

Coors Corridor Plan

Mid-Region Metropolitan Planning Organization Recommendations

July 10, 2014

City of Albuquerque Environmental Planning Commission



Why are we here today?



- Every urbanized area with a population over 50, 000 is federally required to have a designated MPO
- For urbanized areas with population over 200,000 a Transportation Management Area (TMA) shall be designated
- Albuquerque Metropolitan Planning Area (AMPA)
- The MPO is administratively housed within the MRCOG and is responsible for surface transportation planning in the AMPA
- Two key products the MPO produces:
 - Metropolitan Transportation Plan (MTP)
 - Transportation Improvement Program (TIP)
- MRMPO staff work with members of local government, transit providers, tribal governments, the NMDOT as well as other local agencies and assist with planning efforts

Consistency with the 2035 Metropolitan Transportation Plan



- MRMPO has developed many key strategies in its long range plan that will aid our metropolitan area to accommodate future growth in a sustainable and manageable way
- These strategies and key themes were referenced on **page 123** of the Draft Coors Corridor Plan
- These strategies can assist member governments with the unintended consequences of growth
- It is imperative that we grow in a manner that more closely considers the following key strategies:
 - Integrating land use and transportation planning
 - Expanding transit and alternative modes of transportation
 - Maximizing the efficiency of existing infrastructure

Coors Corridor Profile

Overall, MRMPO supports the Coors corridor plan update and its efforts to improve conditions for all modes of transportation in the coming years

MRMPO recognizes Coors Blvd is the most important north/south arterial serving Albuquerque's Westside.

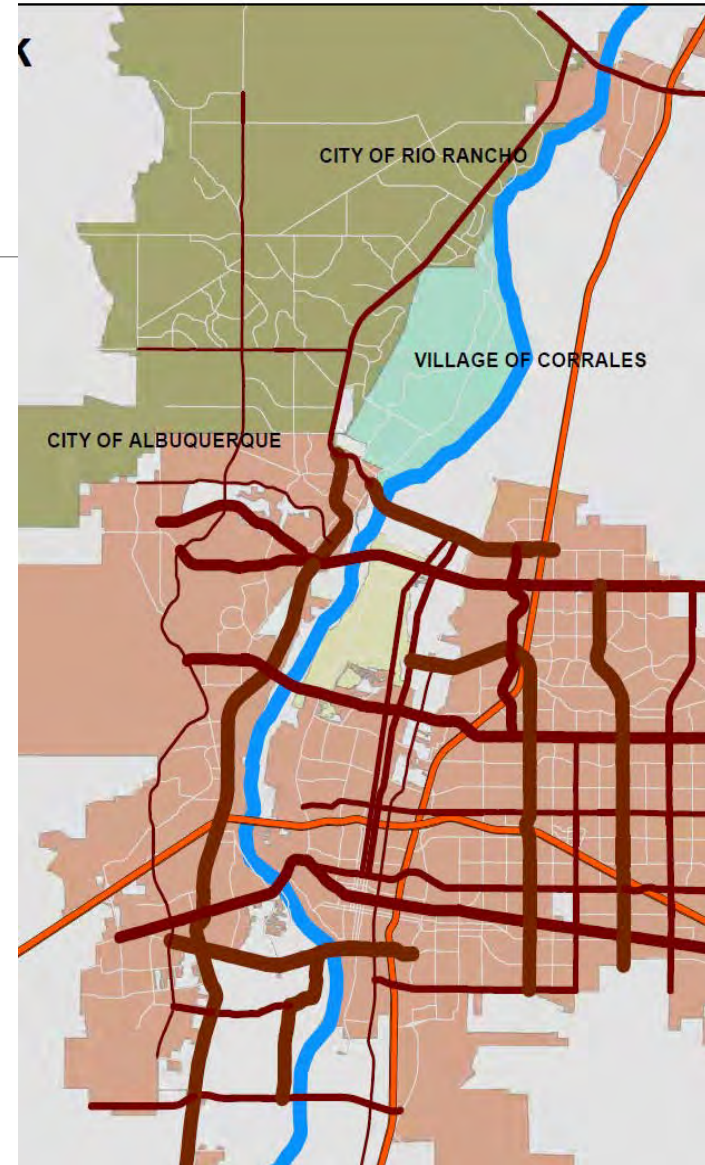
Coors corridor is the second most congested corridor in the metropolitan area. **See CMP Profile on page 127**

The most severe congestion occurs between I-40 and the Coors Bypass

Congestion is tied to overall slow speeds across the corridor and particularly high volumes during the peak periods between Montano and Paseo del Norte

Coors Blvd is directly connected to 8 river crossings within the Albuquerque /Bernalillo County Area


6 out of the 8 of those river crossings are also in our AMPAs most congested corridors



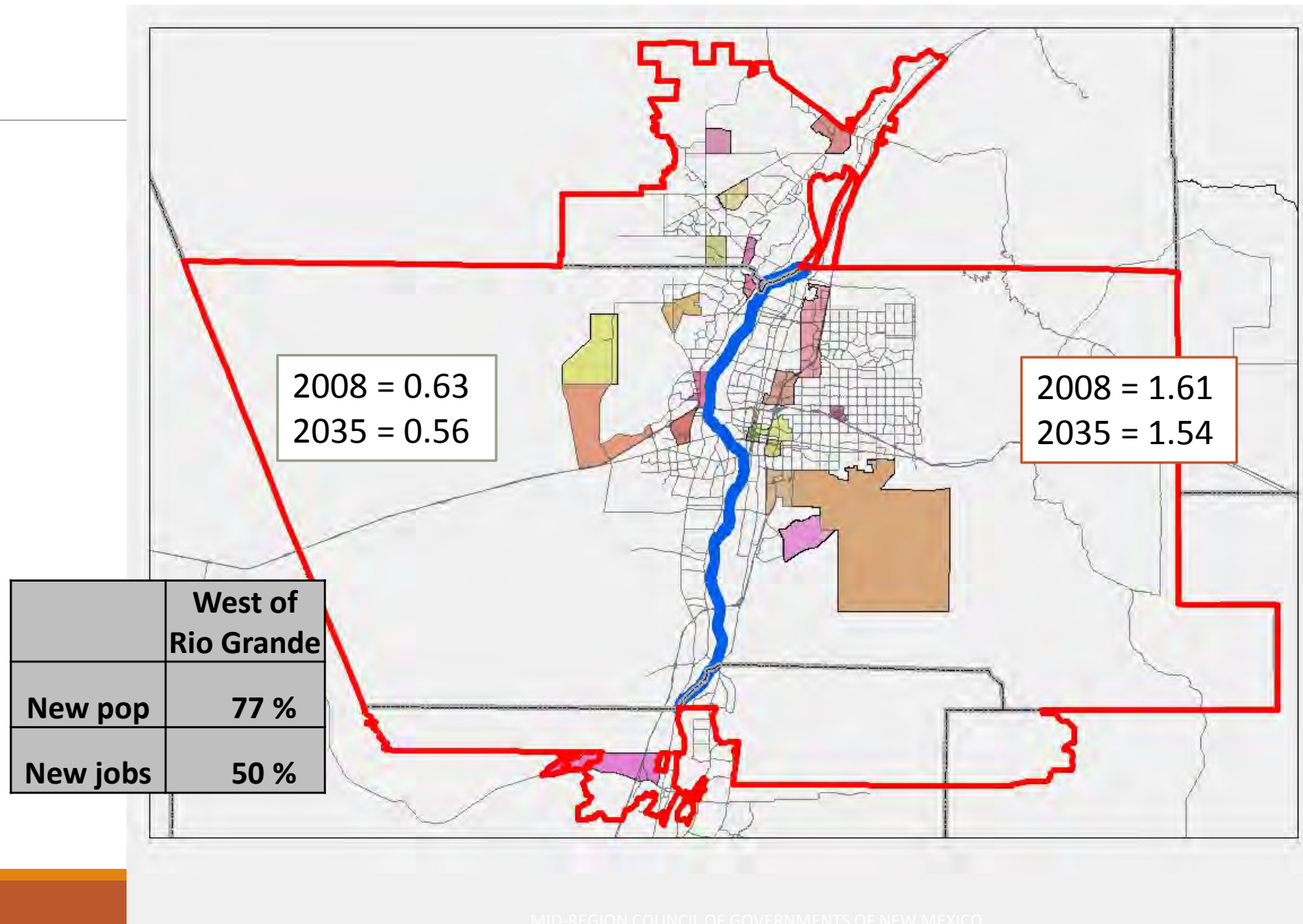
2040 Population Forecast

Population Forecast: 2040 MTP
Source: UNM-Geospatial Population Studies Group

	<i>Bernalillo</i>	<i>Sandoval</i>	<i>Albuquerque MSA</i>
2010	664,636	132,434	890,188
2040	970,371	265,607	1,362,609
30 Year # Growth	305,735	133,173	472,421
30 Year % Growth	46%	101%	53%

