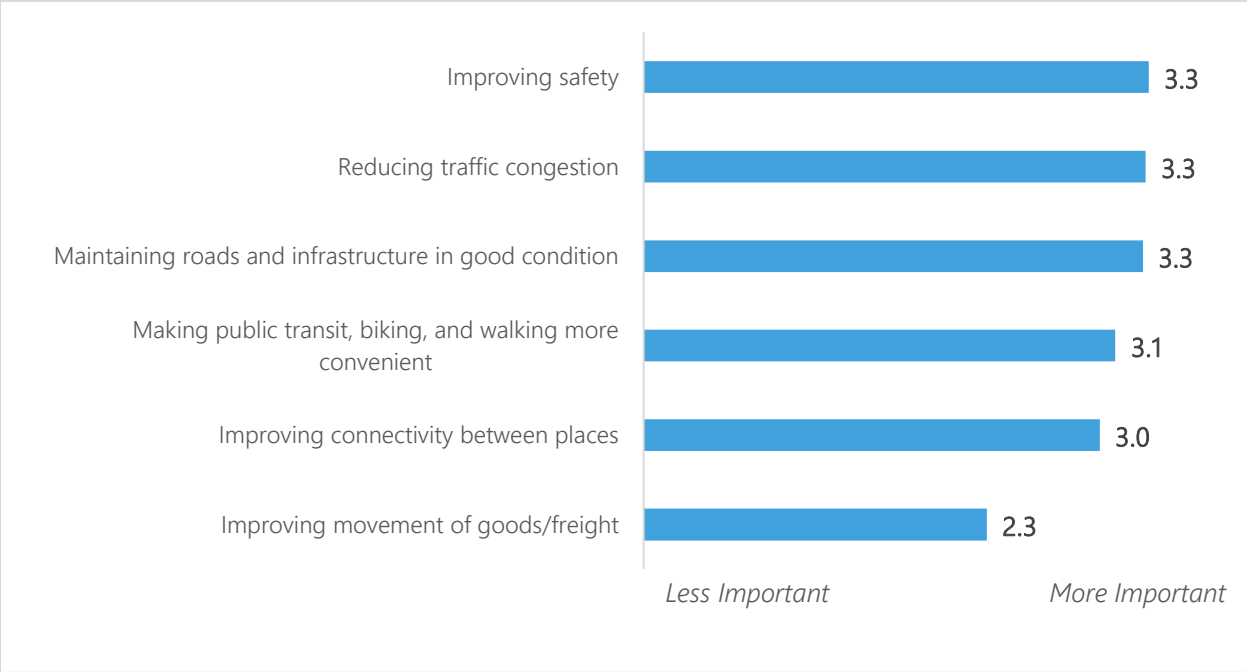


Table 2.7: Votes per Transportation Priority

Priority	0 – Not Important	1	2	3	4 – Very Important
Improving connectivity between places	5	8	38	39	72
Reducing traffic congestion	5	7	18	34	100
Improving safety	4	6	17	39	97
Maintaining roads and infrastructure in good condition	2	1	20	63	78
Making public transit, biking, and walking more convenient	7	10	24	38	85
Improving movement of goods/freight	12	27	62	34	31

Public Budget Allocation Exercise

Participants were asked to imagine they had $100 to spend on transportation projects and to allocate their money in increments of $10 among nine different categories.

Figure 2.8: Budget Allocation Results

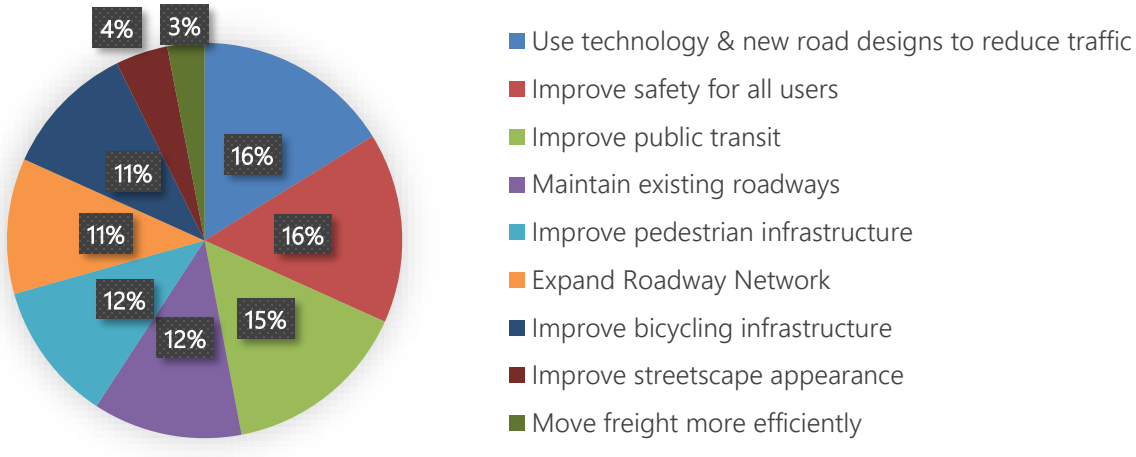


Table 2.8: Budget Allocation Responses

Priority	$ Allocated	% Allocated
Use technology & new road designs to reduce traffic (smart traffic signals, intersection improvements, left turn lanes in medians)	2,514	16%
Improve safety for all users (redesign dangerous areas, biking/walking protections)	2,422	16%
Improve public transit (bus service, vans, new options)	2,374	15%
Maintain existing roadways (pavement, bridges, signage, striping)	1,899	12%
Improve pedestrian infrastructure (sidewalks, crosswalks, walking paths)	1,778	11%
Add new roads or widen/extend roads (expand roadway network)	1,725	11%
Improve bicycling infrastructure (bike lanes and paths)	1,703	11%
Improve streetscape appearance (trees/plants, decorative lighting/pavement)	665	4%
Move freight more efficiently (heavy trucks, ports, railroads, air, waterways)	473	3%

Roadway Safety Concerns Exercise

Respondents were asked which intersection or corridor is most in need of safety improvements.

Table 2.9: Corridor Most in Need of Safety Improvements

Corridor	Times Mentioned
Shug Jordan Parkway	8
Glenn Avenue	4
Opelika Road	3
E University Drive	3
All Others	11
Total Responses	**29**

The following responses only received 1-2 mentions: Gay Street; Farmville Road; Samford Avenue; Wire Road; Columbus Parkway; Society Hill Road; Gateway Drive; Waverly Parkway; and US-280 W.

Table 2.10: Intersection Most in Need of Safety Improvements

Intersection	Times Mentioned
N College Street and Farmville Road	14
Gateway Drive and Frederick Road	6
Pepperell Parkway (AL-14) and U.S. Highway 280	4
Farmville Road and Donahue Drive	4
N College Street and U.S. Highway 280	4
Interstate 85 and Marvyn Parkway	4
S College Street and Sand Hill Road	3
All Others	32
Total Responses	**71**

The following responses only received 1-2 mentions: Wire Road and Cox Road; Glenn Avenue and College Street; S College Street and Shell Toomer Parkway; S Gay Street and E Samford Avenue; S Gay Street and E Magnolia Avenue; Alabama Street and Shug Jordan Parkway; S College Street and U.S. Highway 29; Moore's Mill Road and Rock Fence Road; Interstate 85 and S College Street; Wire Road and W Samford Avenue; SportsPlex Parkway and West Point Parkway; Airport Road and Pepperell Parkway; Pumphrey Avenue and Alabama Street; Wire Road and Shug Jordan Parkway; Farmville Road and U.S. Highway 280; W Magnolia Avenue and N Donahue Drive; Shell Toomer Parkway and Mill Creek Road; E Samford Avenue and E Glenn Avenue; E Drake Avenue and N Gay Street; Gay Street and Mitcham Avenue; E University Drive and E Glenn Avenue; Annalue Drive and Dean Road; Richland Road and E University Drive; Saugahatchee Rd and E University Drive; Pinnacle Drive and N College Street; N Dean Road and Opelika Road; Shug Jordan Parkway and N Donahue Drive; E University Drive and Opelika Road; and Lake Condy Rd and Lafayette Pkwy.

Roadway Congestion Concerns Exercise

Respondents were asked which intersection or corridor is most congested during rush hour.

Table 2.11: Most Congested Corridor During Rush Hour

Corridor	Times Mentioned
College Street	10
Gateway Drive	7
Opelika Road	6
Tiger Town (Gateway Drive + Frederick Road Corridors)	4
U.S. Highway 280 W	3
Gay Street	3
All Others	16
Total Responses	**49**

The following responses only received 1-2 mentions: Moore's Mill Road; Interstate 85; E University Drive; Samford Avenue; Glenn Avenue; Shug Jordan Parkway; Magnolia Avenue; Donahue Drive; Dean Road; and 2nd Avenue.

Table 2.12: Most Congested Intersection During Rush Hour

Intersection	Times Mentioned
Gateway Drive and Frederick Road	11
W Magnolia Avenue and College Street	10
Glenn Avenue and S College Street	7
E University Avenue and Opelika Rd	5
Opelika Road and Dean Road	5
N Gay Street and E Glenn Avenue	4
Samford Avenue and College Street	4
All Others	37
Total Responses	**83**

The following responses only received 1-2 mentions: Interstate 85 and Gateway Drive; Gateway Drive and Pepperell Parkway; N College Street and Gay Street; N Donahue Drive and W Glenn Avenue; Society Hill Road and Gateway Drive; Shug Jordan Parkway and E University Drive; E Glenn Avenue and N Ross Street; N Donahue Drive and Shug Jordan Parkway; Shug Jordan Parkway and Wire Road; Gateway Drive and Hamilton Road; Dean Road and Samford Avenue; E Glenn Avenue and Airport Road; E University Drive and Moore's Mill Road; E Samford Avenue and S Gay Street; E University Drive and College Street; W Samford Avenue and Mell Street; Columbus Parkway and Fox Run Parkway; Opelika Road and Gateway Drive; N College Street and Farmville Road; E University Drive and Richland Road; E Thach Avenue and S Gay Street; S College Street and Donahue Drive; E University Drive and E Glenn Avenue; Moore's Mill Road and Ogletree Road; Donahue Drive and W Magnolia Avenue; Pepperell Parkway and Opelika Road; Donahue Drive and E University Drive; Shug Jordan Parkway and Richland Road; and N Dean Road and E Glenn Avenue.

Big Ideas Exercise

Respondents were also asked an open-ended question, "What BIG IDEAS do you have for improving transportation in the region? Think about getting around by all modes- driving, riding transit, walking, biking, etc." Almost all participants answered this question. Their answers are organized below into roadway, transit, bike/ped, and Downtown Auburn improvements.

Roadway Ideas

About 30 respondents discussed ways to decrease congestion and improve intersections. Several of the most common responses mentioned:

- Construct an outer loop or bypass between US-280 and I-85 to decrease congestion and allow freight to avoid downtown Auburn
- Implement smart traffic lights
- Ensure that speed limits are appropriate for roads and legibly labelled
- Replace yield signs at right turns with green lights

Additionally, several respondents voiced opposing opinions. For example, people disagreed on whether to build or dismantle roundabouts, to add or remove traffic lights, and whether to widen or narrow roads.

Table 2.13: Roadway Big Ideas

Idea	Times Mentioned
Build outer loop or bypass between 280 and I-85 + add freight bypass	6
Create smart/synchronized traffic lights	5
Create more roundabouts	3
Widen congested roads; no road diets	3
Ensure speeds are appropriate for the roads and have legible signs	2
Construct more turning lanes	2
Deconstruct roundabouts	2
Make Interstate left lane for passing only	1
Install more traffic lights	1
Remove traffic lights	1
Replace yield signs with right turn arrows	1
Reduce congestion	1
Total Responses	**28**

Transit Ideas

About 50 respondents asked for increased public transit options in the region. Respondents want transit that provides fixed-route services for the public, not just the university. People want access to popular destinations, especially for low-income and disabled residents. Some commonly requested routes for transit include:

- Between subdivisions and downtown Auburn
- Between Auburn University and downtown Opelika
- To Tiger Town Shopping Center
- To East Alabama Medical Center
- To major job centers

Table 2.14: Transit Big Ideas

Idea	Times Mentioned
Create reliable public transit in the Auburn area beyond campus and demand-service vans	28
Provide transit between campus, downtown Opelika, hospitals, and Tiger Town Shopping Center	5
Provide transit that provides access for low-income and disabled users to jobs, drugstores, malls, and medical centers	4
Construct a Park and Ride with transit to downtown	2
Provide transit between downtown Auburn and subdivisions	2
Create a monorail on Auburn University campus	2
Provide rail service between Auburn and Opelika	2
Encourage cooperation between cities of Auburn and Opelika in transportation projects	2
Use school buses for transit	1
Improve customer service at Lee County Transit	1
Ensure clean transit	1
Charge developer fees to fund transit	1
Provide transit to Duck Samford and Felton Little baseball fields	1
Total Responses	**52**

Bicycle and Pedestrian Ideas

Over 75 respondents discussed improving bicycle and pedestrian infrastructure. The various responses are summarized below:

- Construct more bike lanes, sidewalks, and off-street paths that provide some separation from vehicles and are accessible to a variety of users
- Expand bike-ped infrastructure beyond the university so families and younger students in the outer neighborhoods can walk or bike to schools, parks, and downtown Auburn
- Create a safe bicycle route connecting downtown Auburn and downtown Opelika
- Improve safety at crossings for pedestrians and bicyclists
- Increase downtown lighting after dark for pedestrians, runners, and bicyclists
- Provide education for all users of the road to increase safe bicycling and walking

Table 2.15: General Bicycle and Pedestrian Ideas

Idea	Times Mentioned
Create more bike lanes and off-street paths	17
Construct a bike route connecting downtown Opelika and downtown Auburn	8
Build more sidewalks, specifically in Opelika	8
Improve safety at crossings (at intersections; when there are no lights; when parked cars block views; outside schools)	7
Enhance pedestrian infrastructure in downtown Auburn	7
Create paths that extend beyond campus and can connect to neighborhood developments	6
Improve safety for on-road cyclists	5
Increase nighttime lighting for pedestrians and cyclists	5
Ensure cyclists follow rules of the road	4
Increase bike/ped connections into downtowns	4
Construct pedestrian bridges over busy roads	2
Provide bike/ped maps and wayfinding tools	1
Provide bike storage	1
Total Responses	**75**

Table 2.16: Specific Bicycle and Pedestrian Ideas

Idea	Times Mentioned
Build bike lane and sidewalk on Donahue	3
Build path to Chewacla Park	1
Close traffic on College and Magnolia streets in downtown Auburn	1
Build bike lane or sidewalks to Yarborough Elementary	1
Build bike lane along Society Hill Road	1
Build sidewalk along Ogletree Rd	1
Add speed humps and sidewalks along 30th St	1
Build bike land and sidewalks by Hickory Dickory Park	1
Total Responses	**10**

Downtown Auburn Streetscape Ideas

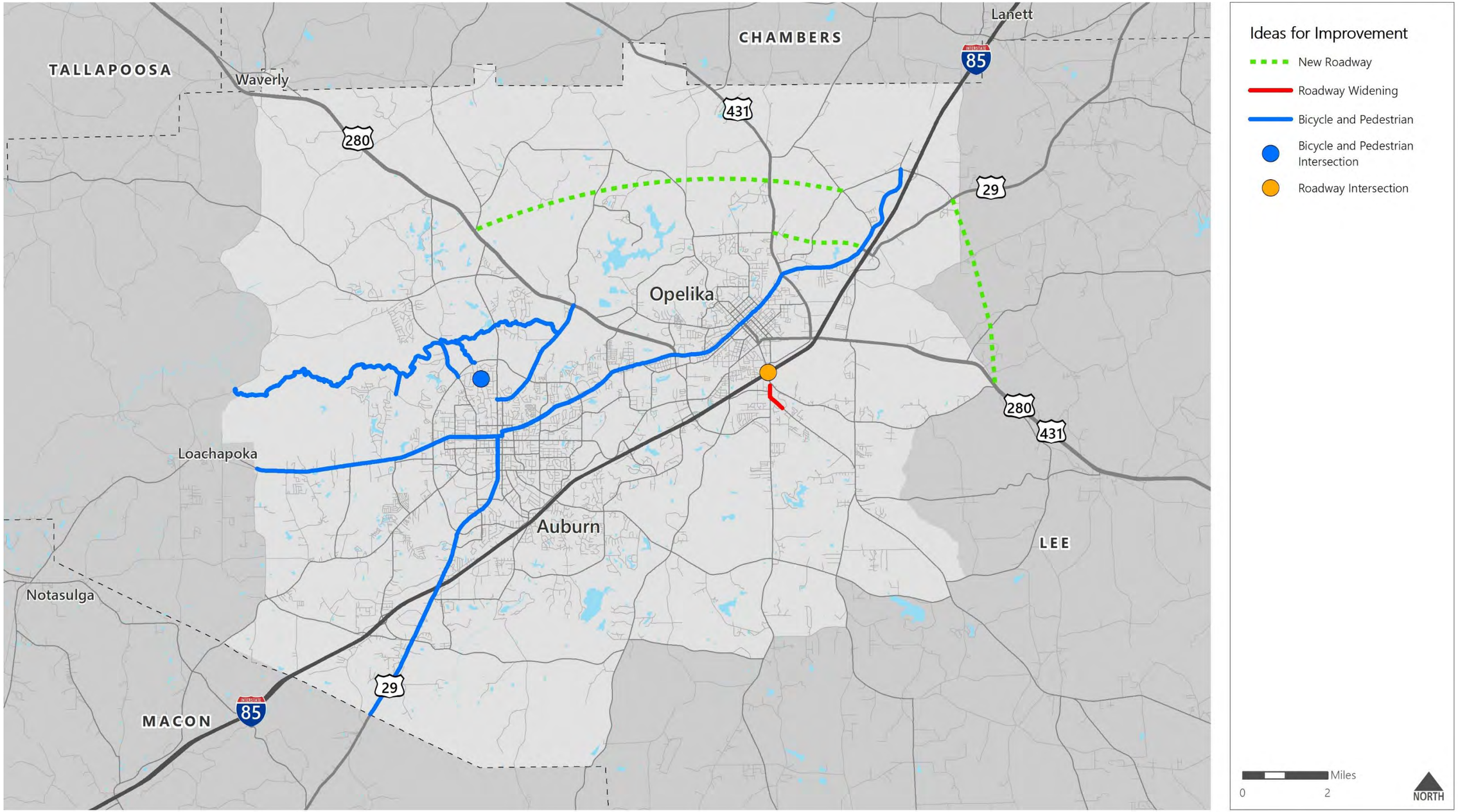
About 20 respondents mentioned discontent with the streetscape and construction in downtown Auburn. These responses showed that residents see a connection between attractive and accessible streetscapes and increased biking and walking, as well as the negative relation between construction and parking or congestion. Below are some more common suggestions from respondents:

- Increase green space downtown, perhaps by increasing building setbacks for greenspaces on sidewalks and maintaining street trees despite construction
- Bury power lines underground
- Control construction and new development downtown and perhaps consider infill alternatives
- Create parking structures or Park and Rides to supplement or replace on-street parking

Table 2.17: Downtown Auburn Streetscape Ideas

Idea	Times Mentioned
Improve downtown streetscape (move power lines underground, increase green space, leave street trees despite construction; larger setback for more greenspace in front of new development)	11
Curb downtown construction	6
Improve downtown parking: create parking structures or park and ride for downtown and AU employees	4
Implement a Complete Streets Policy	1
Redirect freight from downtown Auburn	1
Total Responses	**23**

Figure 2.9: Big Ideas from Public Meeting Map



Data Sources: Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

3.0 Public and Stakeholder Involvement Phase 2

During this phase, the public and stakeholders reviewed the draft plan and provided input to refine and finalize the plan.

3.1 How We Engaged

LRTP Stakeholder Advisory Committee

On November 5, 2019, an LRTP Stakeholder Advisory Committee meeting was held at the Lee-Russell Council of Governments from XX P.M. to XX P.M. XX people attended, with a variety of government officials, university officials, and economic development officials present. The purpose of this meeting was to review the draft plan and list of projects and recommend any changes before releasing the plan for public review.

This section will be updated once outreach phase 2 is complete.

Public Meeting

On Month XX, 2019, XX people attended a public meeting held at the Lee-Russell Council of Governments from 4 P.M. to 6 P.M. After signing in, they were walked through multiple station areas that introduced the plan, summarized the plan recommendations, and asked about their opinions and ideas for improving the plan.

This section will be updated once outreach phase 2 is complete.

3.2 Stakeholder Input

Stakeholder input for this phase of the planning process is being summarized and this section will be updated once complete.

This section will be updated once outreach phase 2 is complete.

3.3 Public Input

Public input has not yet been received for this phase of the planning process. This section will be updated once public input has been received and summarized.

This section will be updated once outreach phase 2 is complete.

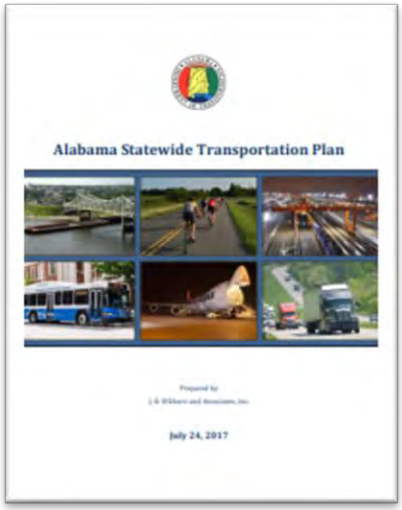
4.0 Review of Existing Plans

In preparing this document, relevant plans from the state, MPO, county, and municipal level were reviewed. Key takeaways regarding transportation are summarized on the following pages.

A consistent theme of planning for growth emerged across the various plans, as well as an increased interest in bicycle and pedestrian transportation and expanding transit.

Table 4.1: Plans Reviewed

Plan	Agency
Alabama Statewide Transportation Plan (2017)	ALDOT
Alabama Statewide Bicycle and Pedestrian Plan (2017)	ALDOT
Alabama Statewide Freight Plan (2017)	ALDOT
2040 Long Range Transportation Plan (2015)	AOMPO
Auburn-Opelika Bicycle Pedestrian Plan (2015)	AOMPO
Human Services Coordinated Transportation Plan (2017)	Lee-Russell Council of Governments
Lee County Master Plan (2010)	Lee County
Auburn University Comprehensive Campus Plan (2013)	Auburn University
CompPlan 2030: The Comprehensive Plan for the City of Auburn (2018)	City of Auburn
Auburn Downtown Master Plan (2014)	City of Auburn
Renew Opelika Road (2013)	City of Auburn
Downtown Auburn Parking Plan (2017)	City of Auburn
Northwest Auburn Neighborhood Plan (2018)	City of Auburn
City of Auburn Parks, Recreation, and Cultural Master Plan (2018)	City of Auburn
City of Auburn Citywide Comprehensive Traffic Study (ongoing)	City of Auburn
City of Opelika Master Plan 2030 (2016)	City of Opelika
Carver-Jeter Revitalization Plan (2014)	City of Opelika



Alabama Statewide Transportation Plan (2017)

This statewide plan considers the mobility for people and freight across all modes in the state and identifies statewide trends and needs in order to select and prioritize projects. It identifies five key issues: supporting growth of the overall network and its implications for a multimodal network; understanding how the roadway network will function as a result of the current work program; focusing on maintenance; accommodating emerging technologies; and understanding trends in mode shift.

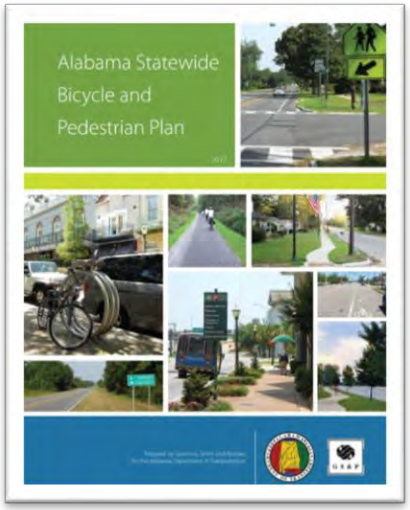
A key concern of the plan is the physical condition and congestion of the Interstate system, U.S. highways, and state highways. Most congestion occurs along the Interstate, especially by larger metropolitan areas. Auburn-Opelika currently experiences heavy congestion along I-85 and U.S. Highway 280 and this is expected to worsen by 2040. Between 2010 and 2040 the overall population is predicted to increase more than ten percent and shift from rural to urban areas. Auburn-Opelika, along with Baldwin County, has the highest growth rate and is thus expected to see an increase in congestion, even with the addition of capacity projects.

In order to mitigate current and expected congestion, ALDOT has several resurfacing and widening projects planned. One project would widen I-85 from four lanes to six in Opelika from Exit 58 at Gateway Drive to Exit 64 at U.S. Highway 29. ALDOT also plans to continue its work with ITS to monitor traffic and prioritize maintenance and operations rather than capacity projects.

Their freight analysis shows that trucks are the most frequently utilized mode to transport freight and is predicted to grow, leading to some bottlenecks where the Volume-to-Capacity Ratio is greater than 1.5. After trucks, freight is most frequently carried by pipeline. Freight carried by air or water is negligible.

ALDOT acknowledges the importance of multimodal transportation while recognizing its limited role in these modes. With some exceptions in the larger cities, public transit consists of demand service buses. ALDOT names a frequent desire from the public for expanded service, saying "the greatest public transportation deficiency within Alabama is the lack of service."

Regarding bicycle and pedestrian transportation, ALDOT encourages Complete Street policies that create safe and accessible roads for all users. Their focus for bicycles is to increase connectivity. The 2017 Statewide Bicycle and Pedestrian Plan outline further actions.



Alabama Statewide Bicycle and Pedestrian Plan (2017)

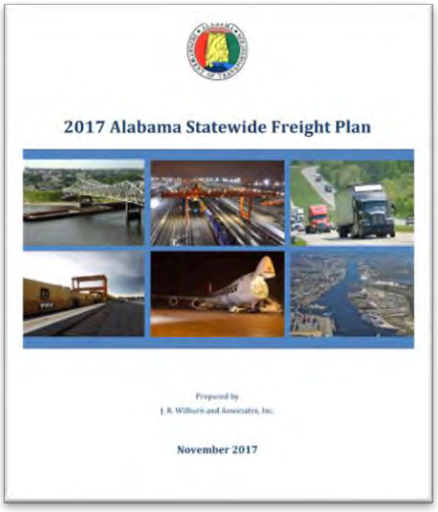
This statewide plan looks at trends in bicycle and pedestrian interest, usage, and funding and calculates bike/ped demand in order to develop some projects, strategies, and implementation tools. The plan considers how to improve bicycle and pedestrian safety and connectivity and how to support economic development and the natural environment.

There has been a general increase in bike/ped demand, as well as supply of federal funding, but this has also been accompanied by an increase in crashes and fatalities. While traffic injuries and fatalities decreased overall from 2003-2013, pedestrian injuries have been increasing since 2008 and since 2011 for bicyclists. Alabama has the lowest fatality rate in the Southeastern U.S., but also has one of the lowest commute modes by biking or walking. Bike/ped consists of a small mode share of Alabama residents, but is quickly growing. Despite vehicles constituting most of the mode share, many Alabama residents lack access to vehicles. Forty percent of residents are not of a driving age, thirty-nine percent of households have one or less vehicles, and transportation costs are second only to housing. Besides the benefit to the individual or household, research from other states show that increased bike/ped usage supports local economic development.

A demand analysis for bike/ped was conducted for the state. Downtown Auburn scored the highest level of demand, with the outskirts of the city and Opelika scoring medium demand. Based upon this analysis, the plan recommends three strategies to improve bike/ped programs:

- Prioritize bike/ped safety programs + improvements
- Increase access to bike/ped in traditionally underserved communities
- Improve connections between bike/ped facilities on state highways, local greenways, and share use paths, as well as access to natural and scenic areas

The plan also identified priority and vision corridors for a bicycle route. Three priority corridors intersect in Auburn-Opelika that would connect to Montgomery, Phoenix City, and Wadley. To implement these projects and strategies the plan identifies performance measures and provides a project prioritization criteria and design guidance.



2017 Alabama Statewide Freight Plan (2017)

This statewide plan identifies key issues in the state freight system, highlights its main commodities and modes, describes characteristics of Existing + Capacity network and National Freight Network Designations, and provides a freight investment plan with goals and monitoring tools.

The seven key issues facing the freight system are congestion reduction; intermodal connectivity; infrastructure condition; economic competitiveness; safety; innovative operational improvements; and intergovernmental coordination. Tackling these issues works toward promoting the mission statement to "promote efficient and safe movement of goods in a manner that increases economic competitiveness and promote environmental responsibility throughout the State of Alabama."

Currently trucks are by far the most common mode of freight transportation, followed by pipelines which carry about twenty percent of commodities. Alabama imports slightly more than it exports. These trends are expected to remain consistent through 2040, although there is uncertainty about future demand for coal as federal policies change. Gravel and logs are the largest commodity by truck, followed by coal and natural sand. Pipeline freight transports coal and is controlled by the private sector. Air and water freight are negligible. Rail freight traffic is expected to increase by over twenty percent; by 2040 chemical exports are expected to double and become the state's leading export.

Given that truck transport is the most common mode and is expected to grow, there is concern about congestion along the Interstate and highway system and maintenance of roads. The report mentions that there is a high volume of vehicles along I-85 through the Auburn-Opelika area that is expected to worsen significantly by 2040 and existing bottlenecks like are expected to worsen.

The report then details the parameters for National Freight Network Designation funds and how these funds are currently allocated. For Lee County, there is money allocated to improve the bridges along I-85 by 2021.

The report concludes discussing goals and performance monitoring, specifically for reliability and congestion for trucks. It describes the Truck Travel Time Reliability Index with two- and four-year targets. MPOs can follow these targets or establish their own.

2040 AOMPO Long Range Transportation Plan (2015)

The Long Range Transportation plan is developed by the MPO every five years in coordination with regional partners, in this case, the City of Auburn, the City of Opelika, Lee County, stakeholders, and the general public. Their input and an analysis of existing conditions, current demand, and future demands helps the MPO to identify and prioritize transportation improvements.

The plan aims to improve mobility and accessibility of people and for freight throughout the region while protecting the environment and ensuring safety, quality of life, and economic development. The report used previous plans, public input, census data, GIS mapping, and a travel demand model. It considered existing conditions of transportation such as existing infrastructure and Level of Service.

A key component of the plan is providing constrained and visionary transportation projects. Given limited resources, the project list was carefully scrutinized to determine priorities and strategies. Key takeaways for each mode are:

- Many roads currently experience congestion and this is expected to worsen. The 2040 LRTP lists forty-eight maintenance and operations projects and fifteen capacity projects, sponsored by various entities like ALDOT, Auburn, Opelika, or Lee County. The capacity projects will produce modest improvements in congestion but are hoped to positively impact the region when paired with the maintenance and operations projects.
- Bicycle and pedestrian modes are to be considered as equally important as vehicular. This plan inventories existing facilities but leaves naming specific projects to the AOMPO Bicycle and Pedestrian Plan (2015). Improvements or new roadway projects must consider bike/ped improvements that could be made, in keeping with FHWA policy.
- AOMPO plans to identify funding sources to expand transit, especially into rural areas and continue to market, integrate, and maintain the existing Tiger Transit and LRPT operations. Lack of funding limits network expansion.
- The AOMPO does not have a port or passenger rail. The AOMPO focus for freight rail is on safety for trains and vehicles and maintaining access to industrial and technology parks.
- The Auburn University Regional Airport, owned and operated by Auburn University, continues to grow and has a new and operational terminal building.

Auburn-Opelika Bicycle and Pedestrian Plan (2016)

This comprehensive plan facilitated by the Auburn-Opelika Metropolitan Planning Organization and the Lee-Russell Council of Governments identifies and prioritizes improvements for cyclists and pedestrians. The plan considers mainly arterial and collector roadways within the AOMPO boundaries.

