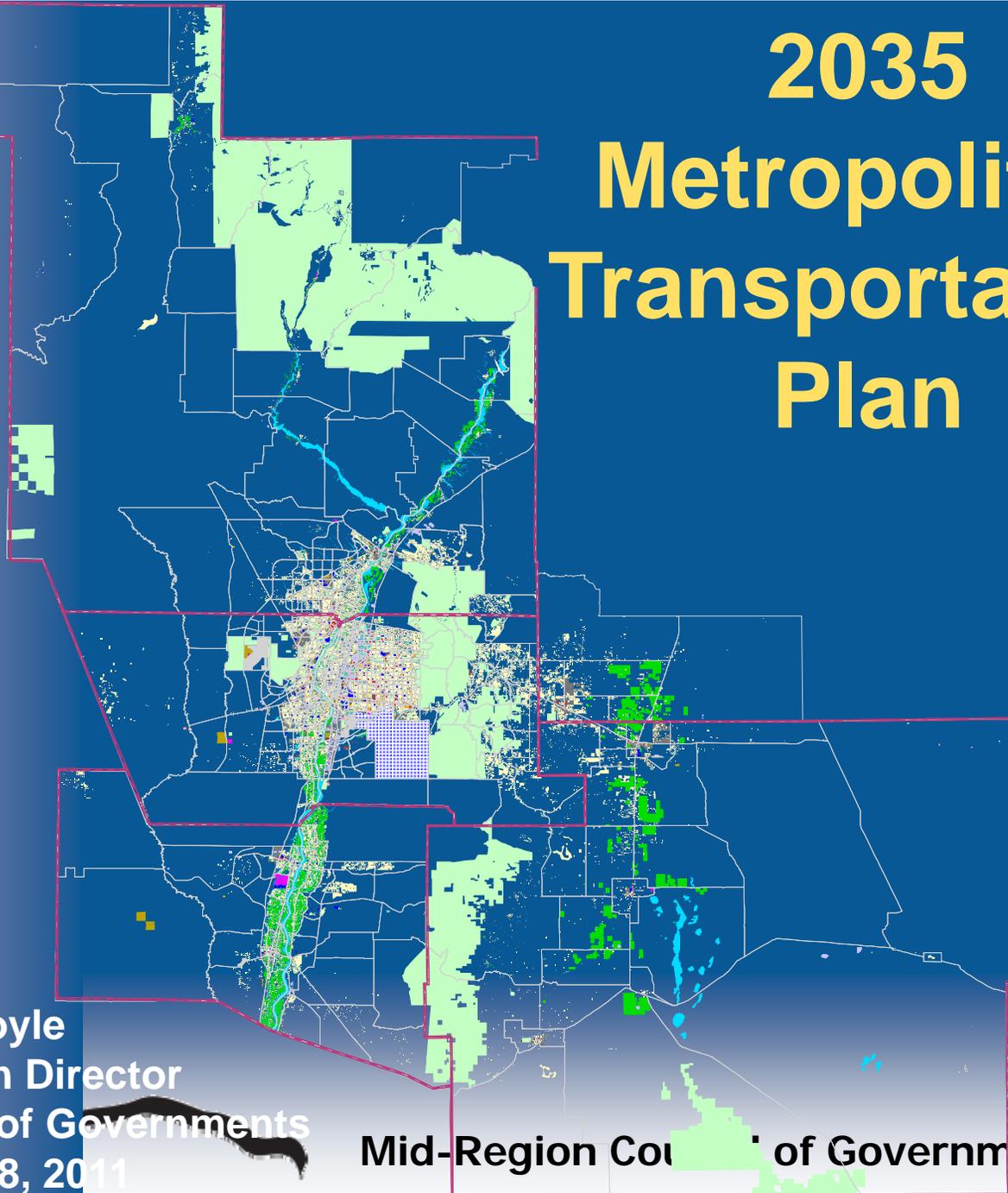




2035 Metropolitan Transportation Plan



Terry Doyle
Transportation Director
Mid-Region Council of Governments
February 18, 2011

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Goals for Today

- ◆ Take a look at the 2035 socioeconomic forecast for New Mexico's Mid-Region and the resulting challenges
- ◆ Look at how the 2035 MTP seeks to address these challenges and maintain regional mobility
- ◆ Consider an Alternative Development Scenario



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MRCOG's County Population Forecast