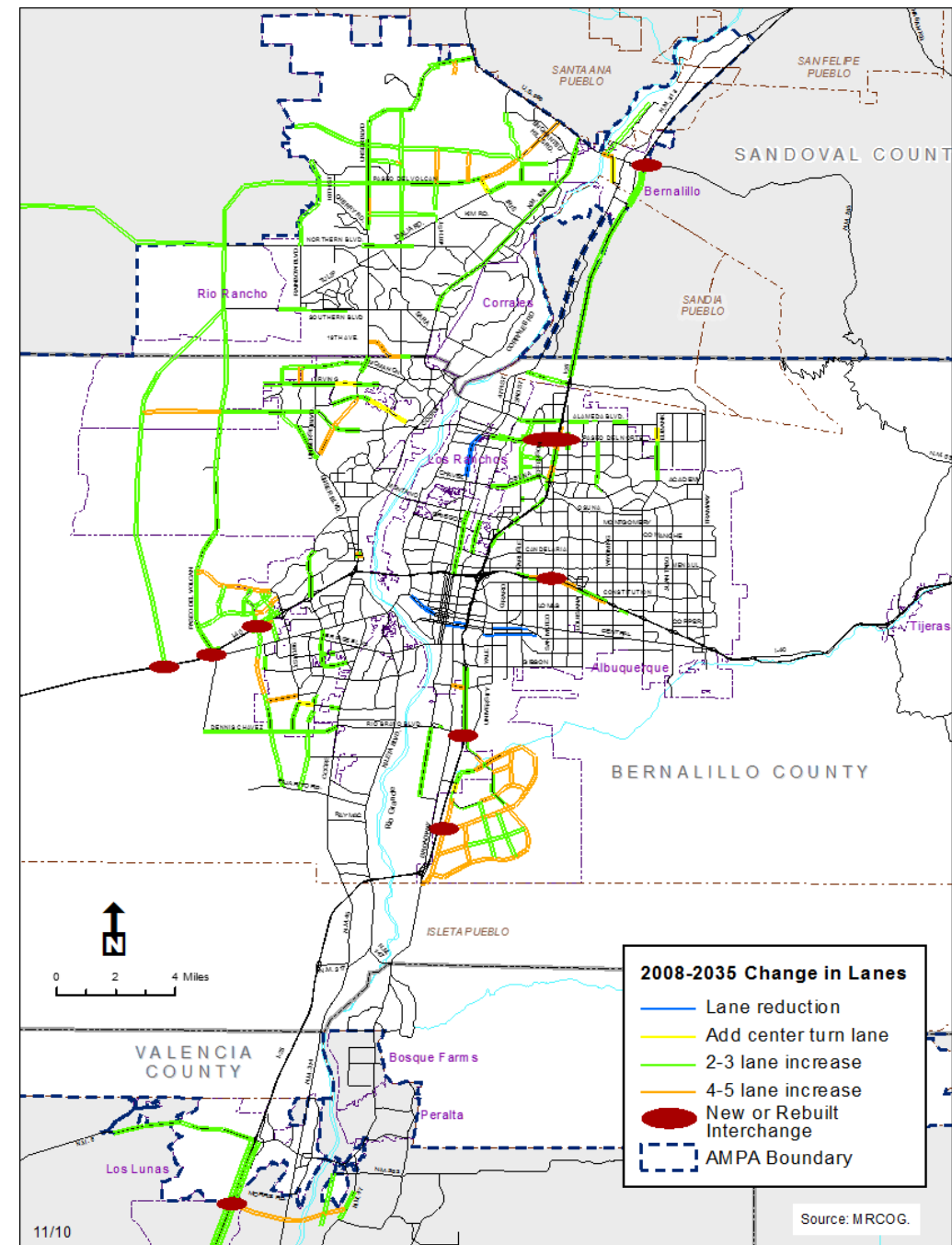
 Mid-Region Council of Governments

The Jobs/Housing Imbalance is expected to continue



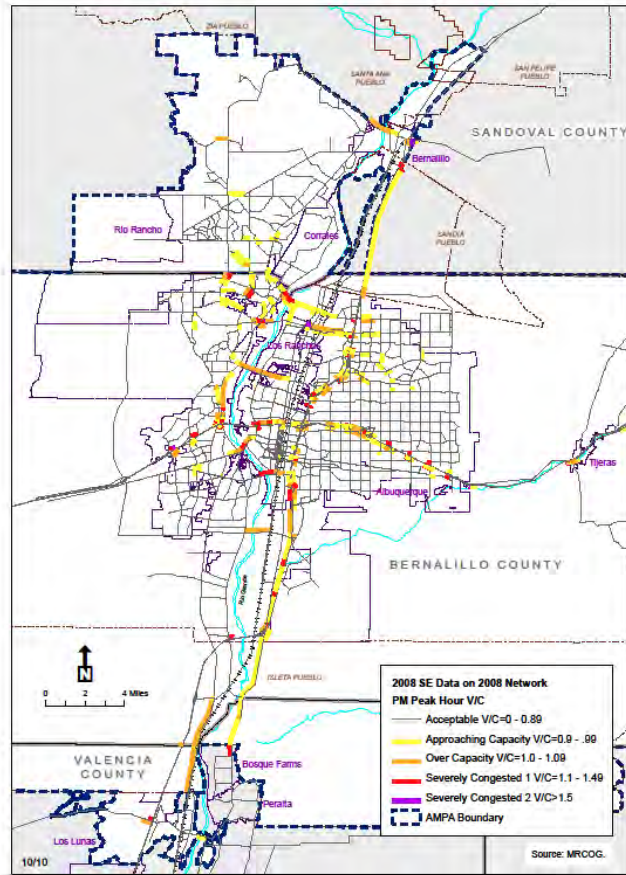
Future Network Expansion to Support Growth

1. Westside connectivity
2. 9 new / reconstructed interchanges
3. 600 new lane miles of roadway capacity
4. \$3 billion in roadway capacity by 2035