A Level of Service (LOS) analysis showed that Auburn-Opelika's roadways provide relatively good bicycling conditions with an average Level C (on a scale of A-F, A being the best). Sixty-six percent of the study network contains bicycle facilities, defined as bicycle lanes or at least four-foot-wide, paved shoulders. Pedestrian conditions fared worse on the LOS analysis with sixty-eight percent of the network scoring a D or worse and only nine percent of the study network providing full coverage for pedestrians with full sidewalks on both sides of the road.

A list of six possible interventions were made for bicycling ranging from no intervention to restriping, bike lane construction, or shared use path. Many roads were judged as having sufficient LOS even without any bicycle infrastructure because of low traffic volumes. Other roads that lacked infrastructure and had demand were prioritized for restriping, road diets, or detailed corridor studies. LOS, demand, and public input were then analyzed to decide which roadways needed either minor or major regrading for sidewalks and which roadways needed detailed corridor studies.

Estimated costs to address these improvements were $535 million dollars, well above available funding. The plan prioritized projects to aid in selection and provided a comprehensive toolbox with design tools and strategies to encourage and educate the community about active transportation.

Human Services Coordinated Transportation Plan for Region 10 Lee and Russell Counties (2017)

This plan, created by the Lee-Russell Council of Governments in coordination with ALDOT and the Alabama Department of Senior Services, identifies transit gaps and opportunities for coordination among the publicly funded transportation human service programs in Lee and Russell Counties.

There is a very high demand for existing services from seniors and people with disabilities or below the poverty level, but not enough service, especially in rural areas. Lack of funding is the most urgent issue. Alabama state law prevents fuel taxes to be used for anything except road maintenance or construction and most general state funds are already earmarked for other functions.

Other issues include increasing operating costs, limited service hours, and lack of coordination among existing buses and routes. Additionally, many demand response passengers cancel the day of service or have trouble scheduling rides.

While finding reliable and robust funding is critical to meet the current high demand, better coordination among the various providers and organization and technology to improve rider scheduling and communication can also improve service. The report also recommends that providers collaborate to provide a deviated fixed route system that serves retail and business corridors in metro areas.

Lee County Master Plan (2010)

This document is not a plan but a guide that utilizes public input to envision long-term county development. The primary focus is on unincorporated areas rather than incorporated municipalities. The area is anchored by Auburn University and is also close to Fort Benning, Georgia, an active military post. The county has experienced steady growth and expects to continue growing. The county acknowledges both its growth and its attractive rural areas as strengths, but these two strengths can be at odds if low-density development spreads across the rural areas. Therefore, this guide adopts a "Conservation and Development Framework" that focuses on maintaining Lee County's rural character with a clear distinction from the suburbs.

To support this framework the guide identifies land uses by characteristics that range from Urban Core to Preservation. The goal is to maintain natural beauty at the Preservation end of the spectrum and to promote density at the Urban Core end of the spectrum. This density should have a variety of uses clustered together, such as pharmacies, groceries, and child-care, to support a hierarchical transportation system characterized by low congestion and multimodal options. The three main transportation goals are to create and maintain an all-weather local road network; to create a major street system linking to East Alabama; and to expand alternative transportation facilities such as pedestrian, bicycle, or public transit.

Some highlighted recommendations of the guide are to functionally classify roads and implement context-sensitive designs consistent with the Conservation and Development Framework; create a checklist for new developments or subdivisions for transportation needs, such as bike/ped infrastructure; consider developer fees for anticipated impacts on traffic and bike/ped; and to work with the MPO and other partners to expand urban and rural transit.

Some general projects to support these recommendations include expanding public and private greenway multi-purpose paths that connect to other facilities like schools; constructing infrastructure that supports denser in-fill development; and using access management strategies along key corridors like U.S. Highway 280, U.S. Highway 29, and U.S. Highway 431. Gateway Drive, N Donahue Drive above Shug Jordan Parkway, and Shelton Mill Road above U.S. Highway 280 stood out as county roads most needing access management or congestion intervention. Other projects include studying roadways with ADT greater than 4,000; analyzing truck traffic by the Kia plant; prioritizing maintaining existing paved roads rather than paving dirt roads; and monitoring the need for transit or carpool/vanpool opportunities.

Auburn University Comprehensive Campus Master Plan (2013)

This comprehensive plan by Auburn University considers improvements to be made across many elements such as transportation, student housing, and athletics. The plan is regularly revised to consider changing conditions and input from diverse stakeholders, advisory committees, and students, faculty, and staff.

Regarding transportation, the plan considers the existing conditions and demand for multimodal transportation, vehicle parking, and service/emergency vehicle access. The university has seen a demonstrable shift to multimodal transportation with a large number of bicyclists, a pedestrian friendly core, and increased transit use. Tiger Transit, the transit service funded by student tuition and university funds, grew its ridership from about 2,000 in 2001 to 11,000 in 2011. Projects to create bicycle lanes and multi-use paths, sidewalks, and expand transit routes have been successful and the university plans to continue developing these types of projects.

Regarding parking, the university has experienced a decrease in demand from students as alternative modes became more popular, but an increased demand from staff and faculty. The plan studied the existing parking supply and demand and considered many different alternatives before recommending additional parking supply to support growth in the northeast quadrant of campus. The University has recently completed a new 600-space parking structure located near South College Street adjacent to the AU Hotel and Dixon Conference Center. This new parking facility is shared between the University and the hotel.

CompPlan 2030: The Comprehensive Plan for the City of Auburn (2018)

This comprehensive city plan analyzes existing and future conditions of demographics, land use, transportation, built environment, civics, infrastructure, and parks and recreation. The scope is the existing city limits plus thirty-seven square miles that the City plans to add to the corporate boundary over the next two years.

Auburn has experienced significant growth and expects to continue growing. Part of this plan includes a Future Land Use Plan that aims to expand the downtown core and encourages infill development rather than sprawl. This plan should guide transportation investments.

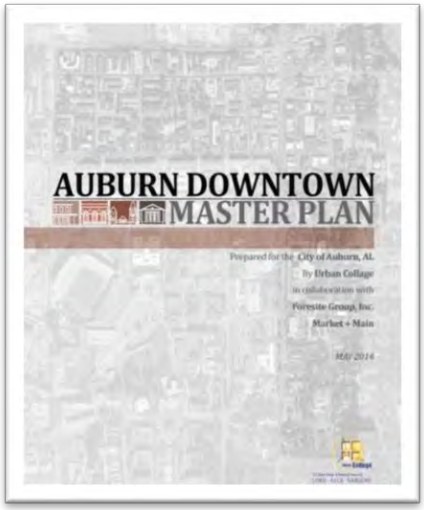
The plan summarizes AOMPO recommendations and projects and lists its most congested roadways. It classifies roads based on volumes and considers access management, widening, resurfacing, or restriping for several streets.

The plan focuses on connectivity and expanding transportation choices within the city's jurisdiction. It acknowledges the increased popularity and facilities for bicycling in the city since adopting The Auburn Bicycle Plan in 1998 and Auburn's prestigious designation as a Bicycle Friendly Community. They plan to increase their current 49 miles of bicycle paths to 150 miles. At the time of this report, four resurfacing or restriping projects were in progress and the SR-Hwy 14 Multi-Use Path was programmed.

For pedestrian infrastructure the city has constructed over one mile of sidewalks over the past few years. They have several more sidewalk construction projects in place and wish to continue creating wayfinding and upgrading pedestrian signals and streetlights. Some funds for these projects would come from developer fees, which the Future Land Use Plan hopes to adjust so that fees are spread evenly across all users. The Public Works Department also recommends a policy for sidewalk construction in new and established neighborhoods.

The city is continuing to construct the five proposed greenways from the 2007 Greenway Master Plan. Two have been completed, a third is starting construction, and two more lack timetables.

The plan also recommends exploring the possibility of a fixed-route mass transit system.



Auburn Downtown Master Plan (2014)

This plan by the City of Auburn builds off its citywide CompPlan 2030 to create a detailed downtown specific plan based off a realistic and community-grounded understanding of the downtown's current identity and future growth. The study area runs between S College Street and Armstrong Street above Reese Avenue with several blocks between W Magnolia Avenue and W Glenn Avenue to S Donahue Dr and several blocks to the north and east that encompass Felton Little Park, the Douglas J. Watson Municipal Complex, and the Auburn Police Department.

The city recognizes that Downtown is thriving with "high levels of occupancy and vibrant street life." Auburn University anchors the Downtown, but families, young professionals, and seniors also live Downtown.

Three main areas of focus in the report are to encourage mixed-uses and diversified housing options Downtown; improving the safety and aesthetics of roadways and streetscapes to promote alternative modes of transportation; and to improve ease of public parking Downtown and foster a "park once and walk" culture.

The plan provides design guidance for minimal front setbacks, rear parking lots, street furnishings, pedestrian amenities, and bicycle facilities. It also identifies infill opportunities and discusses implementation paths.

This plan identifies several bicycle, pedestrian and roadway safety crashes for Downtown. The list of bicycle projects includes right of way extensions, access management projects to reduce access points or shift parking lots, roadway realignments, bike lanes, and bike parking. Pedestrian projects include landscaped medians, raised intersections, mid-block crossings, and paving across driveways. There are also several projects to enhance public spaces and streetscape aesthetics like lowering street walls for outdoor dining and furnishings, burying utilities, streetlights, banners, and street trees.

The plan also discusses congestion, roadway safety, and parking. A key issue with parking Is the perception of lacking spaces despite a sufficient supply. Many private spaces are underutilized during dinner times, so the plan recommends creating a shared parking system. Other recommendations include traffic calming and vehicle traffic studies, considering traffic responsive signals, and opening Tiger Transit to the public for a small fee.

City of Auburn Renew Opelika Road Corridor Plan (2013)

This plan by the City of Auburn considers how to make the Opelika Road Corridor a destination rather than a vehicular thoroughfare by increasing activity and enhancing aesthetics. Significant traffic volumes drive here, but the corridor "suffers from high rates of vacancy, a generally unattractive visual environment, outdated buildings and lot configurations, and unsafe pedestrian environment, and underutilized buildings and parcels."

The character of the road changes along each segment, but the recommended general street design is a complete street that accommodates all users and whose design is sensitive to the segment's land use. The plan performed a comprehensive traffic study and included significant public input to craft community-supported recommendations and candidate projects.

The traffic study revealed a wide range of LOS from A to F depending on the street segment and time of day. Most traffic is not heading to destinations on the road but to residential side streets or some strip malls. There is also a high amount of crashes along Opelika Road. The intersection with East University Drive sustained 2.34 crashes per million vehicles entering (MVE), which is considered a range requiring attention. Opelika Road and North Dean St had a very high rate of 3.52 crashes per MVE in 2003-2004 but this decreased to 1.68 crashes per MVE in 2009-2011. Pedestrians surveyed ranked the different segments for safety and gave an F to several sections. Currently there are no bicycle infrastructure although the LRTP lists future improvements. There is no fixed route public transit, although Lee-Russell demand route transit and the Auburn University Tiger Transit pass along the corridor.

The large amount of curb cuts, driveways, and left turns make driving more dangerous and congested and discourage biking or pedestrian use. Public input showed that drivers were most concerned by left turns and the number of driveways, and that very few people walk along this corridor. The plan recommends access management like reducing curb cuts, consolidating access points, sharing parking lots, and creating a network of new side and backstreets. Other action items to support pedestrian use are to create smaller blocks, continuous sidewalks, and crosswalks. Bike sharrows, multi-use paths, and a lowered speed limit are also recommended.

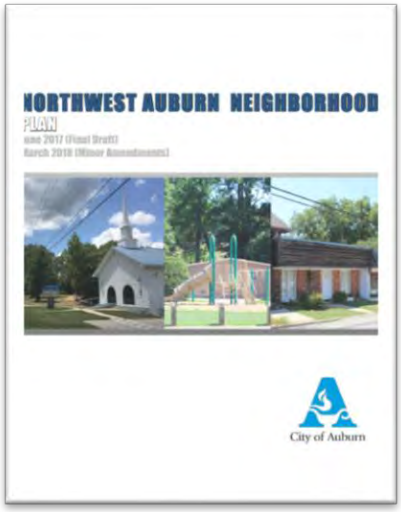
The Auburn CompPlan 2030 designated Opelika Road as a Corridor Redevelopment, which entails incentives for redevelopment, reduced setbacks, shared parking, and streetscaping. These characteristics can support denser, robust mixed-uses that would support multi-modal transportation.

City of Auburn Downtown Auburn Parking Plan (2017)

This plan by the City of Auburn analyzes the supply, demand, and operations of public and private parking in Downtown. As part of this plan the city completed a Downtown parking inventory which counted a total of 607 public parking spaces, 400 of which are metered. These public spaces are on-street, in two surface lots, and in a three-story municipal parking deck with metered and leased parking. Businesses are not required to provide on-site parking.

Previous plans were reviewed. Most recommendations from a 2006 parking study regarding options and management had been implemented. Plans to expand supply via a new parking deck were revised in 2009 to instead improve the existing but underutilized parking deck and lots. 2016 improvements like resurfacing Tichenor Park and upgrading the parking kiosks to uniform Ventek kiosks appeared successful. Parking revenue in 2016 was up to $130,692 and parking fine revenue had decreased.

Despite a public perception that parking is deficient, the study found an adequate supply in most parts of downtown. Some specific areas lacked sufficient nearby parking. Thus, the plan recommends increasing the spaces in some areas in and around Downtown, especially in conversation with Auburn University, but to also efficiently and maintain existing spaces. The plan also recommends increasing parking meter rates and hours of operation and tracking revenues and expenditures. Finally, beyond increasing supply of parking the plan recommends reducing the number of vehicles downtown.

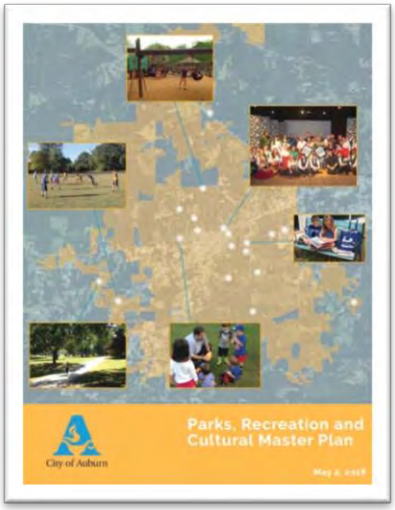


Northwest Auburn Neighborhood Plan (2018)

This plan by the City of Auburn provides a guide to augment the livability of northwest Auburn by expanding quality housing options, supporting safe and attractive roads for pedestrians and bicyclists, and increasing access to parks and recreation. The neighborhood is 1.4 square miles bordered by Shug Jordan Parkway, North Donahue Drive, North College St, Martin Luther King Drive, and Bragg Avenue. About fifty percent of the area is residential with the remainder being largely vacant or public parks. The neighborhood contains mostly aging single-family homes and many vacant lots or dilapidated structures.

Historically the neighborhood supported a mix of commercial, industrial, and residential uses. This plan proposes zoning changes that would increase density and mixed uses and support commercial uses through minimum setbacks along certain corridors and adaptive reuse of older structures. The plan also hopes to improve the quality of publicly assisted housing options and to encourage "missing middle housing," that provides options between traditional detached single-family residences and multi-family housing.

Projects to improve bicycle and pedestrian facilities include repairing damaged sidewalk sections, improving key crossing points like at the railroad, improving roadway surfaces, and adding new bicycle infrastructure.

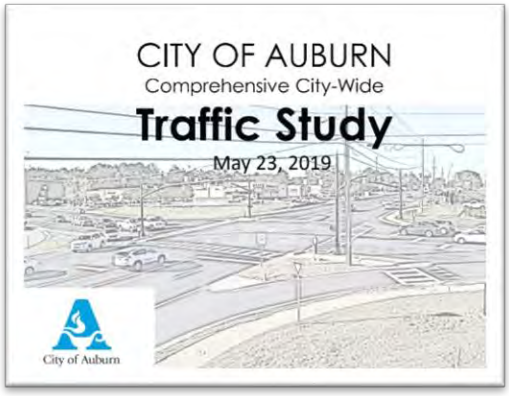


City of Auburn Parks, Recreation, and Cultural Master Plan (2018)

This plan by the City of Auburn analyzes the quality and supply of parks, recreation centers, and public libraries to determine where to focus financial resources for upgrades. The plan found that the current supply of parks meets city needs, but over the next ten years as the population grows it will need four more parks.

Most pertinent to transportation is the plan's recommendations to increase and connect bicycle and walking trails and facilities, expand the bike-share system, and create more wayfinding and signage. These recommendations come from public input and needs assessments. Surveys found that forty-five percent of respondents voted walking and biking trails as the most important outdoor spaces and that the existing system has some gaps and lacks protection in spots. The plan proposes some trail connections and discusses a cooperative agreement with Auburn University to expand the War Eagle Bike Share program to increase public usage. It also recommends that the city watches for opportunities to acquire right-of-way and easements for future trails, sidewalks, and greenways.

The plan also repeats the consistent public interest in a transit system, especially one that stops at the library and APRD programs and services. Fifty-two percent of respondents said that transit was somewhat or extremely important. The plan recommends that the city considers a city-wide transit master plan.



City of Auburn Comprehensive City-Wide Traffic Study (ongoing)

This study by the City of Auburn analyzed congestion and crashes throughout the city for vehicles, bicyclists, and pedestrians. Within the city the study focused on corridors and intersections of College Street, Donahue Drive, Gay Street, Dean Road, Moores Mill Road, Glenn Avenue, Samford Avenue, Bent Creek Road, Opelika Road, East University Drive, and Shug Jordan Parkway.

The crash analysis showed an increase in vehicle crashes between 1998-2015. 2015 data shows thirty-one crashes per one thousand people, which is on the lower end compared to cities of comparable sizes. 22 percent came from following too close, 21.5 percent from failing to yield, and 16 percent from distracted driving which was the largest increase in primary cause of crashes. They identified thirteen high-priority crash locations. South College St at East University Drive/Shug Jordan Pkwy has the most observed crashes, which cost of over nine million dollars, more than three times most of the other intersections. To reduce these crashes the plan proposes signal systems and intersection improvements here and along eight other corridors.

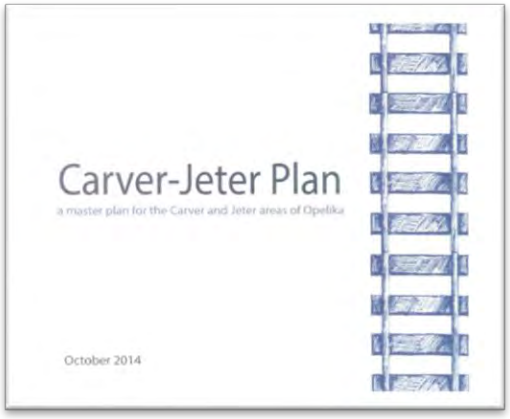
Pedestrian and bicyclist crashes have increased between 2012-2016. Recommendations to improve pedestrian safety are to create more sidewalks, especially in network gaps or along roadways with high activity. They prioritized nine areas to receive sidewalks or multi-use paths. Bicycle recommendations are tailored to the activity and use of the corridor, so projects for seven different corridors include bike lanes, buffered bike lanes, multi-use paths, traffic calming, and shared lane markings.

City of Opelika Master Plan 2030 (2016)

This plan by the City of Opelika looks at how to balance maintenance and expansion in the areas of transportation, land use, infrastructure, recreation, community resources, and economic development. The city is expecting growth, especially in its residential subdivisions, but also faces deterioration of old and historic infrastructure.

Regarding transportation and infrastructure, the city considered projects most impactful for safety and efficiency. Their approach is to make comprehensive improvements, meaning that if one element is being improved then the project scope should also consider how traffic flow, bike/ped modes, or drainage could be simultaneously improved. The city partnered with AOMPO and ALDOT to develop their candidate project list and have six roadway capacity projects, several which have been completed.

Besides capacity projects, the city would like to replace existing intersection signals with mast/arm signals with underground wires; consider roundabouts for four-way stops; construct more bicycle lanes via road diets or bike lanes; construct or upgrade sidewalks to be ADA accessible with proper crossing features; and improve streetscapes through lighting and landscaping.



Carver-Jeter Revitalization Plan (2014)

The City of Opelika collaborated with the Carter and Jeter communities through a twenty-week process to create this comprehensive vision and plans for their area. These neighborhoods are roughly bounded by I-85, 2nd Avenue, Gateway Drive, and Fox Run Parkway. The goal is to better connect these neighborhoods to Opelika while maintaining the history of the neighborhoods and providing high quality of life for all residents. This plan aims to build off the pre-existing neighborhood plans and stretch existing funds to accomplish its goals.

The plan includes numerous and diverse projects. Some larger-scale projects include constructing a diverse mixture of homes through the housing authority anchored by a grocery store, attracting affordable developers, and revising the zoning code to support infill development and mixed-uses. Some projects are node-specific, like creating a community center or business incubator. These increased residential, community, and commercial functions could support the bicycle, pedestrian, and streetscape improvements that the plan envisions.

These improvements include street plantings, light fixtures, signage, and street art to create "community gateway streets" at Auburn Street, Darden Street, Toomer Street, S Railroad Avenue, and Martin Luther King Boulevard and to enhance the pedestrian experience. The plan also calls for traffic circles to both calm speed and enhance aesthetics and for historic signage. They recommend a Tax Increment Financing district to fund some of these improvements.

A key element to this plan is a new multi-use path from Pepperell Village to Fox Run Parkway that would connect Pepperell Village, the Carter and Jeter neighborhoods, downtown, and Opelika High School/Southern Union. Some segments would lose their middle turning lane to allow space for the path. Supporting the path would be a non-profit bike shop providing donated equipment, classes, and engagement opportunities for neighborhood children.

5.0 Visioning and Strategies

Using public and stakeholder input from the Listening and Learning phase of the project, a long-term vision was developed followed by supporting goals and objectives. These goals and objectives are consistent with national goals set forth in federal transportation legislation.

5.1 Vision and Strategic Framework

The graphic below shows the long-term vision, goals, and objectives for the Metropolitan Planning Area. These reflect local priorities as well as national transportation goals.

The graphic also illustrates the overall strategic framework and how the goals and objectives support the vision. Strategies and the implementation plan address the goals and objectives and are discussed later.

Figure 5.1: Vision and Strategic Framework

5.2 Goals and Objectives

For each goal, objectives were identified that clarify and expand upon the goal statement. These activity-based objectives are used later to identify specific strategies that help the MPO achieve its stated goals.

Goal: Provide Reliable Transportation Options

TO.1 Reduce roadway congestion and delay
TO.2 Make more areas in the region walkable and bikeable
TO.3 Expand and improve transit to meet the needs of the region
TO.4 Support convenient and affordable access to surrounding airports and regions

Goal: Improve Safety and Security

SS.1 Redesign corridors and areas with existing safety and security needs
SS.2 Coordinate with local and state stakeholders to improve enforcement of traffic regulations, transportation safety education, and emergency response
SS.3 Encourage the use of Intelligent Transportation Systems and other technology during disruptive incidents, including evacuation events

Goal: Maintain and Maximize Our System

MM.1 Maintain transportation infrastructure and assets in a good state of repair
MM.2 Reduce demand for roadway expansion by using technology to efficiently and dynamically manage roadway capacity

Goal: Support Prosperity

SP.1 Pursue transportation improvements that are consistent with local plans for growth and economic development
SP.2 Support local businesses and industry by ensuring efficient movement of freight by truck, rail, and other modes
SP.3 Address the unique needs of visitors to the region and the impacts of tourism
SP.4 Promote context-sensitive transportation solutions that integrate land use and transportation planning and reflect community values

Goal: Protect Our Environment and Communities

EC.1 Minimize or avoid adverse impacts from transportation improvements to the natural environment and the human environment (historic sites, recreational areas, environmental justice populations)
EC.2 Encourage proven Green Infrastructure and other design approaches that effectively manage and mitigate stormwater runoff
EC.3 Work with local and state stakeholders to meet the growing needs of electric and alternative fuel vehicles
EC.4 Increase the percentage of workers commuting by carpooling, transit, walking, and biking

Relationship with Planning Factors

Federal legislation requires the Long Range Transportation Plan to consider the following ten planning factors:

1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2) Increase the safety of the transportation system for motorized and non-motorized users
3) Increase the security of the transportation system for motorized and non-motorized users;
4) Increase accessibility and mobility of people and freight;
5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7) Promote efficient system management and operation;
8) Emphasize the preservation of the existing transportation system;
9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10) Enhance travel and tourism.

Table 5.1 shows how these planning factors are addressed by each goal area.

5.3 National Goals and Performance Measures

Following federal legislation and rulemaking, the Federal Highway Administration and Federal Transit Administration have moved to performance-based planning and have established national goals and performance measures. These national goals and performance measures are summarized below.

The LRTP goals and objectives are consistent with these national goals and federal performance measures, as indicated in Table 5.1.

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
    - Number of fatalities
    - Rate of fatalities
    - Number of serious injuries
    - Rate of serious injuries
    - Number of non-motorized fatalities and serious injuries

- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
    - Percentage of Interstate pavements in Good condition
    - Percentage of Interstate pavements in Poor condition
    - Percentage of non-Interstate NHS pavements in Good condition
    - Percentage of non-Interstate NHS pavements in Poor condition
    - Percentage of NHS bridges by deck area in Good condition
    - Percentage of NHS bridges by deck area in Poor condition

- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
    - Annual hours of peak-hour excessive delay per capita*
    - Percent of non-single-occupant vehicle travel

- **System Reliability** - To improve the efficiency of the surface transportation system
    - Percent of the person-miles traveled on the Interstate that are reliable
    - Percent of the person-miles traveled on the non-Interstate NHS that are reliable

- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
    - Truck Travel Time Reliability (TTTR) Index

- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
    - Total emissions reduction*

- **Transit Asset Management** - To maintain transit assets in a state of good repair.
    - Percentage of track segments that have performance restrictions
    - Percentage of revenue vehicles that exceed useful life benchmark
    - Percentage of non-revenue vehicles that exceed useful life benchmark
    - Percentage of facilities rated less than 3.0 on TERM Scale

**only required for areas designated as nonattainment or maintenance for certain pollutants*

Current Performance

The MPO adopted performance targets for the required federal performance measures and is monitoring performance for these measures over time. The graphic below summarizes how the MPO and region are performing today for these performance measures.

For more detailed information, see the Transportation Performance Management technical report.

Figure 5.2: Current Transportation Performance Overview

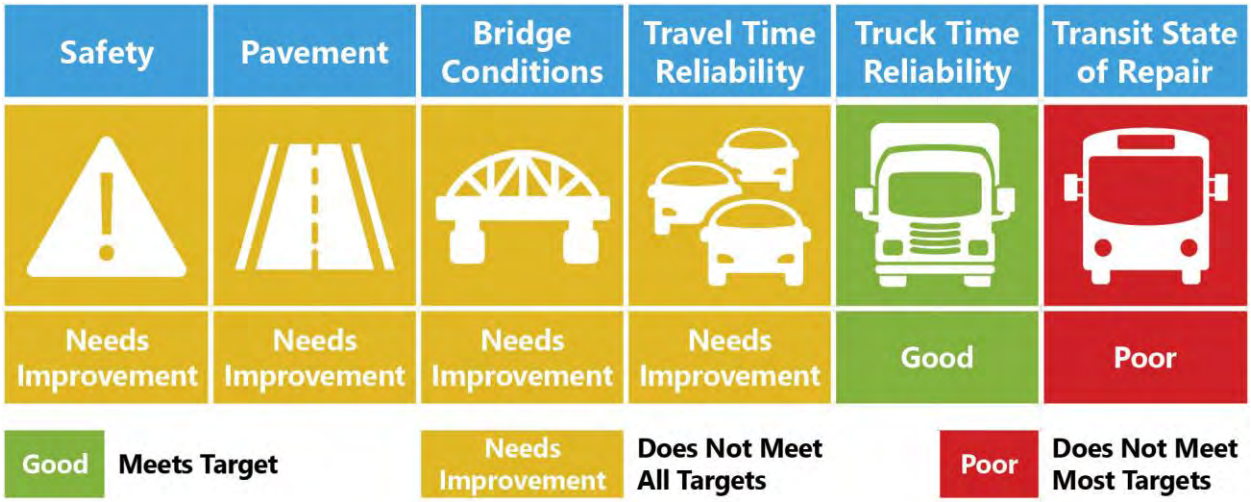


Table 5.1: Relationship between Goals, Objectives, Performance Measures, and Federal Planning Factors

	Objectives	Performance Measures	Federal Planning Factors
Goal 1: Provide Reliable Transportation Options	TO.1 Reduce roadway congestion and delay TO.2 Make more areas in the region walkable and bikeable TO.3 Expand and improve transit to meet the needs of the region TO.4 Support convenient and affordable access to surrounding airports and regions	NHS Travel Time Reliability > Percent of the person-miles traveled on the Interstate that are reliable > Percent of the person-miles traveled on the non-Interstate NHS that are reliable Freight Reliability > Truck Travel Time Reliability (TTTR) Index	(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency (4) Increase accessibility and mobility of people and freight (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
Goal 2: Improve Safety and Security	SS.1 Redesign corridors and areas with existing safety and security needs for all modes SS.2 Coordinate with local and state stakeholders to improve enforcement of traffic regulations, transportation safety education for all users, and emergency response times and incident management SS.3 Encourage the use of Intelligent Transportation Systems and other technology during disruptive incidents, including evacuation events	Safety > Number of fatalities > Rate of fatalities > Number of serious injuries > Rate of serious injuries > Number of non-motorized fatalities and serious injuries	(2) Increase the safety of the transportation system for motorized and non-motorized users (3) Increase the security of the transportation system for motorized and non-motorized users
Goal 3: Maintain and Maximize Our System	MM.1 Maintain transportation infrastructure and assets in a good state of repair MM.2 Reduce demand for roadway expansion by using technology to efficiently and dynamically manage roadway capacity	Bridge Conditions > Percentage of NHS bridges by deck area in Good condition > Percentage of NHS bridges by deck area in Poor condition Pavement Conditions > Percentage of Interstate pavements in Good condition > Percentage of Interstate pavements in Poor condition > Percentage of non-Interstate NHS pavements in Good condition > Percentage of non-Interstate NHS pavements in Poor condition Transit Asset Management > Percentage of revenue vehicles that exceed useful life benchmark > Percentage of non-revenue vehicles that exceed useful life benchmark > Percentage of facilities rated less than 3.0 on TERM Scale	(7) Promote efficient system management and operation (8) Emphasize the preservation of the existing transportation system

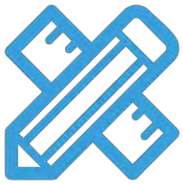
	Objectives	Performance Measures	Federal Planning Factors
Goal 4: Support Prosperity	SP.1 Pursue transportation improvements that are consistent with local plans for growth and economic development SP.2 Support local businesses and industry by ensuring efficient movement of freight by truck, rail, and other modes SP.3 Address the unique needs of visitors to the region and the impacts of tourism SP.4 Promote context-sensitive transportation solutions that integrate land use and transportation planning and reflect community values	These are process-related objectives and do not have any associated federal performance measures.	(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency (4) Increase accessibility and mobility of people and freight (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight (10) Enhance travel and tourism
Goal 5: Protect Our Environment and Communities	EC.1 Minimize or avoid adverse impacts from transportation improvements to the natural environment and the human environment (historic sites, recreational areas, environmental justice populations) EC.2 Encourage proven Green Infrastructure and other design approaches that effectively manage and mitigate stormwater runoff EC.3 Work with local and state stakeholders to meet the growing needs of electric and alternative fuel vehicles EC.4 Increase the percentage of workers commuting by carpooling, transit, walking, and biking	These are process-related objectives and do not have any associated federal performance measures.	(5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation

5.4 Strategies

These strategies, identified from a technical needs assessment and stakeholder and public input, will help the region achieve the transportation goals previously stated.

