



**Mid-Region Council of Governments
of New Mexico**

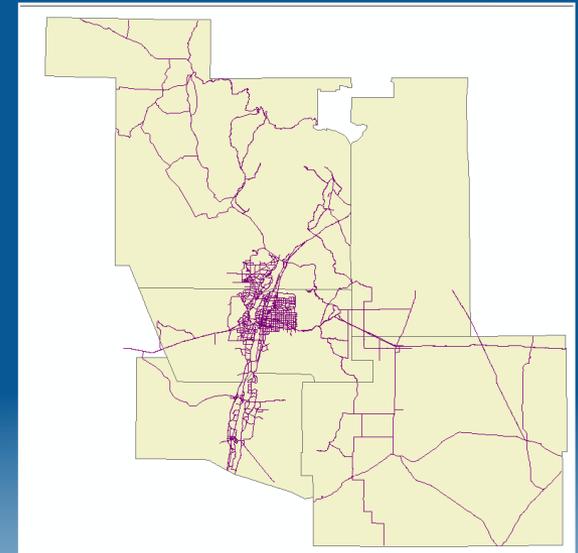
**COVID-19
Traffic Monitoring
2020 Summary**

Returning to a New Normal

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Senior Transportation Planner**

MRCOG Traffic Monitoring Quick Background

- Data collection started in 1989
 - Tube Counts – Ongoing, 1000 +/- locations/year
 - Weekday, Veh. Class, Speeds
 - Integration NMDOT Perm/RTMS
- Funded by NMDOT
- Covers 4+ counties
- MPO's UPWP, Regional Planning
- ***TIP/MTP Agency Project Support****
- ***NMDOT Counts and FHWA's HPMS****
- ***Annual Traffic Flow Maps****



COVID Travel Demand Impacts MRCOG Monitoring Opportunity

- COVID Restrictions, Huge Drop in Traffic Observed
- Regular Schedule Modified, **156** locations ID'd
 - Key Corridors
 - Activity Centers
 - Recent Locations (counted in past year)
 - Approximately 20 locations/week..... 8 weeks to cover
 - Vehicle Classification and Speed (wherever possible)
- New Tool Developed – Enhanced Capabilities
- Local Agency Traffic Committee – To Use As Monitoring Mechanism, for determination of *a New Normal*



COVID-19 Timeline in New Mexico

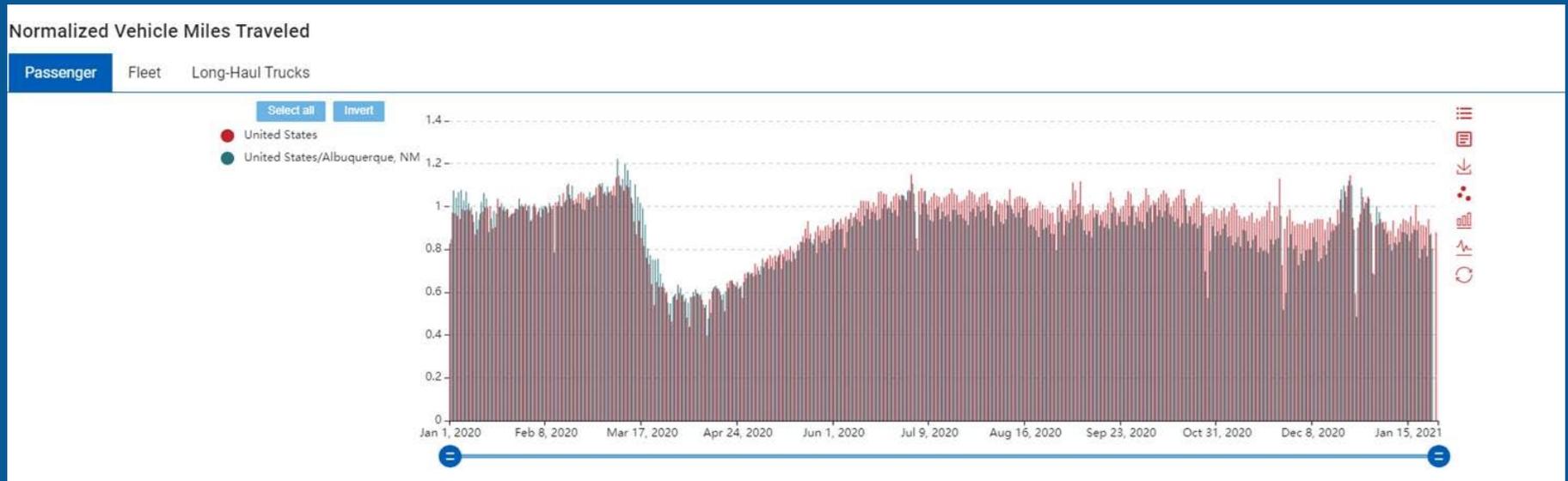
Statewide/Governor's Policy "Stay in Home", Openings by Sector, Schooling from home, **Forecast Uncertainty.....It's Changing!**

[Healthdata.org - New Mexico Social Distancing and "Mobility"](https://healthdata.org/new-mexico-social-distancing-and-mobility)



