

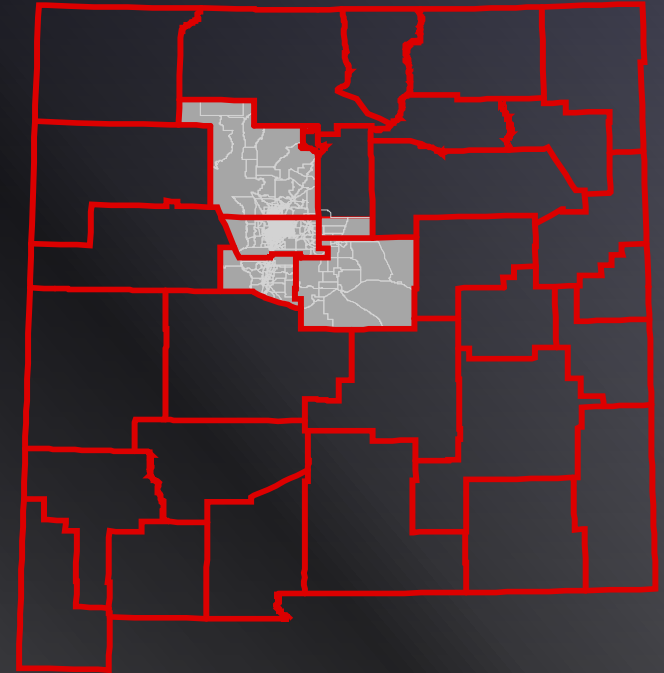


Regional Growth & Traffic Patterns in the West Central Ave Corridor

**Aaron Sussman, Transportation Planner
Mid-Region Council of Governments
August 17, 2011**

What is MRCOG?

- Regional association of governments
- Metropolitan Planning Organization
 - Long-Range Metropolitan Transportation Plan
 - Transportation Improvement Program
 - Local Planning Assistance





Population and Employment Projections

- ◆ **Primary Function: Transportation Planning**

- ◆ Forecasting future travel demand
- ◆ Efficient allocation of federal transportation dollars

- ◆ **Other Uses:**

- ◆ Comprehensive Planning Assistance
- ◆ Transit Route Planning
- ◆ Water & Sewer Infrastructure Planning etc.

The Forecast (2008 to 2035)



668,000 new people

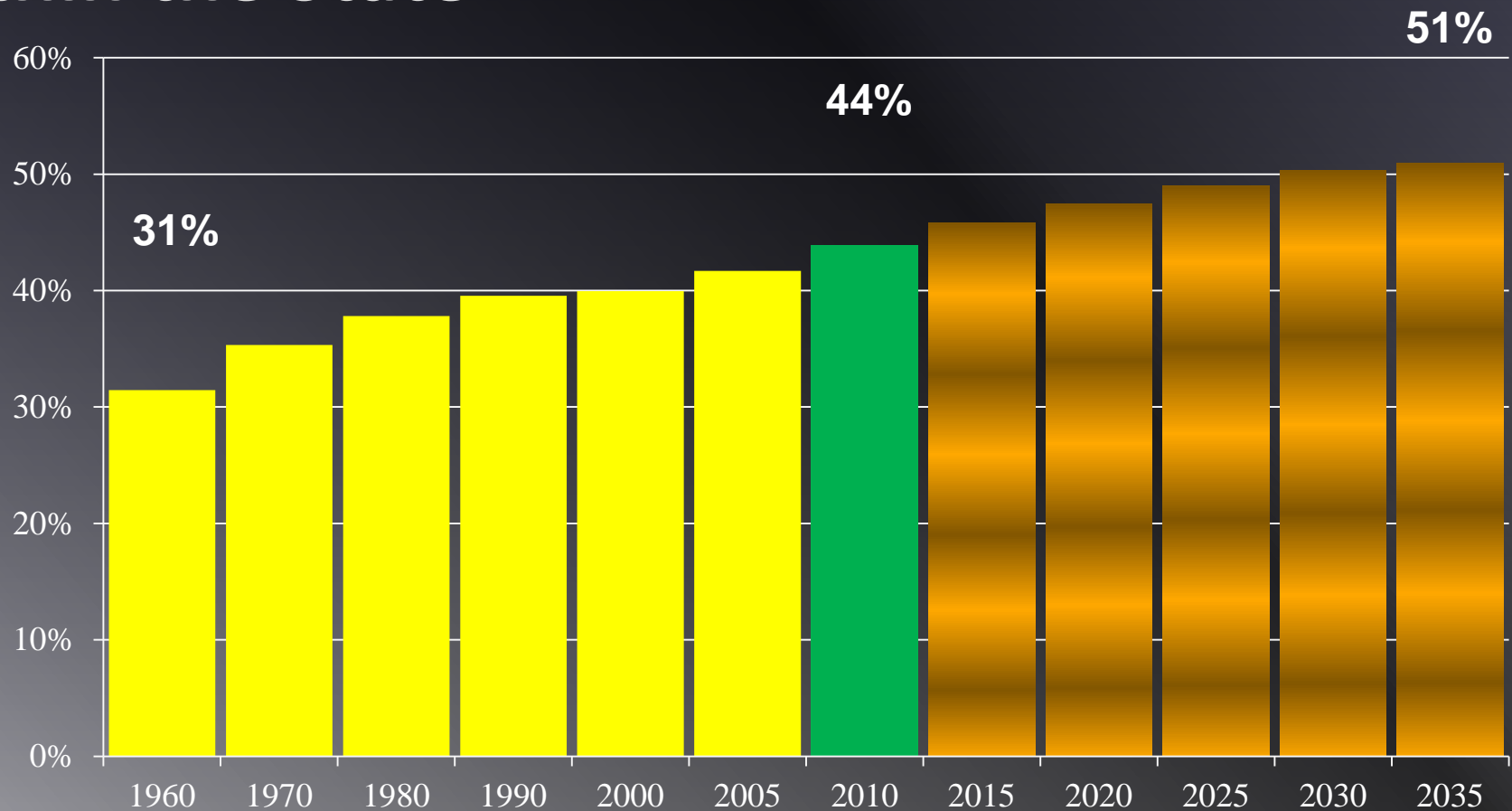


310,000 new homes



210,000 new jobs

Growing Presence of the Region within the State



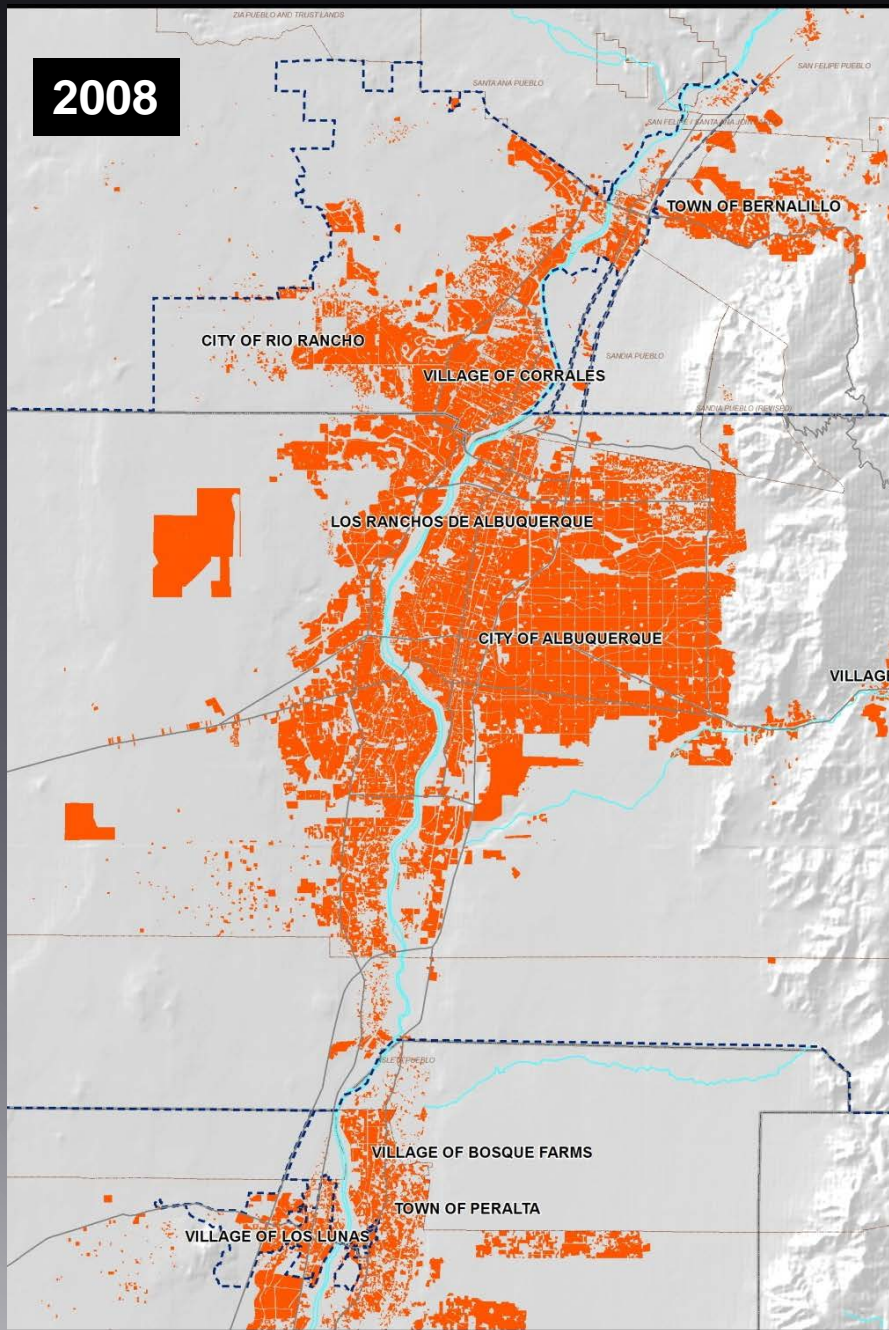
- The forecast is for a continued return to metropolitan areas.
- The over 65 population increases from 12% to 20% over the next 25 years.