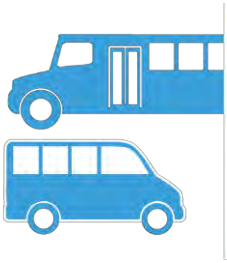
Responsibly Improve Roadway System

Funding for new roads and widening roads is limited. The MPO will prioritize roadway expansion projects that have a high benefit/cost ratio.



Redesign Key Corridors and Intersections

This plan has identified major corridors that should be redesigned to be safer, more efficient, and more accessible to bicyclists and pedestrians. These corridors can be found in the list of non-capacity roadway projects.

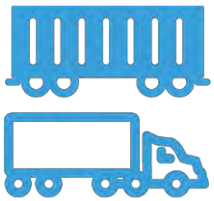


Improve and Expand Public Transportation

Improve existing dial-a-ride services to meet high demand and consider introducing fixed-route service in the cities of Auburn and Opelika. Explore additional funding options and consider partnering with Auburn University for fixed route service.

Rapidly Expand Biking and Walking Infrastructure

The most frequent comments from public input were for better walking and biking conditions. The MPO should encourage more bicycle and pedestrian projects and encourage bicycle and pedestrian improvements as part of planned roadway projects.



Address Freight Bottlenecks and Needs

The MPO should prioritize projects that reduce delay for freight vehicles to support local businesses and industry. The MPO should advocate for the widening of I-85, a freight bottleneck of statewide significance.

Prioritize Maintenance

The MPO should proactively address pavement conditions, bridge conditions, and transit asset management. Additional studies may be worthwhile to collect maintenance data on roadways outside of the National Highway System.

Establish a Safety Management System

The typical traffic safety program includes a crash record system, identification of hazardous locations, engineering studies, selection of countermeasures, prioritization of projects, planning and implementation, and evaluation.

Monitor Emerging Technology Options

Transportation technology is changing rapidly but much is still uncertain. The MPO should continue to monitor trends in emerging mobility options and consider partnerships with mobility companies and pilot programs as appropriate.

6.0 Project Development

This chapter summarizes how committed and potential transportation projects were identified and how cost estimates were developed for these projects.

6.1 Project Identification

Roadway Projects

A preliminary list of roadway projects was developed for both capacity and non-capacity roadway projects. Each list included the following:

- All projects included in the current Transportation Improvement Program (TIP)
- All projects from the 2040 LRTP
- Projects addressing needs frequently cited in public input
- Projects identified in stakeholder consultation and in existing plans
- Projects that addressed any remaining needs identified in the Needs Assessment

The list of projects was refined with stakeholders and some projects were removed or modified in scale/scope based on feasibility assessments.

Bicycle and Pedestrian Projects

Bicycle and pedestrian projects included in the current TIP were incorporated into the LRTP. Outside of these projects, no other stand-alone bicycle and pedestrian projects were identified.

Instead, the MPO will continue to work with its local agencies to identify and prioritize bicycle and pedestrian projects along high priority bicycle and pedestrian corridors. These corridors were identified based on existing plans and the Needs Assessment.

Furthermore, bicycle and pedestrian improvements must be part of the overall design phase of all projects and included unless restrictions apply, consistent with FHWA guidance.

Transit Projects

At a minimum, the LRTP assumes that existing transit services will continue to operate at current levels and that vehicles will be kept in a good state of repair.

The Needs Assessment also revealed demand for a fixed route transit system in the urbanized area. To address this need, the LRTP recommends a Fixed Route Transit Feasibility Study. This study should be conducted before the next LRTP update and if a fixed route system is recommended, this will be incorporated into the 2050 LRTP Update.

6.2 Estimating Project Costs

Roadway Project Cost Estimates

Cost estimates for some projects were available from existing studies or preliminary engineering work from local governments or ALDOT. For the remaining projects, order-of-magnitude cost estimates were developed using ALDOT's Chart for Preliminary Cost Estimates. These typical construction cost estimates for various types of improvements are shown in Table 6.1.

Cost estimates for studies were based on similar projects. No cost estimates were made for maintenance projects such as bridge and pavement projects.

Table 6.1: Typical Roadway Costs by Improvement Type

Improvement Type	Average Cost (2019 dollars)	Unit
New 2 Lane Roadway Rural	$4,883,977	Mile
New 2 Lane Roadway Urban	$7,123,784	Mile
Interstate Widening (Add 2 lanes)	$8,004,820	Mile
Arterial Widening (Add 2 lanes)	$9,332,865	Mile
Arterial Widening (Add 2 lanes) ALDOT	$9,891,234	Mile
Turn Lane	$3,042,985	Mile

Source: ALDOT Chart for Preliminary Cost Estimates (October 2013)
Note: Assumes 1% inflation per year from 2013 costs.

Bicycle and Pedestrian Project Cost Estimates

Bicycle and pedestrian projects included in the TIP were incorporated into the LRTP. Outside of these projects, no other stand-alone bicycle and pedestrian projects were identified. Instead, the MPO will continue to work with its local agencies to identify bicycle and pedestrian projects. High priority bicycle and pedestrian corridors are identified later and the MPO should encourage local agencies to implement projects along these corridors. Furthermore, Incidental bicycle and pedestrian improvements may be implemented alongside planned roadway projects

Transit Project Cost Estimates

The annual cost of operating public transit in the MPO was taken from the current levels of expenditures shown in the TIP. These costs were in 2019 dollars and an inflation factor of two percent was used for future years.

Capital transit projects for FY 2019 were provided in the TIP and these were used as provided. Future capital costs were estimated by assuming that all vehicles will be replaced by 2022 and that after that, they will be replaced on a regular cycle based on FTA useful life benchmarks. Vehicle replacement costs were based on ALDOT's Group-Sponsored Transit Asset Management Plan and are shown below. Again, an inflation factor of two percent was used for future years.

Table 6.2: Typical Transit Capital Costs by Improvement Type

Asset Class	Replacement Cost (2019 dollars)	FTA Useful Life Benchmark
Van	$55,994	4 years
Small Buses (17-21 passengers)	$58,546	5 years
Small Buses (24-27 passengers)	$61,833	7 years
Full Size Bus (28+ passengers)	$90,088	10 years

Source: ALDOT Group-Sponsored Transit Asset Management Plan (October 2018)
Note: Assumes 2% inflation per year from 2019 costs.

7.0 Environmental Analysis and Mitigation

The Long Range Transportation Plan must consider the impacts of transportation on both the natural and human environment. By providing appropriate consideration of environmental impacts early in the planning process, the plan increases opportunities for inter-agency coordination, enables expedited project delivery, and promotes outcomes that are more environmentally sustainable.

Table 7.1 shows resources typically considered in environmental impact evaluations. This chapter will focus on these resources and their implications in the Auburn-Opelika Metropolitan Planning Area.

Table 7.1: Typical Environmental Resources Evaluated

Resource	Importance
HAZMAT Sites	Health hazards, costs, delays, liability for both state and federal projects on either existing or acquired right-of-way
Air Quality	Public health, welfare, productivity, and the environment are degraded by air pollution
Noise	Noise can irritate, interrupt, and disrupt, as well as generally diminish the quality of life
Wetlands	Flood control, wildlife habitat, water purification; applies to both state and federally funded projects
Threatened and Endangered Species	Loss of species can damage or destroy ecosystems, to include the human food chain
Floodplains	Encroaching on or changing the natural floodplain of a water course can result in catastrophic flooding of developed areas
Farmlands	Insure conversion compatibility with state and local farmland programs and policies
Recreation Areas	Quality of life; neighborhood cohesion
Historic Structures	Quality of life; preservation of the national heritage
Archaeological Sites	Quality of life; preservation of national and Native American heritage
Environmental Justice	To avoid, minimize, or mitigate disproportionately high impacts on minorities and low-income populations; basic American fairness

Source: ALDOT

7.1 Environmental Regulations

Planning Requirements

Federal regulations (23 C.F.R. §450) require the Long Range Transportation Plan to address environmental concerns by consulting with relevant stakeholder agencies and discussing potential environmental mitigation activities.

The plan should involve consultation with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. This should include a comparison of the plan with State conservation plans or maps and inventories of natural or historic resources, if this information is available.

The plan must discuss types of potential environmental mitigation activities relating to the implementation of the plan, including potential areas for these activities to occur and activities which may have the greatest potential to mitigate the effects of the plan projects and strategies. Mitigation activities do not have to be project-specific and can instead focus on broader policies, programs, and strategies. The discussion must involve consultation with federal, state, and tribal land management, wildlife, and regulatory agencies.

Defining Mitigation

The National Environmental Policy Act (1969), or NEPA, established the basic framework for integrating environmental considerations into federal decision-making. Federal regulations relating to NEPA (40 C.F.R. 1508) define mitigation as:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments.

7.2 The Natural Environment

Wetlands, Waterways, and Flooding

Transportation projects were evaluated for proximity to wetlands, impaired waters, flood zones, and navigable waters. While transportation projects should be sensitive to all bodies of water, these water bodies merit special attention for the following reasons:

- Wetlands have many environmental benefits, most notably water purification, flood protection, shoreline stabilization, groundwater recharge and streamflow maintenance, and fish and wildlife habitat. Wetlands are protected by the Clean Water Act.
- Impaired waters are already too polluted or otherwise degraded to meet the state water quality standards. Impaired waters are protected by the Clean Water Act.
- Encroaching on or changing the natural floodplain of a water course can result in catastrophic flooding of developed areas.
- Structures built across navigable waterways must be designed in consultation with the Coast Guard, as required by the Coast Guard Authorization Act of 1982.

Figure 7.1 displays the proposed LRTP transportation projects along with the location of wetlands and impaired waters. Figure 7.2 displays the proposed LRTP transportation projects and flood zones.

There are no navigable waterways within the Metropolitan Planning Area. However, the Chattahoochee River that forms the Alabama/Georgia Border is part of the inland waterways system from Columbus to its confluence with the Apalachicola River. No project is proposed that would cross this waterway.

Mitigation

This early in the planning stage, there are not enough resources available to assess project level impacts to specific wetlands. As individual projects proceed through the ALDOT project delivery process and NEPA process, it is anticipated that project sponsors will:

- Ensure that transportation facilities constructed in floodways will not increase flood heights
- Take steps to avoid wetland and flood zone impacts where practicable
- Consider strategies which minimize potential impacts to wetlands and flood zones
- Provide compensation for any remaining unavoidable impacts through activities to restore or create wetlands
- Projects near impaired waters should consider measures to improve the quality of these waters.

Spotlight: Stormwater Mitigation

In urban areas, unmanaged stormwater often leads to excessive flooding. This flooding can damage property and create environmental and public health hazards by introducing contaminants into new areas. Without proper drainage and stormwater mitigation efforts, new transportation projects have the potential to exacerbate existing stormwater issues.

Transportation Related Strategies

- During project design, minimize impervious surfaces and alterations to natural landscapes.
- Promote the use of "green infrastructure" and other low-impact development practices. Examples include the use of rain barrels, rain gardens, buffer strips, bioswales, and replacement of impervious surfaces on property with pervious materials such as gravel or permeable pavers.
- Adopt ordinances that include stormwater mitigation practices, including landscaping standards, tree preservation, and "green streets".
- Develop a Standard Urban Stormwater Mitigation Plan at multiple levels; including state, region, and municipality. Efforts should be made to coordinate these plans, even though multiple agencies would have them in place.

Wildlife

Transportation projects were evaluated for proximity to identified critical habitat areas for threatened and endangered species and wildlife refuges. The Endangered Species Act of 1973, as amended, was enacted to provide a program for the preservation of endangered and threatened species, and to provide protection for the ecosystems upon which these species depend for their survival. All federal agencies or projects utilizing federal funding are required to implement protection programs for designated species and to use their survival.

Furthermore, Section 4(f) of the Department of Transportation (DOT) Act of 1966 affords protection to wildlife or waterfowl refuges when USDOT funds are invested in a project.

An endangered species is a species in danger of extinction throughout all or a significant portion of its range. A threatened species is a species likely to become endangered within the foreseeable future throughout all or a significant portion of its range. Proposed species are those which have been formally submitted to Congress for official listing as threatened or endangered.

Species may be considered endangered or threatened when any of the five following criteria occurs:

- The current/imminent destruction, modification, or curtailment of their habitat or range
- Overuse of the species for commercial, recreational, scientific, or educational purposes
- Disease or predation
- The inadequacy of existing regulatory mechanisms
- Other natural or human-induced factors affect continued existence.

Table 7.2 lists species classified as endangered or threatened within the Metropolitan Planning Area. Figure 7.3 displays the proposed LRTP transportation projects along with the location of identified critical habitat areas. There are no wildlife or waterfowl refuges in the Metropolitan Planning Area.

Mitigation

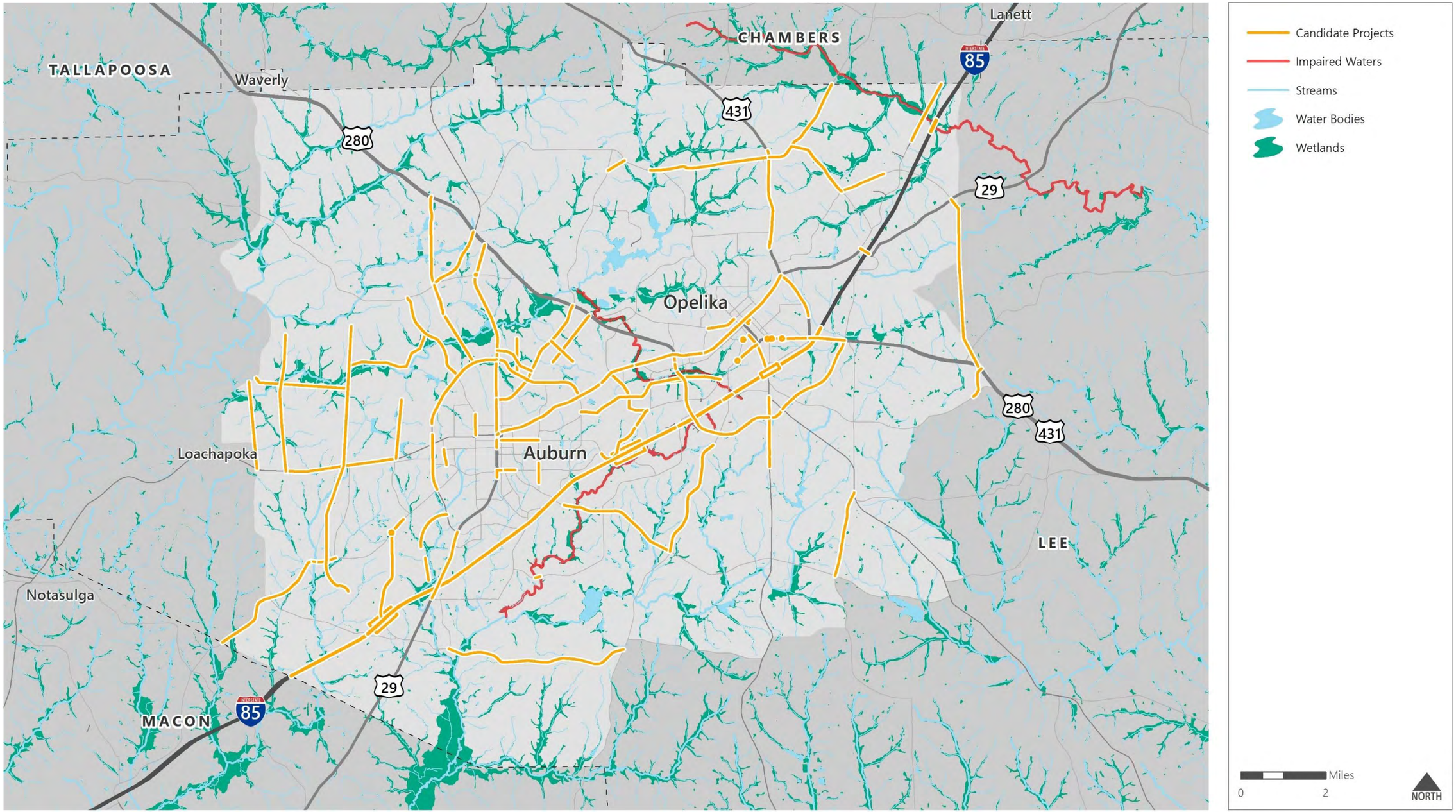
Preliminary planning undertaken within the context of development of the LRTP does not include resources sufficient to assess project specific impacts to species habitats. As projects are carried forward through the ALDOT project delivery process, the NEPA process, design, and construction, projects will be developed in consultation with U.S. Fish and Wildlife Service and Alabama Department of Conservation and Natural Resources, and to the extent practicable, actions which impact critical habitats will be avoided.

Table 7.2 Species Identified under Endangered Species Act in Lee County, AL

Group	Common Name	Scientific Name	Status
Birds	Wood stork	Mycteria americana	Threatened
Clams	Purple bankclimber (mussel)	Elliptoideus sloatianus	Threatened
	Oval pigtoe	Pleurobema pyriforme	Endangered
	Finelined pocketbook	Lampsilis altilis	Threatened
	Shinyrayed pocketbook	Lampsilis subangulata	Endangered
	Ovate clubshell	Pleurobema perovatum	Endangered
	Southern clubshell	Pleurobema decisum	Endangered
	Rayed creekshell	Anodontoides radiatus	Under Review
Flowering Plants	Georgia rockcress	Arabis georgiana	Threatened
	Little amphianthus	Amphianthus pusillus	Threatened
	Relict trillium	Trillium reliquum	Endangered
Reptiles	Gopher tortoise	Gopherus polyphemus	Candidate

Source: U.S. Fish and Wildlife Service, Environmental Conservation Online System; National Marine Fisheries Service (NOAA Fisheries)

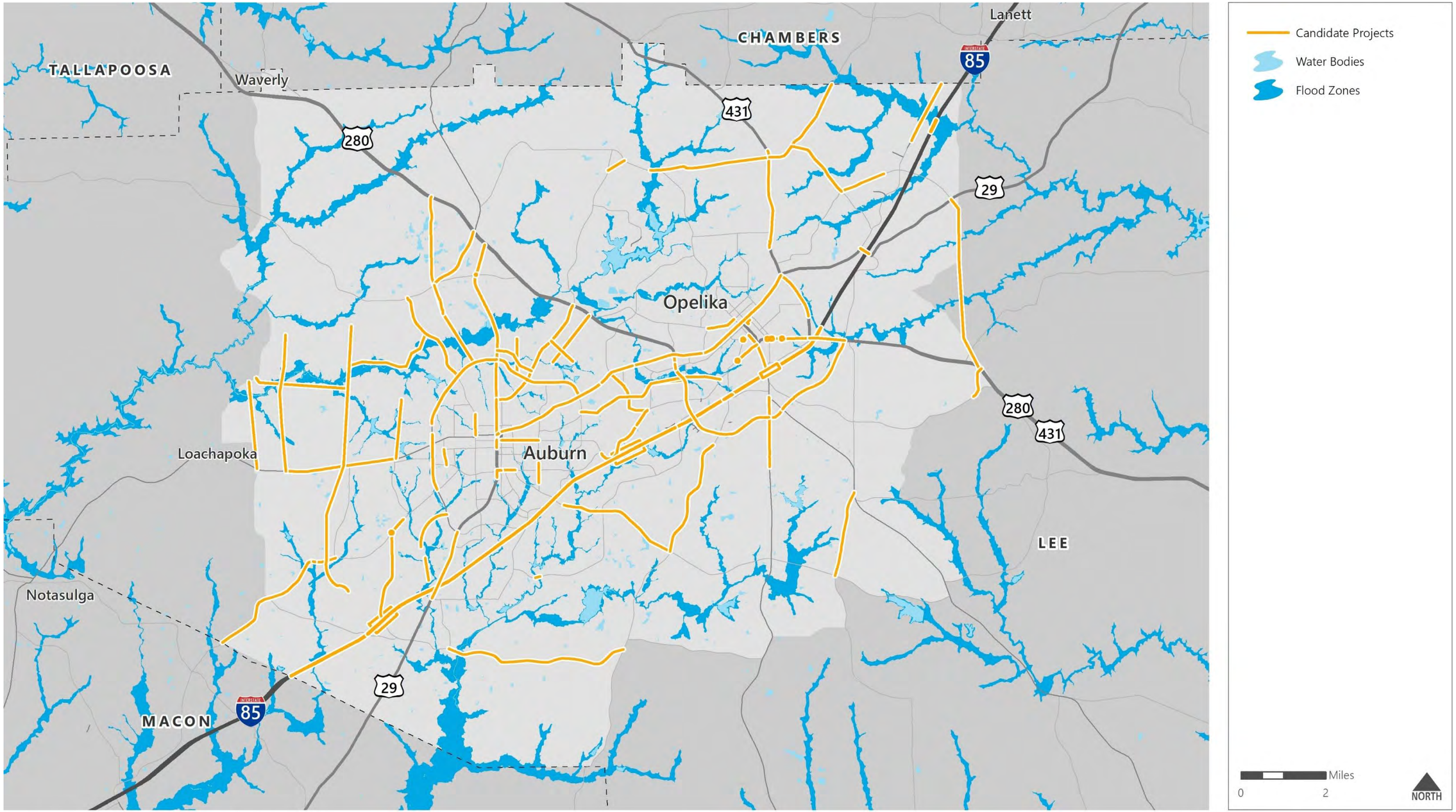
Figure 7.1: Wetlands and Waterways



Data Sources: U.S. Environmental Protection Agency; U.S. Fish and Wildlife Service; U.S. Geological Survey

Disclaimer: This map is for planning purposes only.

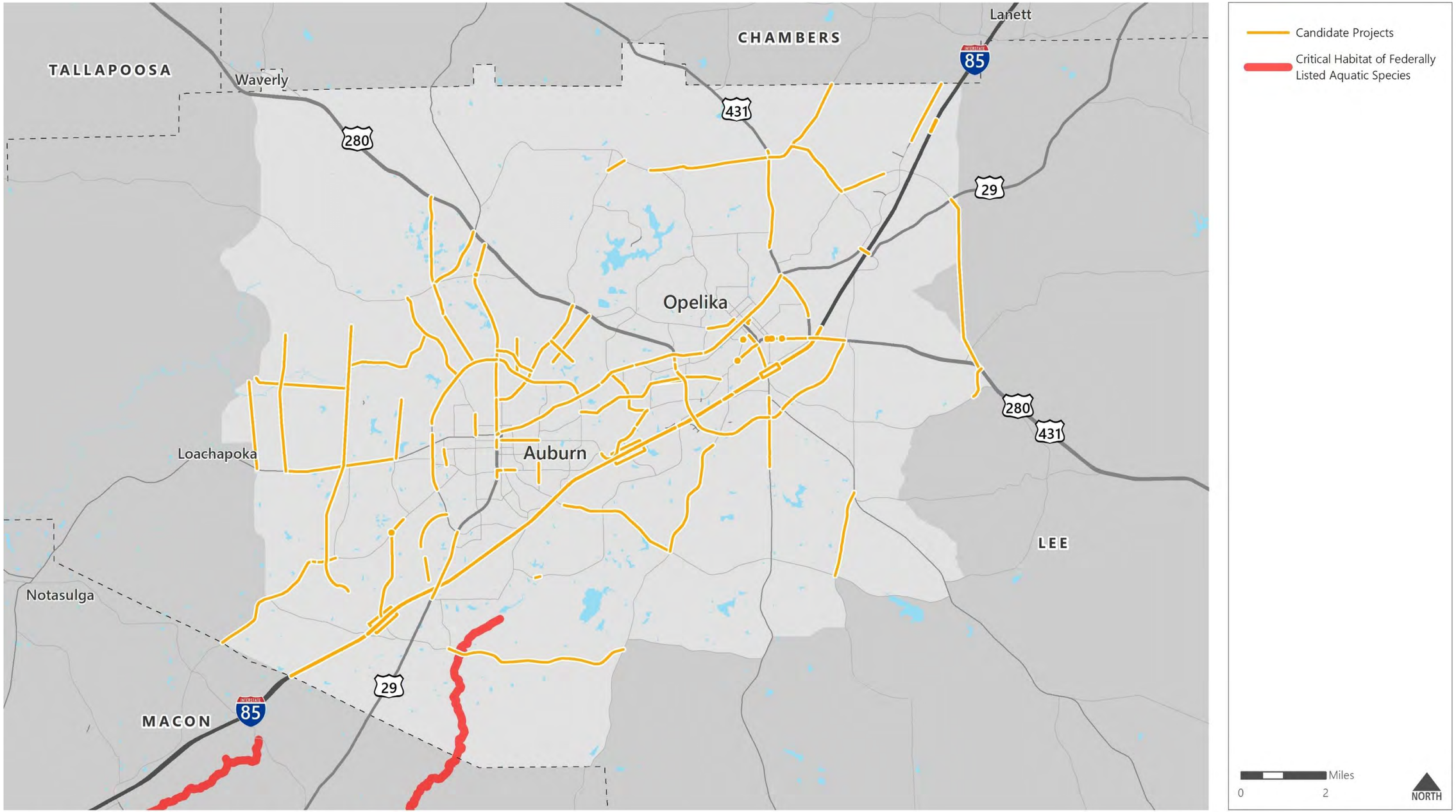
Figure 7.2: Flood Zones



Data Sources: FEMA Flood Map Service Center

Disclaimer: This map is for planning purposes only.

Figure 7.3: Critical Habitats



Data Sources: U.S. Fish and Wildlife Service; National Marine Fisheries Service

Disclaimer: This map is for planning purposes only.

7.3 The Human Environment

Historic and Recreational Resources

Transportation Projects were evaluated for proximity to historic sites and publicly-owned recreational facilities. Section 4(f) of the Department of Transportation (DOT) Act of 1966 affords protection to publicly-owned parks and recreation areas and all historic sites listed or eligible for listing on the National Register of Historic Places when USDOT funds are invested in a project.

In order to be eligible for the National Register of Historic Places (NRHP), a district, site, building, structure, or object must possess integrity of location, design, setting, materials, workmanship, feeling, and association and generally must be at least 50 years old. It will also be evaluated by the following criteria:

- association with events that have made a significant contribution to the broad patterns of our history; or
- association with the lives of significant persons in or past; or
- embodiment of the distinctive characteristics of a type, period, or method of construction, or representative of the work of a master, or possession of high artistic values, or representative of a significant and distinguishable entity whose components may lack individual distinction; or
- provision or likelihood to provide information important in history or prehistory.

Figure 7.4 shows all historic sites listed on the National Register and State Register. It is important to note the State Register properties are not necessarily protected by 4(f) regulations unless they meet NRHP eligibility. Furthermore, there may be additional properties not listed on either register which are eligible for the NRHP. Figure 7.4 excludes all historic features deemed 'restricted' or 'sensitive', such as sensitive archaeological sites.

Figure 7.4 also shows all publicly-owned parks and recreation areas deemed significant by a review of public agency websites.

Mitigation

Projects will be developed in consultation with the State Historic Preservation Office (SHPO) and to the extent practicable, actions which adversely impact NRHP properties and publicly-owned recreation areas will be avoided. When historic properties are adversely affected, mitigation will include data recovery as appropriate to document the essential qualities of the historic resources. When publicly-owned recreation areas are adversely affected, appropriate compensation will be provided.

Farmland

Farmland is a vital local and national resource but many communities have witnessed significant loss of this finite resource over the last century.

The Farmland Protection Policy Act (FPPA), enacted in 1981, is intended to minimize the impact Federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. It assures that to the extent possible federal programs are administered to be compatible with state, local government, and private programs and policies to protect farmland.

For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements does not have to be currently used for cropland. It can be forest land, pastureland, cropland, or other land, but not water or urban built-up land.

Figure 7.5 shows prime farmland in the Metropolitan Planning Area. There is no farmland of local, statewide, or unique importance as defined by the Natural Resources Conservation Service.[1]

Mitigation

Before farmland can be used for a federally-funded project, an assessment must be completed to determine if prime, unique, or statewide or locally important farmlands would be converted to non-agricultural uses.

If the assessment determines that the use of farmland is in excess of the parameters defined by the Natural Resources Conservation Service, then measures must be taken to minimize impacts to these farmlands.

[1] Soil Data Access (SDA) Prime and other Important Farmlands

Potentially Hazardous Materials

Accidents, spills, leaks, and past improper disposal and handling of hazardous materials and wastes have resulted in contamination of many sites across the country.

The Comprehensive Environmental Response, Compensations, and Liability Act (CERCLA), commonly known as Superfund, was enacted in 1980 and established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites; and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled the revision of the National Contingency Plan, which established the National Priorities List.

The National Priorities List (NPL) is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. The NPL is intended primarily to guide the EPA in determining which sites warrant further investigation.

While there are no sites listed on the National Priorities List in the MPA, there are a few cleanup sites identified by the EPA, as illustrated in Figure 7.6.

These cleanup sites were identified using the EPA's Cleanups in My Community database. This database includes cleanup sites, facilities and properties for which EPA collects information by law, or voluntarily via grants.

Mitigation

At this stage in project development, not enough information is available to determine impacts and mitigation. However, transportation projects affected by or affecting potentially hazardous properties will be evaluated during the ALDOT project delivery process, the NEPA process, design, and construction.

Environmental Justice Populations

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, was signed by President Clinton in 1994. It seeks to reaffirm the intent of Title VI of the Civil Rights Act of 1964, NEPA, and other federal laws, regulations, and policies by establishing the following Environmental Justice (EJ) principles for all federal agencies and agencies receiving federal funds, such as MPOs:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Figure 7.7 shows areas in the Metropolitan Planning Area where low-income households make up a greater share of the overall population.

Similarly, Figure 7.8 shows areas in the Metropolitan Planning Area where people of color, or minority populations, make up a greater share of the overall population.

Mitigation

In an attempt to prevent disproportionately high and adverse effects on minority or low-income populations early in the planning process, the MPO should encourage high community and stakeholder engagement in the design phase of projects. This is especially important for projects that are located in areas with a disproportionately high minority and/or low-income population. These projects are flagged later in this chapter.

Other Community Impacts

In addition to the community impacts already discussed, a transportation project may produce various impacts to public spaces, residences, and businesses. These impacts may relate to property, air quality, noise, or other issues and many will not be well understood until a project is substantially advanced.