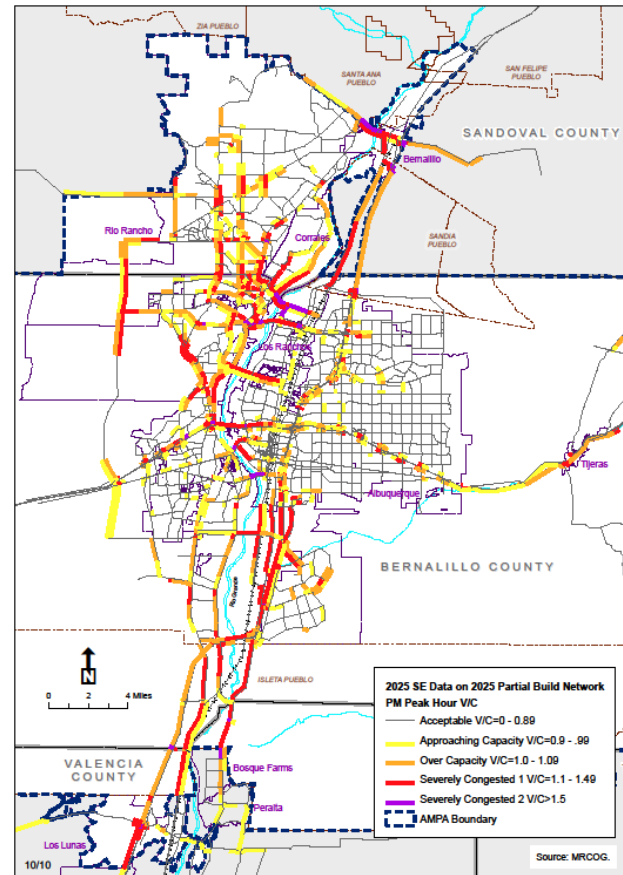


2035 MTP PM PEAK Volume/Capacity (Build)

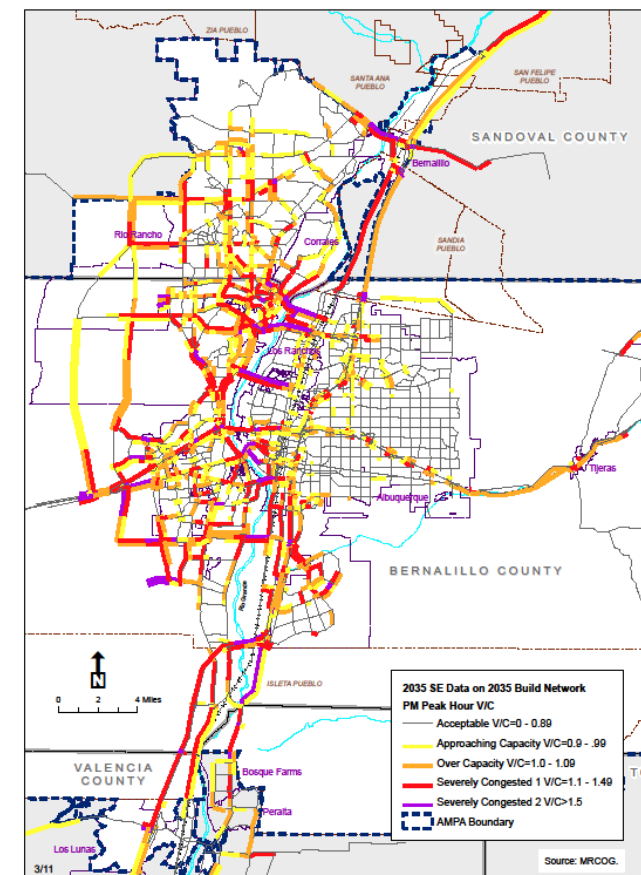
2008



2025



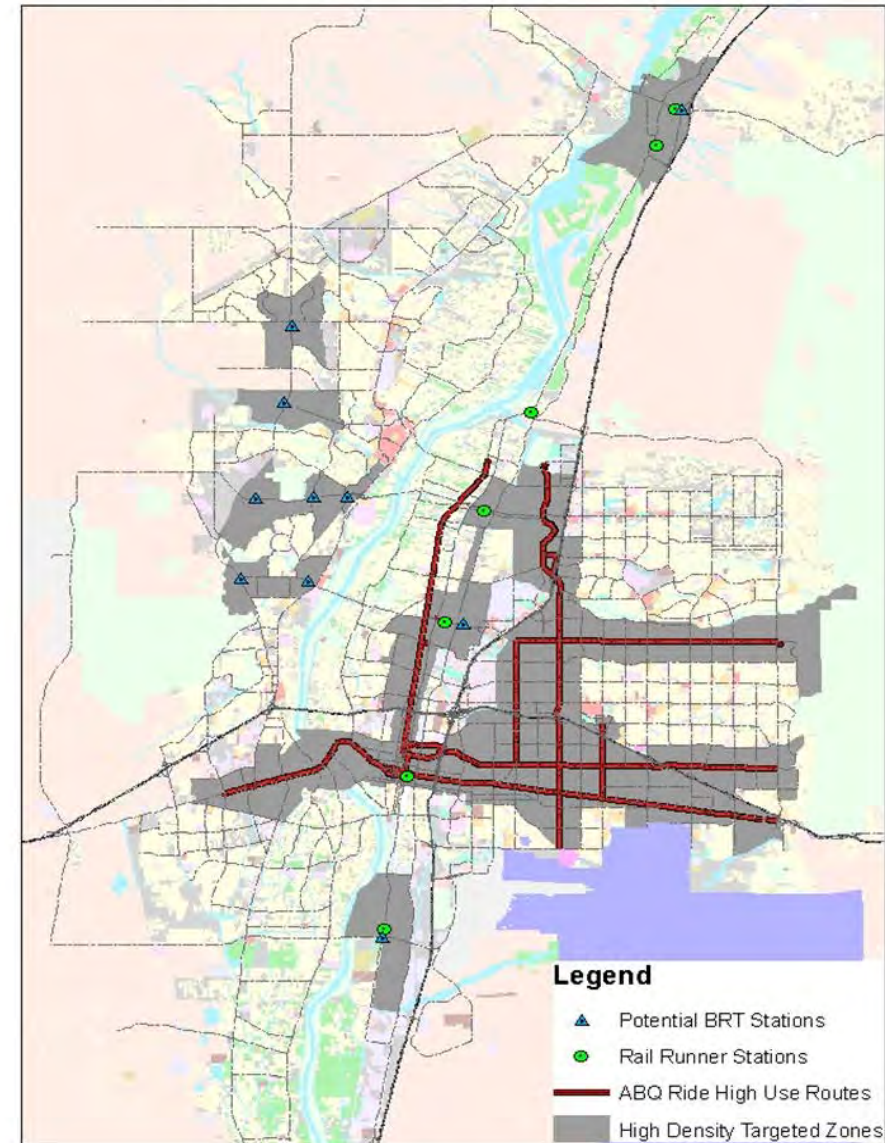
2035



Integrate Land Use and Transportation Planning

1. **WHAT IF...** the metropolitan area grew in a more compact pattern that focused on major transit corridors?
2. Concentrate future development where appropriate, around current and future high transit ridership routes.

Targeted Zones for the High Density Scenario
and relationship with Transit Centers and Corridors