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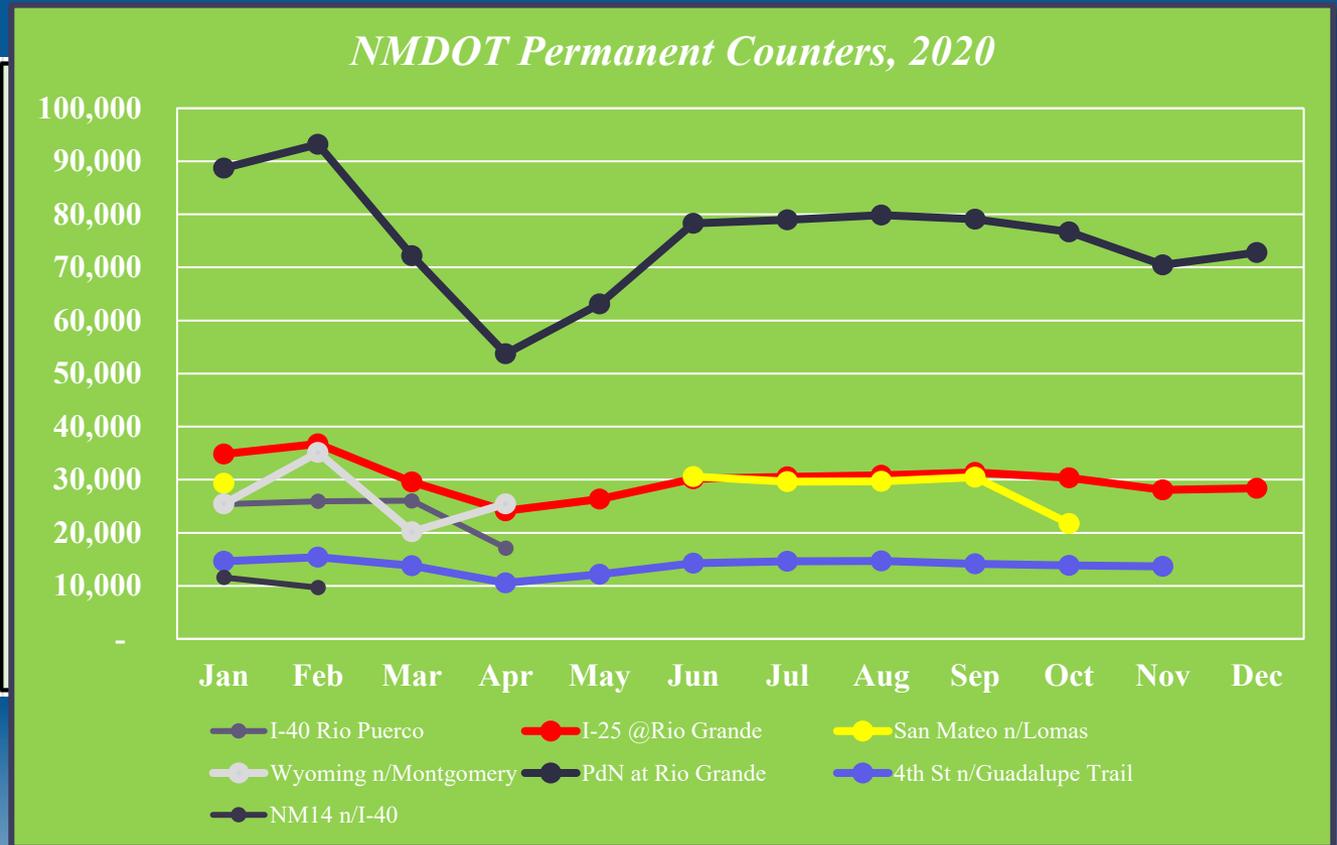
What Actually Happened - *Looking Back at Nationwide Travel Still below Pre-COVID*