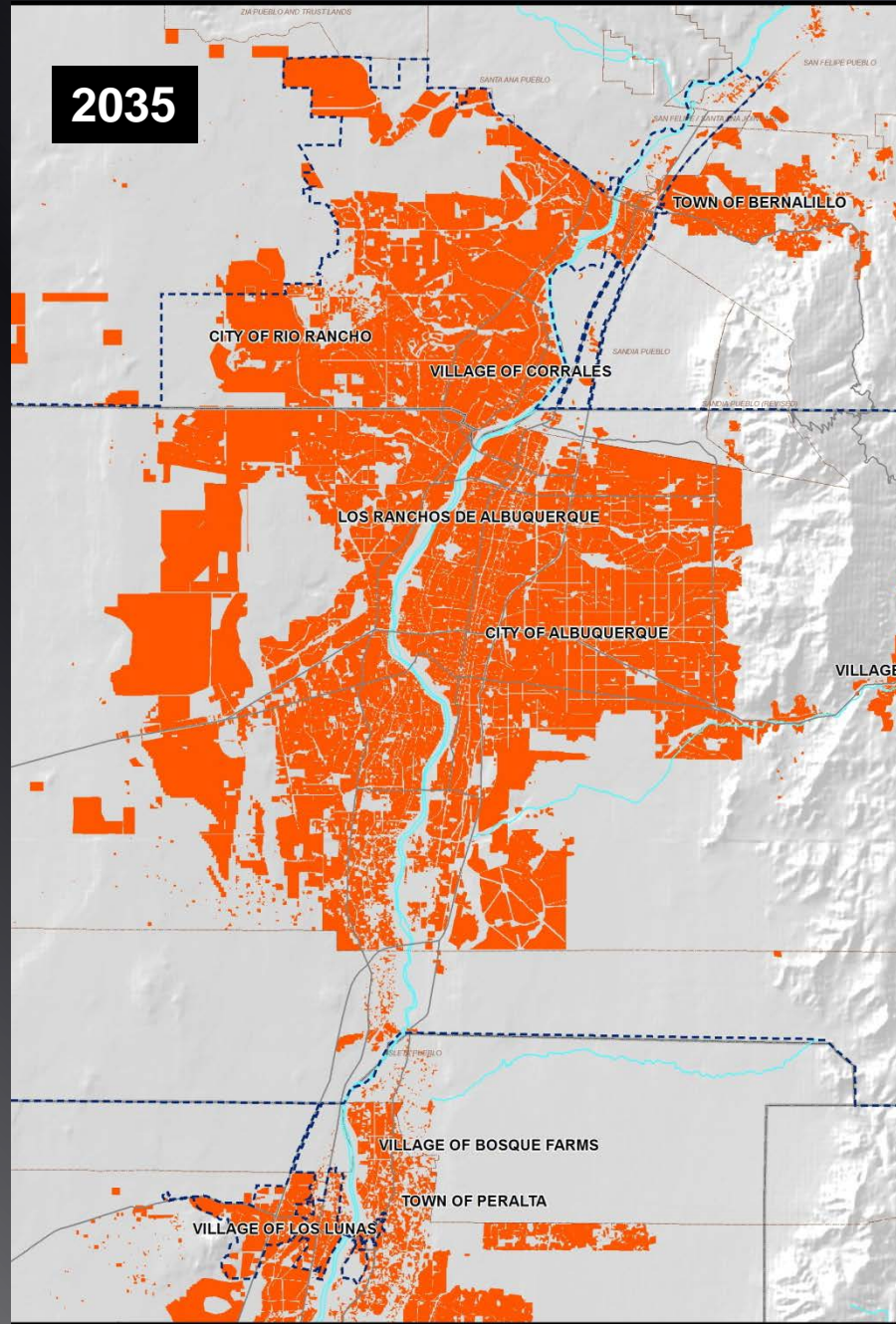
2035 Summary Statistics

- 100,000 additional acres consumed in the metropolitan area (mostly for residential use)
- 1 of every 2 new jobs locate west of the Rio Grande
- 3 of every 4 new people locate west of the Rio Grande

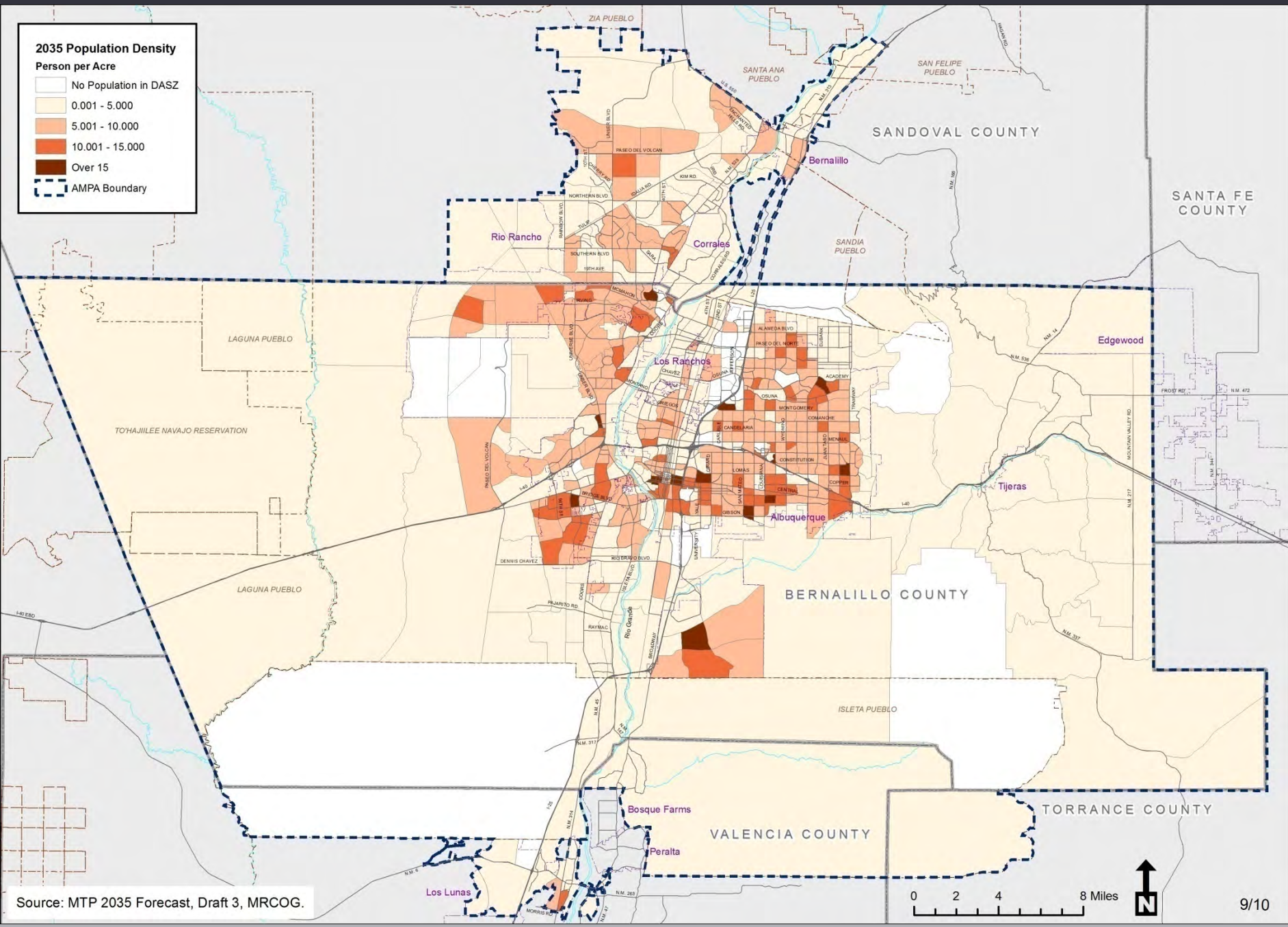
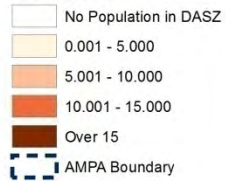
2008