Systemwide Impacts

Daily Impact

- ↓ Vehicle Miles Traveled down 4%
- ↓ 50,000 fewer River Crossings

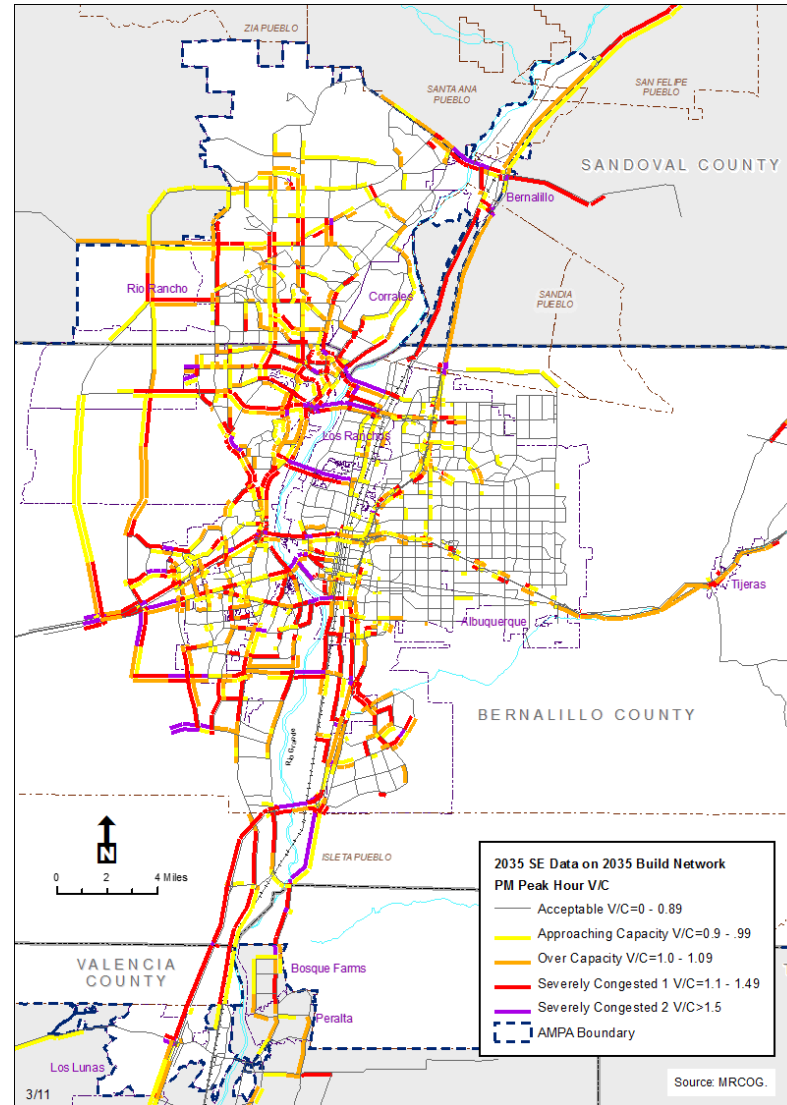
PM Peak Hour Impacts

- ↓ Vehicle Hours of Delay down 25%
- ↑ Speeds up 17%

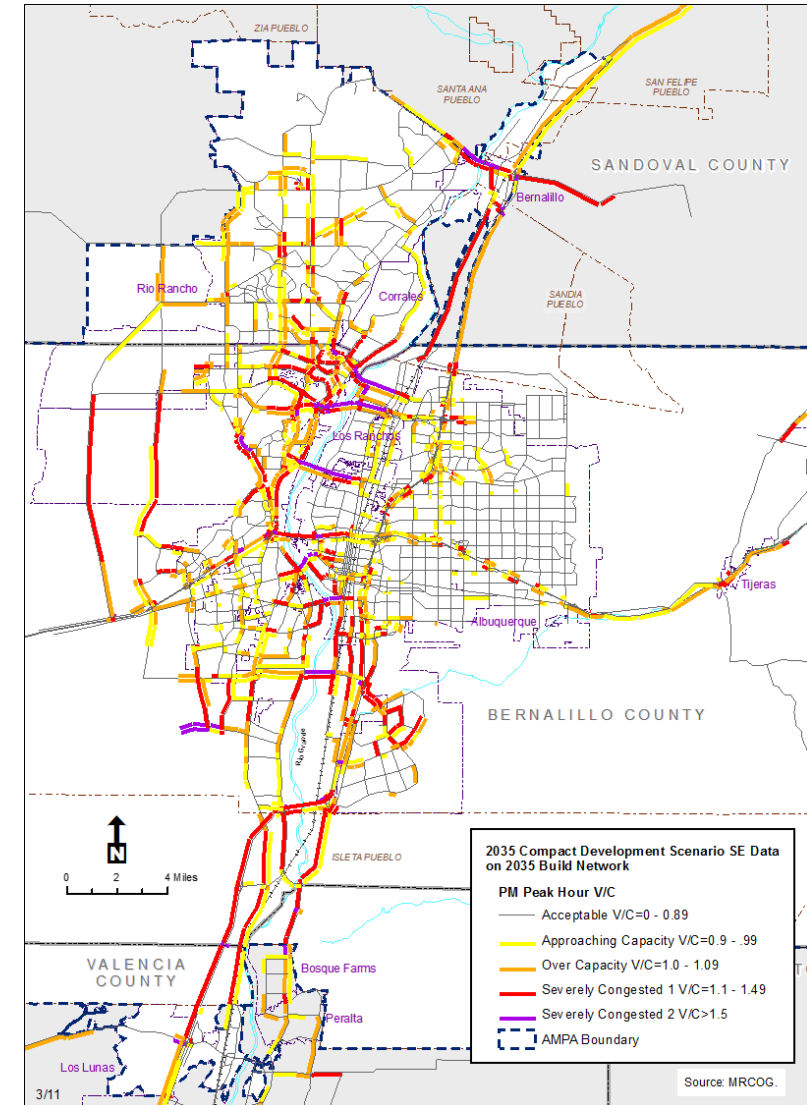


Mid-Region Council of Governments

MTP

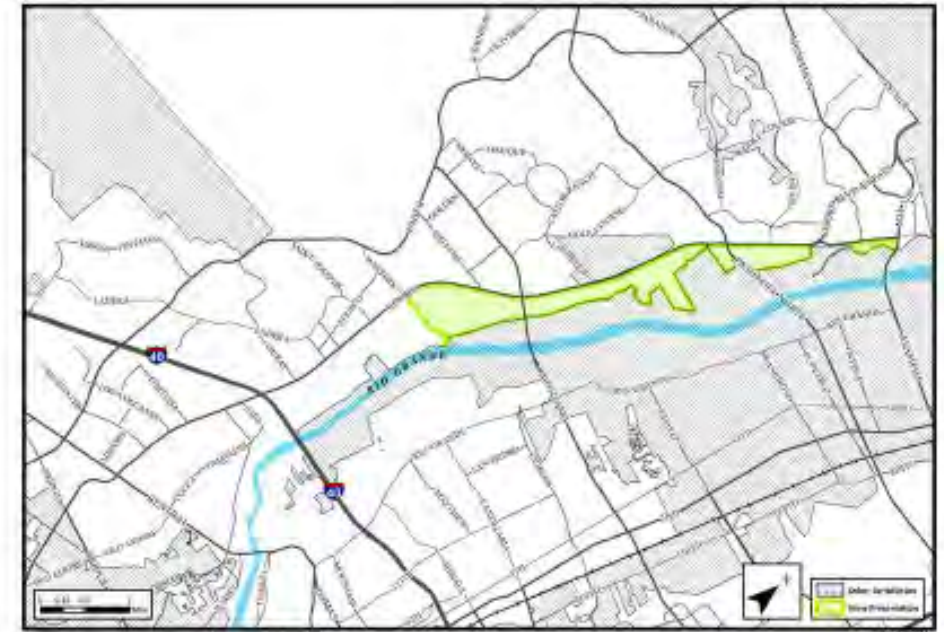


ALTERNATIVE



Flexibility to View Preservation Regs for Transit Supportive Land Uses

- We can't keep building our way out of congestion!!!
 - Limited funding to expand and preserve roadways
 - Adding general purpose lanes will not have an impact on congestion or improve mobility
- We recommend that transit supportive land uses be an exception within view boundaries to support premium transit (BRT).
- MRMPO recommends addressing a mix of land uses and higher densities in appropriate locations along the corridor (BRT stations, activity centers and transit nodes) to enable the success of proposed high capacity transit.
- Encourage CABQ to work with transit providers and the MPO to strategically identify appropriate areas for allowing higher densities and mixed uses along Coors Blvd and within the view shed boundary.





Visualizing Appropriate Densities in the Right Places



Transit Expansion

Expanding transit and alternative modes is a key strategy in our current 2035 MTP for managing future transportation challenges, particularly on the West Side, which faces significant congestion now and in the future due to its car-centric build-out.

Coors Blvd is referenced as a Priority Transit Improvement Corridor in our 2035 MTP.

Type of transit determined by:

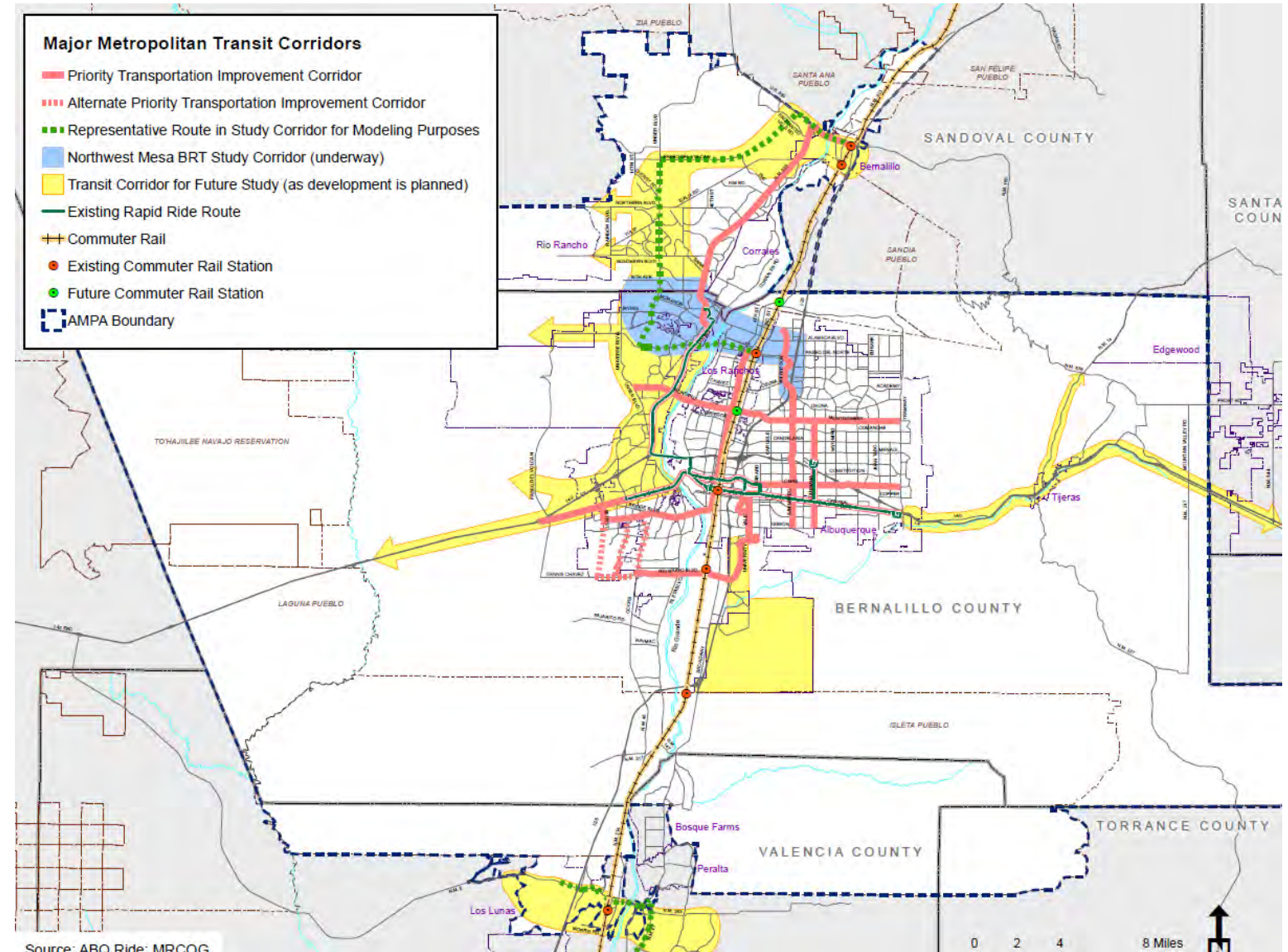
Existing, planned, & desired land uses

Density of adjacent development

Funding for implementation and cost effectiveness

Proximity to major activity centers, employment centers and major destinations

Connections to other modes of transportation

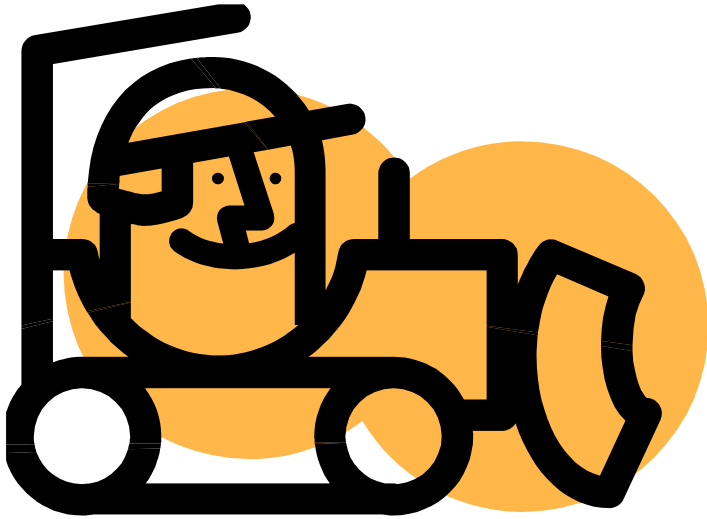




Key Points to Remember

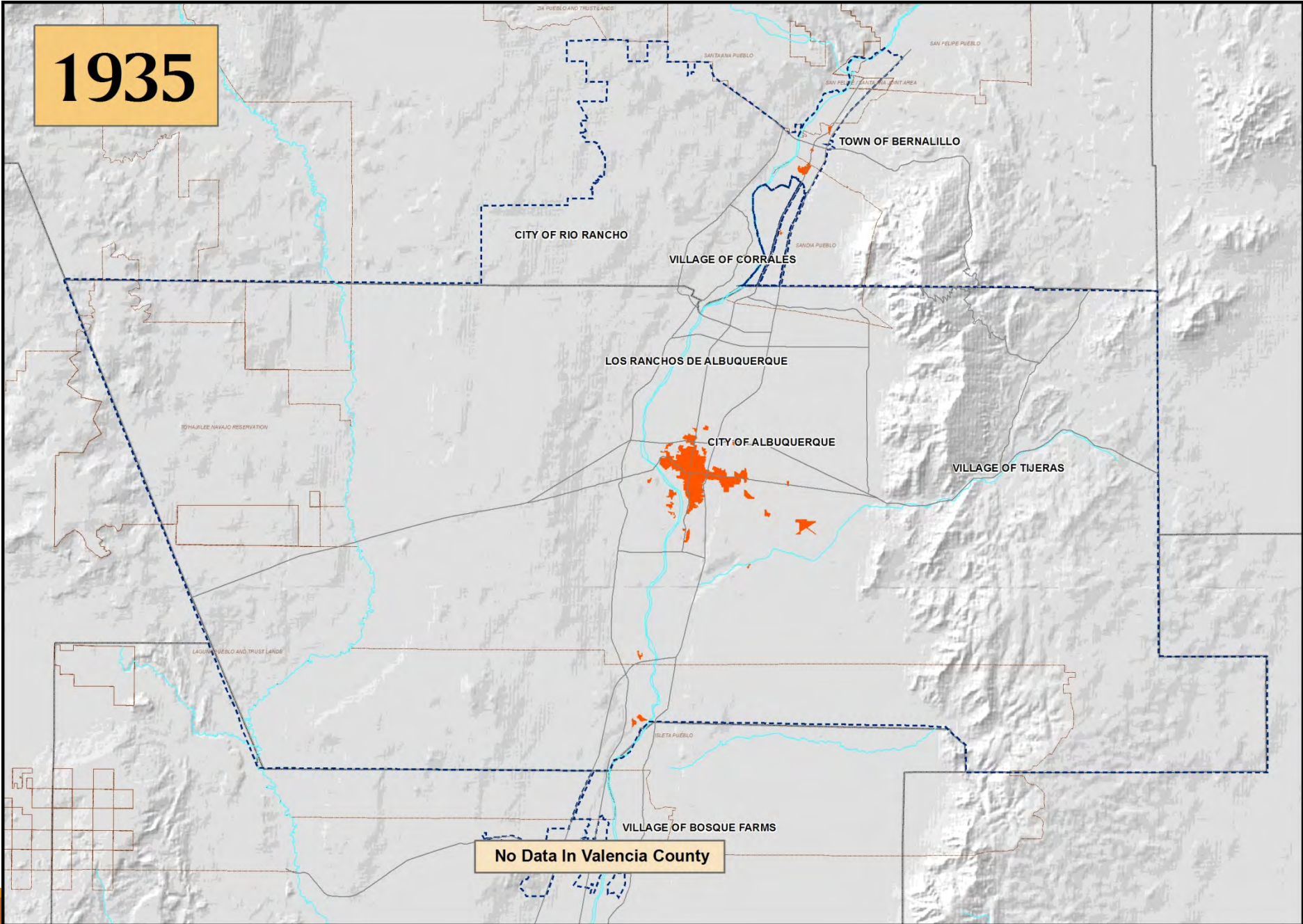
- The Westside is a vital and growing part of the metro area
- Coors corridor is the most utilized north/south arterial on the Westside
- The Westside is not likely be retrofitted with a grid pattern
- Compact land uses in key areas, particularly around transit nodes will bring congestion relief to the Westside, especially as commute times increase