“Recovery”and the AMPA

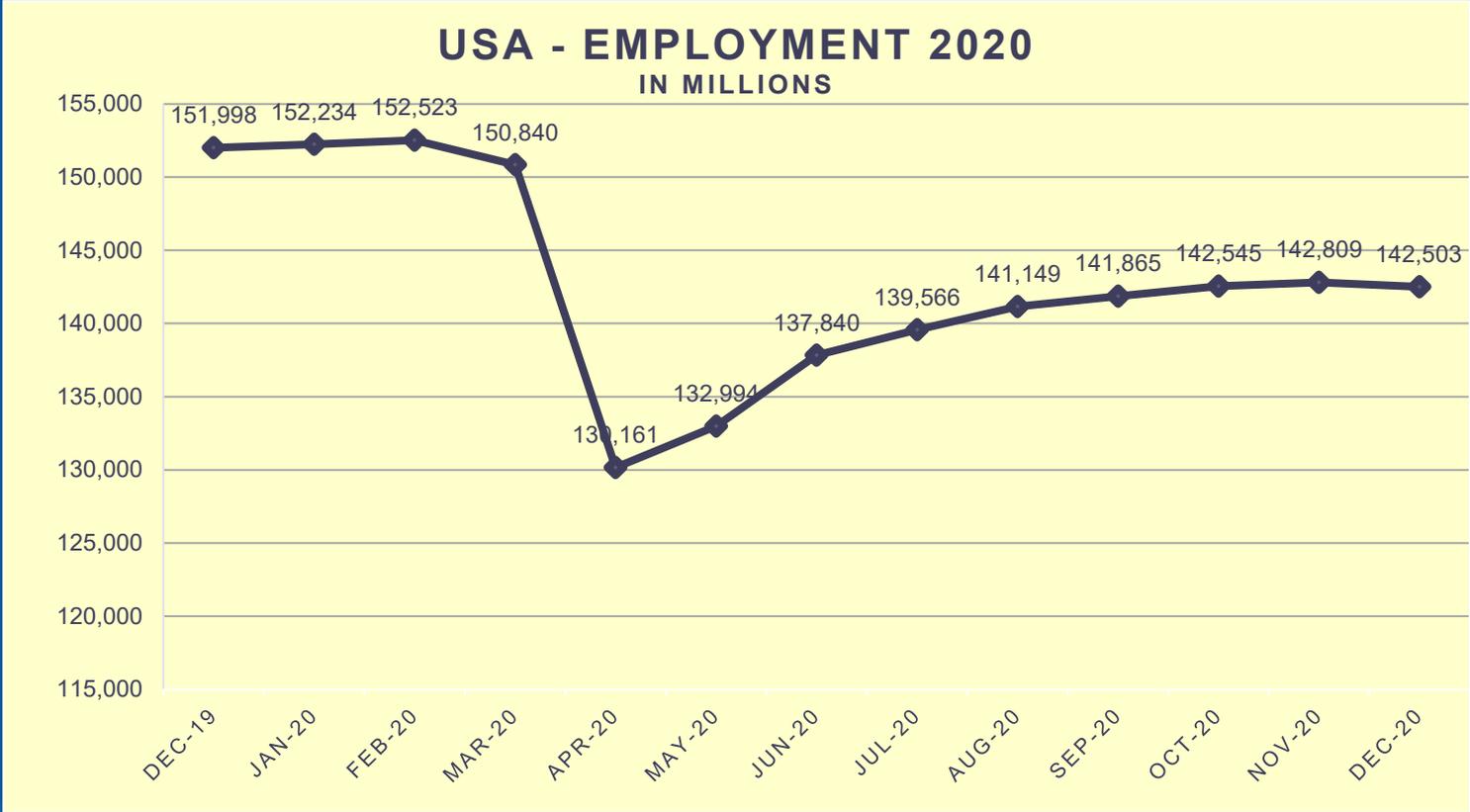
NMDOT Perm Count Stations, 2020

PdN Bridge
Dec. '19 to Dec '20
-20%

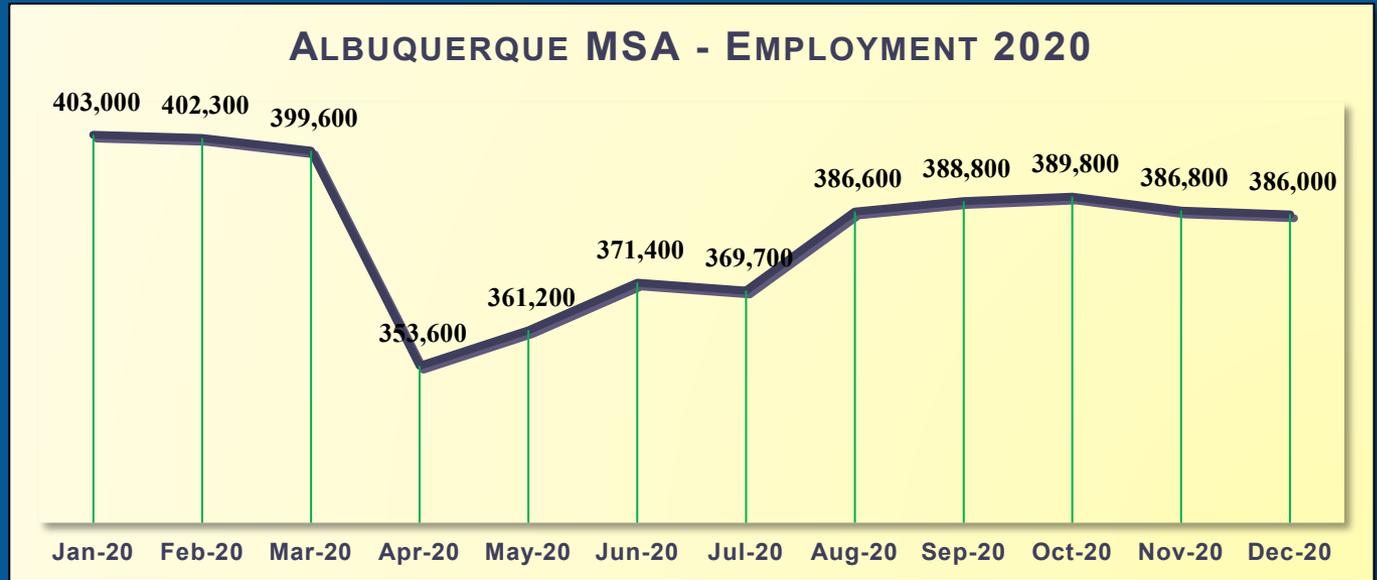


US Employment - 2020

Jobs
Dec. '19 to
Dec '20 -
6.25%



Albuquerque MSA (4 cnty) Employment



Jobs
Dec. '19 to Dec '20
-3.5%



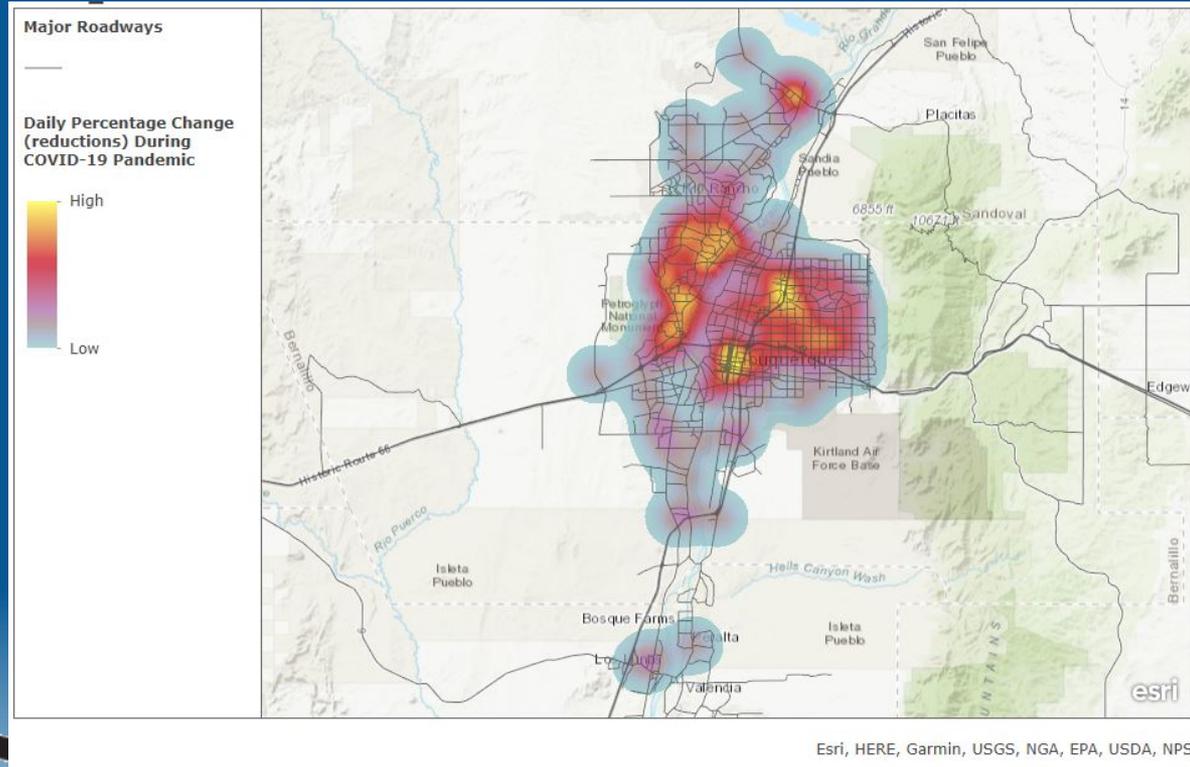
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Cycles 1, 2, and 3.. 9 Months in 2020

Are We There Yet?

Regional Changes –

- **Cycle 1** – March 23rd to May 28th, **32.5% Reduction**
- **Cycle 2** – June 8th to August 20th, **16.6% Reduction**
- **Cycle 3** – August 24th to December 15th, **18% Reduction**



In AMPA, Traffic Impacts Vary by Sub-Region

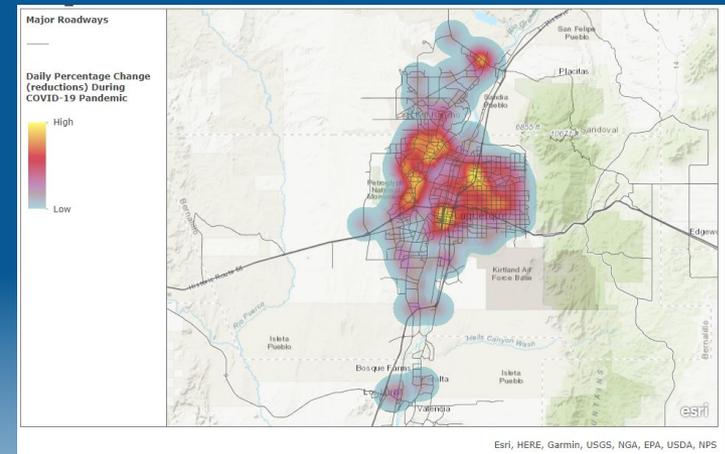
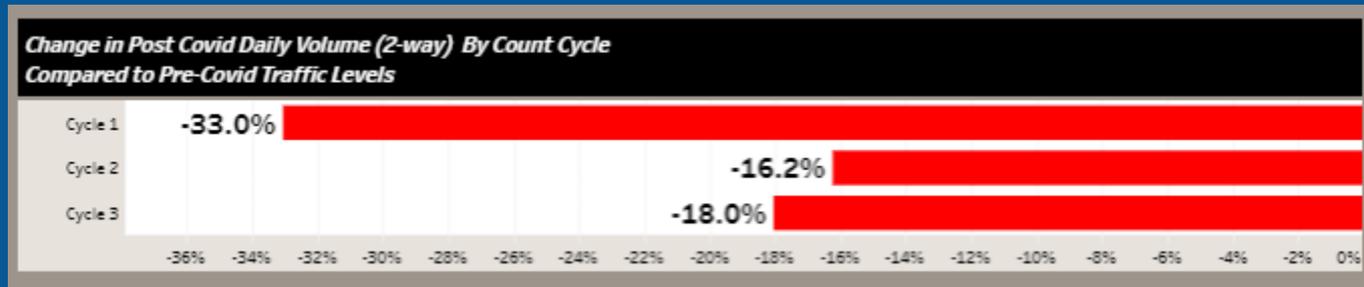


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Cycle 1, 2, and 3 Results/Recovery.....

