TECHNICAL REPORT ⑦

Other ALDOT Requirements

Draft February 2020

2045 Long Range Transportation Plan
Auburn-Opelika Metropolitan Planning Organization

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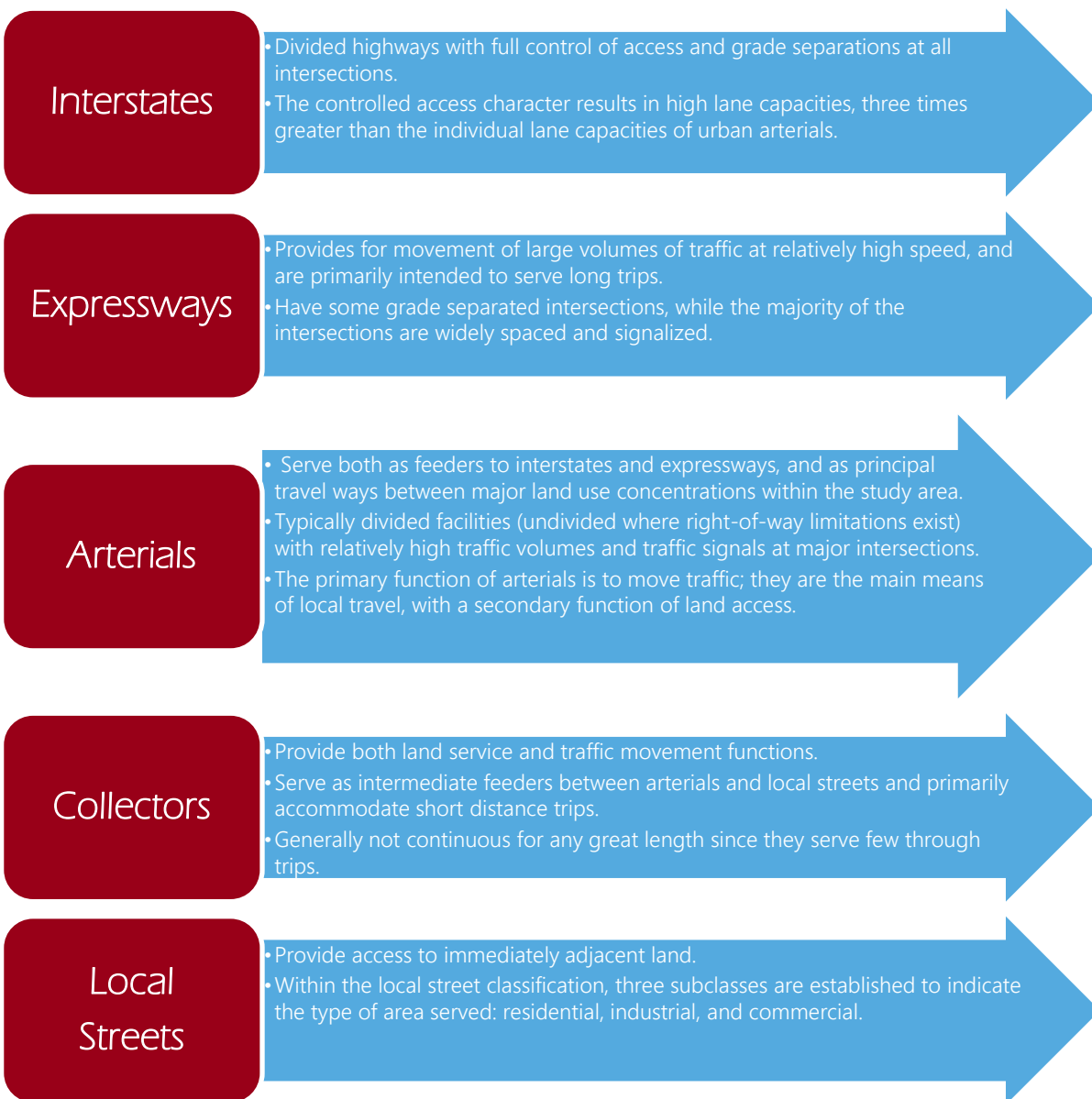
1.0 Functional Classification Map