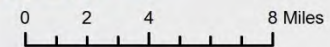
2035



2035 Population Density
Person per Acre



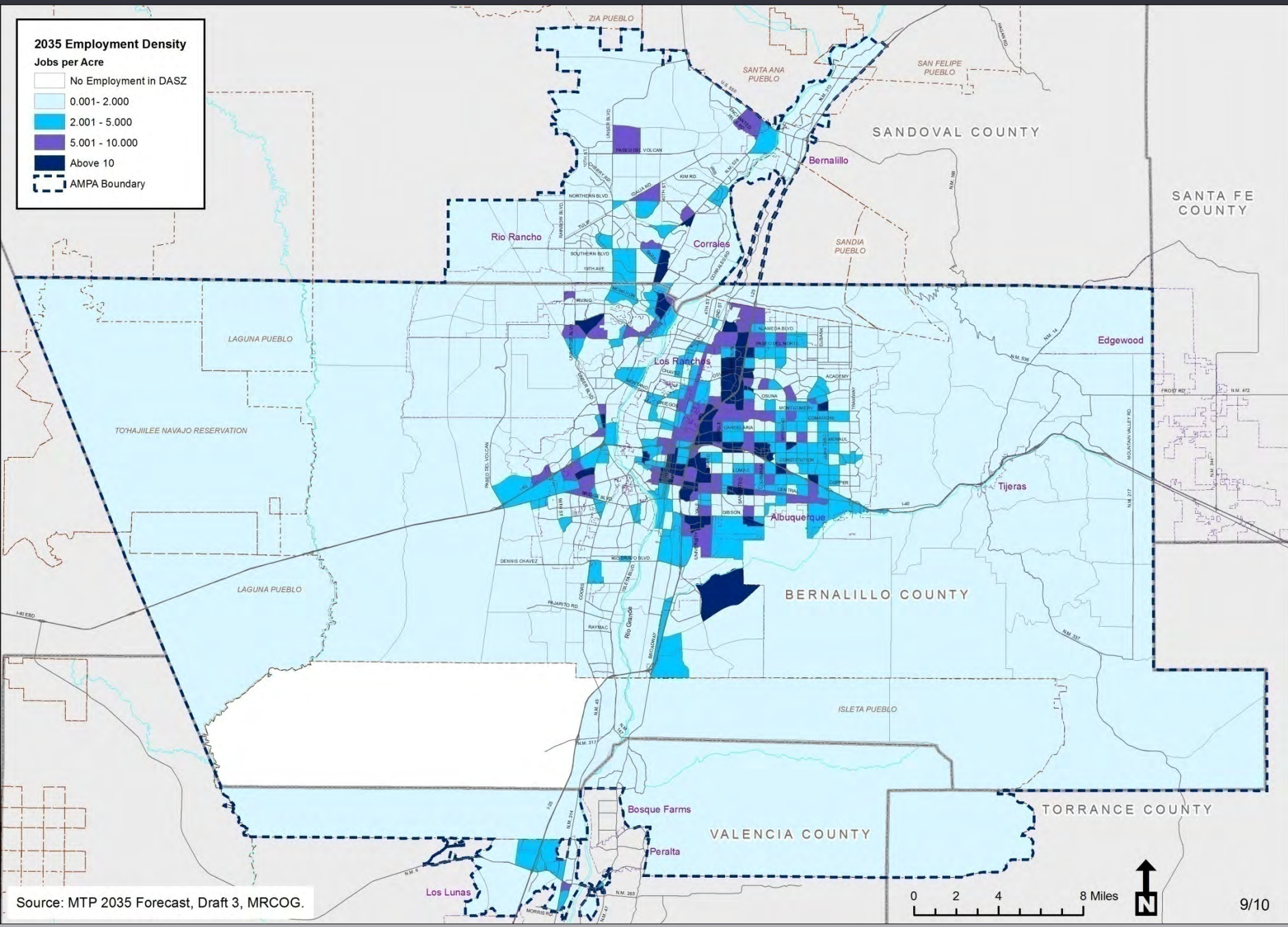
Source: MTP 2035 Forecast, Draft 3, MRCOG.



2035 Employment Density

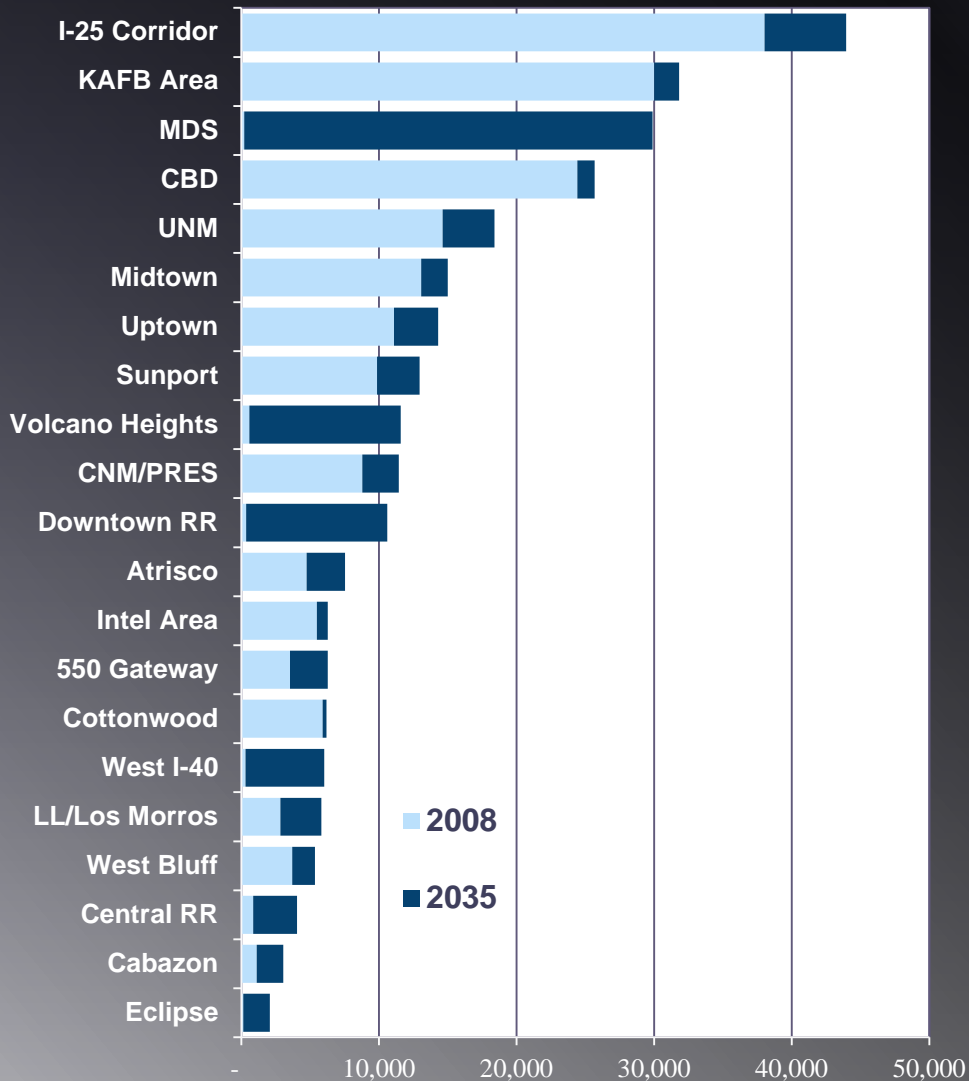
Jobs per Acre

- No Employment in DASZ
- 0.001 - 2.000
- 2.001 - 5.000
- 5.001 - 10.000
- Above 10
- AMPA Boundary