Regional Changes

- **Cycle 1**, March 23rd to May 28th, **-32.5%**
- **Cycle 2**, June 8th to August 20th , **-16.6%**
- **Cycle 3**, August 24th to December 15th, **-18%**



Cycle 1 Results , First 3 MonthsMixed Impacts

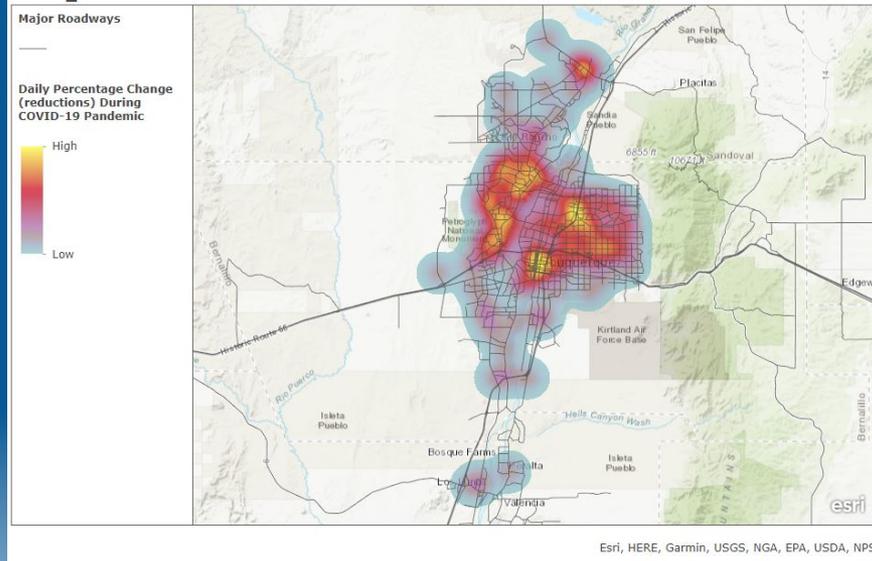
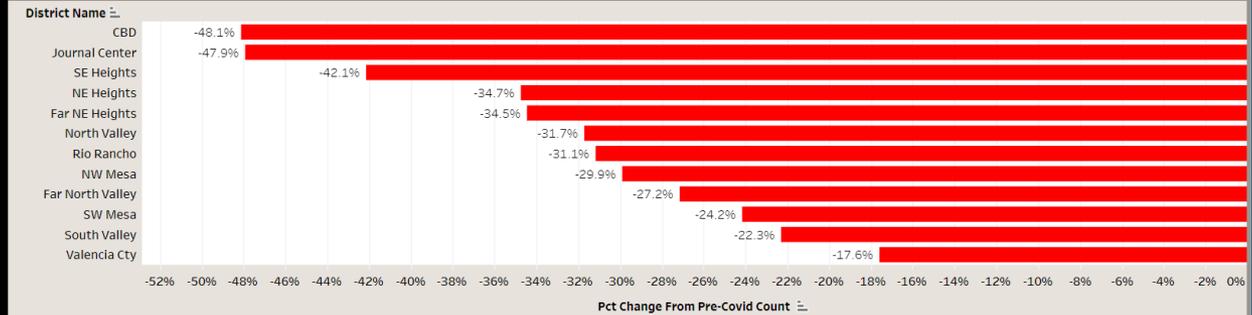
But, it varies by District **-48.1%** to **-17.6%**

Traffic supression is not uniform across the region, however. Traffic loads in some districts are reduced far more significantly than in others. See how traffic is affected in different districts for each cycle here.

Count Cycle

Cycle 1
 Cycle 2

Pct Change in Daily Volume (2-way) -- Cycle 1 of Post-Covid Counts



Traffic Impacts Vary by Time of Day

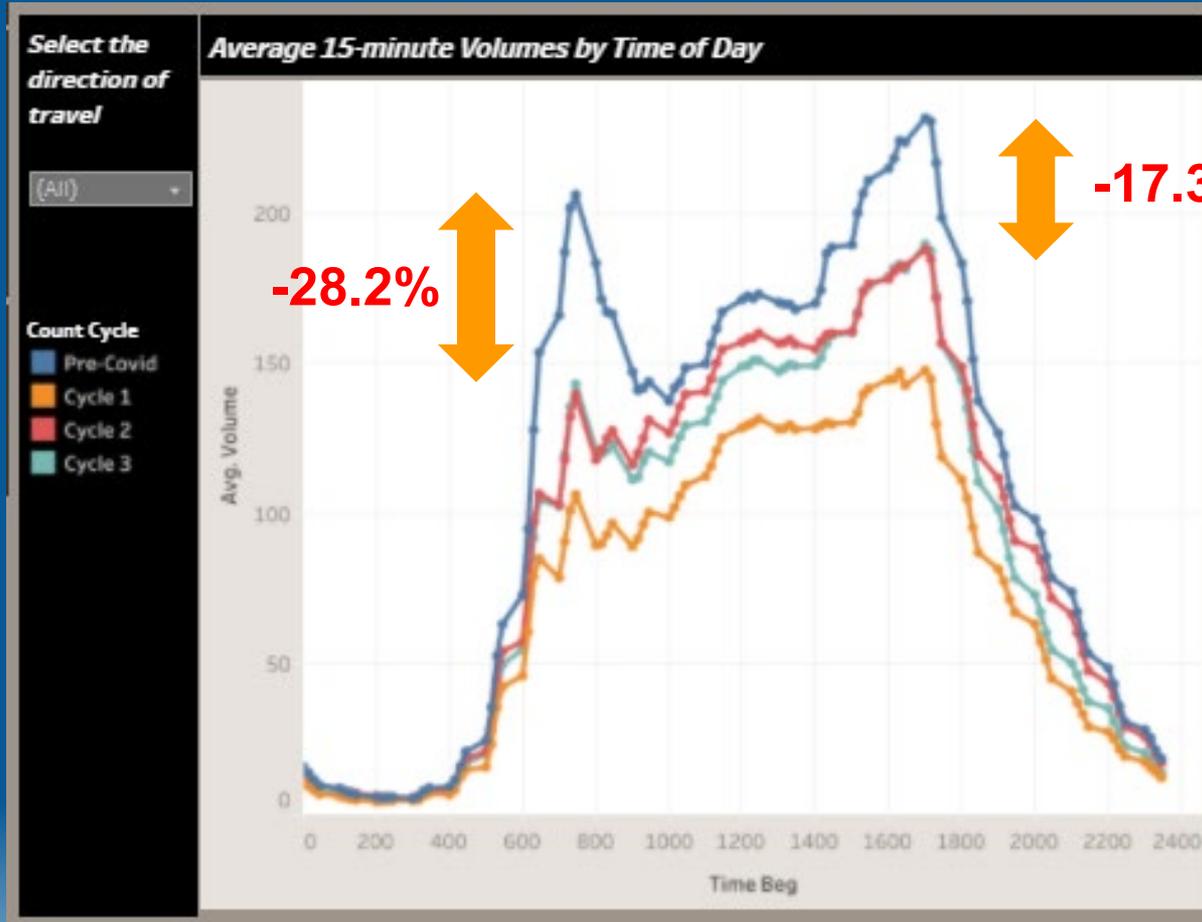


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Daily Travel Composition, Why the Uneven Pattern?