Each type of roadway serves a function in the overall roadway network. Roadways are divided into functional classes based on their intended balance of mobility (speed) and access to adjacent land. Their designs vary in accordance with this functional classification. Figure 1.1 provides more information on the differences between functional classes.
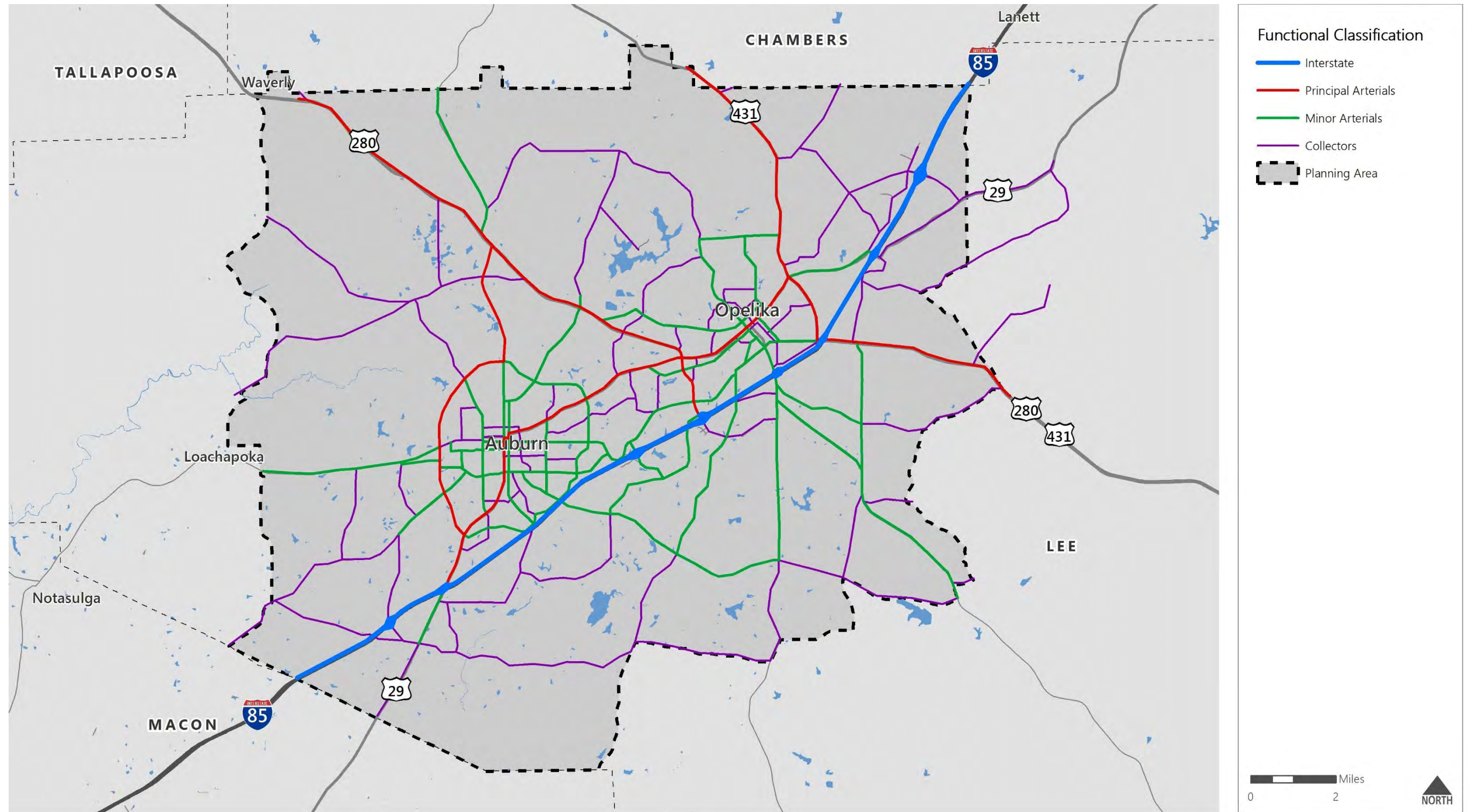
Figure 1.2 illustrates the functional classification of the roadways in the Auburn-Opelika Metropolitan Planning Area.

Figure 1.1 Roadway Functional Classes

Interstates
- Divided highways with full control of access and grade separations at all intersections.
- The controlled access character results in high lane capacities, three times greater than the individual lane capacities of urban arterials.

Expressways
- Provides for movement of large volumes of traffic at relatively high speed, and are primarily intended to serve long trips.
- Have some grade separated intersections, while the majority of the intersections are widely spaced and signalized.

Arterials
- Serve both as feeders to interstates and expressways, and as principal travel ways between major land use concentrations within the study area.
- Typically divided facilities (undivided where right-of-way limitations exist) with relatively high traffic volumes and traffic signals at major intersections.
- The primary function of arterials is to move traffic; they are the main means of local travel, with a secondary function of land access.

Collectors
- Provide both land service and traffic movement functions.
- Serve as intermediate feeders between arterials and local streets and primarily accommodate short distance trips.
- Generally not continuous for any great length since they serve few through trips.

Local Streets
- Provide access to immediately adjacent land.
- Within the local street classification, three subclasses are established to indicate the type of area served: residential, industrial, and commercial.

Functional Classification Map

Functional Classification

- Interstate
- Principal Arterials
- Minor Arterials
- Collectors
- Planning Area

Data Sources: ALDOT

Disclaimer: This map is for planning purposes only.