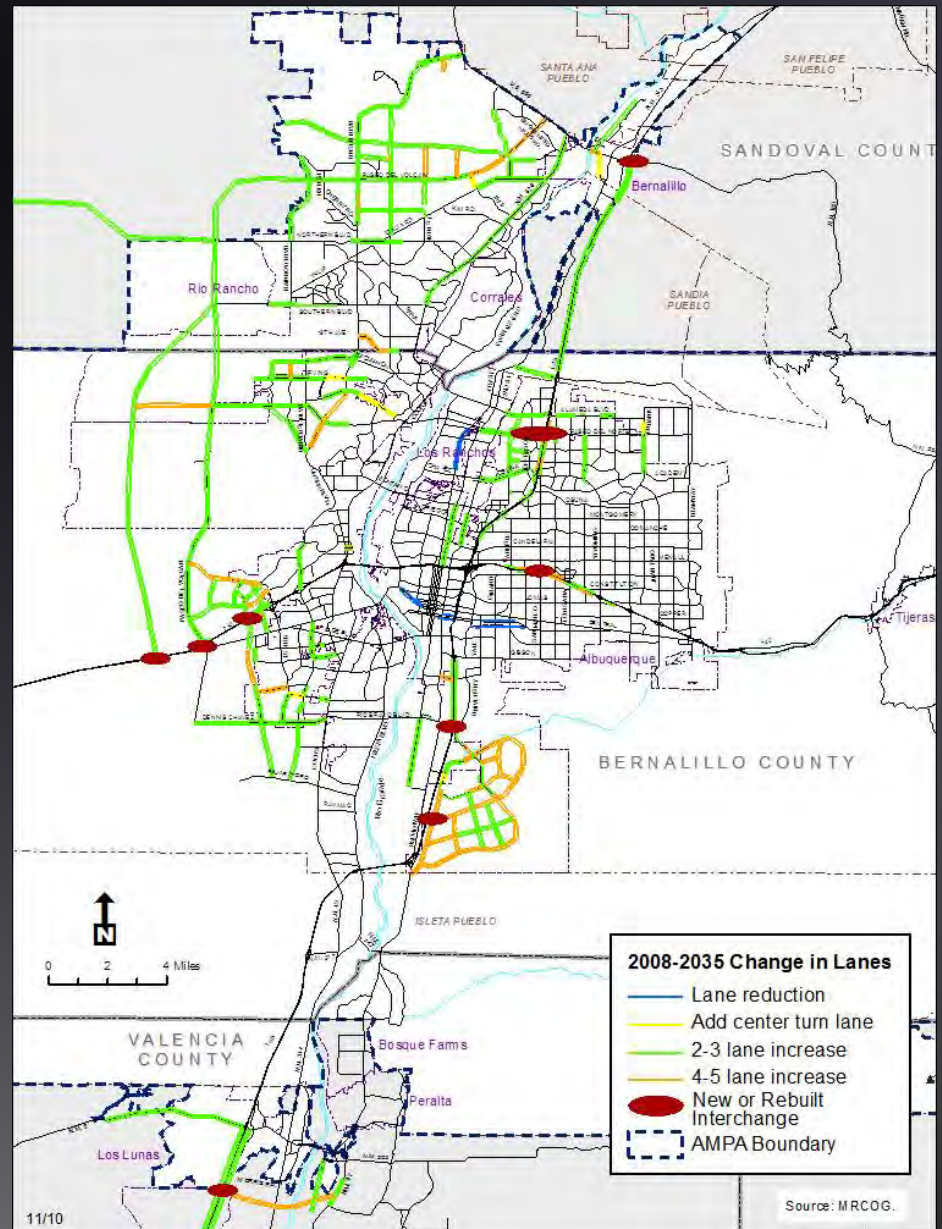
Source: MTP 2035 Forecast, Draft 3, MRCOG.

Employment within Job Centers, 2008 & 2035

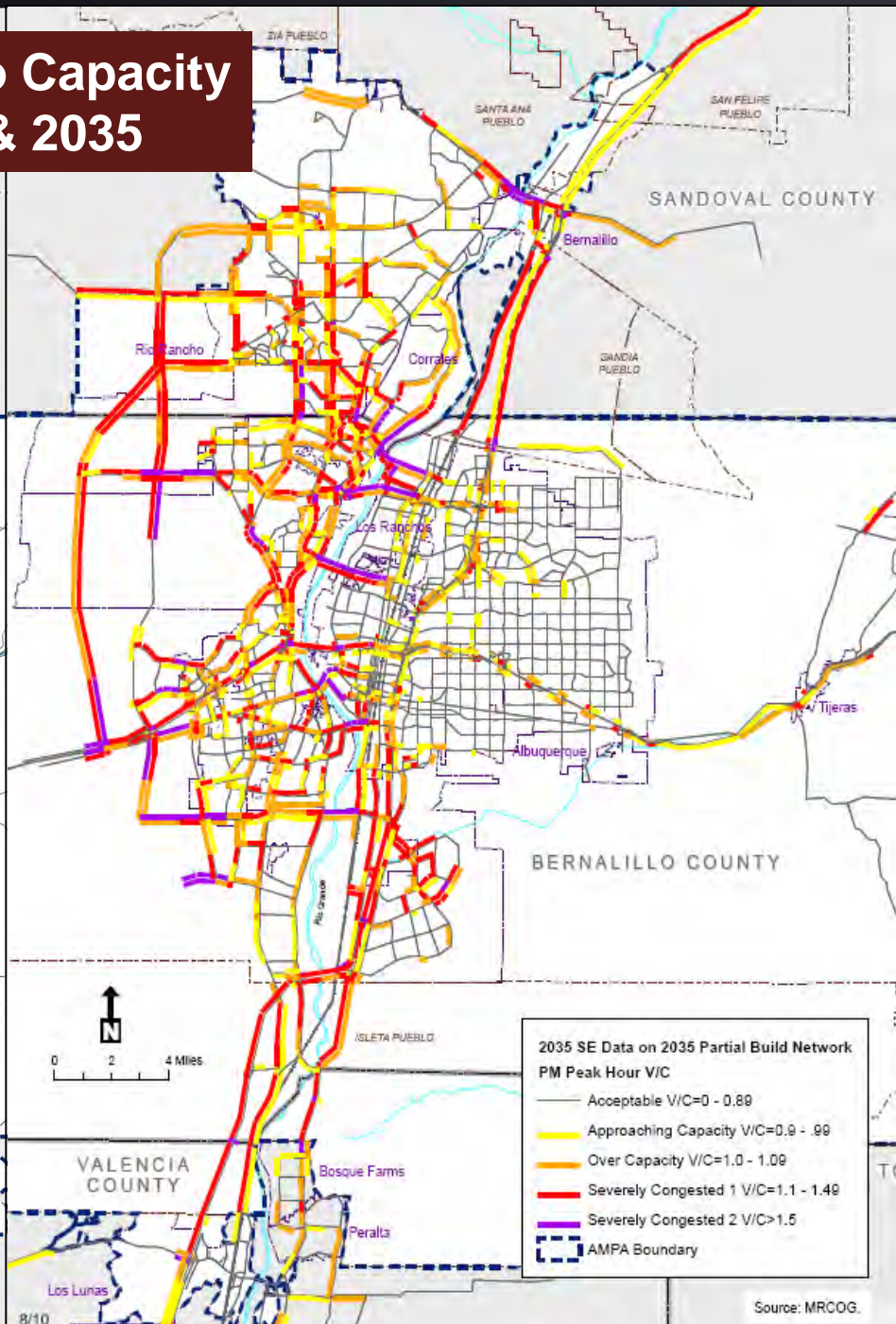
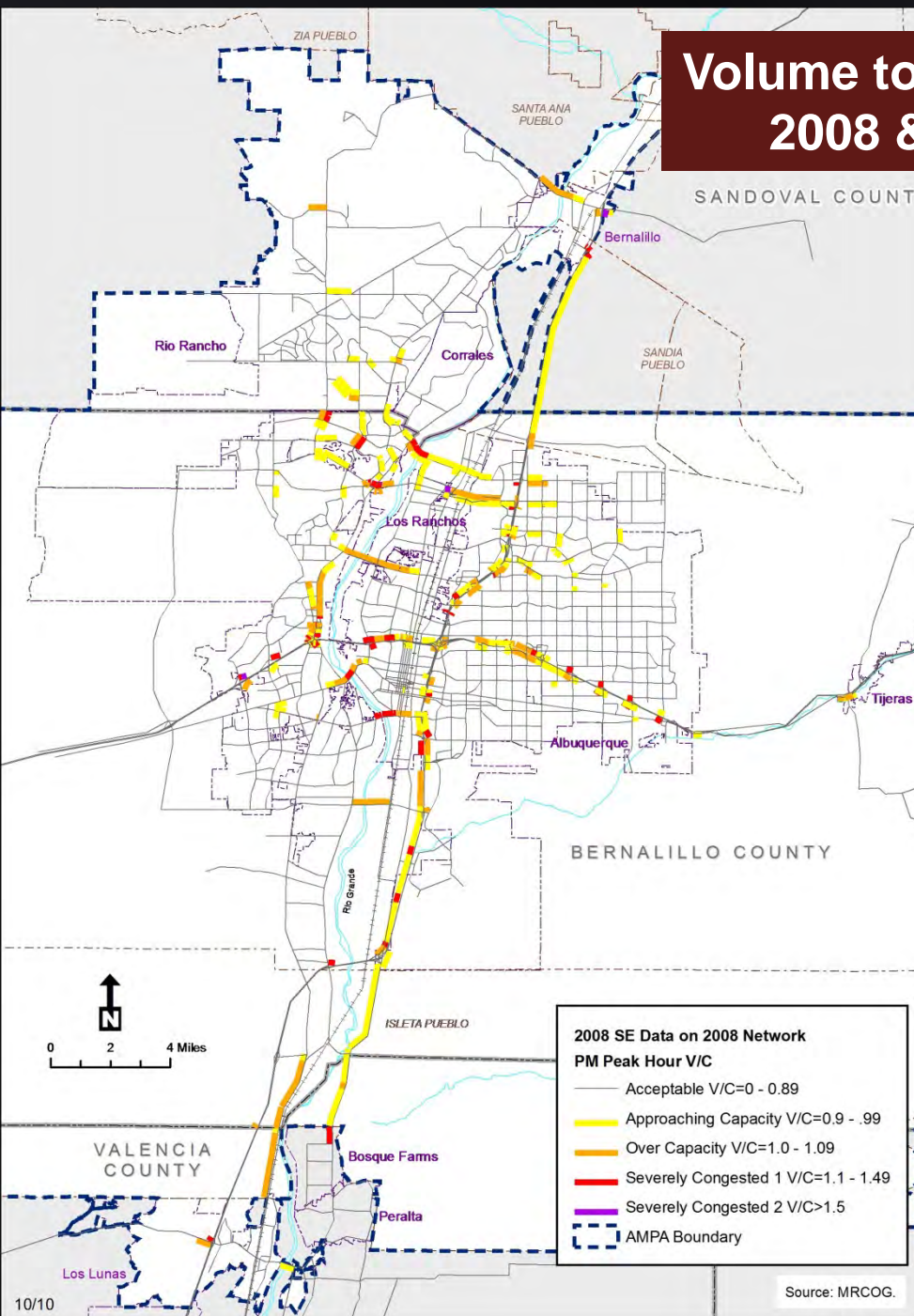