Pre-Covid Trips vs COVID....

AM impacted more than PM



Cycle 3,
Overall -18%

Daily Travel Composition, Work Non-Work – AMPA

Normal/Pre-Covid Travel Survey

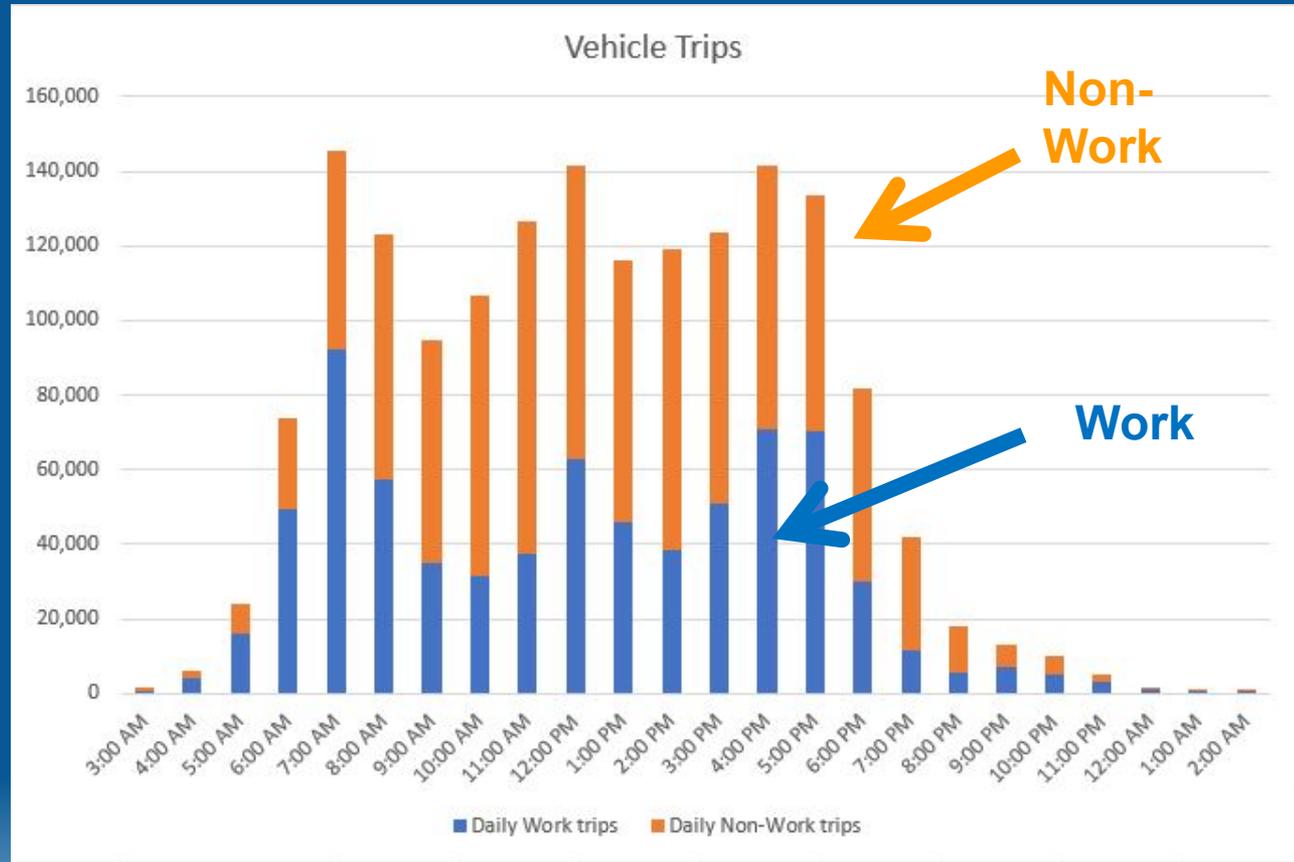
AMPA Survey

Work Trips by Period:

AM 63%

Mid Day 45%

PM 53%



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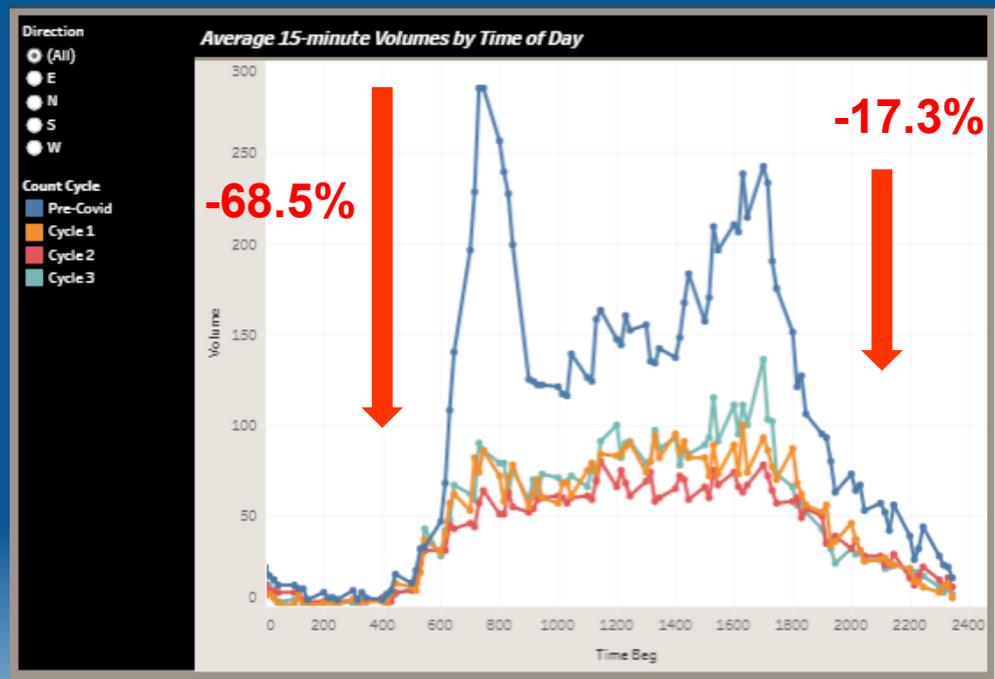
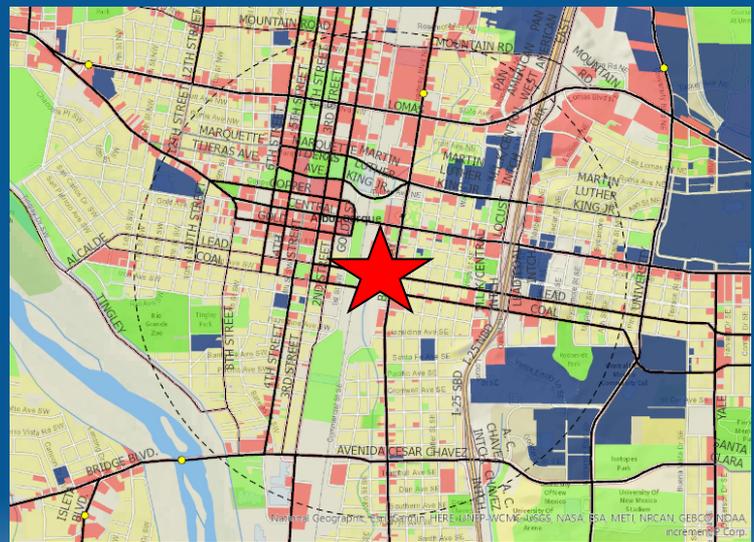
2020 Time of Day Impacts.....Mixed Recovery