2.0 Livability Indicators

Increasingly, federal and state agencies are using performance measures as a way of ensuring greater accountability for the expenditure of public funds in an ever-growing number of programs and activities across a variety of disciplines.

Within the transportation sector and the planning processes associated with transportation infrastructure development, ALDOT has adopted the Livability Principles and Indicators as a sustainability measurement against future actions.

All planning tasks must be measured against these Livability Principles:

1. Provide more transportation choices
2. Promote equitable, affordable housing
3. Enhance economic competitiveness
4. Support existing communities
5. Coordinate policies and leverage investment
6. Value communities and neighborhoods

As a measure of sustainability of these principles, the MPO provides the following Livability Indicators.

2.1 Percent of jobs and housing located within one-half (1/2) mile of transit service

Lee-Russell Public Transit provides demand response service to the entire Metropolitan Planning Area (MPA), therefore the percent of jobs and housing located within ½ mile of transit service is 100%.

Geographic Extent: Auburn-Opelika MPO Metropolitan Planning Area
Source: Auburn-Opelika MPO

2.2 Monthly housing costs as a percentage of household income in the past 12 months

Past 12 Month's HH Income	Estimate	Error
Less than $20,000	16.0%	+/-4.3
Less than 20 percent	1.2%	+/-1.2
20 to 29 percent	1.1%	+/-1.1
30 percent or more	13.6%	+/-4.0
$20,000 to $34,999	17.8%	+/-5.5
Less than 20 percent	4.9%	+/-2.0
20 to 29 percent	3.6%	+/-1.7
30 percent or more	9.2%	+/-4.5
$35,000 to $49,999	10.7%	+/-3.4
Less than 20 percent	4.4%	+/-2.0
20 to 29 percent	3.7%	+/-2.2
30 percent or more	2.6%	+/-1.5
$50,000 to $74,999	17.1%	+/-3.8
Less than 20 percent	10.2%	+/-3.1
20 to 29 percent	5.7%	+/-2.0
30 percent or more	1.2%	+/-0.9
$75,000 or more	34.5%	+/-5.7
Less than 20 percent	30.1%	+/-5.3
20 to 29 percent	3.9%	+/-2.0
30 percent or more	0.6%	+/-0.8
Zero or negative income	2.4%	+/-1.6
No cash rent	1.5%	+/-0.7

Geographic Extent: Auburn-Opelika, AL Metro Area Source: U.S. Census Bureau
Dataset: 2017 American Community Survey 1-Year Estimates

2.3 Percent of vehicles available per occupied housing unit

Vehicles Per Occupied Housing Unit	Percent	Error
No vehicles available	2.7%	+/-1.1
1 vehicle available	31.6%	+/-3.5
2 vehicles available	40.9%	+/-3.5
3 or more vehicles available	24.9%	+/-3.2

Geographic Extent: Auburn-Opelika, AL Metro Area
Source: U.S. Census Bureau
Dataset: 2017 American Community Survey 1-Year Estimates

2.4 Percent of workforce living within a thirty (30) minute or less commute from primary job centers

Due to the size of the Auburn-Opelika MPO's MPA, 100% of the MPA workforce lives within a 30-minute commute of the primary job centers, which are Auburn University and East Alabama Medical Center.

Geographic Extent: Auburn-Opelika MPO Metropolitan Planning Area
Source: Auburn-Opelika MPO and Reference USA

2.5 Percent of population employed in production, transportation and material moving

Percent	Error
11.0%	+/-2.4

Geographic Extent: Auburn-Opelika, AL Metro Area
Source: U.S. Census Bureau
Dataset: 2017 American Community Survey 1-Year Estimates

2.6 Percent of industry engaged in transportation and warehousing; utilities

Percent	Error
4.2%	+/-1.7

Geographic Extent: Auburn-Opelika, AL Metro Area
Source: U.S. Census Bureau
Dataset: 2017 American Community Survey 1-Year Estimates

2.7 Percent of FY2019-FY2023 MPO transportation projects (Planned) where more than one federal funding source is utilized

Total Projects	Projects with >1 Fed Funding	Total Projects
25	0	0%

Geographic Extent: Auburn-Opelika MPO Metropolitan Planning Area
Source: Alabama Department of Transportation

2.8 Work commute modal choice by percent

Work Commute Modal Choice	Percent	Error
Car, truck, or van -- drove alone	82.1%	+/-3.7
Car, truck, or van -- carpooled	11.7%	+/-3.4
Public transportation (excluding taxicab)	0.1%	+/-0.2
Walked	2.6%	+/-1.3
Other means	1.4%	+/-0.8
Worked at home	2.0%	+/-0.7

Geographic Extent: Auburn-Opelika, AL Metro Area
Source: U.S. Census Bureau
Dataset: 2017 American Community Survey 1-Year Estimates