New Roadways and Infrastructure

- A significant number of north/south capacity enhancement projects on the Westside
- Improved network connectivity
- Nine new or reconstructed freeway interchanges
- 600 new lane miles
- \$3 Billion in increased capacity



Volume to Capacity 2008 & 2035





2035 Travel Demand Forecast

- **Daily vehicle miles traveled:** *16 million to 31 million miles*
- **Daily hours traveled:** *400,000 to 1.5 million hours*
- **Average network speeds:** *40 mph to 21 mph*
- **Daily trips across the river more than double to reach 1 million by 2035!**



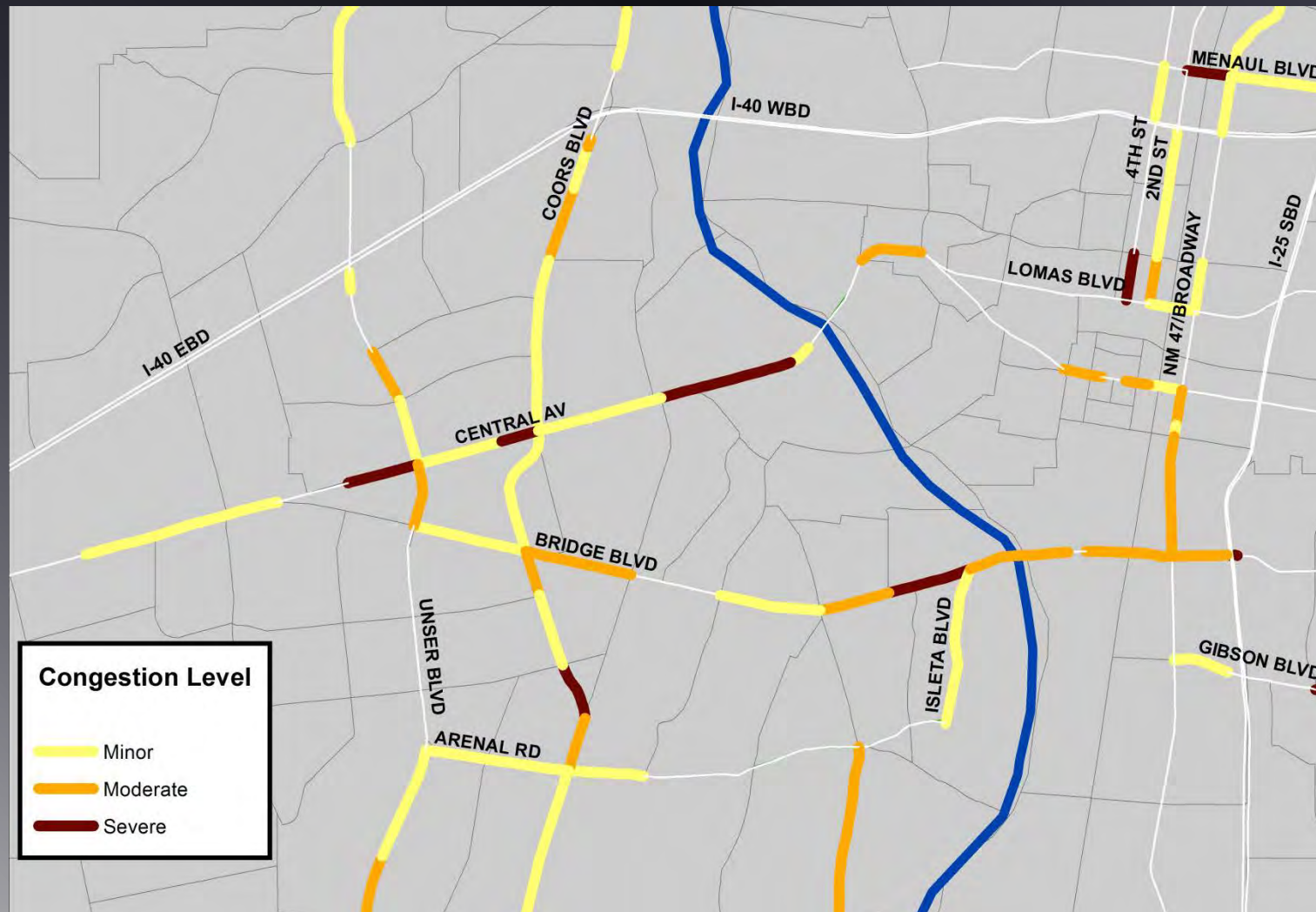
The Bottom Line

- There is a need for network improvement and expansion, but building our way out of congestion is not realistic.
- Mobility on the Westside and crossing the river in particular become a serious problem.
- There is no silver bullet. A variety of strategies are necessary to tackle congestion issues.

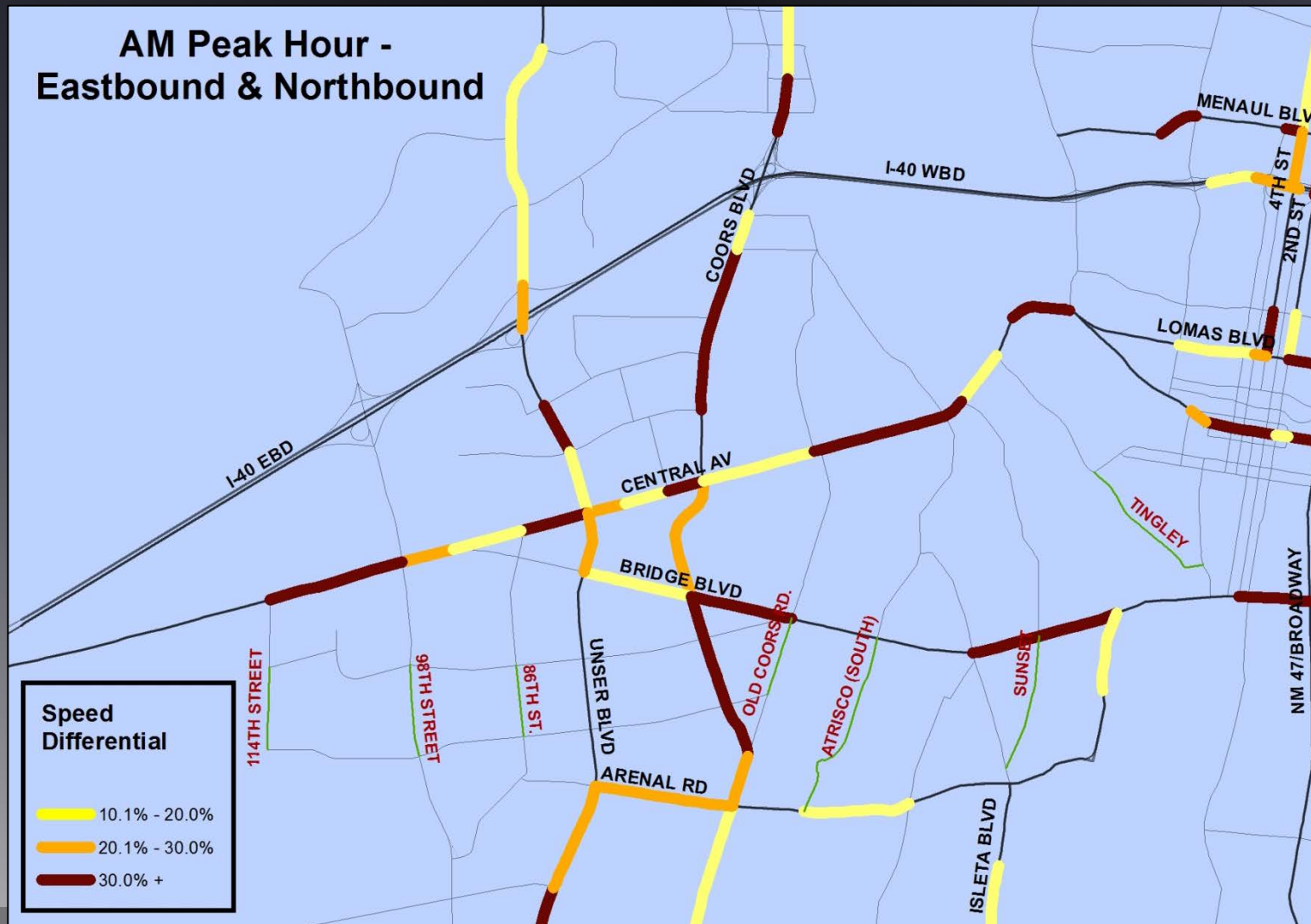
What Does this Mean for Central Ave?