Varies by Facility, Adjacent Land Use, etc

Volumes Increasing, but far from a return to the previous pattern.... Why?

Regional 1-Way Pair;
Shows Commute Redux on AM/PM
Peaks....Non-Work Trips Remain...(?)

Coal West of Broadway



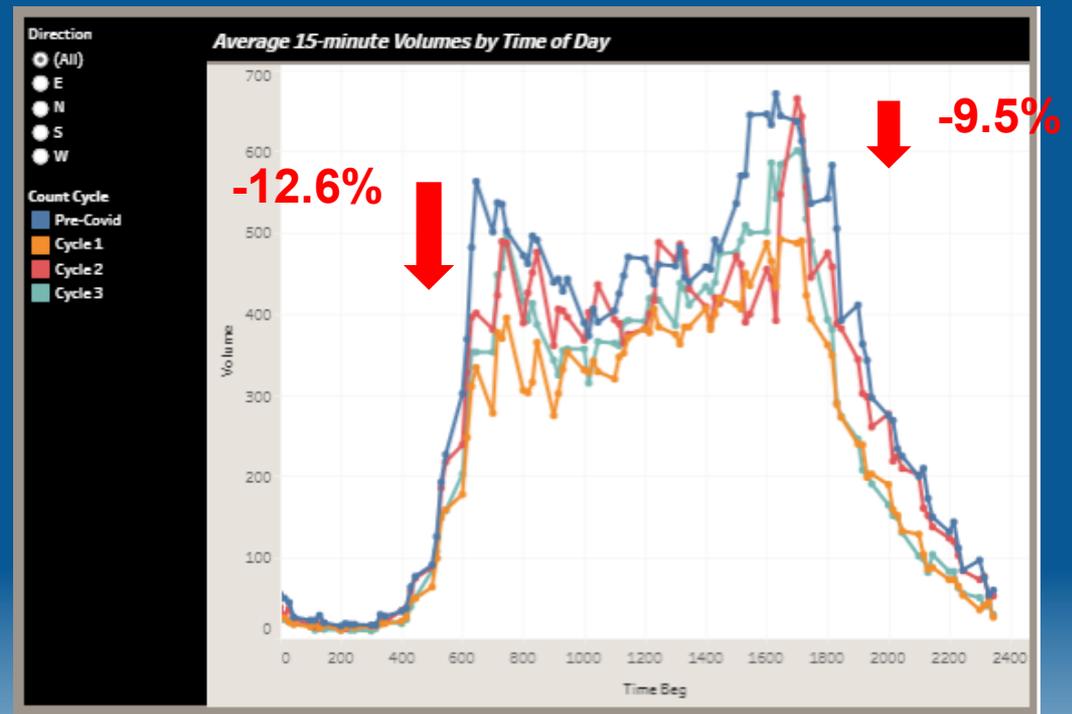
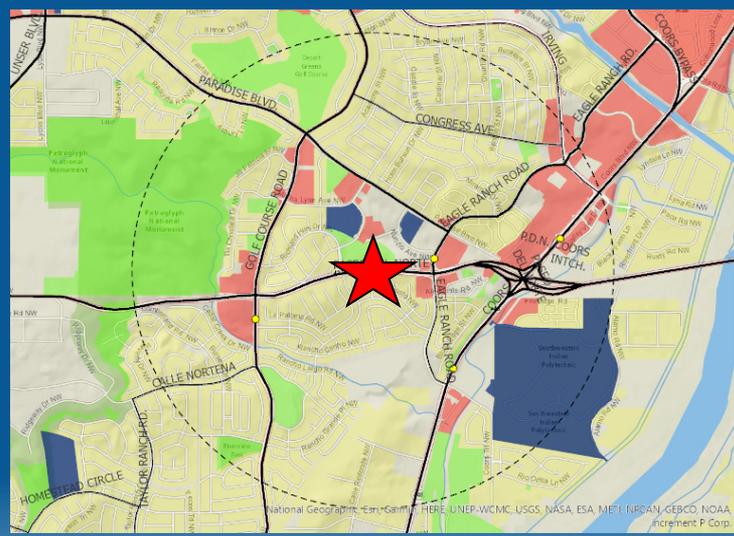
2020 Time of Day Impacts.....Mixed Recovery

Varies by Facility, Adjacent Land Use, etc

Volumes Increasing, and approaching previous pattern... Why?

Regional Arterial
AM, PM, and
mid-day similar
reductions....