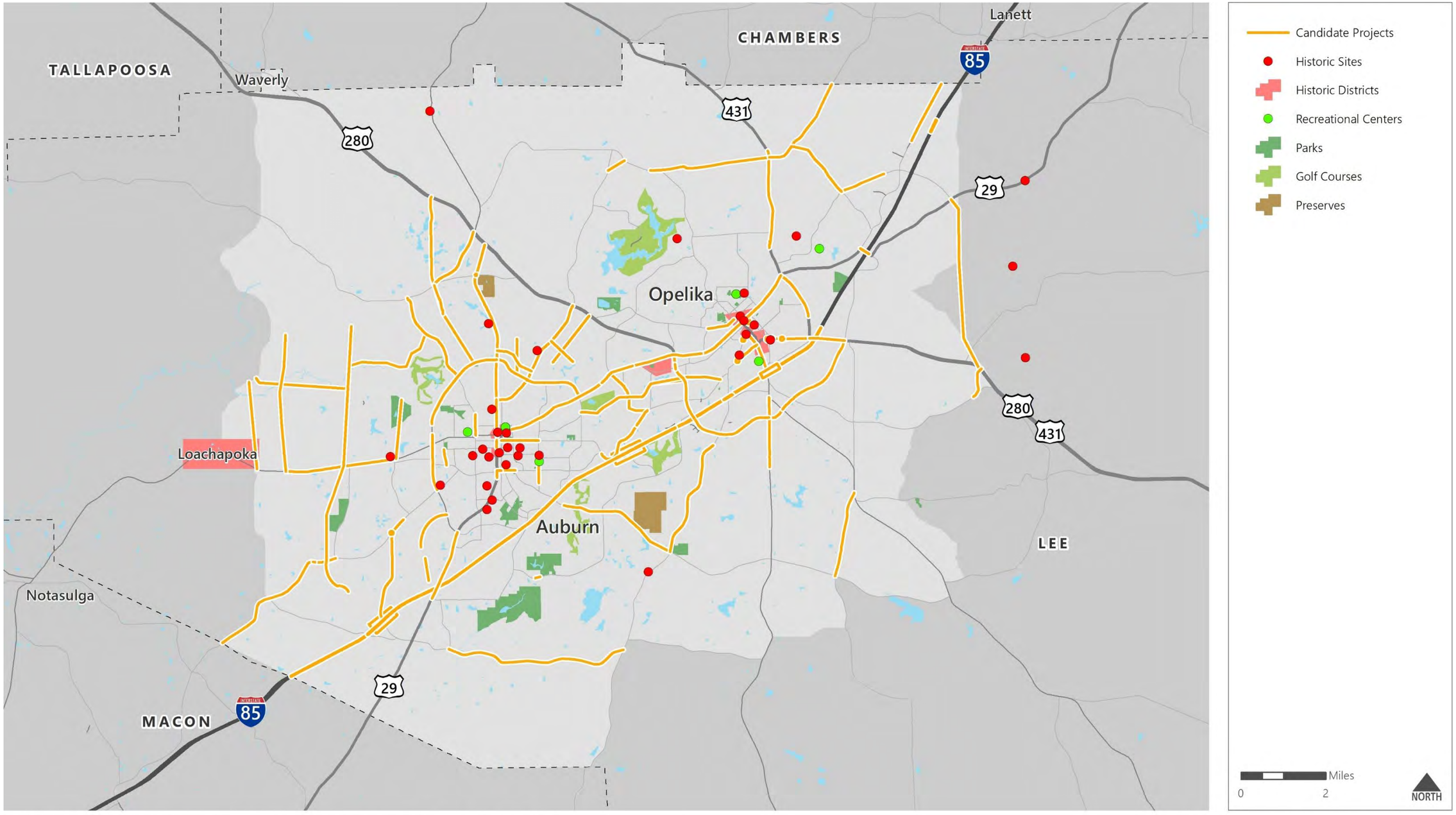
Figure 7.9 shows the location of some other community resources that should be considered early in the planning process. Proximity to schools and colleges/universities should be carefully considered for many reasons, including the high volume of pedestrians and presence of recreational facilities. Projects should also be careful to avoid or mitigate impacts to cemeteries.

Mitigation

Impacts associated with specific projects will be assessed in conformance with local, state, and federal regulations, NEPA guidance, and the ALDOT project delivery process.

Certain impacts, such as those associated with an increase in traffic related noise, can potentially be mitigated. Also, to the extent practicable, projects should be developed using Context Sensitive Solutions.

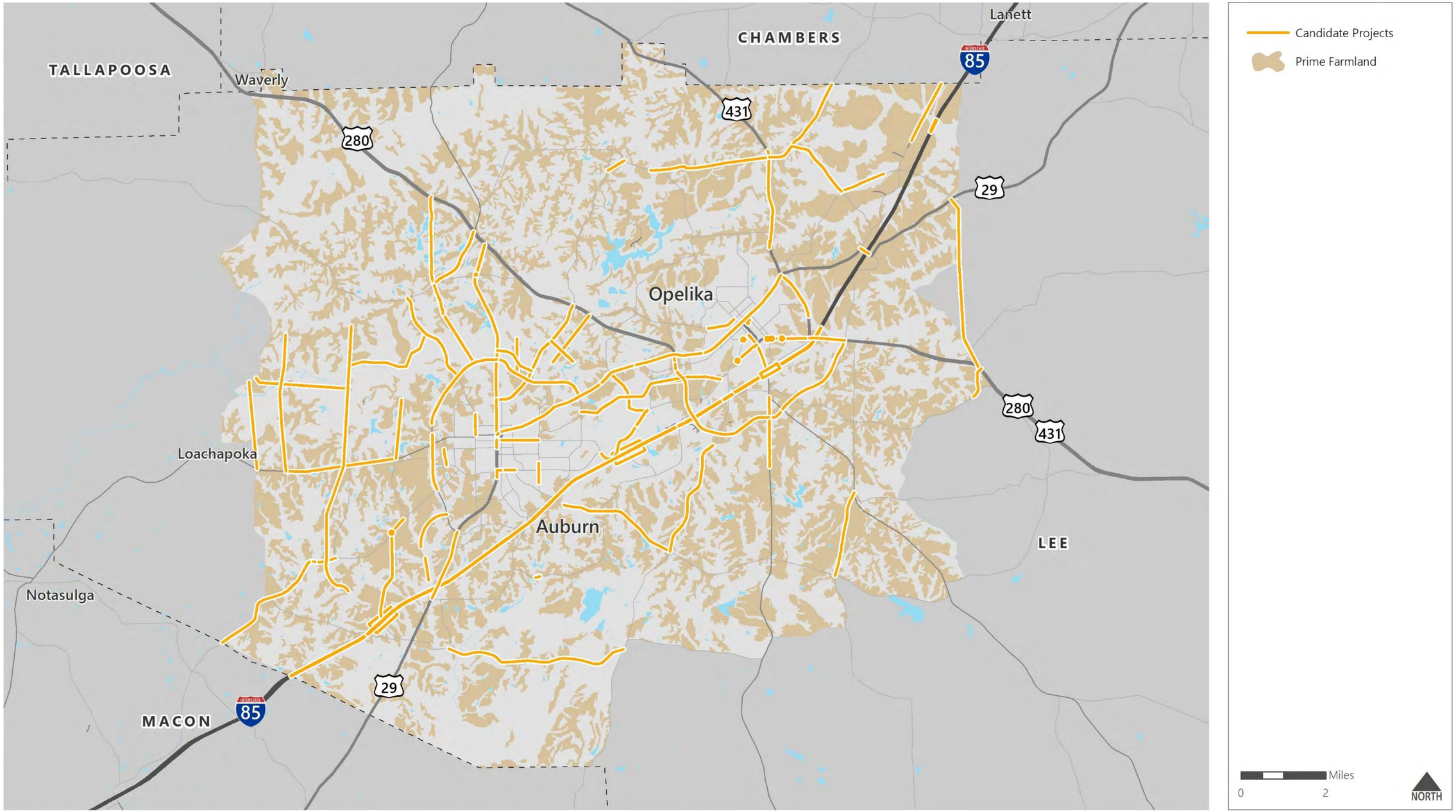
Figure 7.4: Historic and Recreational Resources



Data Sources: National Park Service; Alabama Historical Commission; MPO Staff; Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

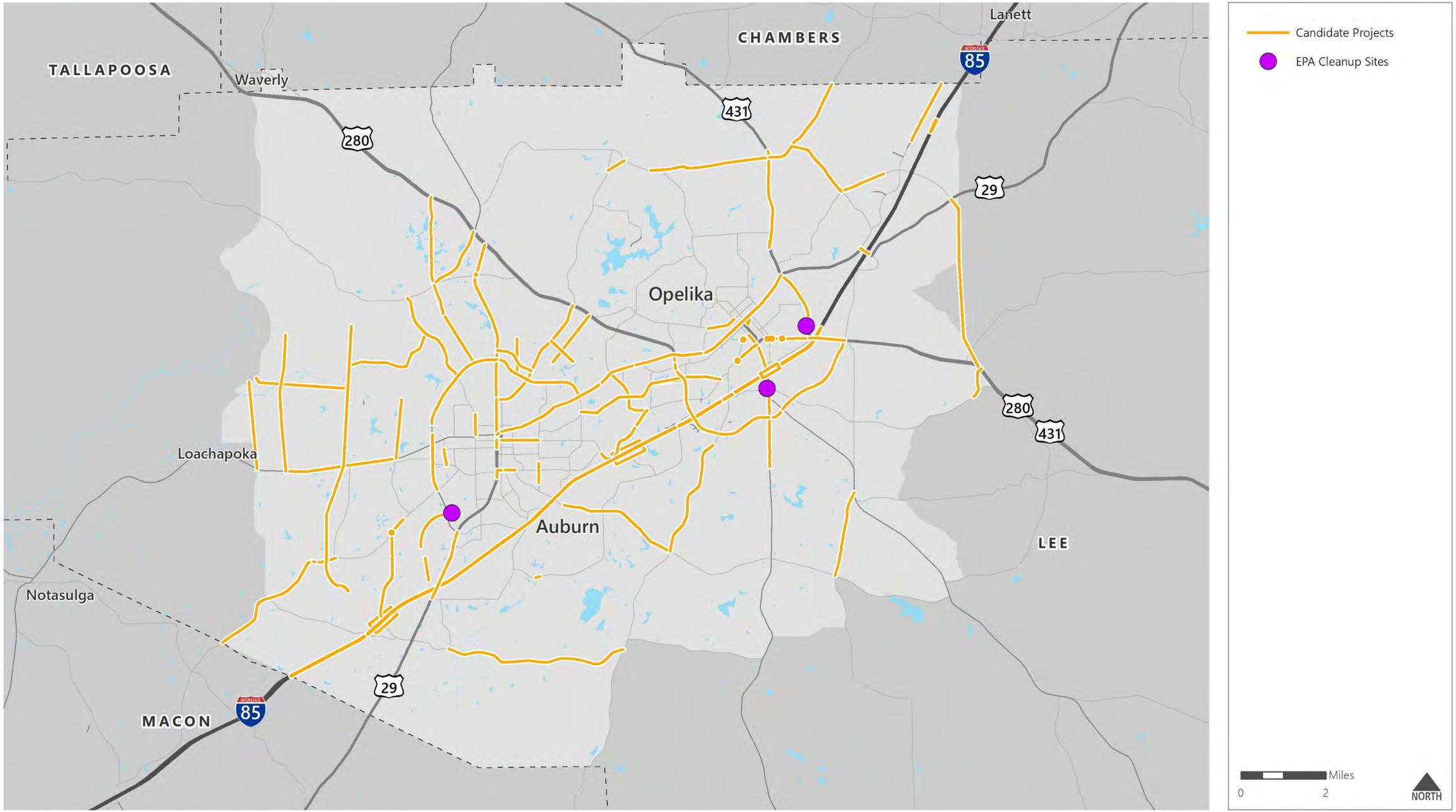
Figure 7.5: Prime Farmland



Data Sources: U.S. Department of Agriculture, Natural Resources Conservation Service

Disclaimer: This map is for planning purposes only.

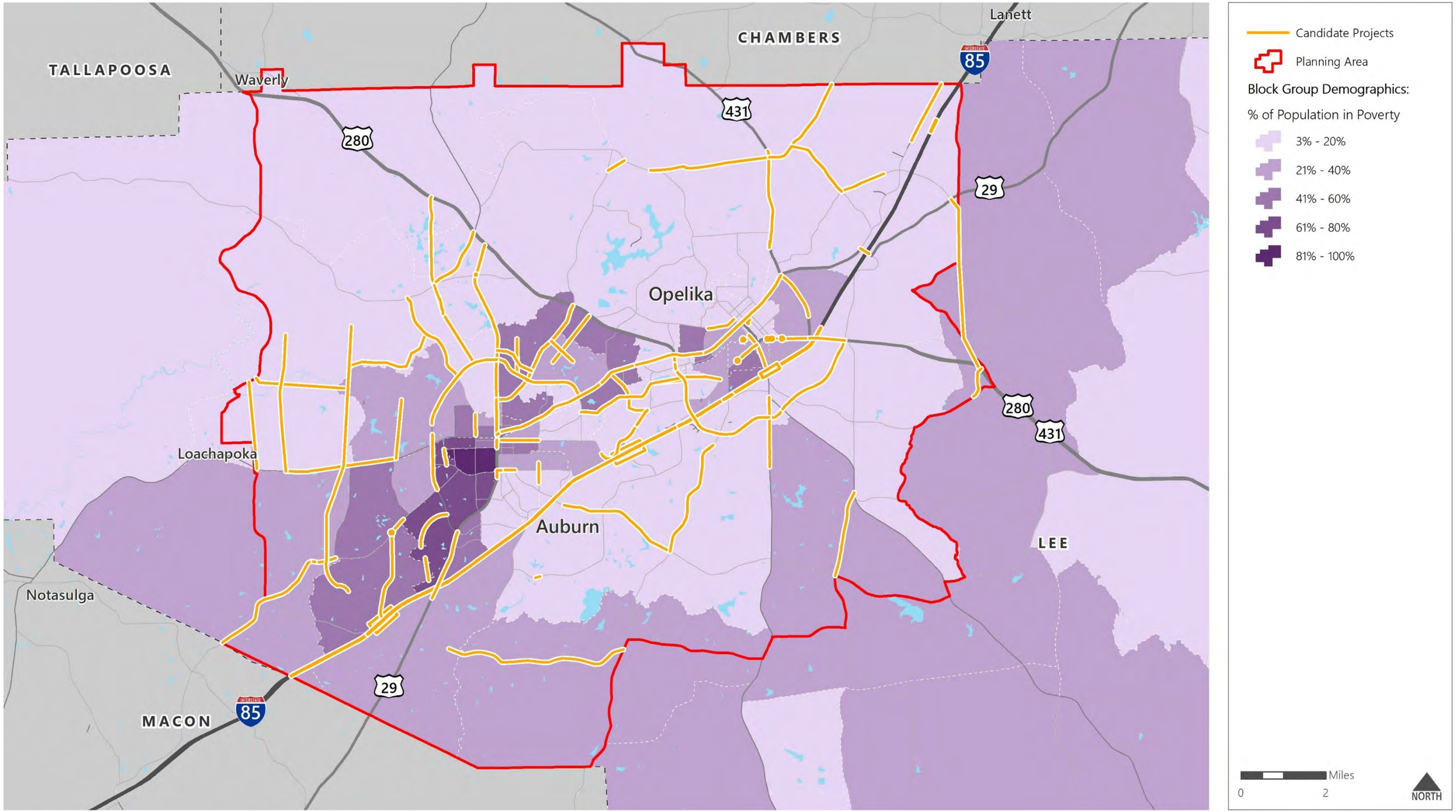
Figure 7.6: Potentially Hazardous Sites



Data Sources: U.S. Environmental Protection Agency, Cleanups In My Community

Disclaimer: This map is for planning purposes only.

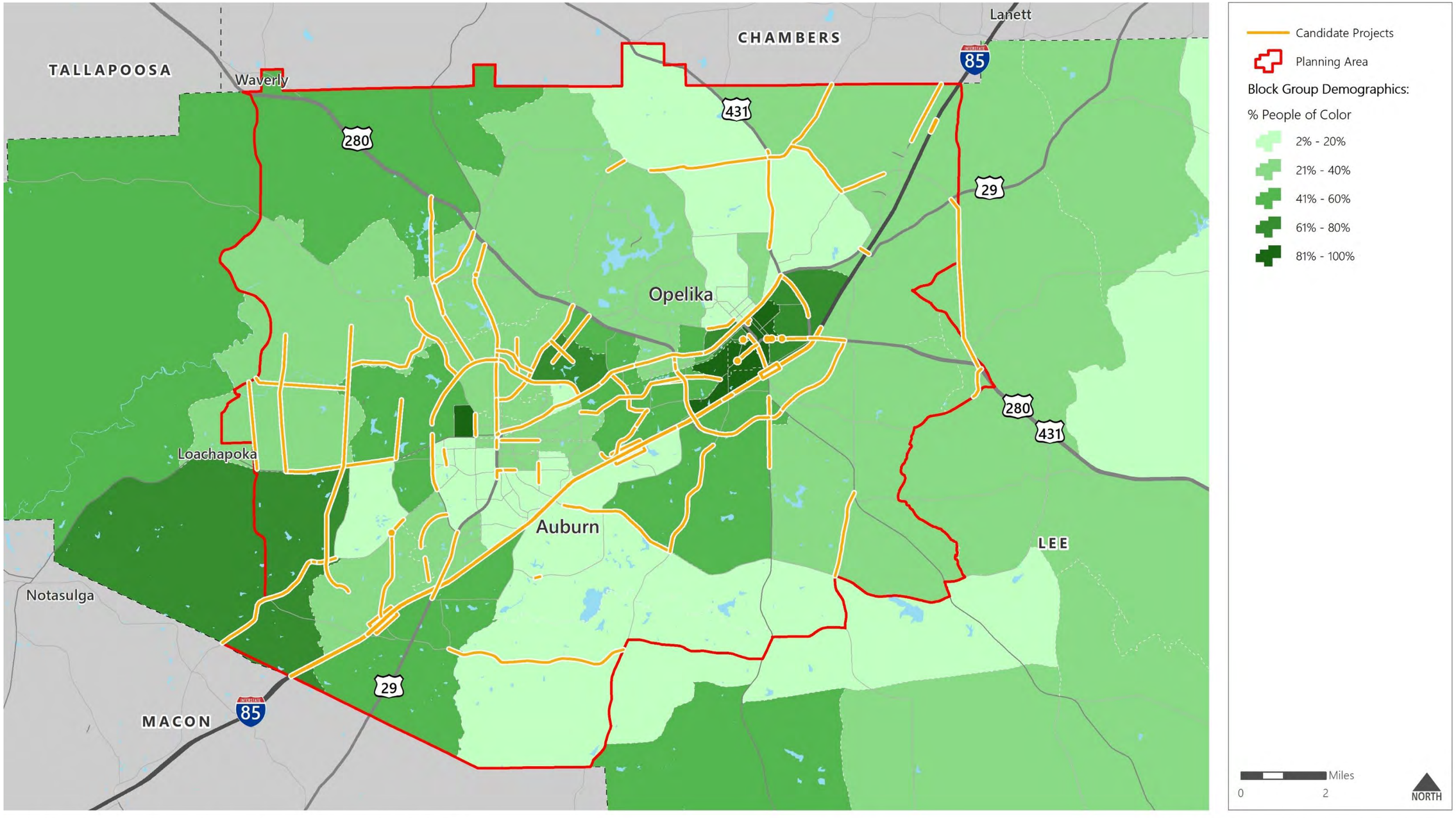
Figure 7.7: Block Group Demographics: People in Poverty



Data Sources: U.S. Census Bureau, American Community Survey, 2017 5-year data

Disclaimer: This map is for planning purposes only.

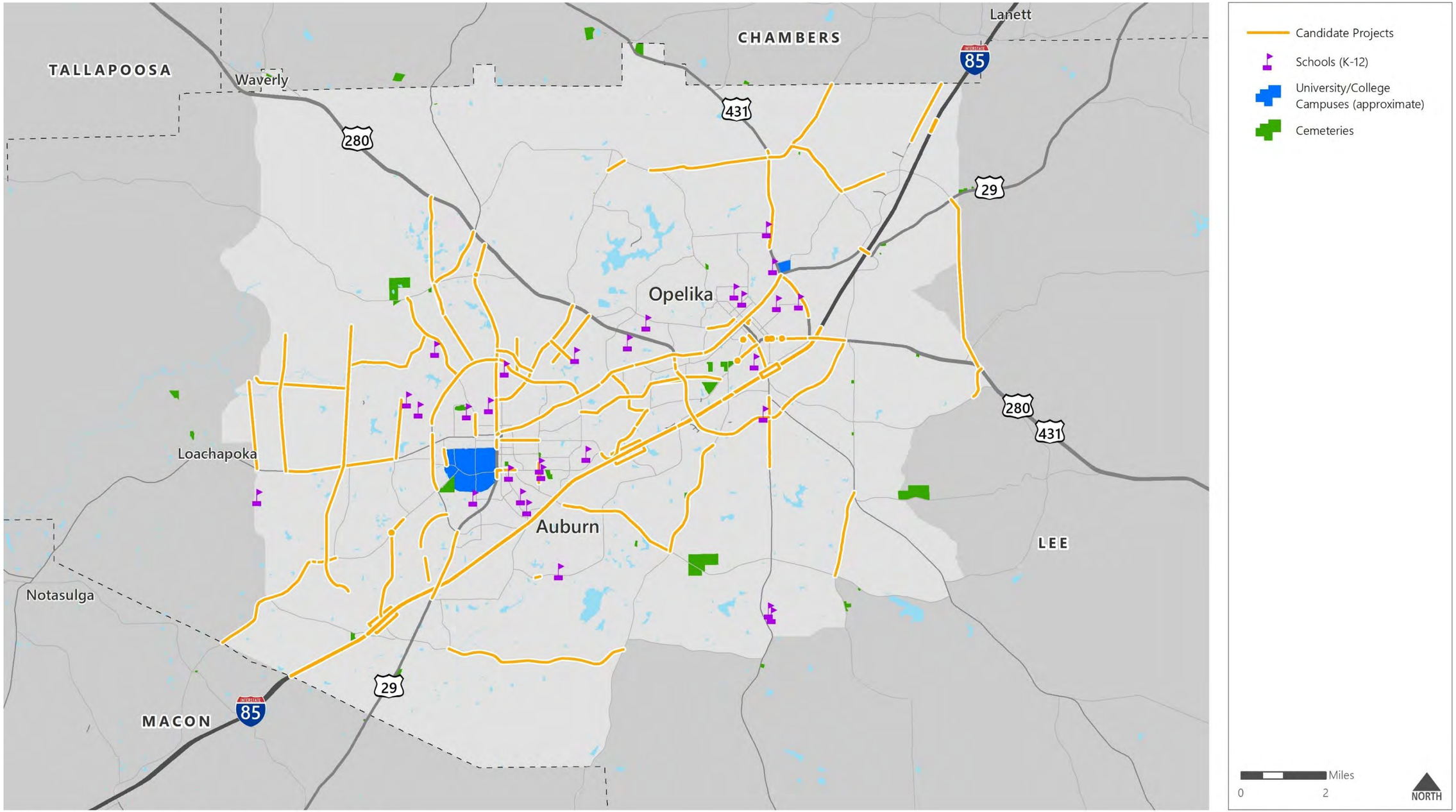
Figure 7.8: Block Group Demographics: People of Color



Data Sources: U.S. Census Bureau, American Community Survey, 2017 5-year data

Disclaimer: This map is for planning purposes only.

Figure 7.9: Other Community Resources



Data Sources: National Center for Education Statistics; Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

7.4 Project Screening

The Long Range Transportation Plan uses an environmental screening process to evaluate the likelihood of significant environmental impacts for all considered transportation projects. More detailed environmental analyses are conducted for each project if it is selected for implementation.

Potential for Natural and Community Impacts

All transportation projects considered in the Long Range Transportation Plan were evaluated for proximity to the following natural and community resources:

- Natural Resources
  - Wildlife refuges or preserves
  - Wetlands
- Community Resources
  - Historic sites
  - Parks and recreation centers
  - Schools and college/university campuses
  - Cemeteries

Projects with "High Concern for Environmental and Community Impacts" were defined as projects that potentially impact 4 or more resources total or 2 resources per project corridor mile. The potential for impacts was determined by proximity. For point-level resource data, a buffer of ¼ mile was applied and for polygon-based resource data, a buffer of 250 feet was applied.

Figure 7.10 shows the projects with "High Concern for Environmental and Community Impacts."

Potential for Environmental Justice Impacts

All transportation projects considered in the Long Range Transportation Plan were evaluated for disproportionately high concentrations of the following environmental justice populations:

- People living in poverty (low-income)
- People of color (minorities)

Projects with "High Concern for Environmental Justice Impacts" were defined as projects where people nearby are at least 1.5 times more likely than the Metropolitan Planning Area average to be a person living in poverty or a person of color. For people living in poverty, the Metropolitan Planning Area average was 26.6% and for people of color, the average was 36.2%.

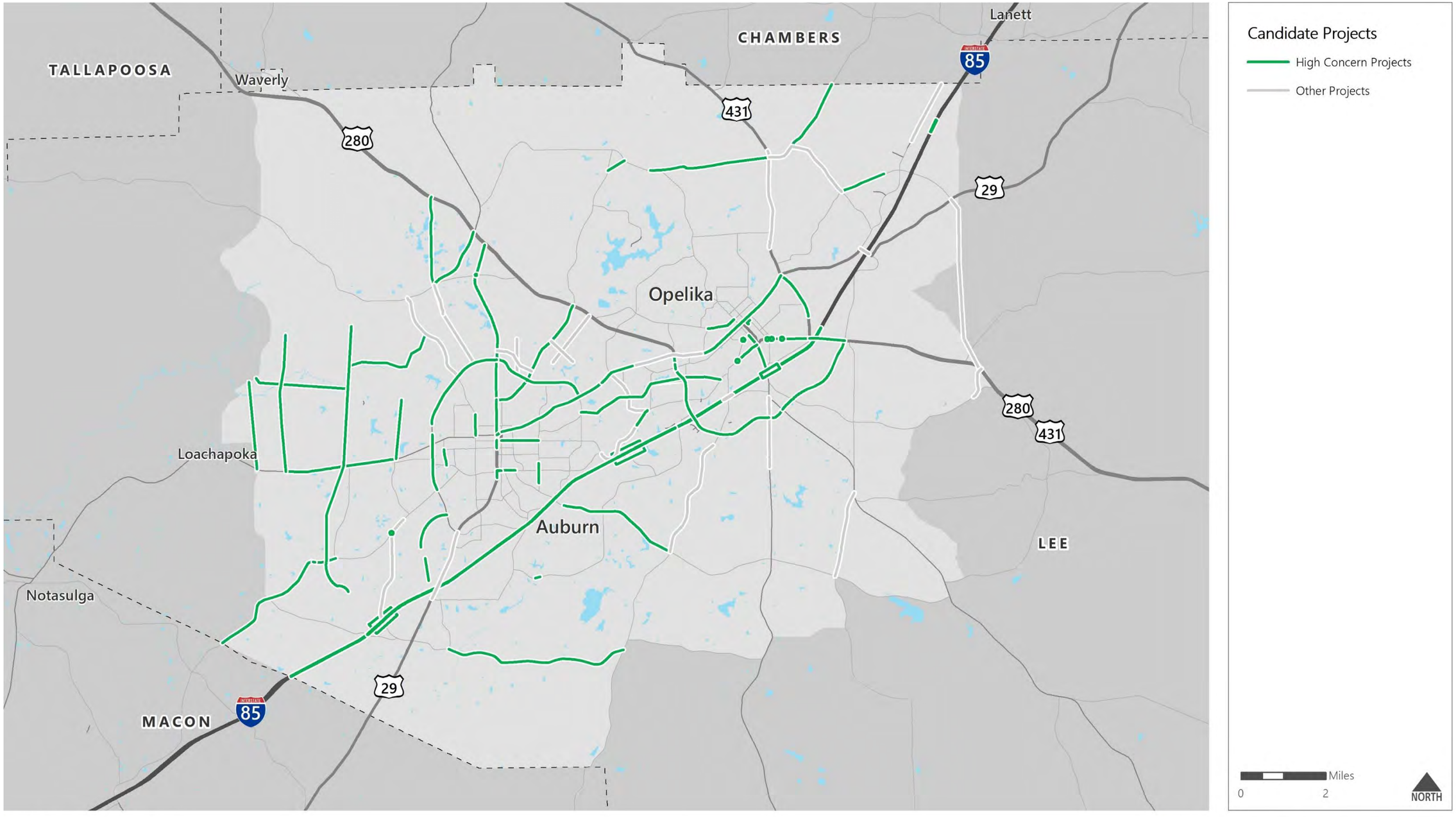
To estimate the socioeconomic composition of project areas, projects were buffered by a half mile and block-level data was compiled. This block-level data used 2010 Census data supplemented with known developments since 2010. All blocks were assumed to have the socioeconomic characteristics of their block group, per the 2017 American Community Survey.

Figure 7.11 shows the projects with "High Concern for Environmental Justice Impacts."

Mitigating Potential Impacts

Projects with high concern for environmental impacts warrant unique design considerations. For these projects, project sponsors should carefully coordinate with stakeholders and communities impacted, especially during preliminary engineering/design. Doing so will promote outcomes that are more environmentally sustainable and equitable.

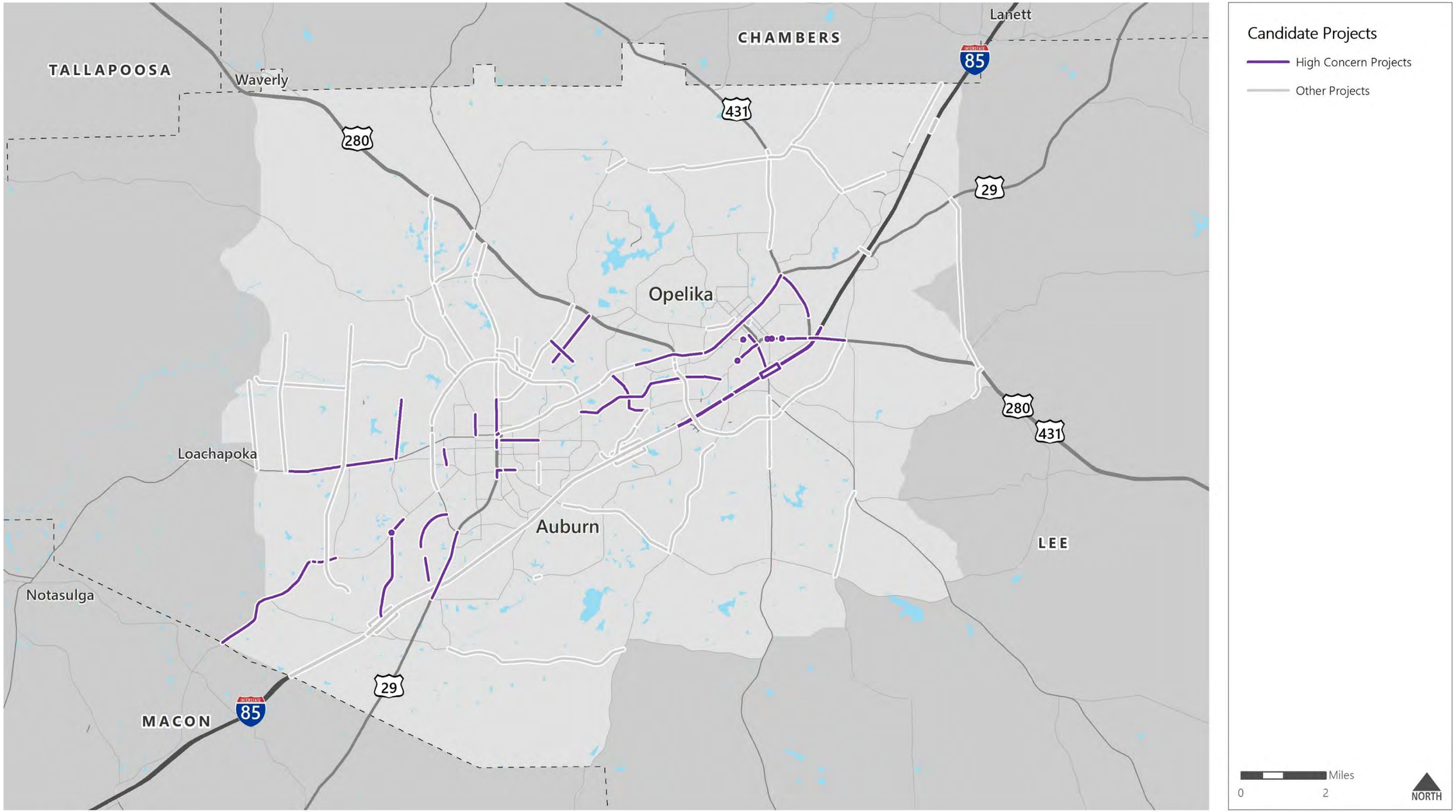
Figure 7.10: Candidate Projects with High Concern for Environmental and Community Impacts



Data Sources: Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

Figure 7.11: Candidate Projects with High Concern for Environmental Justice Impacts



Data Sources: Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

8.0 Project Prioritization

Roadway capacity projects and bicycle and pedestrian corridors were prioritized based on the goals and objectives stated earlier in this LRTP. Non-capacity roadway projects, such as safety and maintenance projects, were not prioritized. Instead, the MPO will continue to identify and prioritize these projects on a regular basis with local governments.