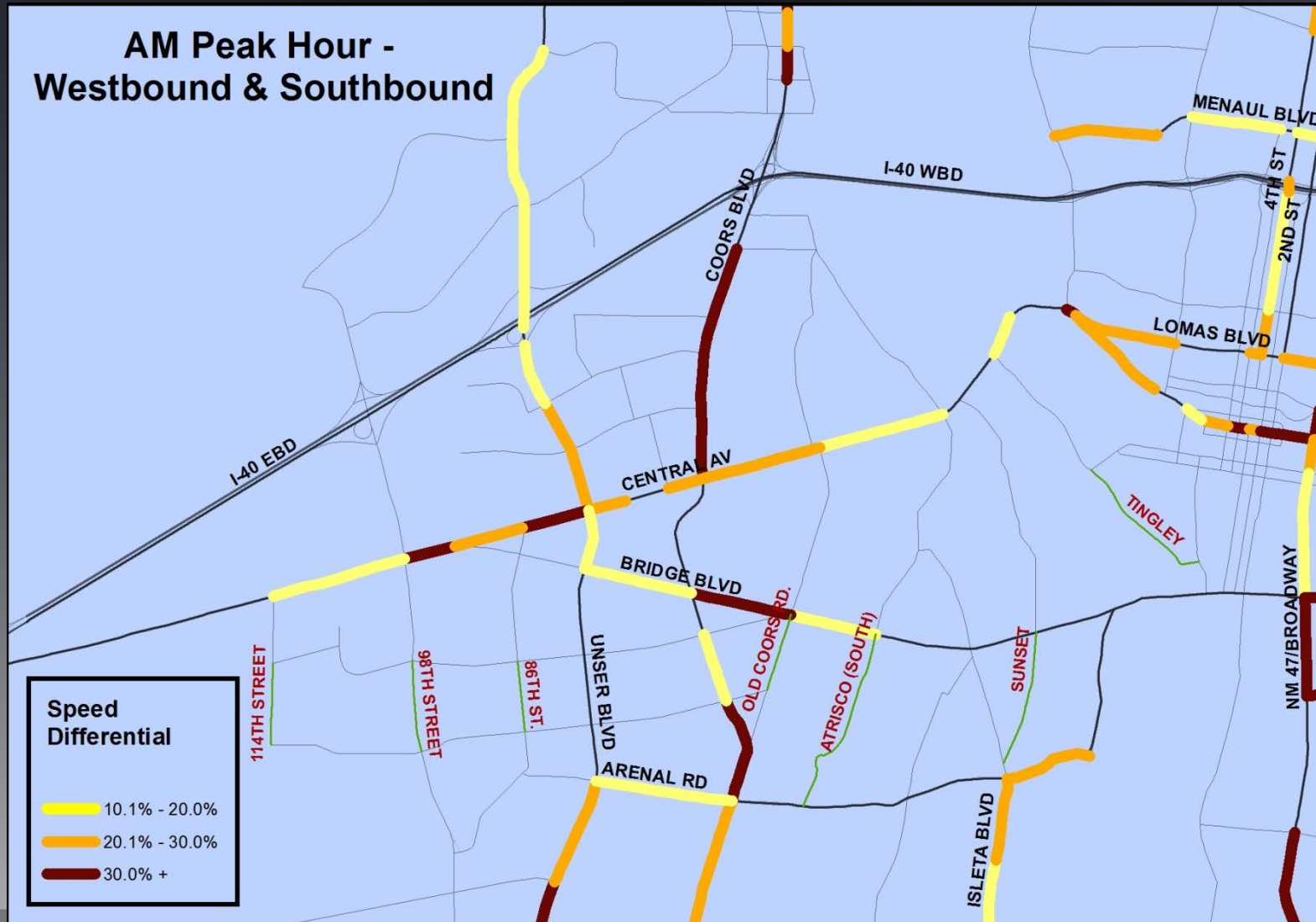
Current Congestion Levels



Slow Speeds → Congestion on Central

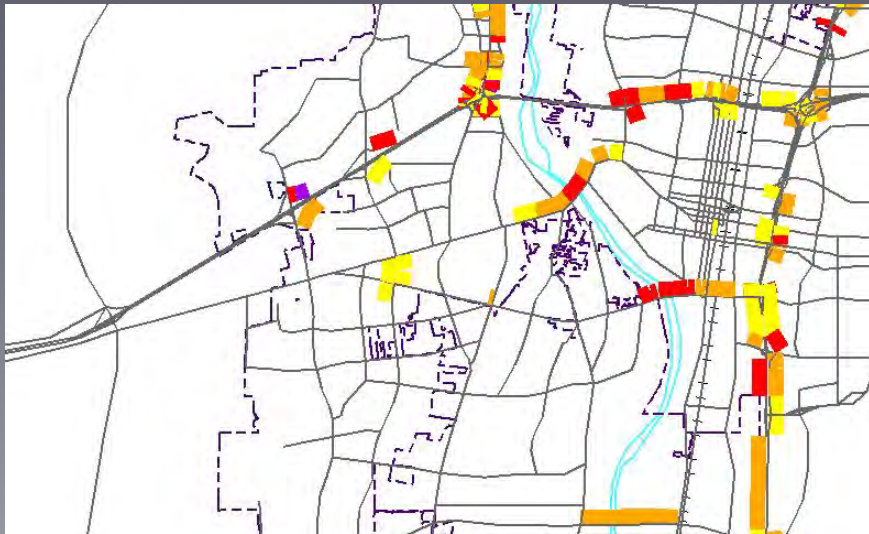


Slow Speeds → Congestion on Central

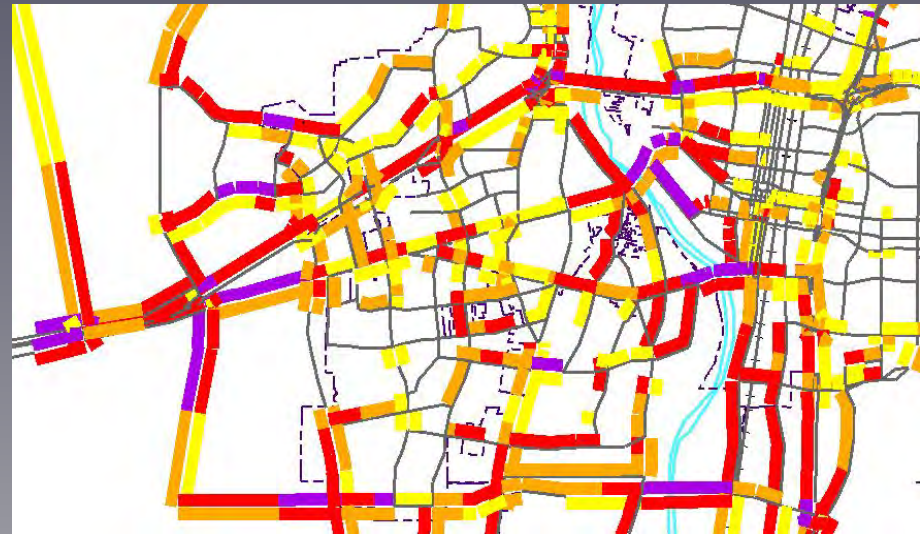


What Do West Central and Southwest Albuquerque Look Like in 2008 and 2035?

2008



2035



V/C Ratios - 2035 MTP Scenario



SOURCE OF CONGESTION

- Volume is not currently an issue
- Slow speeds
 - Signal timing
 - Access management
- Factors that inhibit walking, bicycling, and transit → dependence on vehicles

LONG-TERM MANAGEMENT STRATEGIES

- Considers expanded options for **public transit**
- Improves **bicycle / walk** facilities & connections
- **ITS** implementation
- Connecting Transportation with **Land Use**



Considering a 'Compact Development' Scenario

The results of an internal exercise to investigate the potential impact of a shift in development patterns on travel demand and congestion.