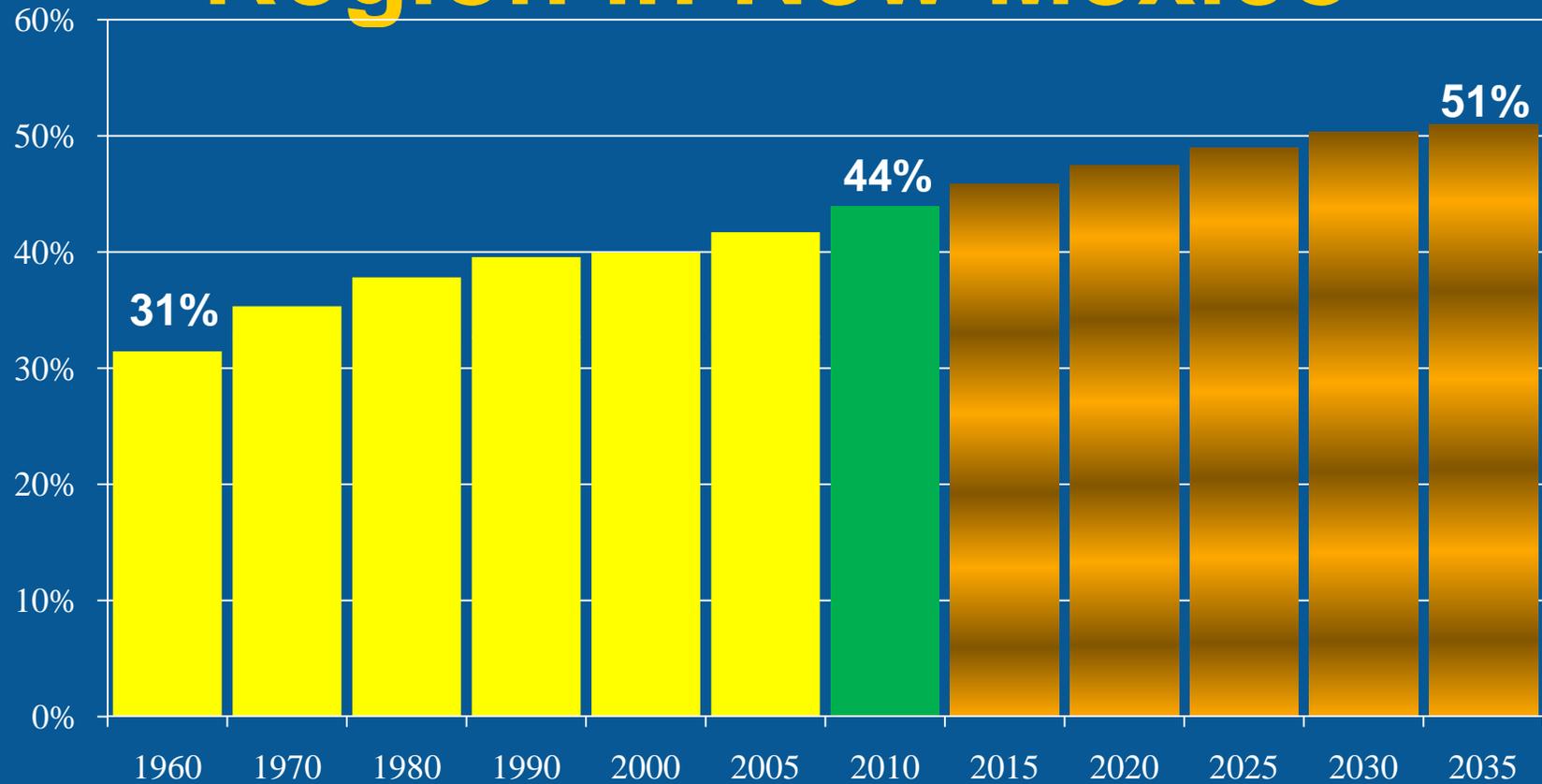
	2008 Population	2035 Population	Numeric Growth	Pace of Growth
MRCOG Region	883,901	1,552,125	668,224	75.6%
Bernalillo County	649,916	1,037,719	387,803	59.7%
Sandoval County	127,928	309,356	181,428	141.8%
Torrance County	17,923	27,836	9,913	55.3%
Valencia County	77,545	160,532	82,987	107.0%
Southern Santa Fe	10,589	16,682	6,093	57.5%

Maintains the integrity of the cohort component technique at the regional level while allowing land use constraints, plans, and policies to determine County level population distribution. BBER staff have been consulted throughout this process.



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Growing Presence of the Mid-Region in New Mexico



The projection shows a continued return to metropolitan areas
The over 65 population goes from 12% to 20% over the next 25 years



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Growth Outlook for The Region



668,000 new people



310,000 new homes



210,000 new jobs



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2035 Projection...