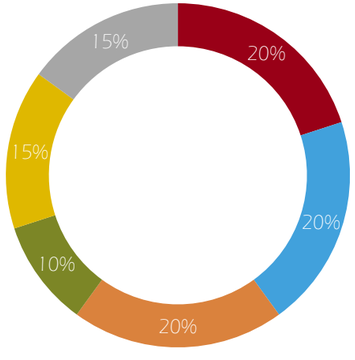
8.1 Roadway Capacity Project Prioritization

To maximize the amount of limited funding available within the MPA, roadway capacity projects were prioritized. Table 8.1 shows the criteria and weights that were utilized to prioritize the identified roadway capacity projects. This methodology is intended to support the previously stated goals and objectives.

The results of this prioritization exercise are shown in Table 8.2 and illustrated in Figure 8.1.

Table 8.1: Project Prioritization Methodology for Roadway Capacity Projects

Criterion	Rationale	Measure	Scoring Scale (Points Possible)				
			0	5	10	15	20
Congestion Reduction	Prioritize projects that reduce congestion.	Reduction in Vehicle Hours of Delay from baseline conditions (Existing + Committed Network)	Points awarded in increments of 5 based upon to be determined breaks in the data				
Benefit Cost Ratio	Prioritize projects with congestion reduction benefits exceeding construction costs and maximize limited federal funds.	Benefit/Cost Ratio: annual dollars saved from delay reduction divided by project cost.	Points awarded in increments of 5 based upon to be determined breaks in the data				
Safety Benefits	Prioritize projects that will improve safety conditions.	Qualitative assessment based on crash data, bridge conditions, and engineering analysis.	Minimal safety benefits	Some safety benefits	Moderate safety benefits	Significant safety benefits	Very significant safety benefits
Bicycle and Pedestrian Benefits	Prioritize projects that will allow for incidental bike/ped improvements.	Existing Roadway: identified bike/ped need in MPO Bike/Ped Plan or in local bike/ped plans. New Roadway: proximity to urbanized area (only roadways that do not restrict bike/ped activity)	No existing need identified	Identified bike/ped need (Tiers 4-5 in MPO plan or in comprehensive plan) or within 1 mile of urbanized area (new roadway)	Identified bike/ped need (Tiers 1-3 in MPO plan or in stand-alone bike/ped plan) or within urbanized area (new roadway)		
Freight Benefits	Prioritize projects that benefit the movement of goods.	Reduction in Truck Hours of Delay from baseline conditions (Existing + Committed Network). Designation as part of the statewide freight network.	Points awarded in increments of 5 based upon to be determined breaks in the data (projects that are part of statewide freight network automatically receive maximum points)				
Supports Existing Plans	Prioritize projects that have been vetted in locally-adopted plans or existing studies and plans.	In locally-adopted plan, previous LRTP, or existing study/plan.	Not in previous plan or study	In previous LRTP OR existing study/plan (not in comprehensive plan)	In previous LRTP AND existing study/plan (not in comprehensive plan)	In local comprehensive plan	



Project Scoring Breakdown

- Congestion Reduction
- Benefit Cost Ratio
- Safety Benefits
- Bicycle and Pedestrian Benefits
- Freight Benefits
- Supports Existing Plans

Table 8.2: Project Prioritization Results for Roadway Capacity Projects

Project ID	Sponsor/ Jurisdiction	Location	Limits	Length (miles)	Improvement	Project Scoring (Points Awarded)						Total Score
						Congestion Reduction	Benefit Cost Ratio	Safety Benefits	Bike/Ped Benefits	Freight Benefits	Supports Existing Plans	
RC-3	City of Auburn	Watercrest Blvd Extension	E University Dr (CR-706) to 0.73 miles north of E University Dr	0.73	New 2 Lane Roadway	20	20	0	5	15	15	75
RC-4	City of Auburn	Dean Rd Extension	E University Dr to Birmingham Hwy (US-280)	1.89	New 2 Lane Roadway	20	15	0	5	15	15	70
RC-7	City of Auburn	Academy Dr Extension	Gatewood Dr to Shelton Mill Rd (CR-97)	0.80	New 2 Lane Roadway	20	20	0	0	15	15	70
RC-21	City of Auburn	Richland Rd Extension	Outer Loop to Richland Rd (CR-188)	2.20	New 2 Lane Roadway	15	10	5	5	10	15	60
RC-10	ALDOT	I-85	Exits 58-62: Gateway Dr (US-280 W) to Columbus Pkwy (US-280 E)	2.94	Widen From 4 to 6 Lanes; Bridge Replacement	15	0	10	0	15	15	55
RC-11	ALDOT	N College St (SR-147)	Shug Jordan Pkwy/E University Dr (SR-147) to US-280	2.86	Widen From 2 to 4 Lanes	15	0	15	5	15	5	55
RC-26	City of Auburn	N Donahue Ave (CR-86)	Shug Jordan Parkway (SR-147) to E Farmville Rd (CR-72)	2.32	Widen From 2 to 4 Lanes	15	0	10	10	10	5	50
RC-51	City of Auburn	Shug Jordan Pkwy/University Dr	Richland Rd to Opelika Rd	4.68	Center Turn Lane and Turn Lanes	5	0	15	10	5	15	50
RC-19	City of Auburn	Outer Loop – Segment 2/3	Mrs. James Rd (CR-81) to Martin Luther King Drive (SR-14)	3.34	New 2 Lane Roadway	15	0	0	5	10	15	45
RC-22	City of Auburn	Wills Turk Rd (CR-57) Connector	SR-14 to Mr. James Rd (CR-81)	3.23	New 2 Lane Roadway	10	0	5	5	10	15	45
RC-23	City of Auburn	CR-188 Connector	CR-188 to SR-14 (Stage Rd)	2.04	New 2 Lane Roadway	10	0	5	5	10	15	45
RC-24	City of Auburn	Shelton Mill Rd (CR-97)	E University Dr to Birmingham Hwy (US-280)	2.09	Widen From 2 to 4 Lanes	15	0	5	5	15	5	45
RC-49	ALDOT	I-85	Exit 50 (Cox Rd) to Exit 58 (Gateway Dr)	8.65	Widen From 4 to 6 Lanes; Bridge Replacement	20	0	10	0	15	0	45
RC-50	City of Auburn	Full Outer Loop (All 3 segments)	Corporate Pkwy to US 280 (multiple segments)	6.57	New 2 Lane Roadway	15	0	5	0	10	15	45
RC-53	City of Auburn	Miracle Rd Extension	CR-677 to Shug Jordan Pkwy (SR-147)	1.48	New 2 Lane Roadway	15	15	0	5	10	0	45
RC-17[1]	City of Auburn	Piedmont Dr Extension	Donahue Dr (CR-82) to Outer Loop	2.39	New 2 Lane Roadway	15	5	0	5	10	5	40
RC-48	City of Opelika	King Ave/Century Blvd Extension	Park St to Frederick Rd	2.33	New 2 Lane Roadway	10	0	10	10	10	0	40

Project Prioritization

Project ID	Sponsor/ Jurisdiction	Location	Limits	Length (miles)	Improvement	Project Scoring (Points Awarded)						Total Score
						Congestion Reduction	Benefit Cost Ratio	Safety Benefits	Bike/Ped Benefits	Freight Benefits	Supports Existing Plans	
RC-9	Auburn University	Lem Morrison Dr Extension	W Samford Ave to W Magnolia Ave	0.40	New 2 Lane Roadway	5	0	10	10	5	5	35
RC-29	City of Opelika	Gateway Drive (US-280) Extension	Marvyn Parkway (SR-51) to Crawford Rd (SR-169)	0.38	New 2 Lane Roadway	0	0	10	10	0	15	35
RC-31	City of Opelika	Fox Run Pkwy (US-431)	Fox Trail to Samford Ave	0.86	Widen From 2 to 4 Lanes	0	0	5	10	15	5	35
RC-35	City of Opelika	Lafayette Pkwy (US-431)	Freeman Ave to Opelika City Limits	2.20	Widen From 2 to 4 Lanes	0	0	10	5	15	5	35
RC-14	City of Auburn	Downs Way Extension	Shug Jordan Pkwy (SR-267) to Veterans Blvd	1.97	New 2 Lane Roadway	0	0	5	10	0	15	30
RC-16	City of Auburn	N College St	Shelton Mill Rd (CR-97) to Shug Jordan Pkwy/E University Dr (SR-147)	0.91	Widen From 2 to 4 Lanes	0	0	15	10	0	5	30
RC-27	City of Auburn	Shelton Mill Rd (CR-97)	N College St to E University Dr	0.92	Widen From 2 to 4 Lanes	0	0	10	5	0	15	30
RC-28	City of Auburn	N College St	Bragg Ave (SR-14) to Shelton Mill Rd (CR-97)	0.83	Widen From 2 to 4 Lanes	0	0	15	10	0	5	30
RC-34	City of Opelika	Gateway Drive East (US-280) Extension	Crawford Rd (SR-169) to N Uniroyal Rd	2.27	New 2 Lane Roadway	5	0	5	5	0	15	30
RC-36	City of Opelika	Northern By-Pass Connector	Oak Bowery Rd @ National Village Pkwy to Lafayette Pkwy (US-431)	2.56	New 2 Lane Roadway	10	0	0	0	5	15	30
RC-43	City of Auburn	Moore's Mill Rd	Grove Hill Rd to Society Hill Rd (CR-54)	2.89	Widen From 2 to 4 Lanes	5	0	15	0	5	5	30
RC-12	ALDOT	SR-14	Willis Turk Rd to Webster Rd	2.58	Widen From 2 to 4 Lanes	0	0	15	5	0	5	25
RC-13	City of Auburn	Cox Rd	Beehive Interchange to Wire Rd	2.24	Widen From 2 to 4 Lanes	5	0	5	5	5	5	25
RC-30	City of Opelika	Pepperell Pkwy (SR-14) Connector	Pepperell Pkwy (SR-14) to Airport Rd	0.39	New 2 Lane Roadway	0	0	0	10	0	15	25
RC-33	City of Opelika	Marvyn Parkway (SR-51)	Crawford Rd (SR-169) to the southern city limits	1.50	Add Center Turn Lane	0	0	15	5	0	5	25
RC-38	City of Opelika	Eastern By-Pass Roadway Corridor	US-280 to W Point Pkwy (US-29)	3.95	New 2 Lane Roadway	5	0	5	0	0	15	25
RC-41	City of Opelika	Fitzpatrick Ave	Pleasant Ave to North 10th Street	0.68	Widen From 2 to 4 Lanes	0	0	10	10	0	5	25
RC-42	City of Opelika	Columbus Pkwy (SR-38)	McCoy St to Fox Run Parkway	1.00	Widen From 2 to 4 Lanes	0	0	15	5	0	5	25
RC-45	City of Auburn	Webster Rd Extension	Richland Rd to Martin Luther King Dr (SR-14)	1.47	New 2 Lane Roadway	0	0	0	10	0	15	25

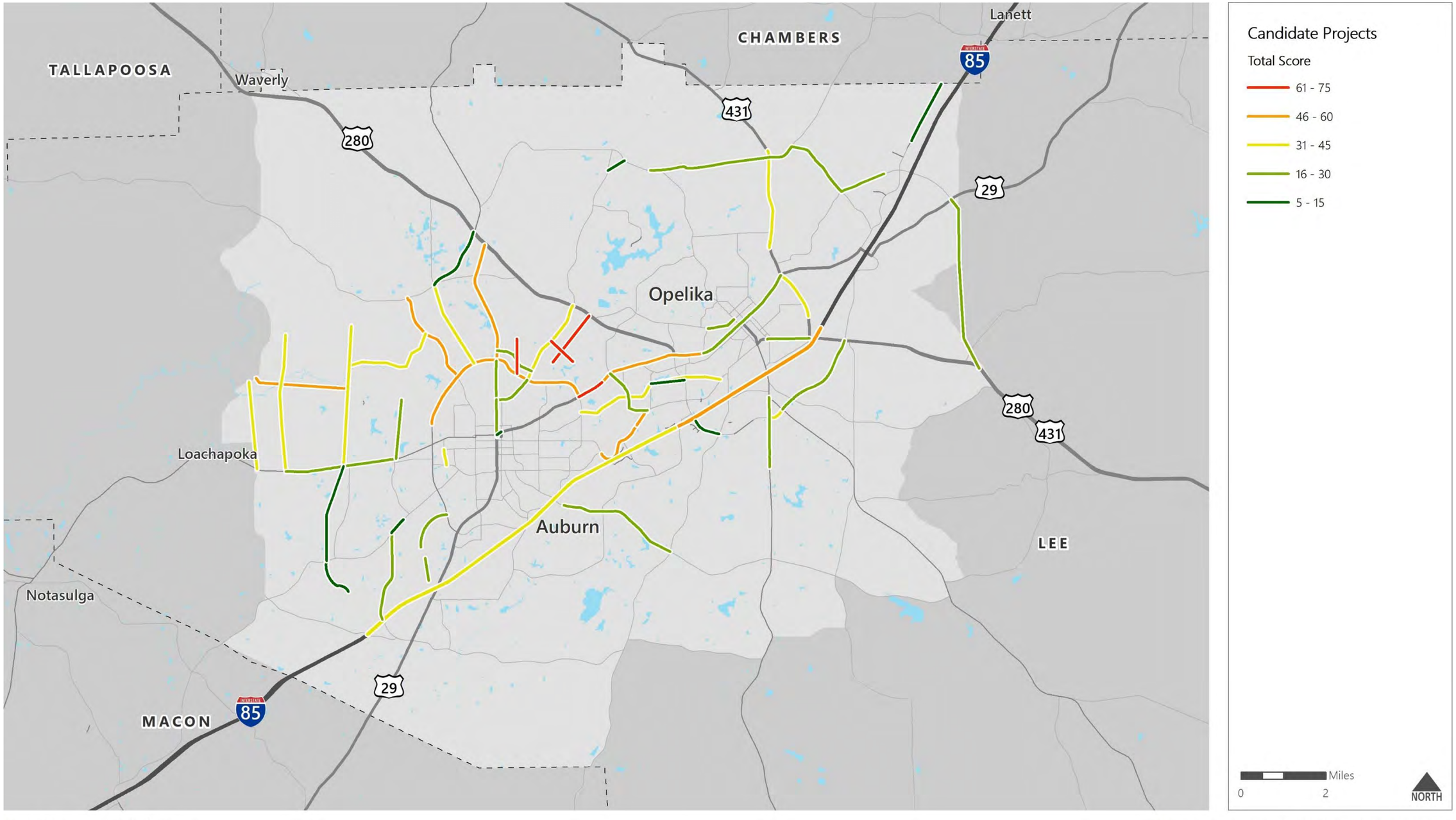
Project Prioritization

Project ID	Sponsor/ Jurisdiction	Location	Limits	Length (miles)	Improvement	Project Scoring (Points Awarded)						Total Score
						Congestion Reduction	Benefit Cost Ratio	Safety Benefits	Bike/Ped Benefits	Freight Benefits	Supports Existing Plans	
RC-52	City of Opelika	Pepperell Pkwy/2nd Ave/Samford Ave	Pleasant Dr to Lafayette Pkwy (US 431)	2.62	Widen From 3 to 5 Lanes	5	0	10	10	0	0	25
RC-44	City of Auburn	Cary Creek Pkwy	N College St (SR-147) to Shelton Mill Rd (CR-97)	1.00	New 2 Lane Roadway	0	0	0	5	0	15	20
RC-20	City of Auburn	Outer Loop – Segment 3/3	Mrs. James Rd (CR-81) to US-280	1.53	New 2 Lane Roadway	0	0	0	0	0	15	15
RC-40	City of Opelika	Gateway Drive (US-280)	I-85 to Society Hill Drive (CR-54)	0.66	Widen From 2 to 4 Lanes	0	0	10	0	0	5	15
RC-8	City of Auburn	Wire Rd	Eagle Landing RV Park to Cox Rd	0.37	Center Turn Lane	0	0	5	0	0	5	10
RC-15	City of Auburn	Riley St Connector	Corporate Pkwy to Wire Rd	1.87	New 2 Lane Roadway	0	0	0	5	0	5	10
RC-46	City of Opelika	Cunningham Dr Connector	Cunningham Dr to Gateway Dr (US-280)	0.80	New 2 Lane Roadway	0	0	0	10	0	0	10
RC-47	City of Auburn	Opelika Rd (SR-14) Connector	SR-14 to N Gay St	0.13	New 2 Lane Roadway	0	0	0	10	0	0	10
RC-18[2]	City of Auburn	Outer Loop – Segment 1/3	Wire Rd to Martin Luther King Dr (SR-14)	2.24	New 2 Lane Roadway	0	0	0	0	0	5	5
RC-32	City of Opelika	NorthPark Drive Extension	Northern terminus to Chambers County Line	1.17	New 2 Lane Roadway	0	0	0	0	0	5	5
RC-37	City of Opelika	Perimeter Rd	Grand National Pkwy to Oakbowery Rd	0.56	New 2 Lane Roadway	0	0	0	0	0	5	5

[1] Project must be paired with RC-19 to be effective. Project scoring reflects pairing with RC-19

[2] Project is part of Outer Loop concept. Project cannot reasonably be modeled on its own due to proximity to Chadwick Lane

Figure 8.1: Project Prioritization Results for Roadway Capacity Projects



Data Sources: Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

8.2 Bicycle and Pedestrian Corridor Prioritization

All previously identified bicycle and pedestrian projects and new projects identified in the Needs Assessment were prioritized based on the criteria and weights shown in Table 8.3. This methodology is intended to support the previously stated goals and objectives.

However, given the large number of overlapping bicycle and pedestrian projects from existing plans and the Needs Assessment, the LRTP does not recommend specific bicycle and pedestrian projects beyond those already funded in the TIP. Instead, high-priority corridors were identified based on the location of the highest scoring individual projects.

These high-priority bicycle and pedestrian corridors are shown in Table 8.4 and illustrated in Figure 8.2.

Table 8.3: Project Prioritization Methodology for Bicycle and Pedestrian Projects

	Criterion	Measure	Scoring Scale (Points Possible)				
			0	5	10	15	20
Land Use	Population Density	Persons per acre	0 to 1 persons per acre	1 to 2.5 persons per acre	2.5 to 5 persons per acre	5 to 10 persons per acre	10 or more persons per acre
	Employment Density	Jobs per acre	0 to 0.5 jobs per acre	0.5 to 4 jobs per acre	4 or more jobs per acre		
	Popular Destinations Nearby	Number of Popular Destinations per mile[1]	0 to 0.01 destinations per mile	0.01 to 0.05 destinations per mile	0.05 to 0.10 destinations per mile	0.10 or more destinations per mile	
Demographic	Low-Income and Carless Households	Households receiving food stamps or lacking at least one vehicle per acre	0 to 0.17 households per acre	0.17 to 0.33 households per acre	0.33 to 0.67 households per acre	0.67 or more households per acre	
	Limited Mobility Age Groups	Population aged 15 or under and 65 or older per acre	0 to 0.45 persons per acre	0.45 to 0.90 persons per acre	0.90 or more persons per acre		
Travel Environment	System Connectivity	Connectivity to existing sidewalks, bike facilities, and bicycle and pedestrian-friendly streets. For pedestrian projects, ratio of sidewalk to roadway. For bike projects, bike facility connections per mile. For bike/ped project, combined score, maxing out at 10.	Sidewalk ratio of 0 to 0.10. 0 to 1 bike connection per mile	Sidewalk ratio of 0.1 to 1.00. 1 to 2 bike connection per mile	Sidewalk ratio of 1 or more. 2 or more bike connection per mile		
	Street Connectivity	Percentage of intersections that are four-way or more	0% to 15%	15% to 30%	30% or more		
	Safety	Ratio of unsafe roadway miles to project miles (unsafe roadway = posted speed above 25 MPH or either a multi-lane roadway or a Volume to Capacity ratio above 0.75)	0 to 0.50	0.50 to 1.00	1.00 or more		

[1] Popular destinations are parks, major recreation centers, schools, libraries, hospitals, grocery stores, pharmacies, convenience stores, and eating and drinking places. Universities were weighted 10x, other schools and hospitals were weighted 5x and grocery stores, pharmacies, and convenience stores and parks/rec centers were weighted 2x.

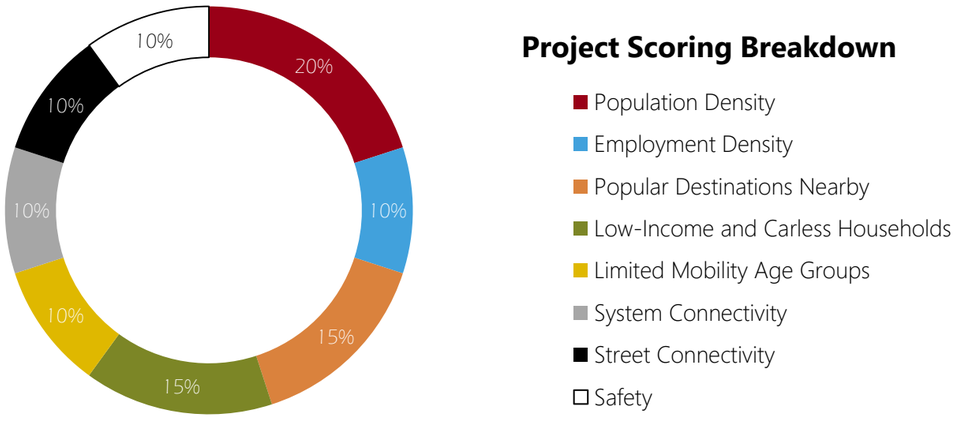
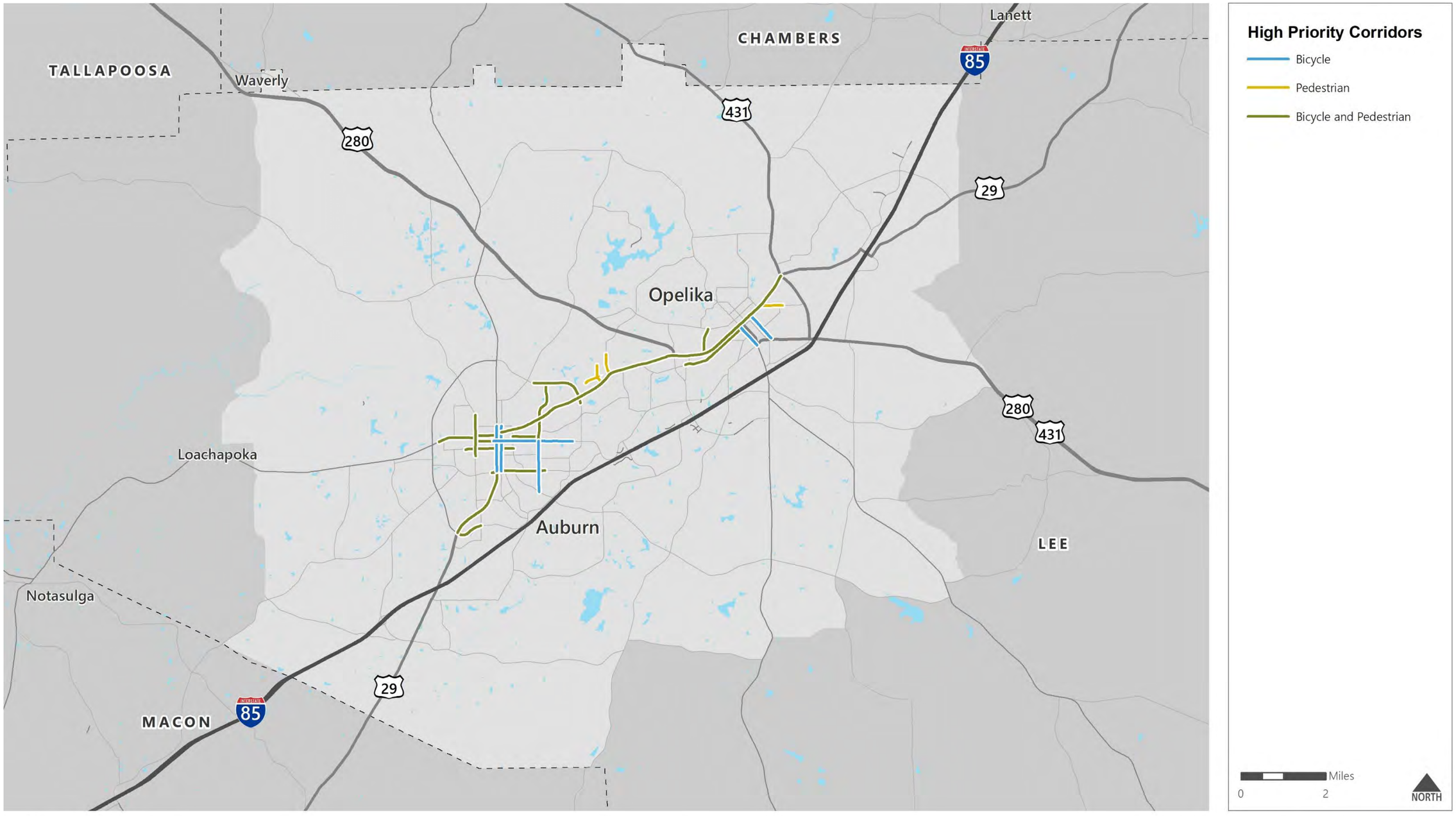


Table 8.4: High-Priority Bicycle and Pedestrian Project Corridors

LRTP ID	Location	Limits	Length (Miles)	Type	Location
BP-2	E University Dr	S College St to S Donahue Dr	0.63	Bicycle and Pedestrian	City of Auburn
BP-3	S College St	E University Dr to E Samford Ave	1.81	Bicycle and Pedestrian	City of Auburn
BP-4	E Samford Ave	Well St to S Dean Rd	1.27	Bicycle and Pedestrian	City of Auburn
BP-5	Magnolia Ave	Roosevelt Dt to N Ross St	1.13	Bicycle and Pedestrian	City of Auburn
BP-6	W Glenn Ave	N Donahue Dr to Wright St	0.42	Bicycle and Pedestrian	City of Auburn
BP-7	Martin Luther King Dr/Bragg Ave/Mitcham Ave	Jordan St to N Gay St	1.49	Bicycle and Pedestrian	City of Auburn
BP-8	N Donahue Dr	W Thatch Ave to Cary Dr	0.96	Bicycle and Pedestrian	City of Auburn
BP-9	S Gay St	E Samford Ave to E Drake Ave	1.06	Bicycle	City of Auburn
BP-10	College St	E Samford Ave to E Drake Ave	1.08	Bicycle	City of Auburn
BP-11	E Glenn Ave	Wright St to Alice St	1.87	Bicycle	City of Auburn
BP-12	Harper Ave	N Ross St to N Dean St	0.60	Bicycle and Pedestrian	City of Auburn
BP-13	N Dean St	E Glenn Ave to Opelika Rd	0.54	Bicycle and Pedestrian	City of Auburn
BP-14	N Dean Rd	Opelika Rd to E University Dr	0.91	Bicycle and Pedestrian	City of Auburn
BP-15	E University Dr	Dekalb St to Bailey-Harris Dr	1.39	Bicycle and Pedestrian	City of Auburn
BP-16	Mall Blvd/Commerce Dr	Mall Pkwy to Commerce Dr; entire street	0.76	Pedestrian	City of Auburn
BP-17	Veterans Pkwy	Pepperell Pkwy to Academy Dr	0.48	Pedestrian	City of Opelika
BP-18	Pleasant Dr	Pepperell Pkwy to Waverly Pkwy	0.63	Bicycle and Pedestrian	City of Opelika
BP-19	1st Ave	Thomason Dr to N 11th St	1.55	Bicycle and Pedestrian	City of Opelika
BP-20	10th St	2nd Ave to Martin Luther King Blvd	0.64	Bicycle	City of Opelika
BP-21	6th St	2nd Ave to Columbus Pkwy	0.74	Bicycle	City of Opelika
BP-22	Jeter Ave	S Railroad Ave to Fair St	0.50	Pedestrian	City of Opelika
BP-23	S Dean Rd	E Glenn Ave to Moores Mill Rd	1.20	Bicycle	City of Auburn
BP-24	Opelika Rd/Pepperell Pkwy/2nd Ave/Samford Ave	N Gay St to Lafayette Pkwy	7.87	Bicycle and Pedestrian	Cities of Auburn and Opelika

Figure 8.2: High-Priority Bicycle and Pedestrian Project Corridors



Data Sources: Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

9.0 Financial Plan

Long range transportation plans are required by federal legislation to be fiscally constrained. In order to demonstrate fiscal constraint, the costs of programmed projects must not exceed the amount of funding that is reasonably expected to be available.

This chapter reviews available funding sources and forecasts the amount of funding that can reasonably be anticipated to be available for transportation projects and programs in the MPA through 2045. Forecasts used in this chapter are for planning purposes only and do not commit any jurisdiction or agency to provide a specific level of funding.

9.1 Roadway Funding

Federal Funding Sources

Federal funding for transportation is authorized through the current transportation bill (FAST Act) and includes several major "formula" programs and discretionary programs. While "formula" programs may change somewhat in future transportation bills, they have been relatively stable over time.

National Highway Performance Program (NHPP)

Overview: The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan.

Eligible Activities: Projects or programs supporting progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the NHS.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

Surface Transportation Block Grant Program (STBG)

Overview: The Surface Transportation Block Grant (STBG) provides flexible funding that may be used for just about any type of transportation-related project. FAST Act continues the regulation that 50 percent of a state's STBG apportionment is sub-allocated to areas based on their relative share of the total state population, with the other 50 percent available for use in any area of the state. These sub-allocations to the urban areas are called attributable funds.

Eligible Activities: Most transportation projects are eligible for STBG funding. See 23 U.S.C. 133(b)(15) for details.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

Highway Safety Improvement Program (HSIP)

Overview: The HSIP seeks to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Eligible Activities: Safety projects that are consistent with the State's strategic highway safety plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem.

Federal Share: 90 percent except as provided in 23 U.S.C. 120 and 130.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Overview: The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Note: The Auburn-Opelika MPO currently does not qualify for CMAQ funds because it is in attainment of air quality standards. However, should that change in the future, the MPO would become eligible for CMAQ funding.

Eligible Activities: Projects or programs that are likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

National Highway Freight Program (NHFP)

Overview: The NHFP seeks to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support national freight related goals.

Eligible Activities: Generally, NHFP funds must contribute to the efficient movement of freight on the NHFN and be identified in a freight investment plan included in the State's freight plan.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

State and Local Funding Sources

State Funding

State transportation revenues come from motor fuel taxes and fees and vehicles taxes and fees. The gasoline excise tax in particular is the state's largest funding source for roadway projects.

Property, Sales, and Income Taxes

Taxation contributes the most revenue to local governments in the United States. Property taxes, sales taxes, and income taxes are the most common and biggest sources of local government tax revenue. Taxes may be levied by states, counties, municipalities, or other authorities.

User Fees

User fees are fees collected from those who utilize a service or facility. The fees are collected to pay for the cost of a facility, finance the cost of operations, and/or generate revenue for other uses. User fees are commonly charged for public parks, water and sewer services, transit systems, and solid waste facilities. The theory behind the user fee is that those who directly benefit from these public services pay for the costs.

Special Assessments

Special assessment is a method of generating funds for public improvements, whereby the cost of a public improvement is collected from those who directly benefit from the improvement. In some instances, new streets are financed by special assessment. The owners of property located adjacent to the new streets are assessed a portion of the cost of the new streets, based on the amount of frontage they own along the new streets.

Special assessments have also been used to generate funds for general improvements within special districts, such as central business districts. These assessments may be paid over a period of time rather than as a lump sum payment.