Paseo del Norte, West
of Eagle Ranch



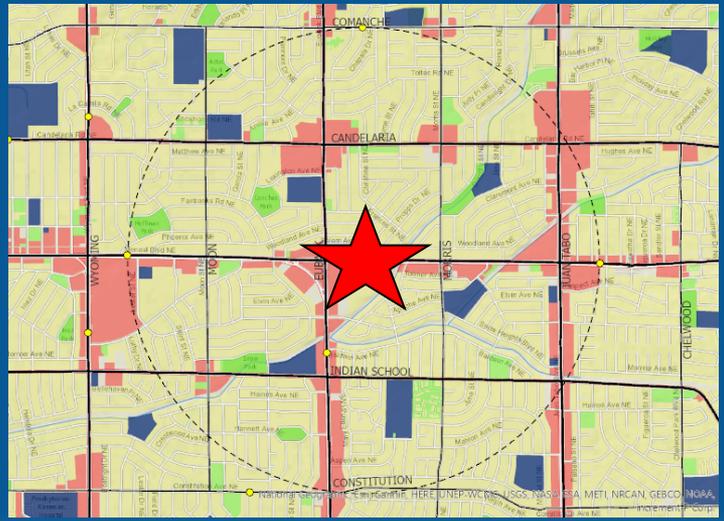
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2020 Time of Day Impacts.....Mixed Recovery

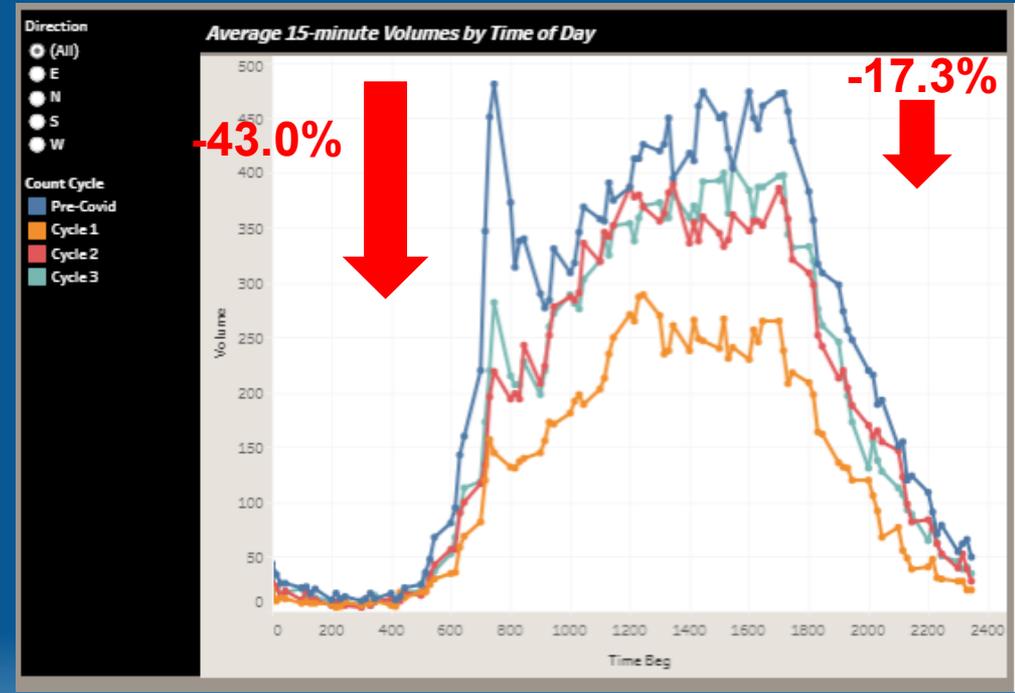
Varies by Facility, Adjacent Land Use, etc

Volumes Increasing, mixed return to previous pattern.... Why?

Arterial w/Adjacent Residential,
AM, PM, and mid-day impacts....



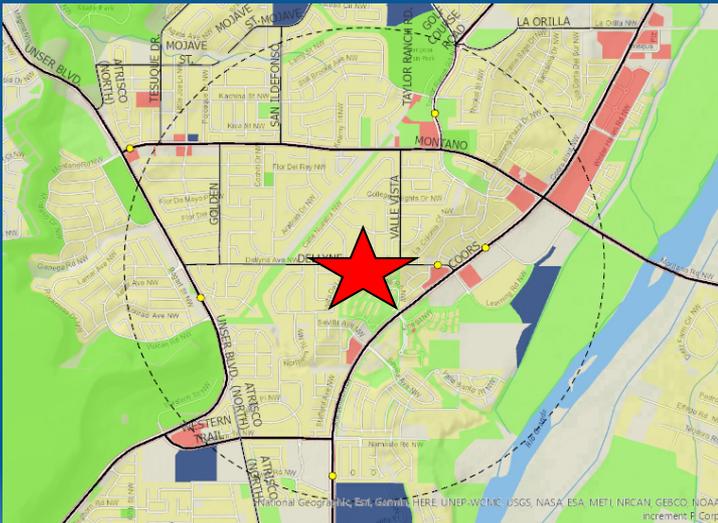
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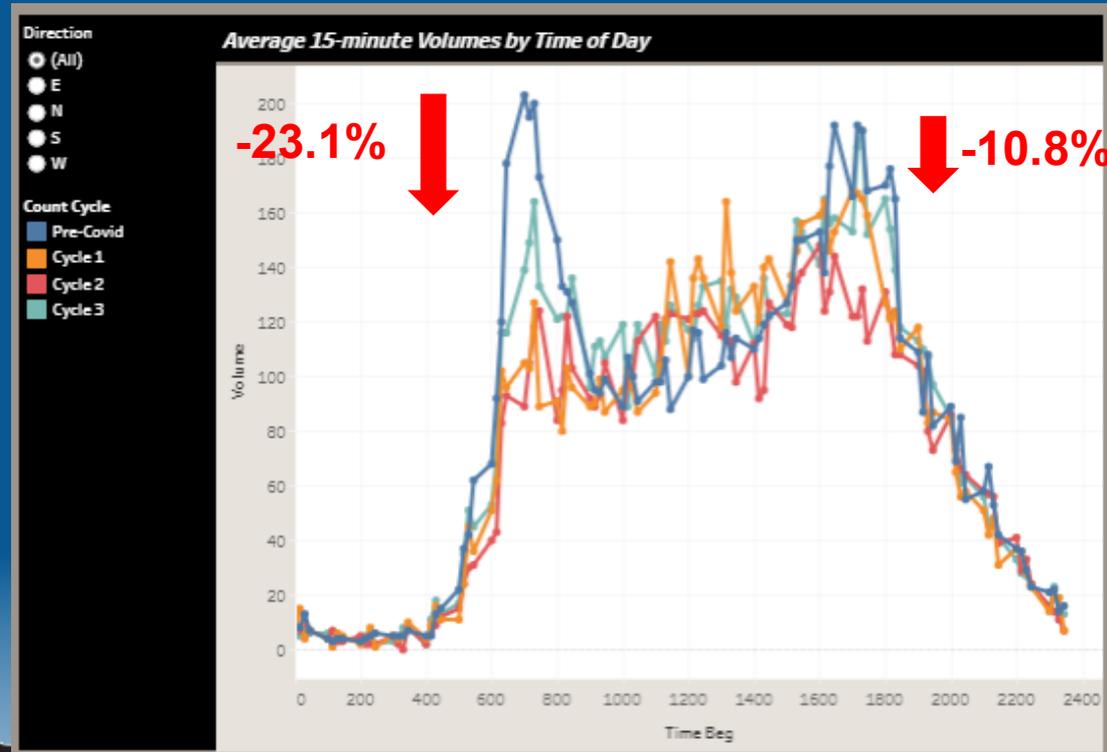
2020 Time of Day Impacts.....Mixed Recovery Varies by Facility, Adjacent Land Use, etc

Volumes Increasing, another mixed return to previous pattern.... Why?