100 Years of Growth:

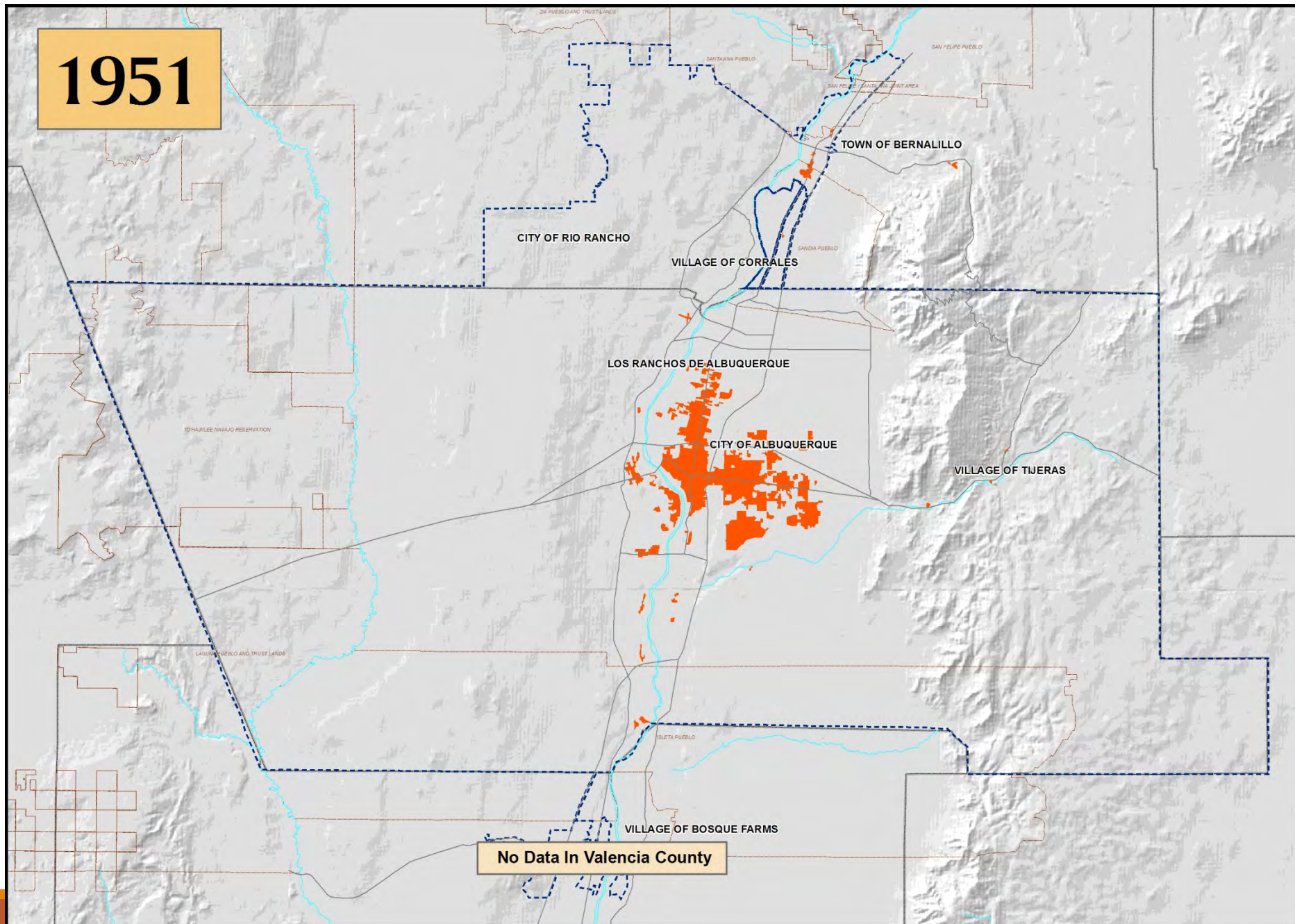


Past
Present
Future

1935

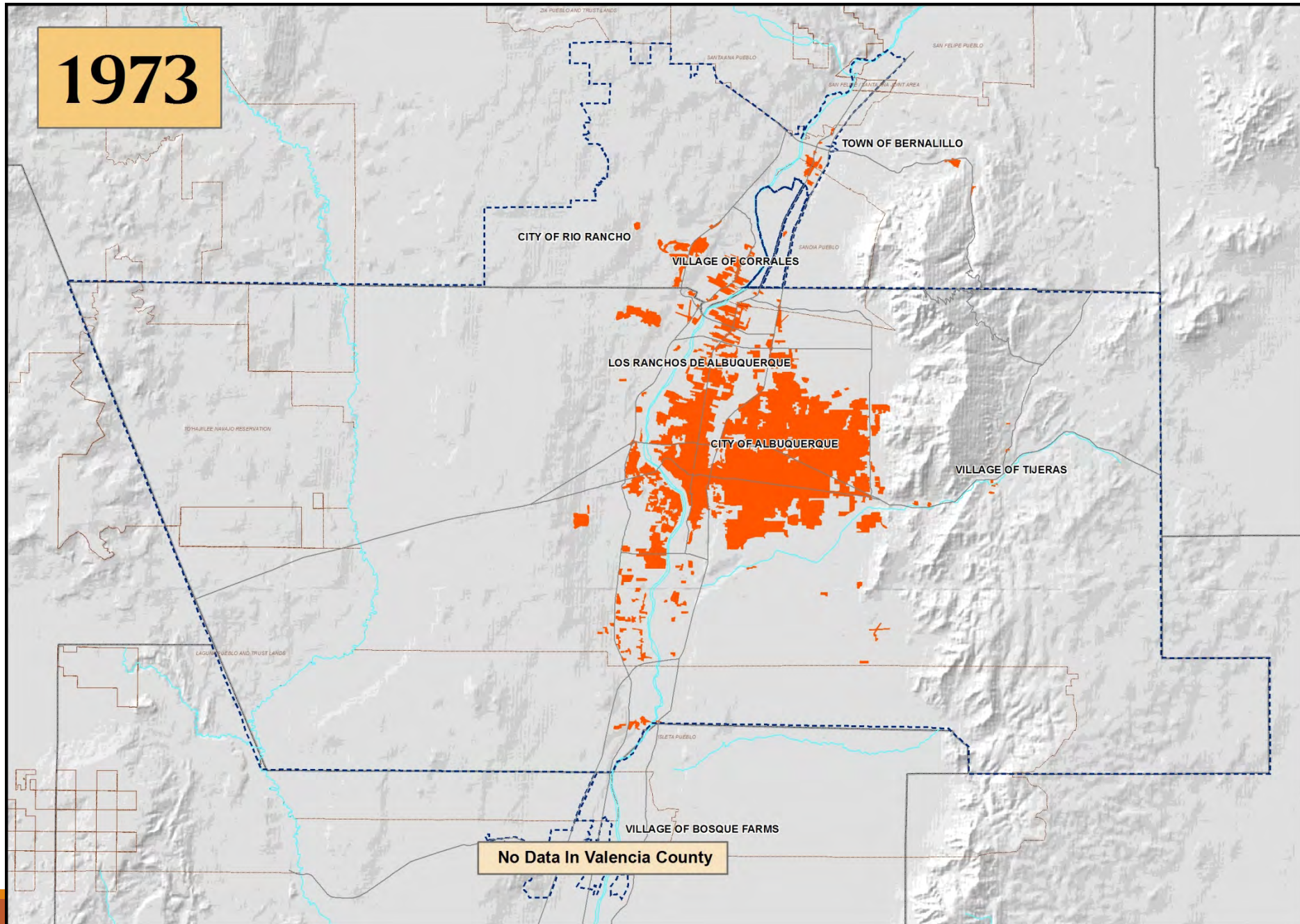


1951

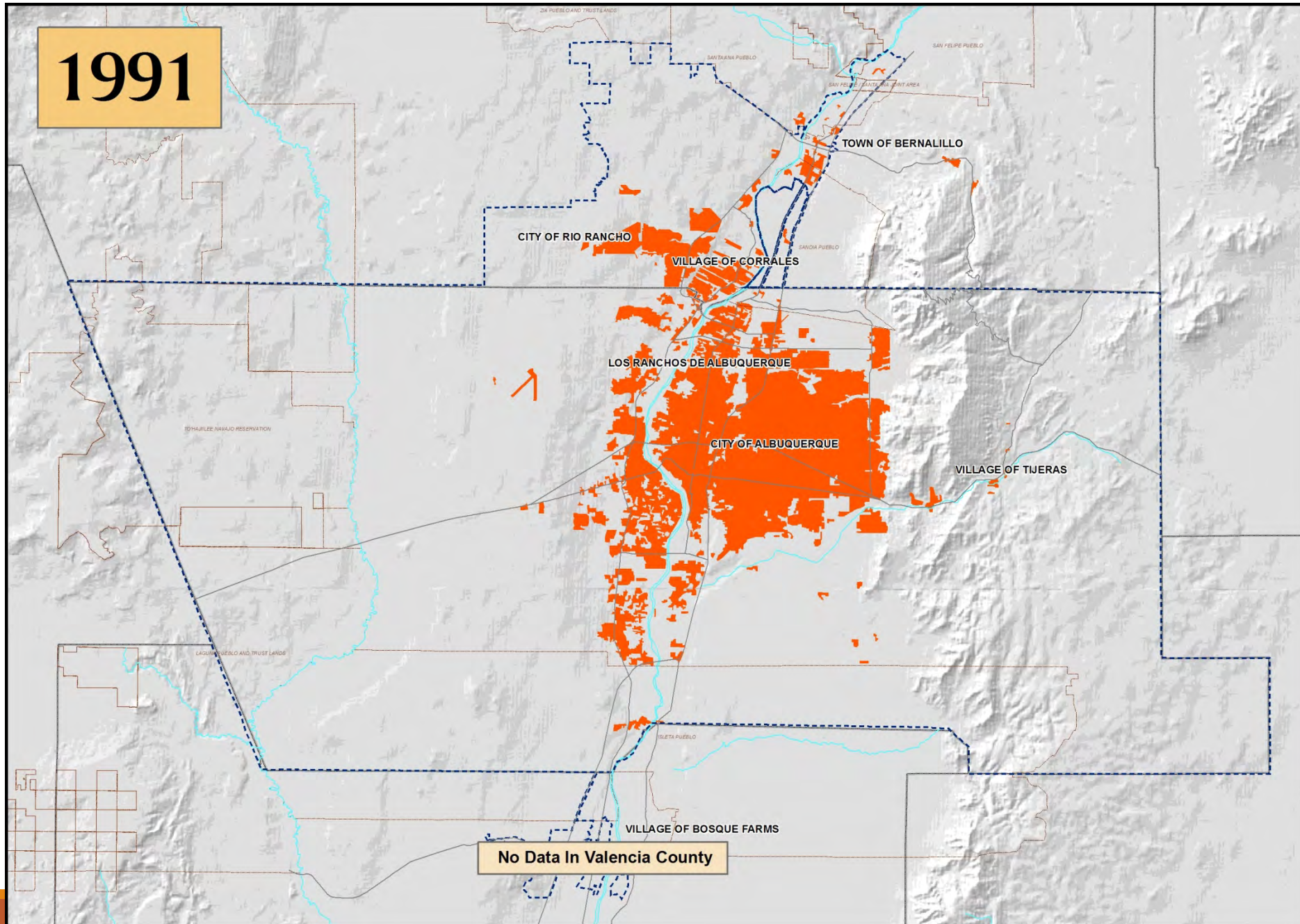


No Data In Valencia County

1973

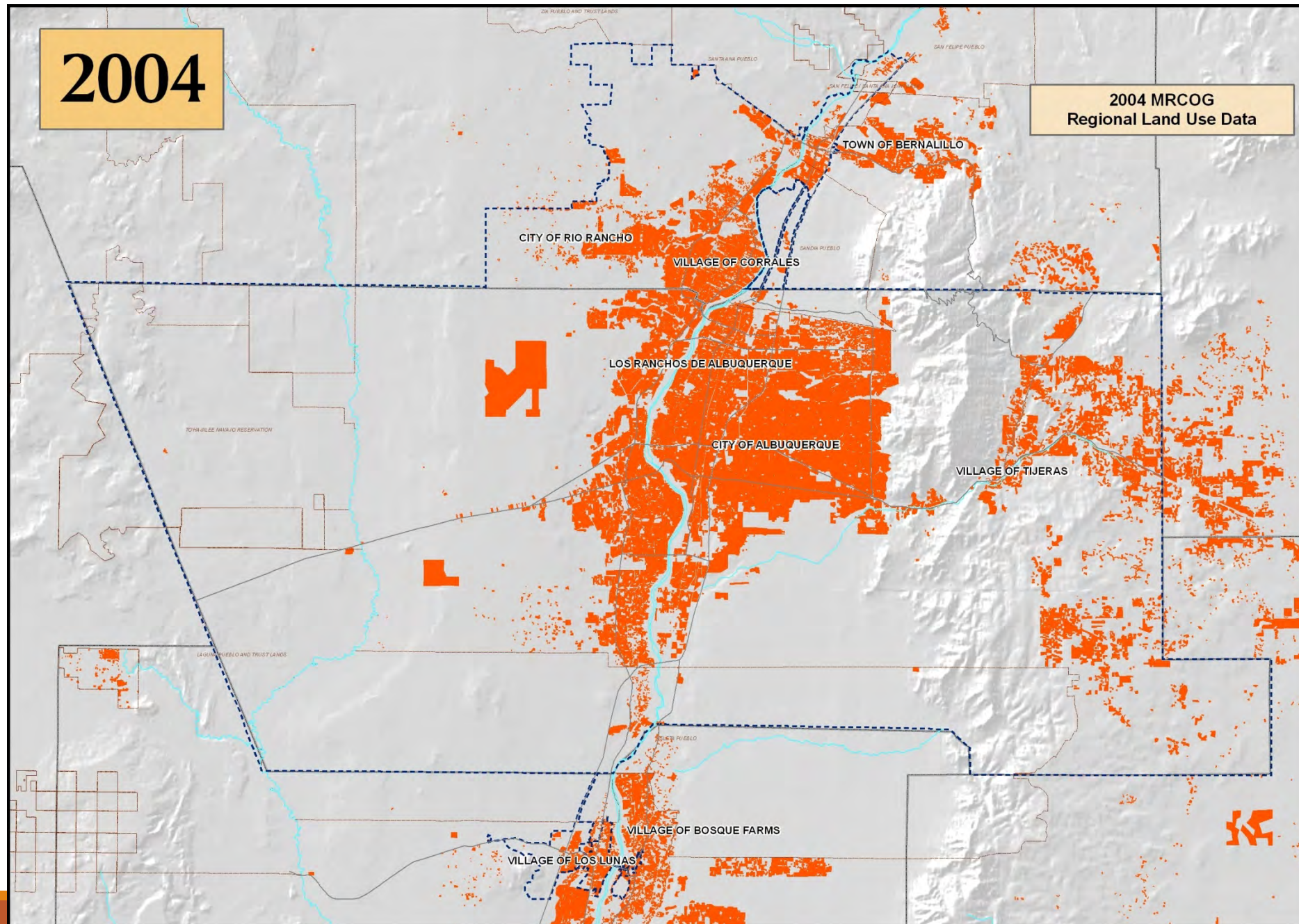