Impact Fees

New developments create increased traffic volumes on the streets around them. Development impact fees are a way of attempting to place a portion of the burden of funding improvements on developers who are creating or adding to the need for improvements.

Bond Issues

Property tax and sales tax funds can be used on a pay-as-you-go basis, or the revenues from them can be used to pay off general obligation or revenue bonds. These bonds are issued by local governments upon approval of the voting public.

Forecasting Available Funds

ALDOT forecasted the amount of federal funding that the MPO can reasonably expect to be available for roadway projects over the next 25 years. These forecasts account for inflation and were provided for three categories: capacity projects, operations and maintenance projects, and MPO dedicated funding. MPO dedicated funding is assumed to be split into 25 percent capacity and 75 percent operations and maintenance.

Using the assumptions above, the amount of federal funding reasonably expected to available for roadway projects in the MPO through 2045 is as follows:

- Capacity Projects
    - Stage 1 (2020-2023) - $6,576,271 (committed projects in TIP)
    - Stage 2 (2024-2045) - $50,613,086
- Operations and Maintenance Projects
    - Stage 1 (2020-2023) - $34,032,513 (committed projects in TIP)
    - Stage 2 (2024-2045) - $103,284,052

9.2 Bicycle and Pedestrian Funding

This section addresses funding for independent, or stand-alone bicycle and pedestrian projects. Funding for bicycle and pedestrian improvements that are part of other projects (roadway, transit, etc.) are addressed in other sections.

Federal Funding Sources

Transportation Alternatives (TA) Set-Aside

Overview: This set-aside program within the Surface Transportation Block Grant (STBG) program includes all projects and activities previously eligible under the Transportation Alternatives Program (TAP). This program is administered by the State.

Eligible Activities: Pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Federal Share: 90 percent for most projects on the Interstate System and 80 percent elsewhere.

"Flex" Funding

Other federal roadway and public transit funding sources are also flexible enough to fund construction of bicycle and pedestrian facilities. Still, most funding from these sources do not go to bicycle and pedestrian projects.

State and Local Funding Sources

State and local funding sources for bicycle and pedestrian projects are the same as those listed for roadways.

Forecasting Available Funds

Funding forecasts for independent bicycle and pedestrian projects are based on the Transportation Alternatives (TA) set-aside. TA funding for the MPO was forecast based on the following assumptions:

- Future State allocations will generally correlate with population. At a minimum, 50 percent of a state's TA apportionment (after deducting the set-aside for the Recreational Trails Program) must be sub-allocated to urban and rural areas based on their relative share of the total state population.

- The MPO will receive an amount of funding from the State that is proportionate to its Metropolitan Planning Area's share of the state population (2.0 percent). In 2020, that will amount to $317,217.
- TAP revenue will increase 0.5 percent annually.

Using the assumptions above, the amount of federal TA funding reasonably expected to available for bicycle and pedestrian projects in the MPO through 2045 is as follows:

- Stage 1 (2020-2023) - $1,278,415
- Stage 2 (2024-2045) - $7,505,924

9.3 Public Transit Funding

Federal Funding Sources

There are many federal funding sources for public transit. Most of these sources are programs funded by the Federal Transit Administration (FTA) and administered by the State.

Urbanized Area Formula Grants (Section 5307)

Overview: This formula-based funding program provides funds for capital and operating assistance for transit service in urbanized areas with populations greater than 50,000 and for transportation-related planning.

Eligible Activities: Funds can be used for planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; computer hardware/software; and operating assistance in urbanized areas under 200,000 in population or with 100 or fewer fixed-route buses operating in peak hours. Activities eligible under the former Job Access and Reverse Commute (JARC) program, which provided services to low-income individuals to access jobs, are now eligible under the Urbanized Area Formula program.

Federal Share: 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for ADA non-fixed route paratransit service.

Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)

Overview: Grants are made by the State to private non-profit organizations (and certain public bodies) to increase the mobility of seniors and persons with disabilities. The former New Freedom program (Section 5317) is folded into this program.

Eligible Activities: Projects must be included in a coordinated human service transportation plan. Funds can be used for buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems; mobility management programs; acquisition of transportation services under a contract, lease, or other arrangement; travel training; volunteer driver programs; building an accessible path to a bus stop; and incremental cost of providing same day service or door-to-door service.

Federal Share: 80 percent for capital projects, 50 percent for operating assistance.

Rural Area Formula Grants (Section 5311)

Overview: This formula-based funding program provides administration, capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents.

Eligible Activities: Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services. Activities eligible under the former JARC program, which provided services to low-income individuals to access jobs, are now eligible under the Rural Area Formula program.

Federal Share: 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for ADA non-fixed route paratransit service.

Bus and Bus Facilities Formula Grants (Section 5339a)

Overview: This program provides funds to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

Eligible Activities: Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Federal Share: 80 percent for capital projects.

Other FTA Grant Programs

The FTA has several other funding sources that each address specific issues. Most of these are more limited in funding and are competitive programs, meaning that applicants must compete for funding based on the merits of their project.

More details can be found at https://www.transit.dot.gov/grants

Flexible, Non-FTA Funds

Surface Transportation Block Grant Program (STBG): Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.

National Highway Performance Program (NHPP): Funds may only be used for the construction of a public transportation project that supports progress toward the achievement of national

performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS and which is eligible for assistance under chapter 53 of title 49, if: the project is in the same corridor as, and in proximity to, a fully access-controlled NHS route; the construction is more cost-effective (as determined by a benefit-cost analysis) than a NHS improvement; and the project will reduce delays or produce travel time savings on the NHS, as well as improve regional traffic flow. Local match requirement varies.

Congestion Mitigation and Air Quality Program (CMAQ): Provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit.

State and Local Funding Sources

State and local funding sources include the same potential sources as those outlined for roadways. Fare revenue and advertising revenue are also important local funding sources but are relatively small.

Forecasting Available Funds

Forecasts were developed for the four major federal transit programs that are utilized by transit providers in the region (Section 5307, Section 5310, Section 5311, and Section 5339).

The following assumptions are utilized:

- The region will receive 100 percent of annual Section 5307 funding allocated to the Auburn, AL Urbanized Area
- The region will receive 3.5 percent of annual Section 5310, Section 5311, and Section 5339 funding allocated to the State based on the region's share of Vehicle Revenue Miles.
- Federal funding for these programs is inflated 2 percent annually. This is consistent with long-term annual increases in FTA program funding.

Based on these assumptions, the following levels of federal funding for public transit in the MPO can be expected through 2045:

- Stage 1 (2020-2023) - $7,517,875 for operating and capital projects
- Stage 2 (2024-2045) - $53,898,365 for operating and capital projects

10.0 Implementation Plan

Based on the amount of funding anticipated in the financial plan, this section presents the recommended Implementation Plan. This plan advances the strategies previously outlined and incorporates the results of the project prioritization process.

10.1 Fiscally Constrained Plan

The fiscally constrained plan is the list of transportation projects that best address the needs of the region with the limited funding available. All other projects are "unfunded" and are listed later as visionary projects.

Roadways

Over the next 25 years, the MPO plans to implement a variety of roadway capacity projects (adding lanes or new roadways) and roadway non-capacity projects.

The MPO receives funding from many federal sources and provides local funding in addition to federal funding. Based on projections by ALDOT, approximately $195 million in federal funds will be available to the MPO for roadway projects from 2020 to 2045.

Table 10.2 list all roadway capacity projects in the fiscally constrained plan and Table 10.3 lists all roadway non-capacity projects in the fiscally constrained plan. These projects are mapped in Figure 10.4 and Figure 10.5 respectively.

As shown in Table 10.1, the fiscally constrained capacity projects will reduce vehicle hours of delay by nearly 15% when compared to only implementing projects that are currently funded.

Figure 10.1: Fiscally Constrained Roadway Projects (Federal Funding Only)

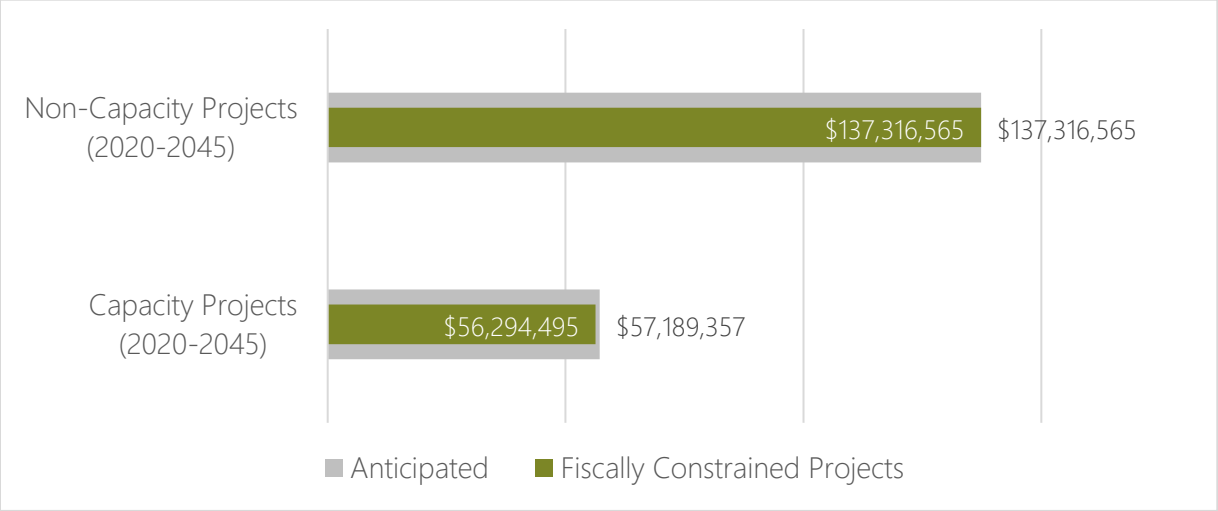


Table 10.1: Travel Impacts of Fiscally Constrained Roadway Capacity Projects

	2045 Existing and Committed	2045 Fiscally Constrained Roadway Capacity Projects	Difference	Percent Difference
Vehicle Miles Traveled	4,588,931	5,119,821	530,890	11.6%
Vehicle Hours Traveled	135,572	164,323	28,751	21.2%
Vehicle Hours of Delay	40,748	34,775	-5,973	-14.7%

Source: Auburn-Opelika Regional Travel Demand Model; NSI

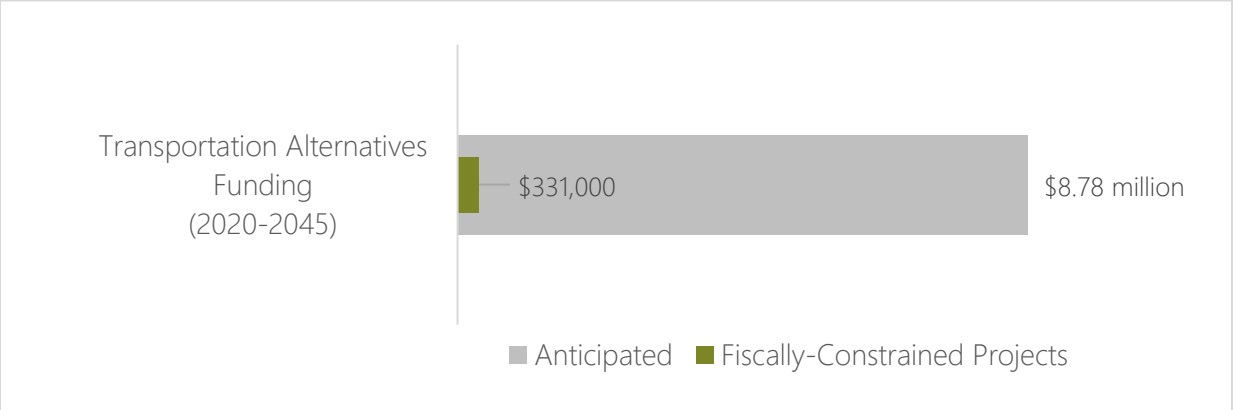
Bicycle and Pedestrian

In addition to bicycle and pedestrian improvements included with planned roadway projects, the region will continue to fund stand-alone bicycle and pedestrian projects.

The major federal source for bicycle and pedestrian projects is the Transportation Alternatives (TA) Set-Aside program, administered by ALDOT. Based on historical funding levels and the region's share of the state population, this plan assumes that approximately $8.8 million in federal TA funds will be available to the MPO from 2020 to 2045. The MPO currently only has one TA-funded project and local governments should continue to apply for these projects.

While the LRTP does not identify specific bicycle and pedestrian projects outside of those already funded in the TIP, the MPO will encourage local agencies to make improvements along the high-priority bicycle and pedestrian corridors listed in Table 10.4 and Figure 10.10.

Figure 10.2: Fiscally Constrained Bicycle/Pedestrian Projects (Federal Funding Only)



Public Transit

Over the next 25 years, the region will continue to provide the dial-a-ride service operated by Lee-Russell Council of Governments. At the same time, it will also consider introducing fixed-route service around the cities of Auburn and Opelika.

If recent funding levels continue, the region will have enough federal funding to continue operating its dial-a-ride service at current levels. The main limitation to expanding service will be local funding to match and exceed federal funding.

There is demand for regularly scheduled, fixed route transit in the region. A feasibility study should be conducted that addresses the following questions:

- Who would operate this transit service and how would it include Auburn University?
- What funds are available and what new funding sources are viable options?
- What types of service should be provided and where?
- What are the steps for implementation?

Figure 10.3: Fiscally Constrained Transit Projects (Federal Funding Only)

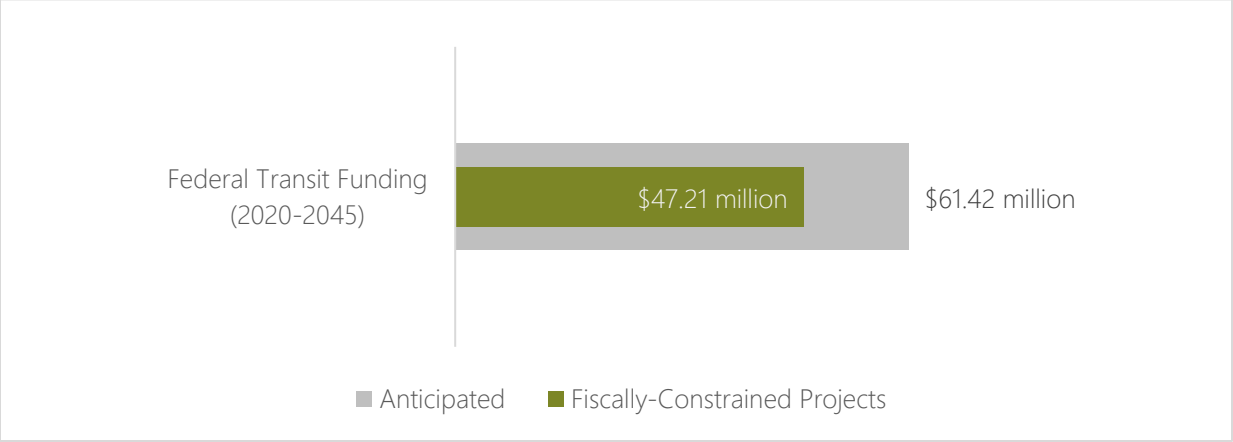


Table 10.2: Fiscally Constrained Roadway Capacity Projects

LRTP ID	TIP ID	Roadway	Limits	Length (Miles)	Type	Description	Phase	Sponsor	Fiscal Year	Total Cost (2019$)	Federal Cost (2019$)	Total Cost (YOE)	Federal Cost (YOE)	Design Considerations
RC-1	1972	N Donahue Dr	Bragg Ave to Cary Dr	0.48	●	Center Turn Lane	ALL	City of Auburn	2021-2022	n/a	n/a	$3,466,447	$2,877,641	EJ | EC
RC-2	41002	S College (SR-147)	South College St: Garden Dr to Samford Ave; Samford Ave and Gay St	.17; .09	●	New lane; Drainage; Add Turn Lane	UT	City of Auburn	2020	n/a	n/a	$4,596,318	$3,698,630	EJ | EC
RC-3	n/a	Watercrest Blvd Extension	E University Dr (CR-706) to 0.73 miles north of E University Dr	0.73	●	New 2 Lane Roadway	ALL	City of Auburn	2034	$3,565,303	2,852,242	$4,798,429	$3,838,743	
RC-4	n/a	Dean Rd Extension	E University Dr to Birmingham Hwy (US-280)	1.89	●	New 2 Lane Roadway	ALL	City of Auburn	2034	$9,230,716	7,384,573	$12,423,329	$9,938,663	EJ
RC-7	n/a	Academy Dr Extension	Gatewood Dr to Shelton Mill Rd (CR-97)	0.80	●	New 2 Lane Roadway	ALL	City of Auburn	2034	$3,907,181	3,125,745	$5,258,551	$4,206,841	EJ
RC-19	n/a	Outer Loop - Segment 2/3	Mrs. James Rd (CR-81) to Martin Luther King Drive (SR-14)	3.34	●	New 2 Lane Roadway	ALL	City of Auburn	2034	$16,312,482	13,049,986	21,954,453	17,563,562	EJ
RC-29	n/a	Gateway Dr Extension	Marvyn Pkwy (SR-51) to Crawford Rd (SR-169)	0.38	●	New 2 Lane Roadway	ALL	City of Opelika	2034	1,417,111	1,133,689	1,907,245	1,525,796	EC
RC-33	n/a	Marvyn Pkwy (SR-51)	Crawford Rd (SR-169) to the southern city limits	1.50	●	Add Center Turn Lane	ALL	City of Opelika	2034	4,564,477	3,651,582	6,143,185	4,914,548	
RC-45	n/a	Webster Rd Extension	Richland Rd to Martin Luther King Dr (SR-14)	1.47	●	New 2 Lane Roadway	ALL	City of Auburn	2034	7,179,446	5,743,557	9,662,589	7,730,071	EJ | EC

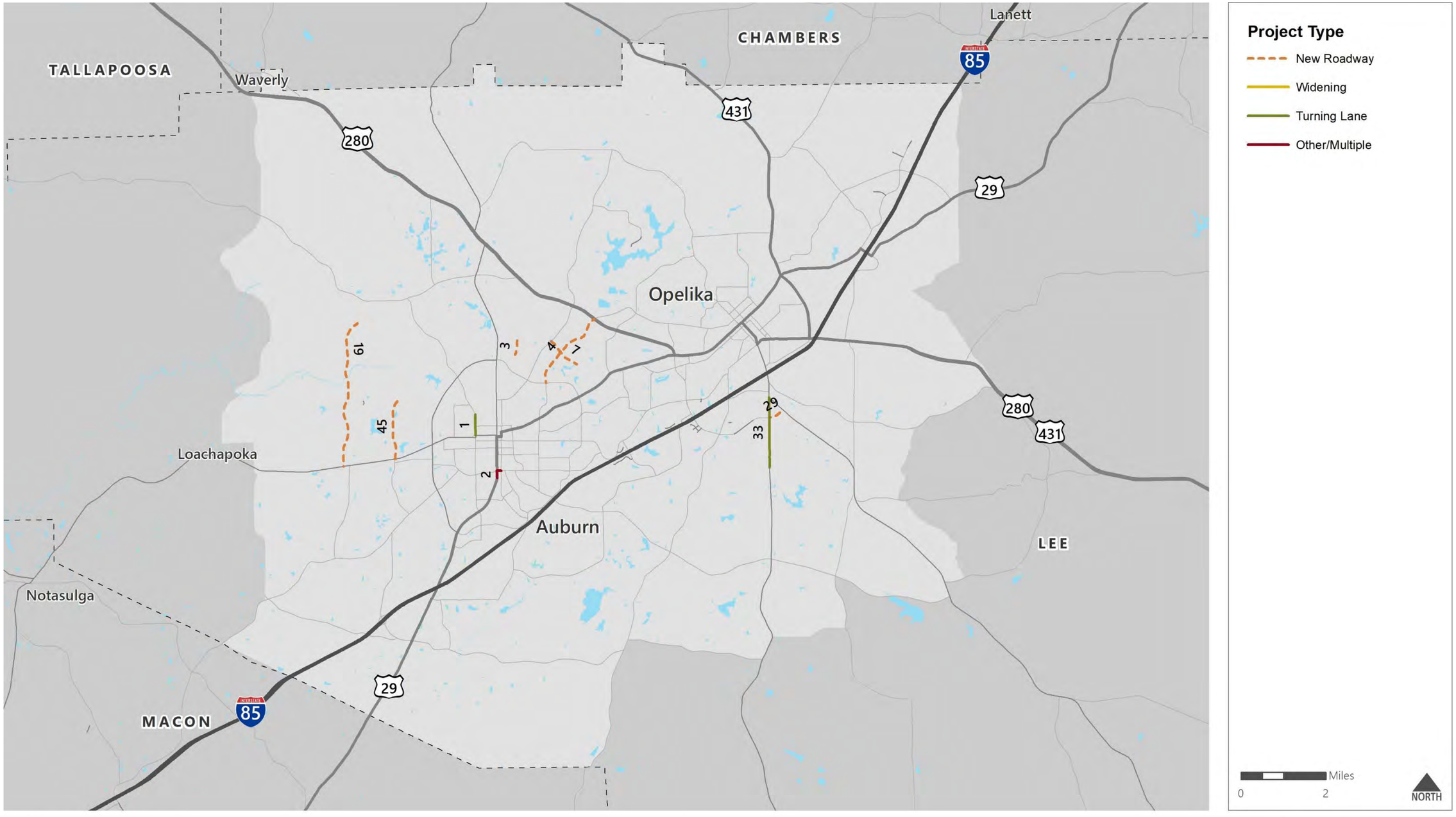
Note 1: YOE (Year of Expenditure) costs assume a 2% annual inflation rate.

Note 2: Bicycle and pedestrian improvements must be part of the overall design phase of all projects and included unless restrictions apply consistent with FHWA guidance.

Improvement Type: ● New Roadway ● Widening ● Turning Lane ● Other/Multiple

Design Considerations: EJ – High Concern for Environmental Justice Impacts EC – High Concern for Environmental and Community Impacts

Figure 10.4: Fiscally Constrained Roadway Capacity Projects



Data Sources: Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

Table 10.3: Fiscally Constrained Roadway Non-Capacity Projects

LRTP ID	TIP ID	Roadway	Limits	Length (Miles)	Type	Description	Phase	Sponsor	Fiscal Year	Total Cost (2019$)	Federal Cost (2019$)	Total Cost (YOE)	Federal Cost (YOE)	Design Considerations
RN-1	42914	Pepperell Pkwy	Lowndes St to Westend Court	0.00	●	Resurfacing/Milling/Pedestrian Sidewalks and Signals	ALL	City of Opelika	2020-2021	n/a	n/a	$3,206,175	$2,585,341	**EJ**
RN-2	44154	Pepperell Pkwy	Lowndes St to Auburn City Limits	0.00	●	Resurfacing Sidewalks and Signals	ALL	City of Opelika	2022-2023	n/a	n/a	$2,004,939	$1,603,951	**EC**
RN-3	44157	I-85	At Exit 50 (Cox Rd)	0.00	●	Interchange Lighting and Landscaping	ALL	ALDOT	2020	n/a	n/a	$1,200,000	$960,000	**EC**
RN-4	44178	I-85	At Exit 57 (Bent Creek Rd)	0.00	●	Interchange Lighting and Landscaping	ALL	ALDOT	2020-2021	n/a	n/a	$1,211,000	$968,800	**EC**
RN-5	11397	CR-137	Macon County Line to Chadwick Ln	3.56	●	Resurfacing and Widening	ALL	Lee County	2023	n/a	n/a	$1,045,755	$836,604	**EJ** | **EC**
RN-6	29639	I-85 Bridges (4)	Over Choctafaula Creek and Over Halawakee Creek	0.00	●	Bridge Widening	ALL	ALDOT	2022	n/a	n/a	$3,615,482	$3,253,934	**EC**
RN-7	42005	I-85 Bridges (6)	Over Long St, NS Railroad, and Marvyn Pkwy	1.80	●	I-85 Bridge Replacement w/ Access/Decel Extensions NB Off Ramp and SB On Ramp	ALL	ALDOT	2020-2021	n/a	n/a	$18,429,825	$16,586,843	**EJ**
RN-8	43344	I-85	Macon County Line to .42 Mile West of SR-15	3.71	●	Pavement Preservation	ALL	ALDOT	2020-2021	n/a	n/a	$3,032,525	$2,729,273	**EC**
RN-9	42669	N College St (SR-147)	At Farmville Rd	0.00	●	Construct Roundabout	ALL	ALDOT	2020	n/a	n/a	$1,571,248	$1,414,123	**EC**
RN-10	43548	Wire Rd	At Cox Rd	0.00	●	Construct Roundabout	ALL	City of Auburn	2020	n/a	n/a	$1,604,232	$1,443,809	**EJ** | **EC**
RN-11	43552	Columbus Pkwy	At 4th, 6th, and 7th Streets	0.00	●	Intersection Improvements	ALL	City of Opelika	2020	n/a	n/a	$1,833,150	$1,649,835	**EJ** | **EC**
RN-42	n/a	Multiple	All At-Grade Rail Crossings within Metropolitan Planning Area	0.00	●	Railroad Crossings Safety Study	ALL	LRCOG	2025	$300,000	$240,000	$337,849	$270,279	
RN-43	n/a	Gateway Drive	Marvyn Parkway (SR-51)	0.00	●	Construct Roundabout	ALL	City of Opelika	2025	$3,729,500	$2,983,600	4,200,023	3,360,018	
RN-44	n/a	Gateway Drive (US-280)	At Frederick Rd	0.00	●	Innovative Intersection Study and Conceptual Plans	ALL	City of Opelika	2025	$500,000	$400,000	563,081	450,465	
RN-30	n/a	Opelika Rd (SR-14)	E University Dr to Commerce Dr	0.65	●	Access Management Study and Implementation	ALL	City of Auburn	2034	$2,000,000	$1,600,000	2,691,737	2,153,389	
RN-31	n/a	Pepperell Pkwy (SR-14)	Commerce Dr to Pleasant Dr	2.56	●	Access Management Study and Implementation	ALL	City of Opelika	2034	$8,000,000	$6,400,000	10,766,947	8,613,557	EJ

Implementation Plan

LRTP ID	TIP ID	Roadway	Limits	Length (Miles)	Type	Description	Phase	Sponsor	Fiscal Year	Total Cost (2019$)	Federal Cost (2019$)	Total Cost (YOE)	Federal Cost (YOE)	Design Considerations
RN-45	24518	SR-147	I-85 at Beehive Rd to US 280 at MP 101.37	11.41	●	Feasibility Study for Relocating SR-147 along new and existing roads	ALL	City of Auburn	2020	n/a	n/a	$287,676	$230,141	
TBD	n/a	Projects TBD in coordination with stakeholders (see Visionary Projects)	TBD	TBD	●	Line-item for remaining non-capacity budget	ALL	TBD	2034	TBD	TBD	$110,257,751	$88,206,203	

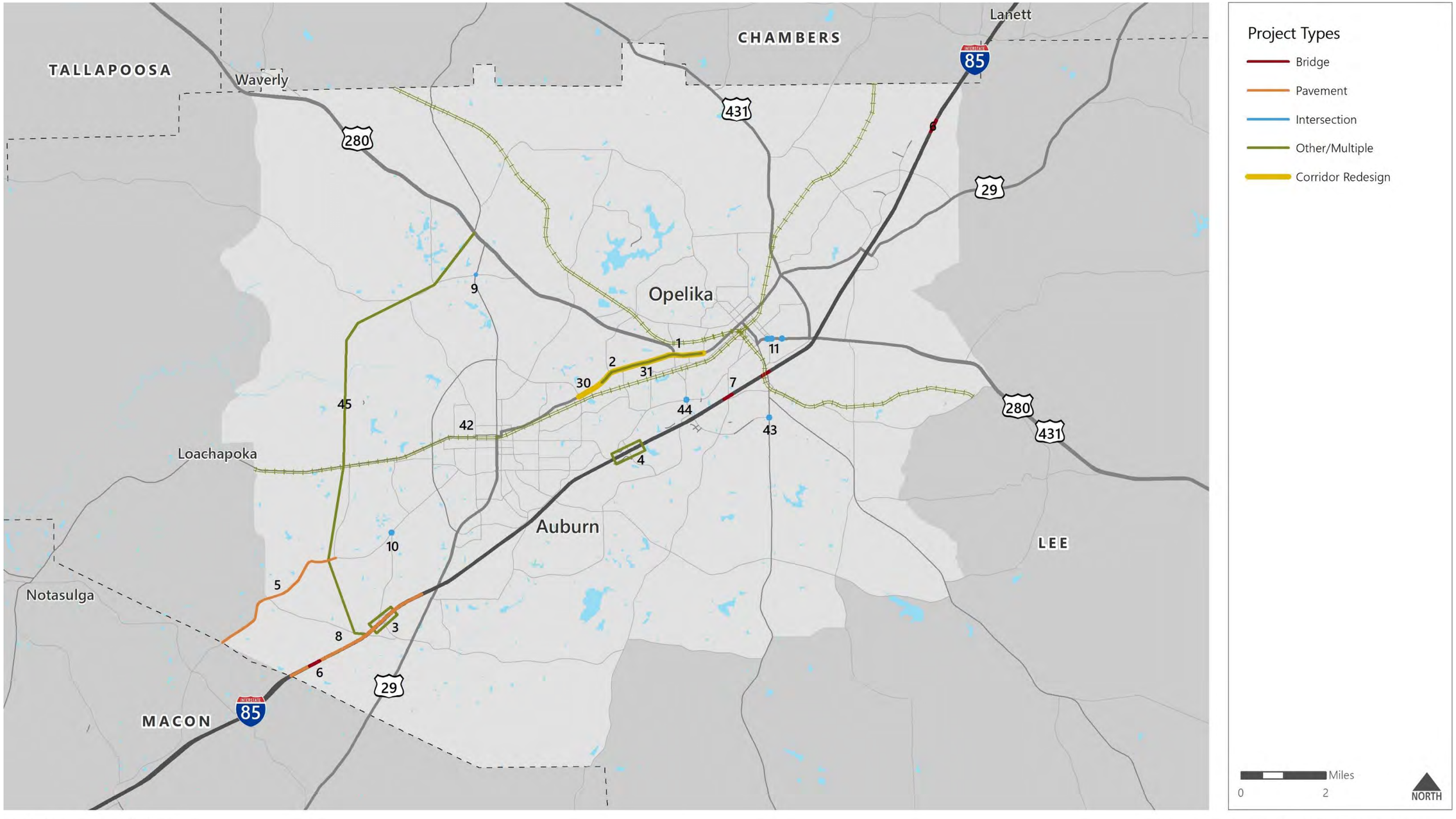
Note 1: YOE (Year of Expenditure) costs assume a 2% annual inflation rate.

Note 2: Bicycle and pedestrian improvements must be part of the overall design phase of all projects and included unless restrictions apply consistent with FHWA guidance.