Residential Collector,
AM, PM, and mid-day
impacts....

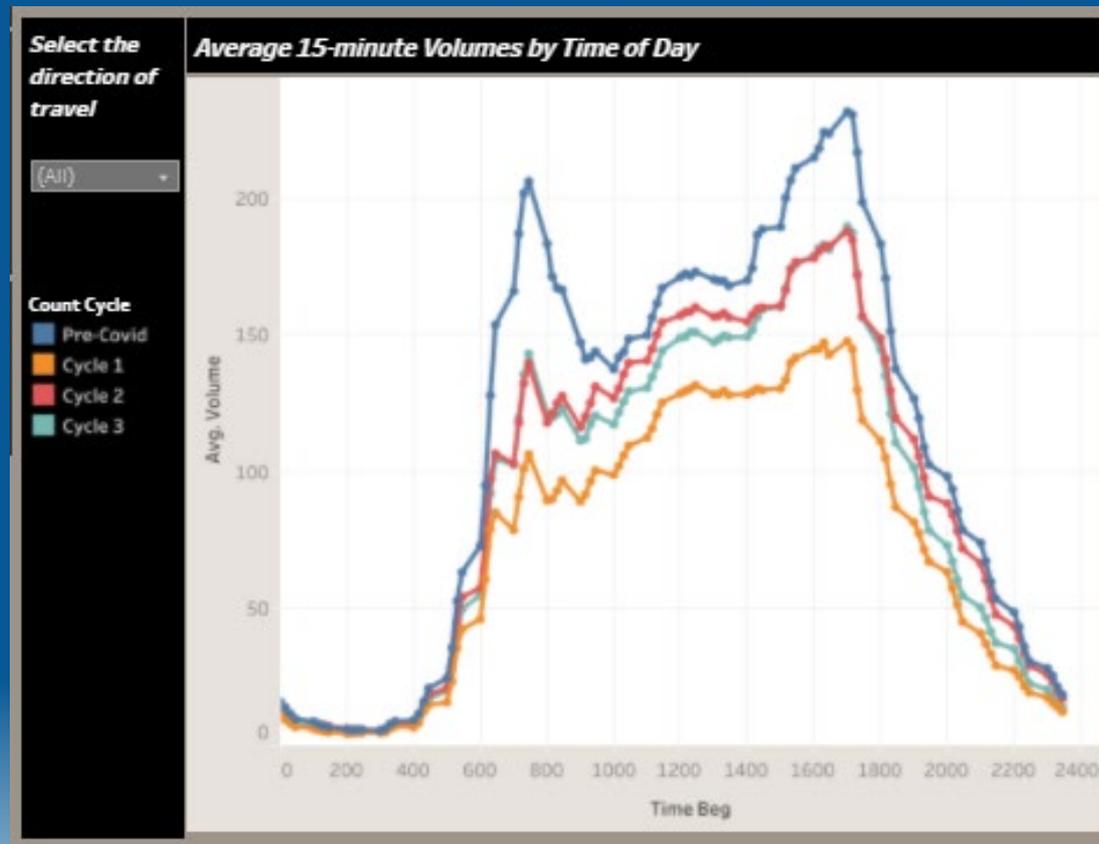


Dellyne West of
Coors



Conclusion- COVID Impacts- AMPA Recovery

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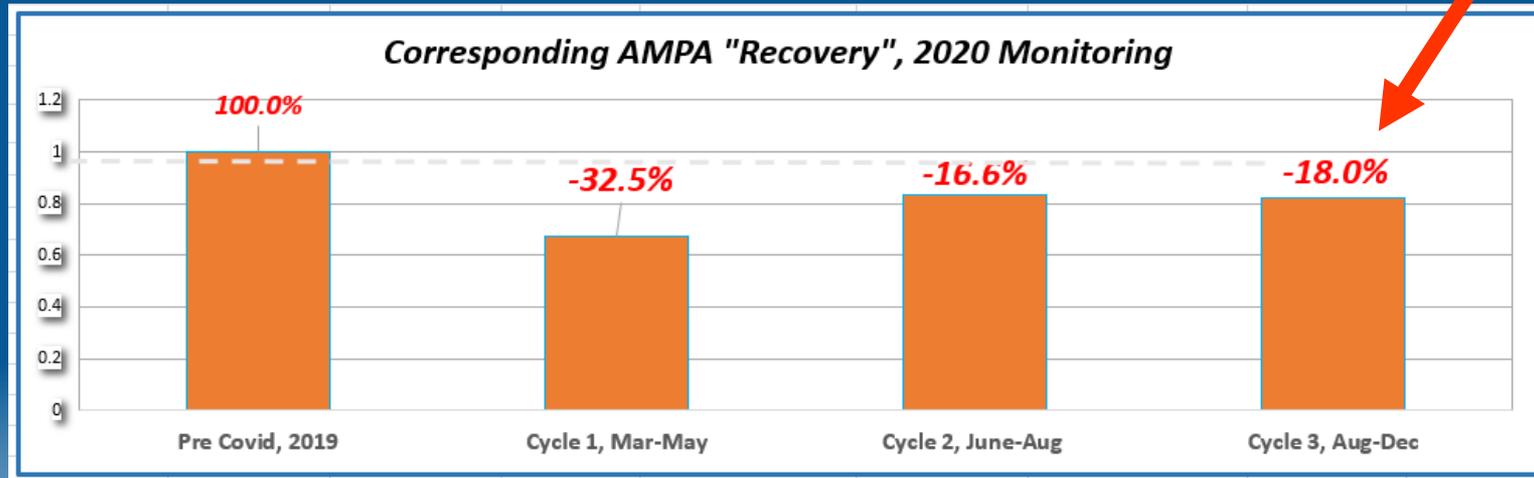
Nationwide v. Local AMPA Recovery.....How do We Compare?



Nation -
Approaching Pre-Covid

AMPA -
Still 18% Below
Pre-Covid

New Normal?



Conclusion, COVID Impacts-AMPA Recovery

Some answers, but more planning *Questions:*

- ◆ Monitoring Continues...
- ◆ What/When is our New Normal.....?
- ◆ How Will This Affect Planning and Operations, Programming, Local Development Review?
- ◆ Disparate Impacts, by Road Type, Area, Time of Day...
 - ◆ *Land-Use/Transportation Connections*
- ◆ Congestion Reduced, Safety Improved, but at what cost?



Conclusion, COVID Impacts-AMPA Recovery

Some answers, but more planning *Opportunities*:

- ◆ Traffic Reductions, Congestion, and TDM – *Work at Home*
 - ◆ a Taste of What is Possible, Employers Responding!
- ◆ Alternative Modes, Incentivizing Shifts – Transit Recovery
- ◆ Relationship of Jobs and Housing Mix on Trips
- ◆ Correlation with Policy/Infrastructure Programming
- ◆ How do we, as planners, employ effective policy to achieve successful/comparable TDM?
- ◆ Vaccinations.....How will that affect this pattern?



Questions?



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