1991



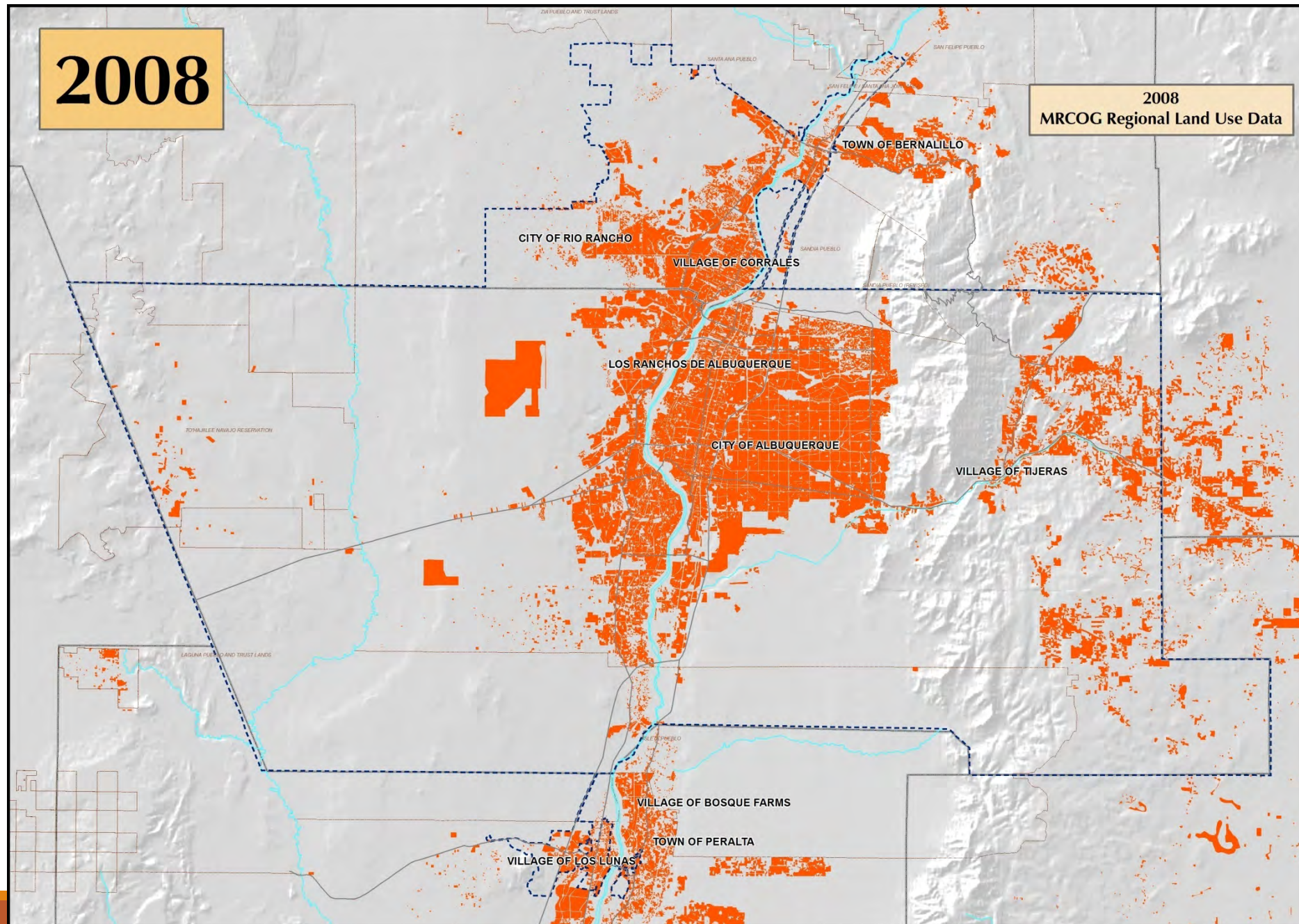
2004

2004 MRCOG
Regional Land Use Data



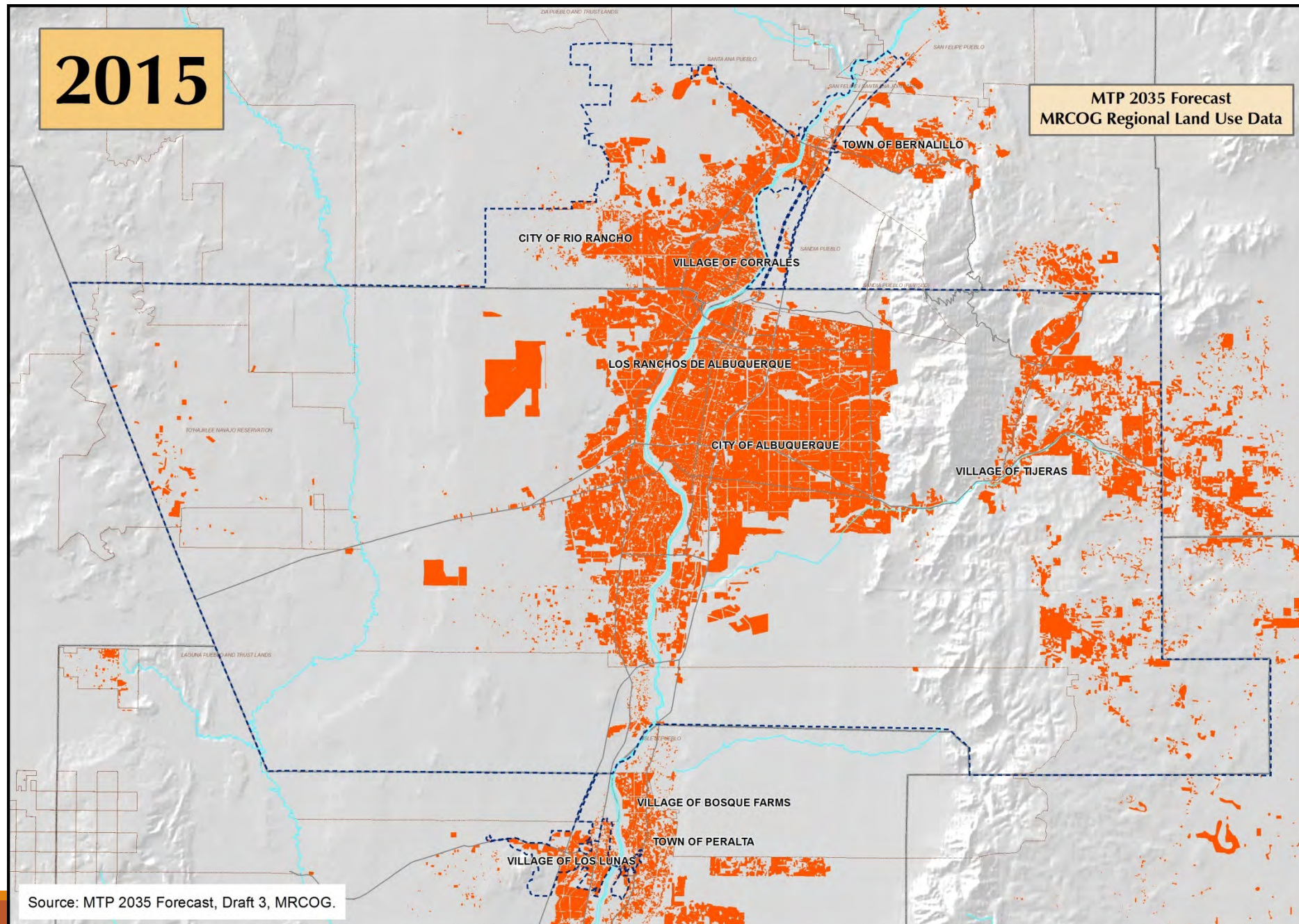
2008

2008
MRCOG Regional Land Use Data



2015

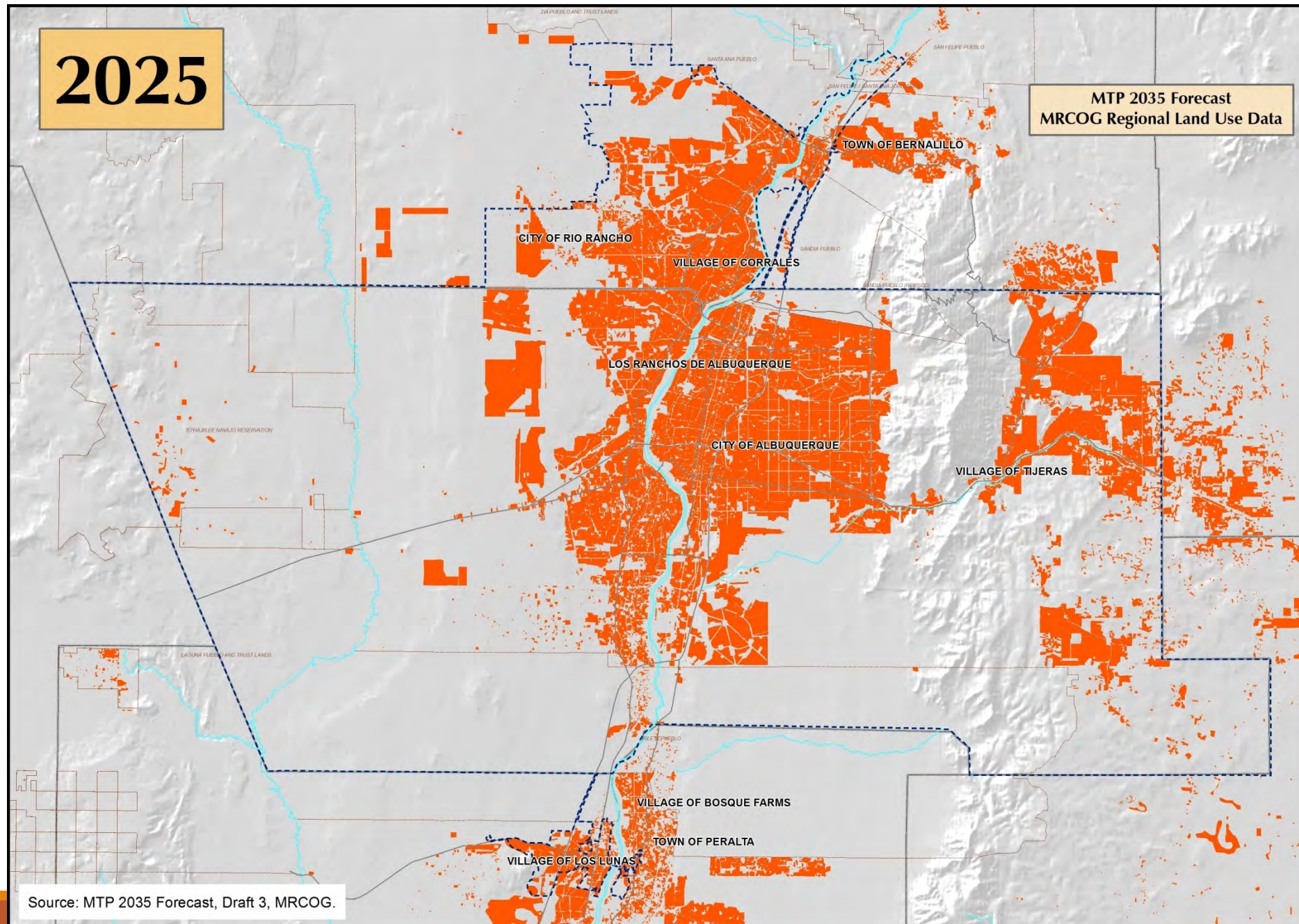
MTP 2035 Forecast
MRCOG Regional Land Use Data



Source: MTP 2035 Forecast, Draft 3, MRCOG.

2025

MTP 2035 Forecast
MRCOG Regional Land Use Data



Source: MTP 2035 Forecast, Draft 3, MRCOG.

2035

MTP 2035 Forecast
MRCOG Regional Land Use Data