Improvement Type: ● Bridge ● Pavement ● Intersection/Interchange ● Corridor Redesign ● Other/Multiple

Design Considerations: EJ – High Concern for Environmental Justice Impacts EC – High Concern for Environmental and Community Impacts

Figure 10.5: Fiscally Constrained Roadway Non-Capacity Projects



Data Sources: Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

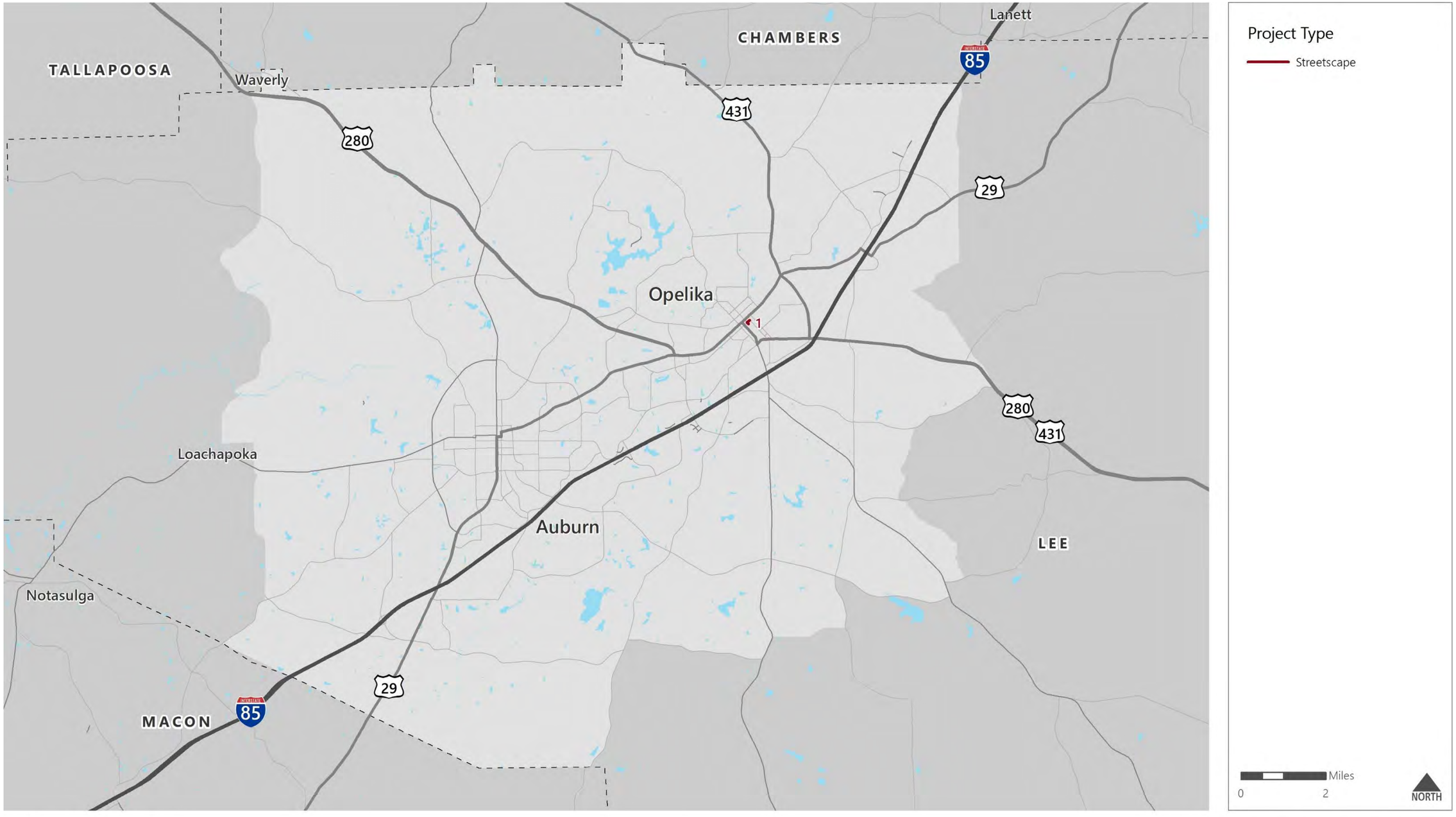
Table 10.4: Fiscally Constrained Bicycle and Pedestrian Projects

LRTP ID	TIP ID	Roadway	Limits	Length (Miles)	Type	Phase	Sponsor	Fiscal Year	Total Cost (2019$)	Federal Cost (2019$)	Total Cost (YOE)	Federal Cost (YOE)
BP-1	100069022	N 8th Street; 1st Avenue	N Railroad Avenue to 1st Ave; N 8th Street to N 7th Street	n/a	●	CN	TBD	2020	$410,125	$328,100	$414,226	$331,381

Note: YOE (Year of Expenditure) costs assume a 2% annual inflation rate.

Improvement Type: ● Streetscape ● Bicycle ● Pedestrian ● Bicycle and Pedestrian

Figure 10.6: Fiscally Constrained Bicycle and Pedestrian Projects



Data Sources: Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

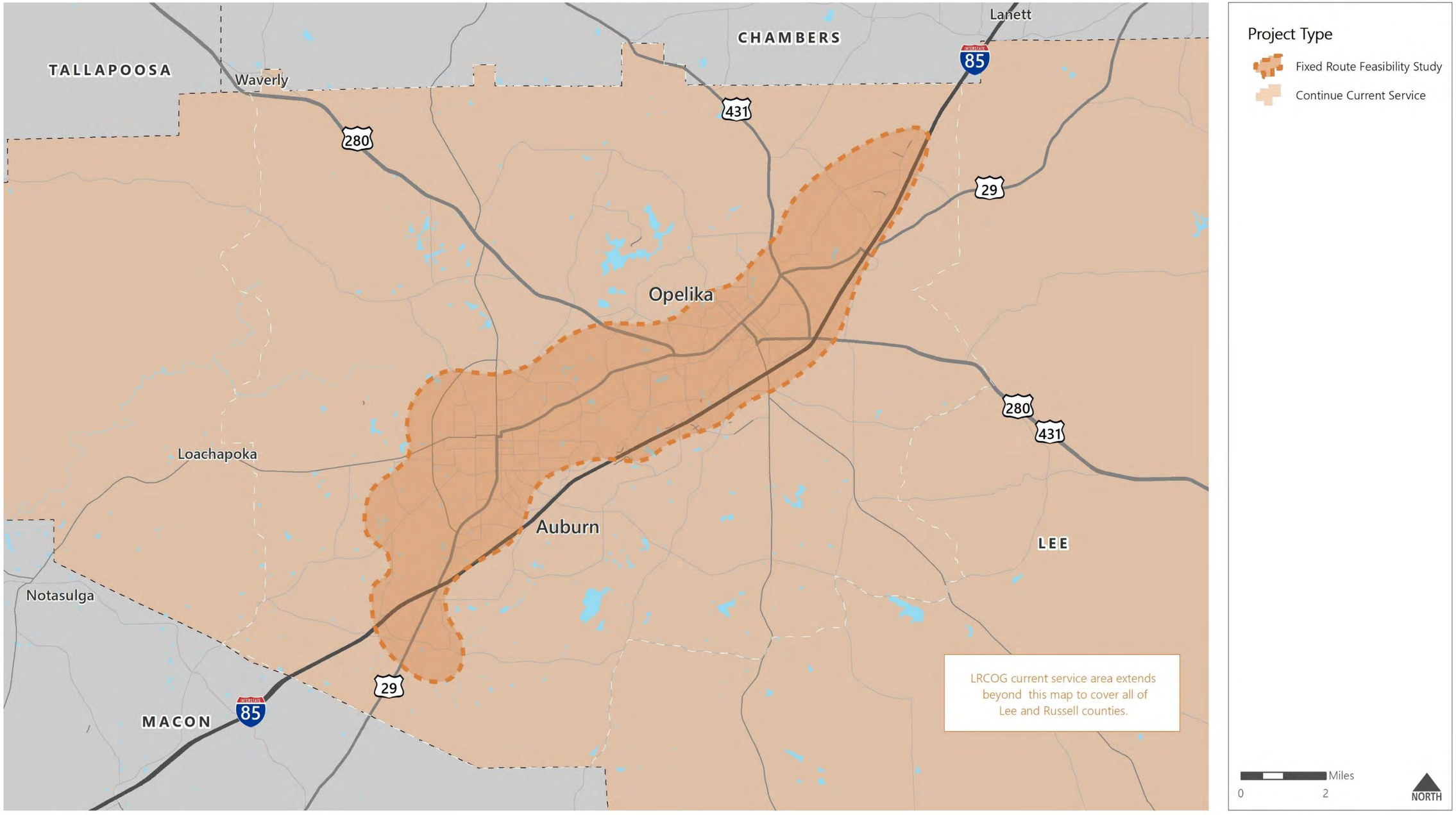
Table 10.5: Fiscally Constrained List of Transit Projects

LRTP ID	TIP ID	Description	Type	Sponsor	Fiscal Year	Total Cost (2019$)	Federal Cost (2019$)	Total Cost (YOE)	Federal Cost (YOE)
PT-1	100069148	SECTION 5307 TRANSIT LEE-RUSSELL COG (AUBURN/OPELIKA - URBAN) OPERATING	Operating	LRCOG	2019	n/a	n/a	$741,438	$370,719
PT-2	100069149	SECTION 5307 TRANSIT LEE-RUSSELL COG (AUB/OPELIKA - URBAN) CAPITAL ROLLING STOCK (2 CC BUS)	Capital	LRCOG	2019	n/a	n/a	$120,000	$96,000
PT-3	100069151	SECTION 5307 TRANSIT JARC (LOCAL) LEERUSSELL COG OPERATING	Operating	LRCOG	2019	n/a	n/a	$100,000	$50,000
PT-4	100069153	SECTION 5307 TRANSIT JARC (DHR) LEERUSSELL COG OPERATING	Operating	LRCOG	2019	n/a	n/a	$403,829	$201,915
PT-5	100069154	SECTION 5316 TRANSIT JARC LEE-RUSSELL COG (URBAN) CAPITAL MOBILITY MGMT	Capital	LRCOG	2019	n/a	n/a	$22,770	$18,216
PT-6	100069163	SECTION 5311 TRANSIT LEE-RUSSELL COG OPERATING	Operating	LRCOG	2019	n/a	n/a	$443,249	$221,625
PT-7	100069165	SECTION 5311 TRANSIT LEE-RUSSELL COG ADMINISTRATION	Operating	LRCOG	2019	n/a	n/a	$166,381	$83,191
PT-8	100069168	SECTION 5339 TRANSIT LEE-RUSSELL COG CAPITAL ROLLING STOCK (2 CC BUS)	Capital	LRCOG	2019	n/a	n/a	$131,835	$105,468
PT-9	100069169	SECTION 5311 TRANSIT LEE-RUSSELL COG CAPITAL SUPPORT EQUIPMENT	Capital	LRCOG	2019	n/a	n/a	$46,286	$37,029
PT-10	100069172	SECTION 5311 TRANSIT JARC (LOCAL) LEERUSSELL COG OPERATING	Operating	LRCOG	2019	n/a	n/a	$20,000	$10,000
PT-11	100069174	SECTION 5311 TRANSIT JARC (DHR) LEERUSSELL COG OPERATING	Operating	LRCOG	2019	n/a	n/a	$170,733	$85,367
PT-12	100069175	SECTION 5311 TRANSIT JARC (LOCAL) LEERUSSELL COG CAPITAL MOBILITY MANAGEMENT	Capital	LRCOG	2019	n/a	n/a	$37,055	$29,644
PT-13	100069237	SECTION 5307 TRANSIT (AUBURN / OPELIKA) LEE-RUSSELL COG CAPITAL ROLLING STOCK (3 CCB) GRANT AL90X198	Capital	LRCOG	2019	n/a	n/a	$189,198	$151,358
PT-14	100069651	SECTION 5310 TRANSIT (URBAN) LEERUSSELL COG CAPITAL PURCHASED TRANS	Capital	LRCOG	2019	n/a	n/a	$150,000	$120,000
PT-15	100069864	SECTION 5307 TRANSIT JARC LEE-RUSSELL COG (URBAN) CAPITAL MOBILITY MGMT	Capital	LRCOG	2019	n/a	n/a	$45,970	$36,776
PT-16	100070091	SECTION 5310 TRANSIT (URBAN) ACHIEVEMENT CNTR - EASTER SEALS CAPITAL ROLLING STOCK (1 CCB)	Capital	LRCOG	2019	n/a	n/a	$62,483	$49,986
PT-19	n/a	FIXED ROUTE FEASIBILITY STUDY	Study	LRCOG	2021	n/a	n/a	$100,000	$80,000
PT-17	n/a	LEE-RUSSELL COG OPERATING	Operating	LRCOG	2020-2045	n/a	n/a	$70,255,779	$35,127,890
PT-18	n/a	LEE-RUSSELL COG CAPITAL	Capital	LRCOG	2020-2045	n/a	n/a	$15,006,390	$12,005,112

Note: YOE (Year of Expenditure) costs assume a 2% annual inflation rate for transit projects.

Improvement Type: Operating Capital Study

Figure 10.7: Fiscally Constrained Transit Projects



Data Sources: Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

10.2 Visionary (Unfunded) Projects

Visionary projects are identified projects that are unfunded or unprogrammed in the fiscally constrained list of projects.

Visionary Roadway Capacity Projects

Unfunded projects that that could become funded with additional funding or if the fiscally constrained plan is changed.

Unfunded roadway capacity projects are not necessarily less important or effective; they just cannot be accommodated within the fiscally constrained budget. This may be due to project costs or overall feasibility.

Table 10.6 shows the list of visionary roadway capacity projects and Figure 10.8 maps these projects.

Visionary Roadway Non-Capacity Projects

Projects that can be programmed within the line-item budget for non-capacity projects.

The fiscally constrained plan has a line-item for non-capacity type roadway projects. Local agencies should consider these projects as high priorities and should seek federal and state funding for these projects on a regular basis through coordination with the MPO and ALDOT.

Table 10.7 shows the list of visionary roadway non-capacity projects and Figure 10.9 maps these projects.

Visionary Bicycle and Pedestrian Corridors

Projects that can be programmed within the line-item budget for Transportation Alternatives projects.

The fiscally constrained plan has a line-item for Transportation Alternatives (TA) projects. Local agencies should consider the visionary bicycle and pedestrian corridors when ALDOT releases a call for TA project grant applications.

Table 10.8 shows the list of visionary bicycle and pedestrian corridors and Figure 10.10 maps these projects.

Table 10.6: Visionary Roadway Capacity Projects

LRTP ID	TIP ID	Roadway	Limits	Length (Miles)	Type	Description	Phase	Sponsor	Fiscal Year	Total Cost (2019$)	Federal Cost (2019$)	Total Cost (YOE)	Federal Cost (YOE)	Design Considerations
RC-8	n/a	Wire Rd	Eagle Landing RV Park to Cox Rd	0.37	🟢	Center Turn Lane	ALL	City of Auburn	n/a	$1,125,904	$900,723	n/a	n/a	EJ
RC-9	n/a	Lem Morrison Dr Extension	W Samford Ave to W Magnolia Ave	0.40	🟠	New 2 Lane Roadway	ALL	Auburn University	n/a	$2,849,514	$2,279,611	n/a	n/a	EJ | EC
RC-10	n/a	I-85	Exits 58-62: Gateway Dr (US-280 W) to Columbus Pkwy (US-280 E)	2.94	🟡	Widen From 4 to 6 Lanes; Bridge Replacement	ALL	ALDOT	n/a	$42,162,436	$33,729,949	n/a	n/a	EJ | EC
RC-11	n/a	N College St (SR-147)	Shug Jordan Pkwy/E University Dr (SR-147) to US-280	2.86	🟡	Widen From 2 to 4 Lanes	ALL	ALDOT	n/a	$28,288,929	$22,631,143	n/a	n/a	EC
RC-12	n/a	SR-14	Willis Turk Rd to Webster Rd	2.58	🟡	Widen From 2 to 4 Lanes	ALL	ALDOT	n/a	$25,519,383	$20,415,507	n/a	n/a	EJ | EC
RC-13	n/a	Cox Rd	Beehive Interchange to Wire Rd	2.24	🟡	Widen From 2 to 4 Lanes	ALL	City of Auburn	n/a	$20,905,617	$16,724,494	n/a	n/a	EJ
RC-14	n/a	Downs Way Extension	Shug Jordan Pkwy (SR-267) to Veterans Blvd	1.97	🟠	New 2 Lane Roadway	ALL	City of Auburn	n/a	$14,033,855	$11,227,084	n/a	n/a	EJ | EC
RC-15	n/a	Riley St Connector	Corporate Pkwy to Wire Rd	1.87	🟠	New 2 Lane Roadway	ALL	City of Auburn	n/a	$9,133,036	$7,306,429	n/a	n/a	
RC-16	n/a	N College St	Shelton Mill Rd (CR-97) to Shug Jordan Pkwy/E University Dr (SR-147)	0.91	🟡	Widen From 2 to 4 Lanes	ALL	City of Auburn	n/a	$8,492,907	$6,794,326	n/a	n/a	EC
RC-17	n/a	Piedmont Dr Extension	Donahue Dr (CR-82) to Outer Loop	2.39	🟠	New 2 Lane Roadway	ALL	City of Auburn	n/a	$11,672,704	$9,338,163	n/a	n/a	EC
RC-18	n/a	Outer Loop – Segment 1/3	Wire Rd to Martin Luther King Dr (SR-14)	2.24	🟠	New 2 Lane Roadway	ALL	City of Auburn	n/a	$10,940,108	$8,752,086	n/a	n/a	EC
RC-20	n/a	Outer Loop – Segment 3/3	Mrs. James Rd (CR-81) to US-280	1.53	🟠	New 2 Lane Roadway	ALL	City of Auburn	n/a	$7,472,484	$5,977,988	n/a	n/a	
RC-21	n/a	Richland Rd Extension	Outer Loop to Richland Rd (CR-188)	2.20	🟠	New 2 Lane Roadway	ALL	City of Auburn	n/a	$10,744,749	$8,595,799	n/a	n/a	EC
RC-22	n/a	Wills Turk Rd (CR-57) Connector	SR-14 to Mr. James Rd (CR-81)	3.23	🟠	New 2 Lane Roadway	ALL	City of Auburn	n/a	$15,775,245	$12,620,196	n/a	n/a	EC
RC-23	n/a	CR-188 Connector	CR-188 to SR-14 (Stage Rd)	2.04	🟠	New 2 Lane Roadway	ALL	City of Auburn	n/a	$9,963,313	$7,970,650	n/a	n/a	EC

LRTP ID	TIP ID	Roadway	Limits	Length (Miles)	Type	Description	Phase	Sponsor	Fiscal Year	Total Cost (2019$)	Federal Cost (2019$)	Total Cost (YOE)	Federal Cost (YOE)	Design Considerations
RC-24	n/a	Shelton Mill Rd (CR-97)	E University Dr to Birmingham Hwy (US-280)	2.09	●	Widen From 2 to 4 Lanes	ALL	City of Auburn	n/a	$19,505,687	$15,604,550	n/a	n/a	EC
RC-26	n/a	N Donahue Ave (CR-86)	Shug Jordan Parkway (SR-147) to E Farmville Rd (CR-72)	2.32	●	Widen From 2 to 4 Lanes	ALL	City of Auburn	n/a	$21,652,246	$17,321,797	n/a	n/a	
RC-27	n/a	Shelton Mill Rd (CR-97)	N College St to E University Dr	0.92	●	Widen From 2 to 4 Lanes	ALL	City of Auburn	n/a	$8,586,236	$6,868,988	n/a	n/a	EC
RC-28	n/a	N College St	Bragg Ave (SR-14) to Shelton Mill Rd (CR-97)	0.83	●	Widen From 2 to 4 Lanes	ALL	City of Auburn	n/a	$7,746,278	$6,197,022	n/a	n/a	EJ | EC
RC-30	n/a	Pepperell Pkwy (SR-14) Connector	Pepperell Pkwy (SR-14) to Airport Rd	0.39	●	New 2 Lane Roadway	ALL	City of Opelika	n/a	$2,778,276	$2,222,621	n/a	n/a	EJ
RC-31	n/a	Fox Run Pkwy (US-431)	Fox Trail to Samford Ave	0.86	●	Widen From 2 to 4 Lanes	ALL	City of Opelika	n/a	$8,026,264	$6,421,011	n/a	n/a	EJ | EC
RC-32	n/a	Northpark Drive Extension	Northern terminus to Chambers County Line	1.17	●	New 2 Lane Roadway	ALL	City of Opelika	n/a	$5,714,253	$4,571,402	n/a	n/a	
RC-34	n/a	Gateway Drive East (US-280) Extension	Crawford Rd (SR-169) to N Uniroyal Rd	2.27	●	New 2 Lane Roadway	ALL	City of Opelika	n/a	$11,086,627	$8,869,302	n/a	n/a	EC
RC-35	n/a	Lafayette Pkwy (US-431)	Freeman Ave to Opelika City Limits	2.20	●	Widen From 2 to 4 Lanes	ALL	City of Opelika	n/a	$20,532,303	$16,425,842	n/a	n/a	
RC-36	n/a	Northern By-Pass Connector	Oak Bowery Rd @ National Village Pkwy to Lafayette Pkwy (US-431)	2.56	●	New 2 Lane Roadway	ALL	City of Opelika	n/a	$12,502,980	$10,002,384	n/a	n/a	EC
RC-37	n/a	Perimeter Rd	Grand National Pkwy to Oakbowery Rd	0.56	●	New 2 Lane Roadway	ALL	City of Opelika	n/a	$2,735,027	$2,188,022	n/a	n/a	EC
RC-38	n/a	Eastern By-Pass Roadway Corridor	US-280 to W Point Pkwy (US-29)	3.95	●	New 2 Lane Roadway	ALL	City of Opelika	n/a	$19,291,708	$15,433,366	n/a	n/a	
RC-40	n/a	Gateway Drive (US-280)	I-85 to Society Hill Drive (CR-54)	0.66	●	Widen From 2 to 4 Lanes	ALL	City of Opelika	n/a	$6,159,691	$4,927,753	n/a	n/a	EJ | EC

LRTP ID	TIP ID	Roadway	Limits	Length (Miles)	Type	Description	Phase	Sponsor	Fiscal Year	Total Cost (2019$)	Federal Cost (2019$)	Total Cost (YOE)	Federal Cost (YOE)	Design Considerations
RC-41	n/a	Fitzpatrick Ave	Pleasant Ave to North 10th Street	0.68	●	Widen From 2 to 4 Lanes	ALL	City of Opelika	n/a	$6,346,348	$5,077,078	n/a	n/a	EC
RC-42	n/a	Columbus Pkwy (SR-38)	McCoy St to Fox Run Parkway	1.00	●	Widen From 2 to 4 Lanes	ALL	City of Opelika	n/a	$9,332,865	$7,466,292	n/a	n/a	EJ | EC
RC-43	n/a	Moore's Mill Rd	Grove Hill Rd to Society Hill Rd (CR-54)	2.89	●	Widen From 2 to 4 Lanes	ALL	City of Auburn	n/a	$26,971,979	$21,577,583	n/a	n/a	EC
RC-44	n/a	Cary Creek Pkwy	N College St (SR-147) to Shelton Mill Rd (CR-97)	1.00	●	New 2 Lane Roadway	ALL	City of Auburn	n/a	$4,883,977	$3,907,181	n/a	n/a	
RC-46	n/a	Cunningham Dr Connector	Cunningham Dr to Gateway Dr (US-280)	0.80	●	New 2 Lane Roadway	ALL	City of Opelika	n/a	$5,699,027	$4,559,222	n/a	n/a	
RC-47	n/a	Opelika Rd (SR-14) Connector	SR-14 to N Gay St	0.13	●	New 2 Lane Roadway	ALL	City of Auburn	n/a	$926,092	$740,874	n/a	n/a	EJ | EC
RC-48	n/a	King Ave/Century Blvd Extension	Park St to Frederick Rd	2.33	●	New 2 Lane Roadway	ALL	City of Opelika	n/a	$16,598,417	$13,278,734	n/a	n/a	EJ | EC
RC-49	n/a	I-85	Exit 50 (Cox Rd) to Exit 58 (Gateway Dr)	8.65	●	Widen From 4 to 6 Lanes; Bridge Replacement	ALL	ALDOT	n/a	$69,241,695	$55,393,356	n/a	n/a	EC
RC-50	n/a	Full Outer Loop (A-V1, A-V2, A-V3, and AC-9)	Corporate Pkwy to US 280 (multiple segments)	6.57	●	New 2 Lane Roadway	ALL	City of Auburn	n/a	$32,087,727	$25,670,182	n/a	n/a	EC
RC-51	n/a	Shug Jordan Pkwy/University Dr	Richland Rd to Opelika Rd	4.68	●	Center Turn Lane and Turn Lanes	ALL	City of Auburn	n/a	$22,761,525	$18,209,220	n/a	n/a	EC
RC-52	n/a	Pepperell Pkwy/2nd Ave/Samford Ave	Pleasant Dr to Lafayette Pkwy (US 431)	2.62	●	Widen From 3 to 5 Lanes	ALL	City of Opelika	n/a	$24,452,106	$19,561,685	n/a	n/a	EJ | EC
RC-53	n/a	Miracle Rd Extension	CR-677 to Shug Jordan Pkwy (SR-147)	1.48	●	New 2 Lane Roadway	ALL	City of Auburn	n/a	$7,228,286	$5,782,628	n/a	n/a	
RC-54	n/a	Duncan Rd Extension	Lem Morrison Dr to Woodfield Dr	0.30	●	New 2 Lane Roadway	ALL	Auburn University	n/a	$2,137,135	$1,709,708	n/a	n/a	

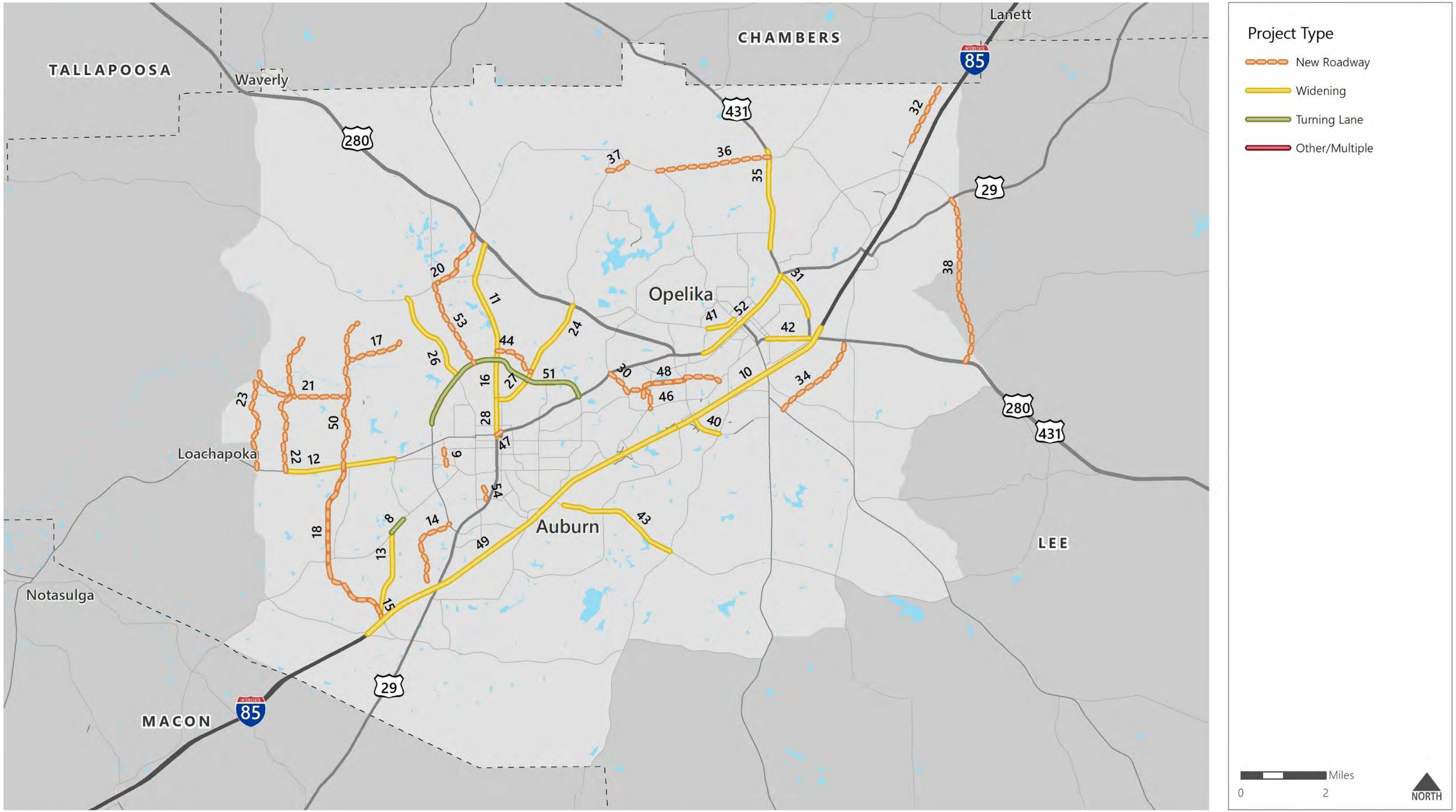
Note: Bicycle and pedestrian improvements must be part of the overall design phase of all projects and included unless restrictions apply consistent with FHWA guidance.

Note 2: RC-54 was added after the project prioritization process as a result of a recommendation from Auburn University.