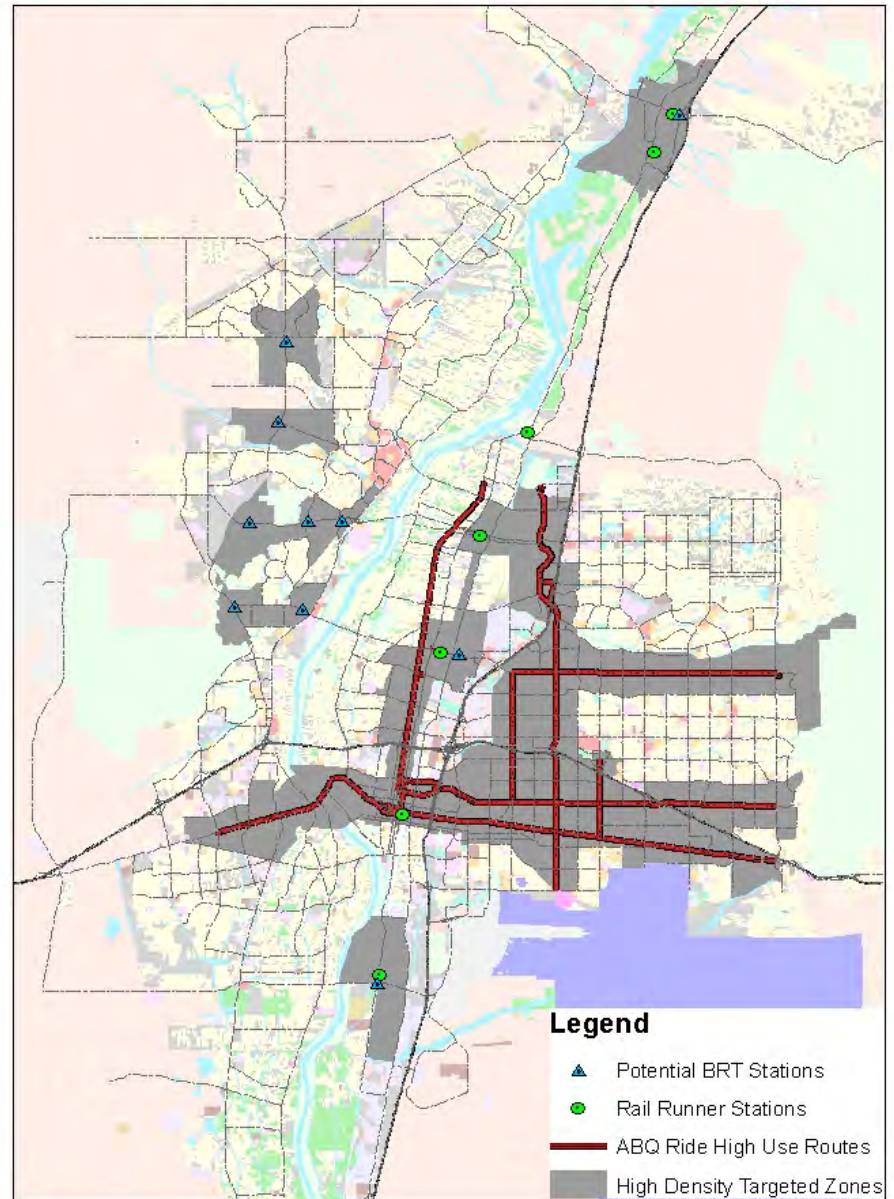
What is 'Scenario Analysis'?

- Allows us to imagine a different future... “What if... ???”
- Evaluate how certain changes might impact the region and our lives
- Initiate and inform a dialogue
- Consider: What is the role of land use in transportation patterns and congestion management?

STEP 1:

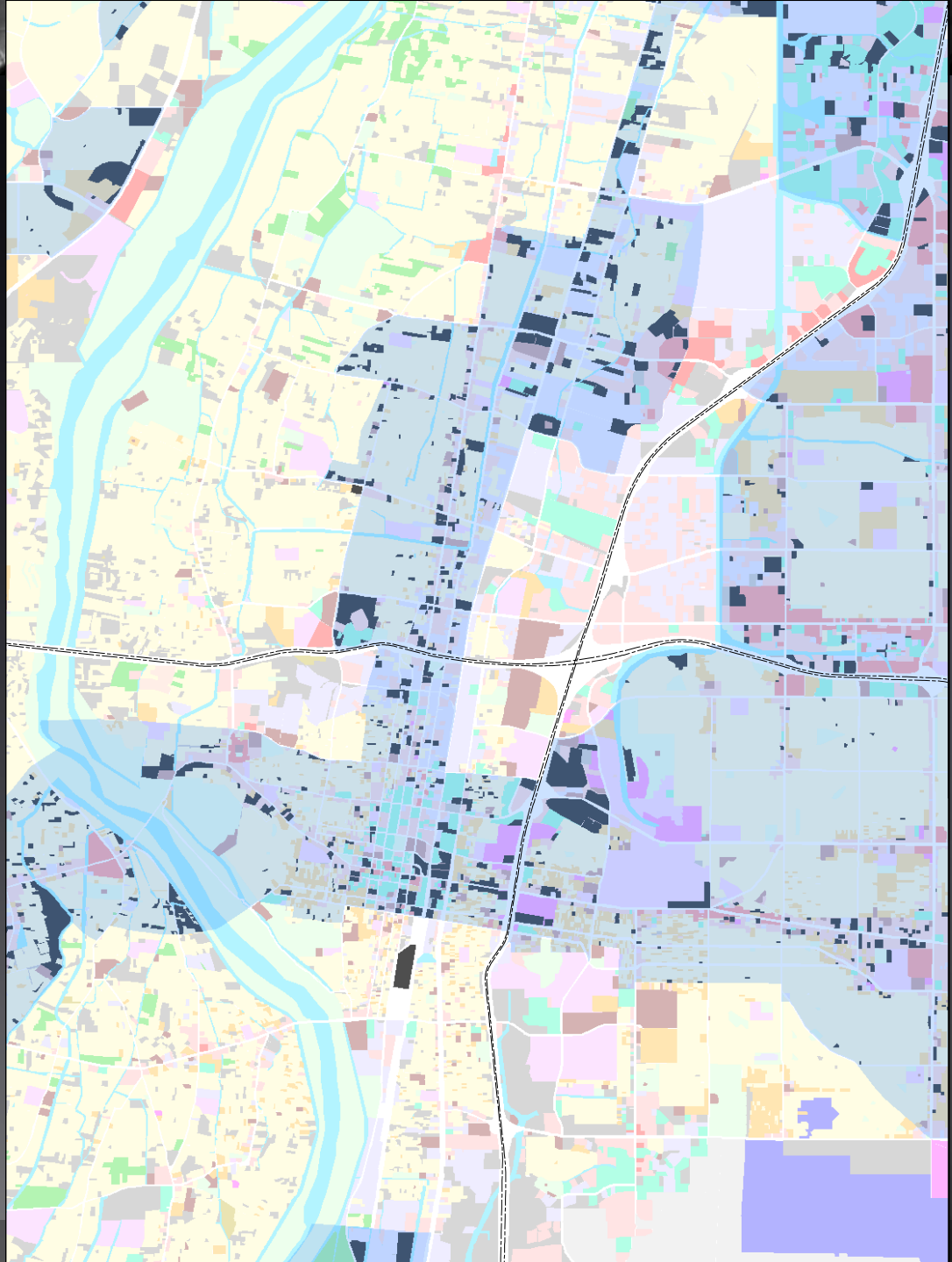
Select areas
for compact
development

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



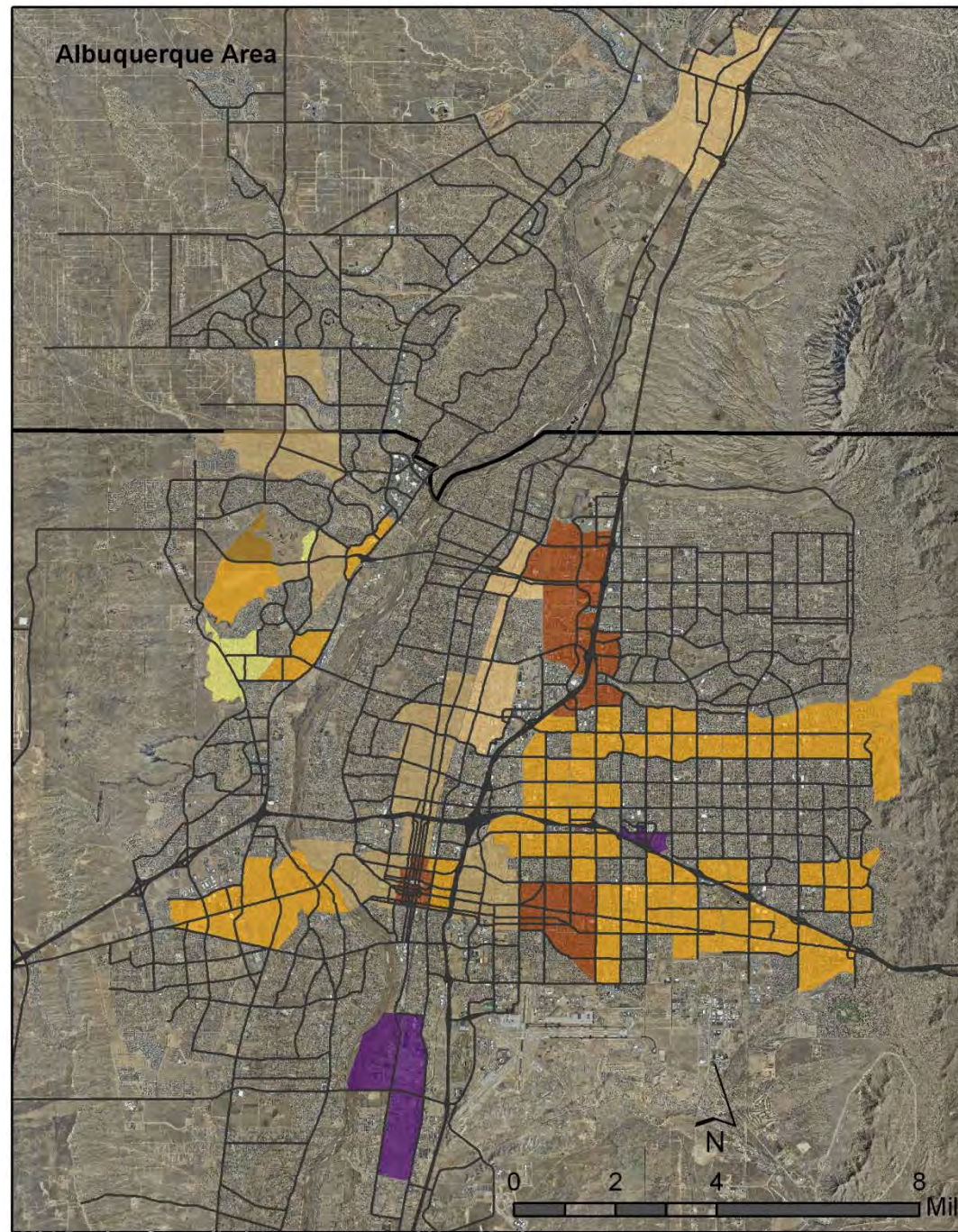
STEP 2:


**Identify vacant land
and land suitable
for redevelopment**



Step 3:

Develop at
maximum
allowable
residential
densities
according to
area plans

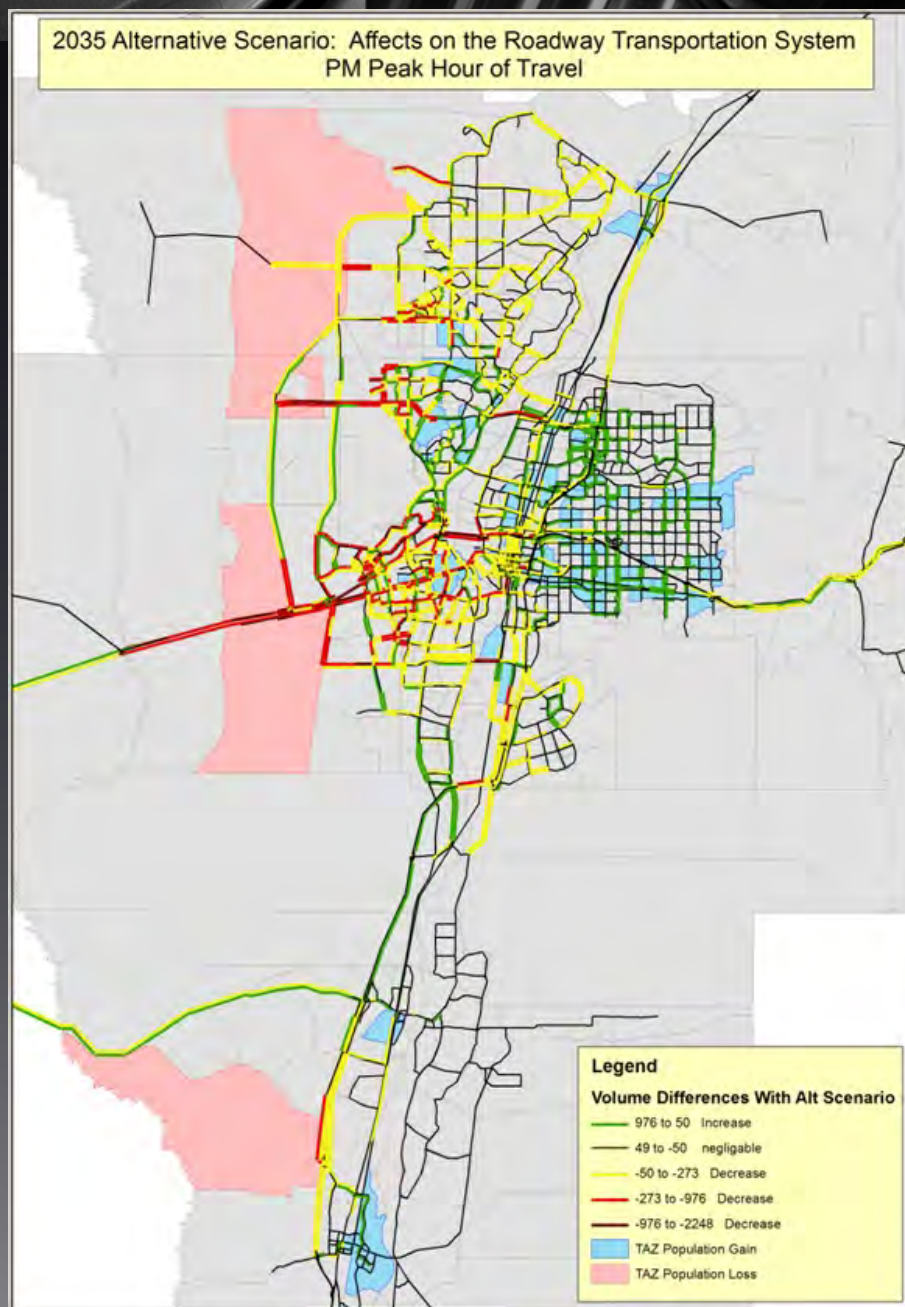




Step 4: Populate the target areas

- + 13,600 single family homes
- + 30,000 multi-family units
- + 110,000 people
- Increased regional share of “infill” from 2% to 8% of new housing units in the region

A Look at the Results



MTP

ALTERNATIVE

Comparing Compact Development to MTP in 2035

Daily Impacts



- Vehicle Miles Traveled down 1.3 Million



- 50,000 fewer River Crossings

PM Peak Hour Impacts



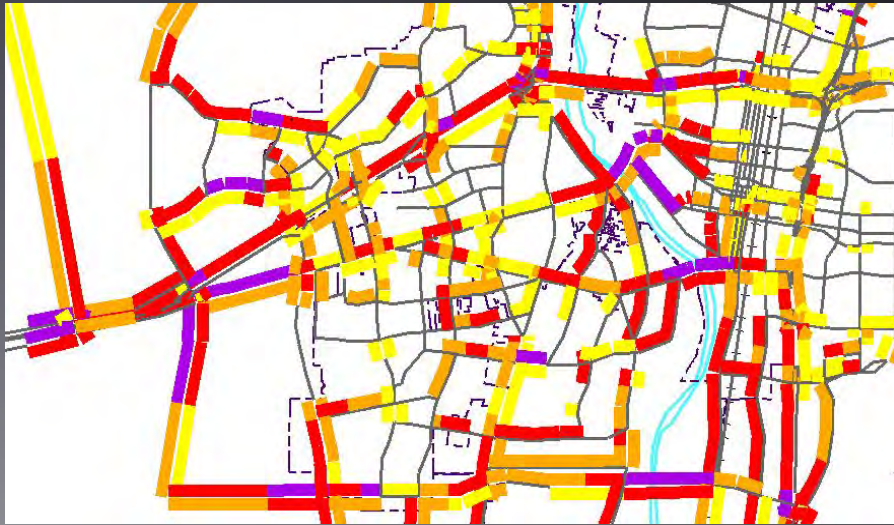
- Vehicle Hours of Delay down 25%



- Speeds up 17%

Central Ave - V/C Ratio under Compact Build Scenario

2035 MTP Scenario



Compact Development Scenario





Contact Information

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To learn more about the planning process and to read the *2035 Metropolitan Transportation Plan*, go to:

www.mrcog-nm.gov.