Improvement Type: ● New Roadway ● Widening ● Turning Lane ● Other/Multiple

Design Considerations: EJ – High Concern for Environmental Justice Impacts EC – High Concern for Environmental and Community Impacts

Figure 10.8: Visionary Roadway Capacity Projects



Data Sources: Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

Table 10.7: Visionary Roadway Non-Capacity Projects

LRTP ID	TIP ID	Roadway	Limits	Length (Miles)	Type	Description	Phase	Sponsor	Fiscal Year	Total Cost (2019$)	Federal Cost (2019$)	Total Cost (YOE)	Federal Cost (YOE)	Design Considerations
RN-12	n/a	Opelika Road	East University Drive to Dean Road	1.05	●	Improve Turning Movement, Safety, and Traffic Flow	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a	
RN-13	n/a	Dean Rd	Dean Elementary School to South of Auburn High School	0.24	●	Improve Turning Movement, Safety, and Traffic Flow	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a	**EC**
RN-14	n/a	Samford Ave	College Street to Moore's Mill Road	0.43	●	Improve Turning Movement, Safety, and Traffic Flow	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a	**EJ** | **EC**
RN-15	n/a	Shug Jordan Pkwy	Wire Road to Opelika Road	1.01	●	Improve Turning Movement, Safety, and Traffic Flow	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a	**EC**
RN-16	n/a	Glenn Ave	Gay Street to Dean Road	0.87	●	Improve Turning Movement, Safety, and Traffic Flow	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a	**EJ** | **EC**
RN-17	n/a	2nd Ave	Replace Traffic Signal System Along 2nd Avenue with Demand- Response Traffic Signal System	n/a	●	Replace Traffic Signal System with Demand- Response Traffic Signal System / Improve Traffic Flow and Reduce Delay	ALL	City of Opelika	n/a	TBD	TBD	n/a	n/a	**EJ**
RN-18	n/a	S. 10th St and Geneva St	Between Avenue B and McCoy Street	0.82	●	Improve Turning Movement, Safety, and Traffic Flow	ALL	City of Opelika	n/a	TBD	TBD	n/a	n/a	**EJ** | **EC**
RN-19	n/a	Martin Luther King Ave	Between Hurst Street and Clanton Street & Construct Left Turn Lane on Avenue B Westbound and South 10th Street	0.69	●	Improve Turning Movement, Safety, and Traffic Flow	ALL	City of Opelika	n/a	TBD	TBD	n/a	n/a	**EJ** | **EC**
RN-20	n/a	Auburn St	Hurst Street and Magazine Avenue	0.52	●	Improve Turning Movement, Safety, and Traffic Flow	ALL	City of Opelika	n/a	TBD	TBD	n/a	n/a	**EJ** | **EC**
RN-21	n/a	Old Columbus Rd	Relocate Old Columbus Road Northward between Norfolk-Southern Railroad and US-280 to Align with CR-155 (2 New Lanes)	0.24	●	Relocate/Realign and Improve Safety and Traffic Flow	ALL	City of Opelika	n/a	TBD	TBD	n/a	n/a	

LRTP ID	TIP ID	Roadway	Limits	Length (Miles)	Type	Description	Phase	Sponsor	Fiscal Year	Total Cost (2019$)	Federal Cost (2019$)	Total Cost (YOE)	Federal Cost (YOE)	Design Considerations
RN-22	n/a	CR-54	Opelika City Limits to Moore's Mill Road	2.85	●	Widen and Resurface and Improve Safety and Traffic Flow	ALL	Lee County	n/a	TBD	TBD	n/a	n/a	
RN-23	n/a	CR-10	CR-22 to CR-54	4.41	●	Widen and Resurface and Improve Safety and Traffic Flow	ALL	Lee County	n/a	TBD	TBD	n/a	n/a	**EC**
RN-24	n/a	CR-137	Over Choclafaula Creek	n/a	●	Bridge Replacement and Improve Safety	ALL	Lee County	n/a	TBD	TBD	n/a	n/a	**EJ** | **EC**
RN-25	n/a	CR-46	CR-72 to US-280	2.07	●	Widen and Resurface and Improve Safety and Traffic Flow	ALL	Lee County	n/a	TBD	TBD	n/a	n/a	**EC**
RN-26	n/a	CR-166	SR-169 to CR-146	2.01	●	Widen and Resurface and Improve Safety and Traffic Flow	ALL	Lee County	n/a	TBD	TBD	n/a	n/a	
RN-27	n/a	CR-389	US-431 to Chambers County Line	2.42	●	Widen and Resurface and Improve Safety and Traffic Flow	ALL	Lee County	n/a	TBD	TBD	n/a	n/a	**EC**
RN-28	n/a	Northern By-Pass Connector	Lafayette Pkwy to Andrews Rd	4.08	●	Resurface	ALL	TBD	n/a	TBD	TBD	n/a	n/a	
RN-29	n/a	Eastern By-Pass Roadway Corridor	West Point Pkwy to I-85	0.27	●	Resurface	ALL	TBD	n/a	TBD	TBD	n/a	n/a	
RN-32	n/a	Gateway Dr	Pepperell Pkwy to Marvyn Parkway	3.66	●	Corridor Study for signals, intersection improvements, safety improvements, and access management	ALL	City of Opelika	n/a	TBD	TBD	n/a	n/a	**EC**

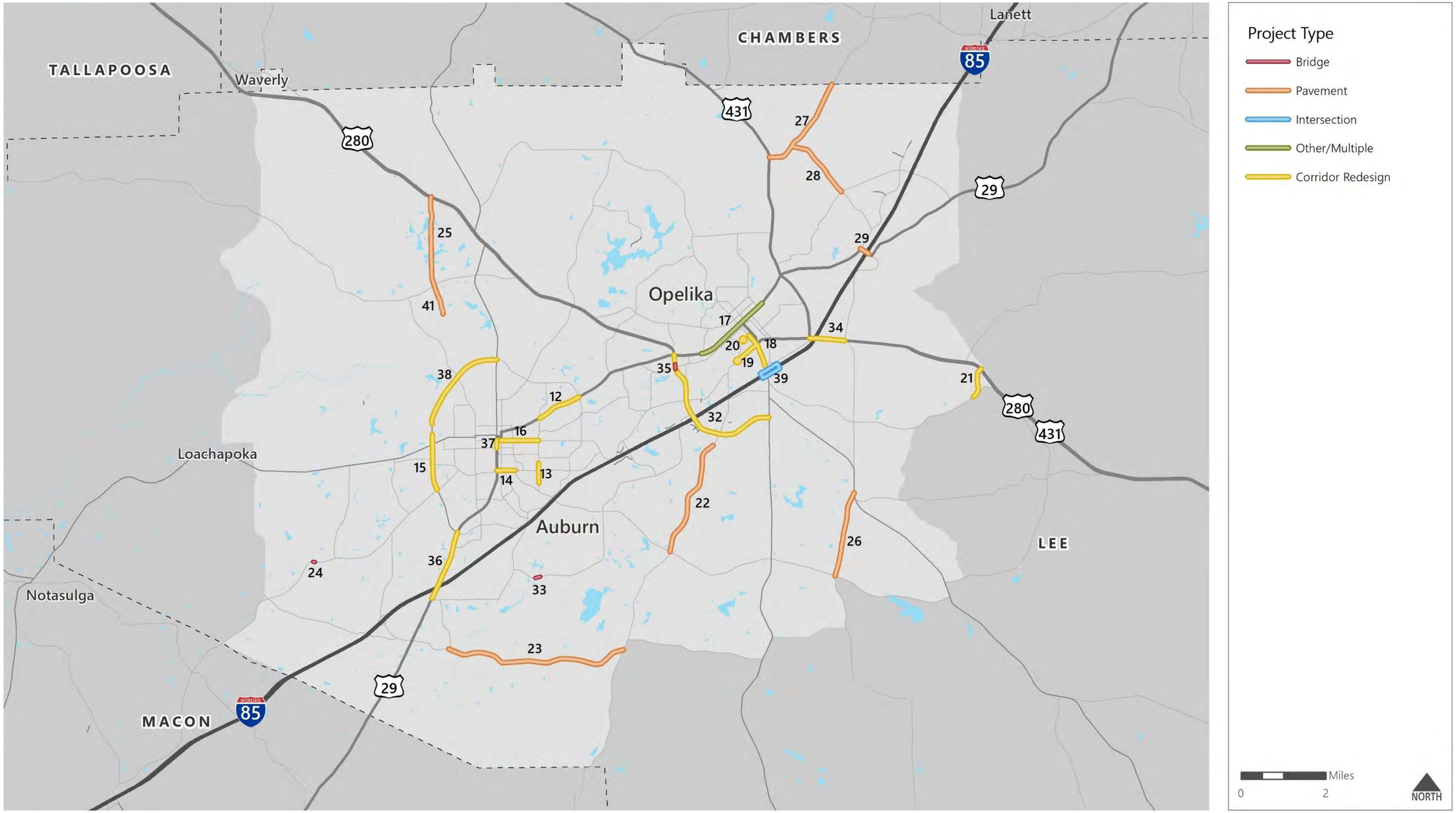
LRTP ID	TIP ID	Roadway	Limits	Length (Miles)	Type	Description	Phase	Sponsor	Fiscal Year	Total Cost (2019$)	Federal Cost (2019$)	Total Cost (YOE)	Federal Cost (YOE)	Design Considerations
RN-33	n/a	Bridge on Ogletree Rd	Over Moores Mill Creek	N/A	●	Bridge Replacement	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a	EC
RN-34	n/a	US 280 (Columbus Pkwy)	Fox Run Pkwy to S Uniroyal Rd	0.84	●	Corridor Study for signals, intersection improvements, safety improvements, and access management	ALL	City of Opelika	n/a	TBD	TBD	n/a	n/a	EJ | EC
RN-35	n/a	Bridge on US 280 (Gateway Dr)	Over 1st Ave	N/A	●	Bridge Replacement	ALL	City of Opelika	n/a	TBD	TBD	n/a	n/a	EC
RN-36	n/a	S. College St	Shell Toomer Pkwy to E University Ave	1.68	●	Intersection, turn lane, access management, and signalization improvements as called for in City of Auburn Traffic Study	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a	EJ
RN-37	n/a	S. College St	Magnolia Ave to Glenn Ave	0.18	●	Intersection, turn lane, access management, and signalization improvements as called for in City of Auburn Traffic Study	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a	EJ | EC
RN-38	n/a	Shug Jordan Parkway	Richland Rd to E University Ave	2.35	●	Intersection, turn lane, access management, and signalization improvements as called for in City of Auburn Traffic Study	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a	EC
RN-39	n/a	I-85	Exit 60 (Marvyn Pkwy Interchange)	n/a	●	Redesign interchange for safety improvements and traffic flow	ALL	ALDOT	n/a	TBD	TBD	n/a	n/a	EJ | EC
RN-40	n/a	City of Auburn Traffic Study Recommendations	All	n/a	●	Line item for potential addition of recommendations from traffic study not already covered in above projects	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a	
RN-41	n/a	Miracle Rd	Farmville Rd to CR-677	0.60	●	Resurface	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a	

Note: Bicycle and pedestrian improvements must be part of the overall design phase of all projects and included unless restrictions apply consistent with FHWA guidance.

Improvement Type: ● Bridge ● Pavement ● Intersection/Interchange ● Corridor Redesign ● Other/Multiple

Design Considerations: EJ – High Concern for Environmental Justice Impacts EC – High Concern for Environmental and Community Impacts

Figure 10.9: Visionary Roadway Non-Capacity Projects



Data Sources: Neel-Schaffer, Inc.

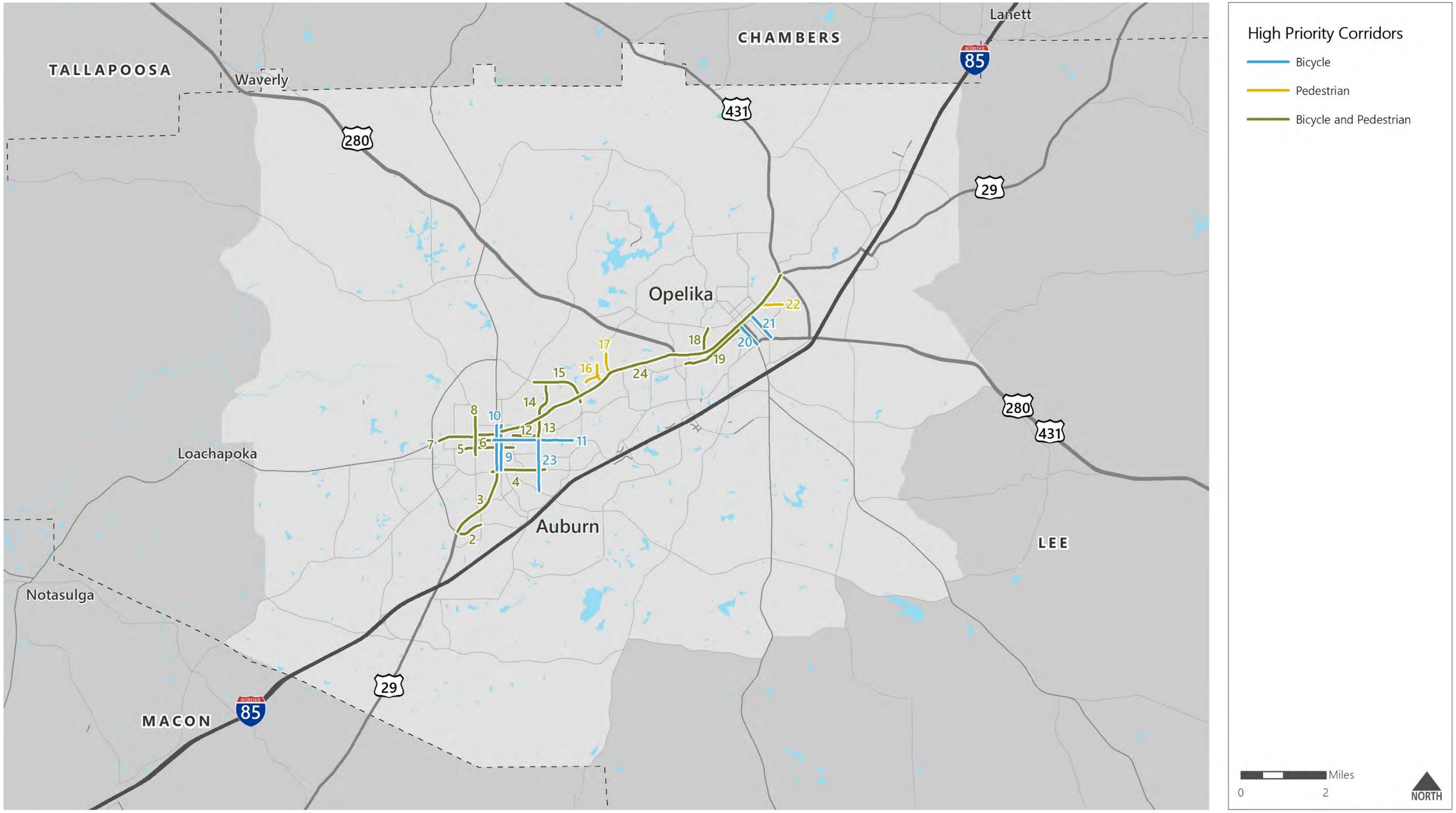
Disclaimer: This map is for planning purposes only.

Table 10.8: Visionary Bicycle and Pedestrian Project Corridors

LRTP ID	TIP ID	Location	Limits	Length (Miles)	Type	Phase	Sponsor	Fiscal Year	Total Cost (2019$)	Federal Cost (2019$)	Total Cost (YOE)	Federal Cost (YOE)
BP-2	n/a	E University Dr	S College St to S Donahue Dr	0.63	●	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a
BP-3	n/a	S College St	E University Dr to E Samford Ave	1.81	●	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a
BP-4	n/a	E Samford Ave	Well St to S Dean Rd	1.27	●	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a
BP-5	n/a	Magnolia Ave	Roosevelt Dt to N Ross St	1.13	●	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a
BP-6	n/a	W Glenn Ave	N Donahue Dr to Wright St	0.42	●	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a
BP-7	n/a	Martin Luther King Dr/Bragg Ave/Mitcham Ave	Jordan St to N Gay St	1.49	●	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a
BP-8	n/a	N Donahue Dr	W Thatch Ave to Cary Dr	0.96	●	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a
BP-9	n/a	S Gay St	E Samford Ave to E Drake Ave	1.06	●	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a
BP-10	n/a	College St	E Samford Ave to E Drake Ave	1.08	●	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a
BP-11	n/a	E Glenn Ave	Wright St to Alice St	1.87	●	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a
BP-12	n/a	Harper Ave	N Ross St to N Dean St	0.60	●	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a
BP-13	n/a	N Dean St	E Glenn Ave to Opelika Rd	0.54	●	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a
BP-14	n/a	N Dean Rd	Opelika Rd to E University Dr	0.91	●	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a
BP-15	n/a	E University Dr	Dekalb St to Bailey-Harris Dr	1.39	●	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a
BP-16	n/a	Mall Blvd/Commerce Dr	Mall Pkwy to Commerce Dr; entire street	0.76	●	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a
BP-17	n/a	Veterans Pkwy	Pepperell Pkwy to Academy Dr	0.48	●	ALL	City of Opelika	n/a	TBD	TBD	n/a	n/a
BP-18	n/a	Pleasant Dr	Pepperell Pkwy to Waverly Pkwy	0.63	●	ALL	City of Opelika	n/a	TBD	TBD	n/a	n/a
BP-19	n/a	1st Ave	Thomason Dr to N 11th St	1.55	●	ALL	City of Opelika	n/a	TBD	TBD	n/a	n/a
BP-20	n/a	10th St	2nd Ave to Martin Luther King Blvd	0.64	●	ALL	City of Opelika	n/a	TBD	TBD	n/a	n/a
BP-21	n/a	6th St	2nd Ave to Columbus Pkwy	0.74	●	ALL	City of Opelika	n/a	TBD	TBD	n/a	n/a
BP-22	n/a	Jeter Ave	S Railroad Ave to Fair St	0.50	●	ALL	City of Opelika	n/a	TBD	TBD	n/a	n/a
BP-23	n/a	S Dean Rd	E Glenn Ave to Moores Mill Rd	1.20	●	ALL	City of Auburn	n/a	TBD	TBD	n/a	n/a
BP-24	n/a	Opelika Rd/Pepperell Pkwy/2nd Ave/Samford Ave	N Gay St to Lafayette Pkwy	7.87	●	ALL	Cities of Auburn and Opelika	n/a	TBD	TBD	n/a	n/a

Improvement Type: ● Streetscape ● Bicycle ● Pedestrian ● Bicycle and Pedestrian

Figure 10.10: High-Priority Bicycle and Pedestrian Project Corridors



Data Sources: Neel-Schaffer, Inc.

Disclaimer: This map is for planning purposes only.

Appendix: Public/Stakeholder Outreach Record

Public Meeting Advertisement – Round 1

Opelika-Auburn News

Publication Name:
Opelika-Auburn News

Publication URL:
www.oanow.com

Publication City and State:
Opelika, AL

Publication County:
Lee

Notice Popular Keyword Category:

Notice Keywords:
lee russell council of governments

Notice Authentication Number:
201912061024192774416
1275653386

Notice URL:

Back

Notice Publish Date:
Wednesday, April 17, 2019

Notice Content

PUBLIC NOTICE LEE RUSSELL COUNCIL OF GOVERNMENTS INVITES THE PUBLIC TO AN OPEN HOUSE TO DISCUSS THE AUBURN-OPELIKA METROPOLITAN PLANNING ORGANIZATION'S (AOMPO) DRAFT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) & ALDOT'S DRAFT STATEWIDE TRANSPORTATION IMPROVEMENT PROGAM FY2020-FY2023 (STIP). WHAT: The Long-Range Transportation Plan (LRTP) represents a long-range vision for the AOMPO's planning area's transportation system. The traditional LRTP is a 25-year planning horizon vision document that reflects the application of programmatic transportation goals to project prioritization. Statewide transportation plans consider a range of transportation options designed to meet the transportation needs of both passenger and freight movements, including all modes and their connections. The STIP has been developed in cooperation and coordination with state, regional, and metropolitan transportation planning efforts, resulting in a comprehensive assessment of the state's transportation needs. WHERE: The Open House will be held in the conference room at the Lee-Russell Council of Governments. WHEN: Wednesday, May 1, 2019 between the hours of 4:00pm and 6:00pm. E-MAIL: DWYATT@LRCOG.COM FAX: 334.749.6582 (ATTN: TRANSPORTATION PLANNER) MAIL: LEE RUSSELL COUNCIL OF GOVERNMENTS ATTN: TRANSPORTATION PLANNER 2207GATEWAY DRIVE, OPELIKA, AL 36801 IN PERSON: LEE RUSSELL COUNCIL OF GOVERNMENTS 2207 GATEWAY DRIVE OPELIKA, AL 36801 QUESTIONS OR CONCERNS SHOULD BE DIRECTED TO THE TRANSPORTATION PLANNER AT 334-749-5264 x21

Back

Public Meeting Sign-in Sheet – Round 1

2045 Auburn-Opelika Long Range Transportation Plan

Sign-In Sheet

Wednesday, May 1, 2019 | 4-6 p.m. | Lee-Russell Council of Governments | 2207 Gateway Drive Opelika, AL

Name	Affiliation	E-mail	Telephone
Scott Parker	City of Opelika	sparker@opelika-al.gov	705-5450
Suzanne Burnette	LRCOG	sburnette@lrcog.com	749-5264
Ben Draddy	LRCOG	bgraddy@lrcog.com	749-5264
Alison Frazier	City of Auburn	afrazier@auburnalabama.org	3345017390
Todd Rauch	MPO-CAC	Trauch83@gmail.com	217.259.2633
Cynnes Tatum	LRCOG	ctatum@LRCOG.com	334-749-5264
Jose Torres	Citizen	ironworkerson@gmail.com	706.225.9472
Macy Burkhardt	LRCOG	MBurkhardt@LRCOG.com	749-5264
Lisa Sandt	LRCOG	lsandt@lrcog.com	749-5264
David Erickson	N/A	dwerickson95@hotmail.com	
Blake Coulter	LRCOG	bcoulter@lrcog.com	749-9092

Auburn-Opelika Metropolitan Planning Organization

Public Meeting Sign-in Sheet – Round 1 *(continued)*

2045 Auburn-Opelika Long Range Transportation Plan

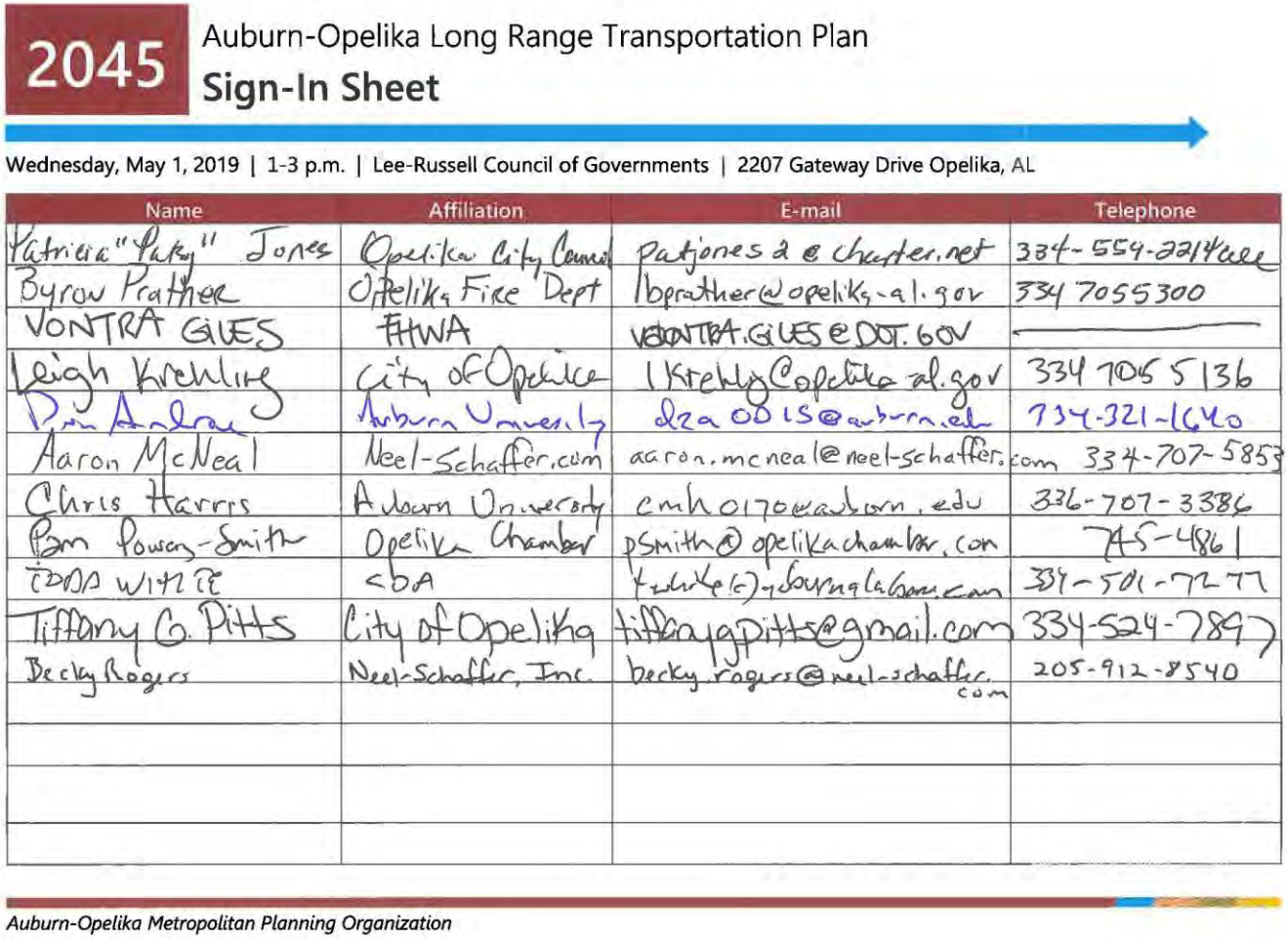
Sign-In Sheet

Wednesday, May 1, 2019 | 4-6 p.m. | Lee-Russell Council of Governments | 2207 Gateway Drive Opelika, AL

Name	Affiliation	E-mail	Telephone
Karen Call-Jones	ALDOT	callk@dot.state.al.us	(334)262-6519
Donna Powell	LRCOG	dpowell@lrcog.com	(334)749-5264
DAVID BOLLIE	ALDOT	BOLLIED@DOT.STATE.AL.US	
Aaron McNeal	Neel-Schaffer	aaron.mcneal@neel-schaffer.com	3347075853
Van Vanay	LRCOG	VVanay@lrcog.com	749-5264
Daniel Wyatt	LRCOG	dwyatt@lrcog.com	334-528-9214
BRYAN FAIR	ALDOT	fairb@dot.state.al.us	334-242-6098
Vijay Kunada	Neelschaffer	vijay.kunada@neel-schaffer.com	387-232-6111
TracieHadaway	LRCOG	thadaway@lrcog.com	334-749-5264
Becky Rogers	NSI	becky.rogers@neel-schaffer.com	205-912-8540
Arianna Thomas	LRCOG	athomas@lrcog.com	334-749-5264
Nikki Preston	ALDOT	prestone@dot.state.al.us	334-353-6883
Kathe Briggs	EAMC/AL Obesity Task Force Board/caregiver	Katheathome@charter.net	334-740-4899
Lou Ella Foxx	LRCOG	lfoxx@lrcog.com	749-5264
Shirley Lazenby	Opelika Bicycle Assoc	ShirleyLazenby@msn.com	334-787-7679

Auburn-Opelika Metropolitan Planning Organization

Stakeholder Meeting Sign-in Sheet – Round 1



2045 Auburn-Opelika Long Range Transportation Plan

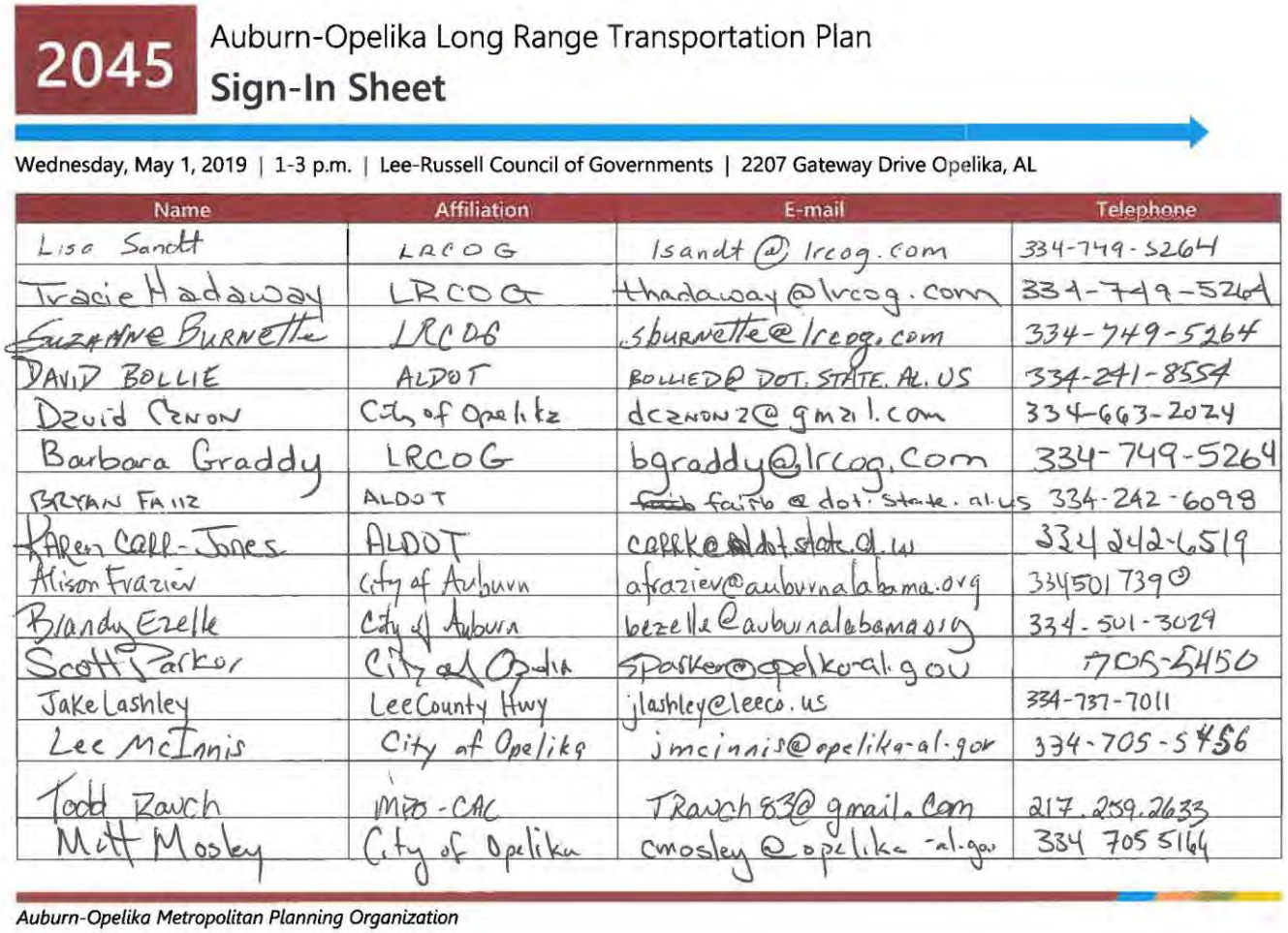
Sign-In Sheet

Wednesday, May 1, 2019 | 1-3 p.m. | Lee-Russell Council of Governments | 2207 Gateway Drive Opelika, AL

Name	Affiliation	E-mail	Telephone
Patricia "Patsy" Jones	Opelika City Council	patjones2@charter.net	334-554-2214
Byron Prather	Opelika Fire Dept	bprather@opelika-al.gov	334 7055300
VONTRA GILES	FHWA	VONTRA.GILES@DOT.GOV	
Leigh Krehling	City of Opelika	lkrehling@opelika-al.gov	334 705 5136
Dr. Andrea	Auburn University	dza0015@auburn.edu	334-321-1640
Aaron McNeal	Neel-Schaffer.com	aaron.mcneal@neel-schaffer.com	334-707-5853
Chris Harris	Auburn University	cmh0170@auburn.edu	336-707-3386
Pam Powers-Smith	Opelika Chamber	psmith@opelikachamber.com	745-4861
TODD WHITE	CBA	[illegible]	334-501-7277
Tiffany G. Pitts	City of Opelika	tiffanygpitts@gmail.com	334-524-7897
Becky Rogers	Neel-Schaffer, Inc.	becky.rogers@neel-schaffer.com	205-912-8540

Auburn-Opelika Metropolitan Planning Organization

Stakeholder Meeting Sign-in Sheet – Round 1 *(continued)*



2045 Auburn-Opelika Long Range Transportation Plan

Sign-In Sheet

Wednesday, May 1, 2019 | 1-3 p.m. | Lee-Russell Council of Governments | 2207 Gateway Drive Opelika, AL

Name	Affiliation	E-mail	Telephone
Lisa Sandt	LRCOG	lsandt@lrcog.com	334-749-5264
Tracie Hadaway	LRCOG	thadaway@lrcog.com	334-749-5264
Suzanne Burnette	LRCOG	sburnette@lrcog.com	334-749-5264
David Bollie	ALDOT	BOLLIED@DOT.STATE.AL.US	334-241-8554
David Cenon	City of Opelika	dcenon2@gmail.com	334-663-2024
Barbara Graddy	LRCOG	bgraddy@lrcog.com	334-749-5264
Bryan Faile	ALDOT	faileb@dot.state.al.us	334-242-6098
Karen Carr-Jones	ALDOT	carrk@dot.state.al.us	334 242-6519
Alison Frazier	City of Auburn	afrazier@auburnalabama.org	3345017390
Brandy Ezelle	City of Auburn	bezelle@auburnalabamaorg	334-501-3029
Scott Parker	City of Opelika	sparker@opelikaal.gov	705-5450
Jake Lashley	Lee County Hwy	jlashley@leeco.us	334-737-7011
Lee McInnis	City of Opelika	jmcinnis@opelika-al.gov	334-705-5456
Todd Rauch	MPO-CAC	TRauch83@gmail.com	217.259.2633
Mitt Mosley	City of Opelika	cmosley@opelika-al.gov	334 705 5164

Auburn-Opelika Metropolitan Planning Organization

Public/Stakeholder Outreach Record

Public Meeting Advertisement – Round 2

Placeholder – will update after Round 2 is complete.

Public/Stakeholder Outreach Record

Public Meeting Sign-in Sheet – Round 2

Placeholder – will update after Round 2 is complete.

Public/Stakeholder Outreach Record

Stakeholder Meeting Sign-in Sheet – Round 2

Placeholder – will update after Round 2 is complete.