Putting it all Together

Where are we going to grow?

Where will people live?

Where will people work?



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2008-2035 Population and Employment Growth by DASZ

Employment Growth 2008-2035

1 Dot = 20

EMP08_35

Population Growth 2008-2035

Little or No Growth

51 - 500

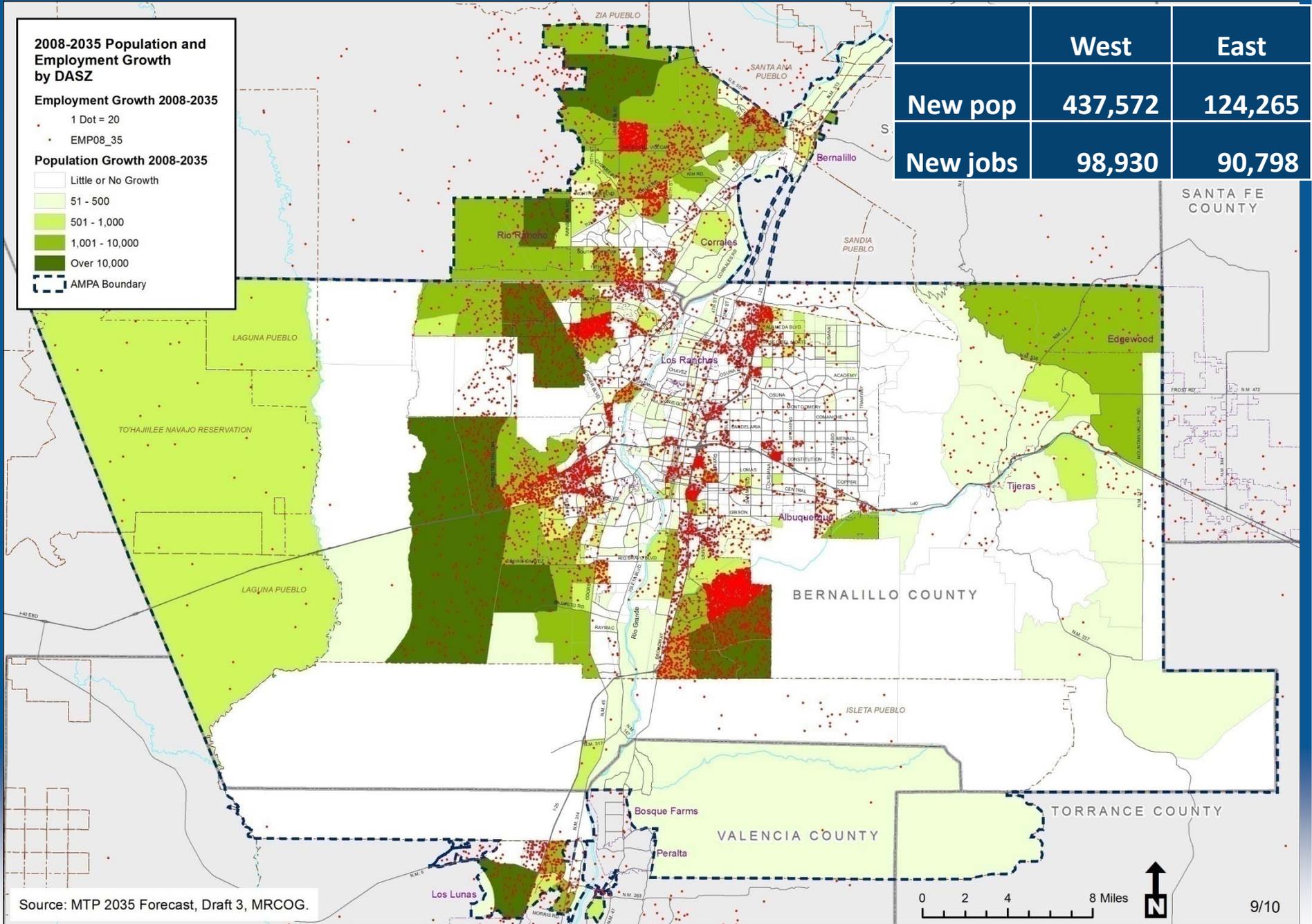
501 - 1,000

1,001 - 10,000

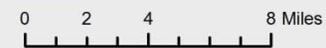
Over 10,000

AMP A Boundary

	West	East
New pop	437,572	124,265
New jobs	98,930	90,798



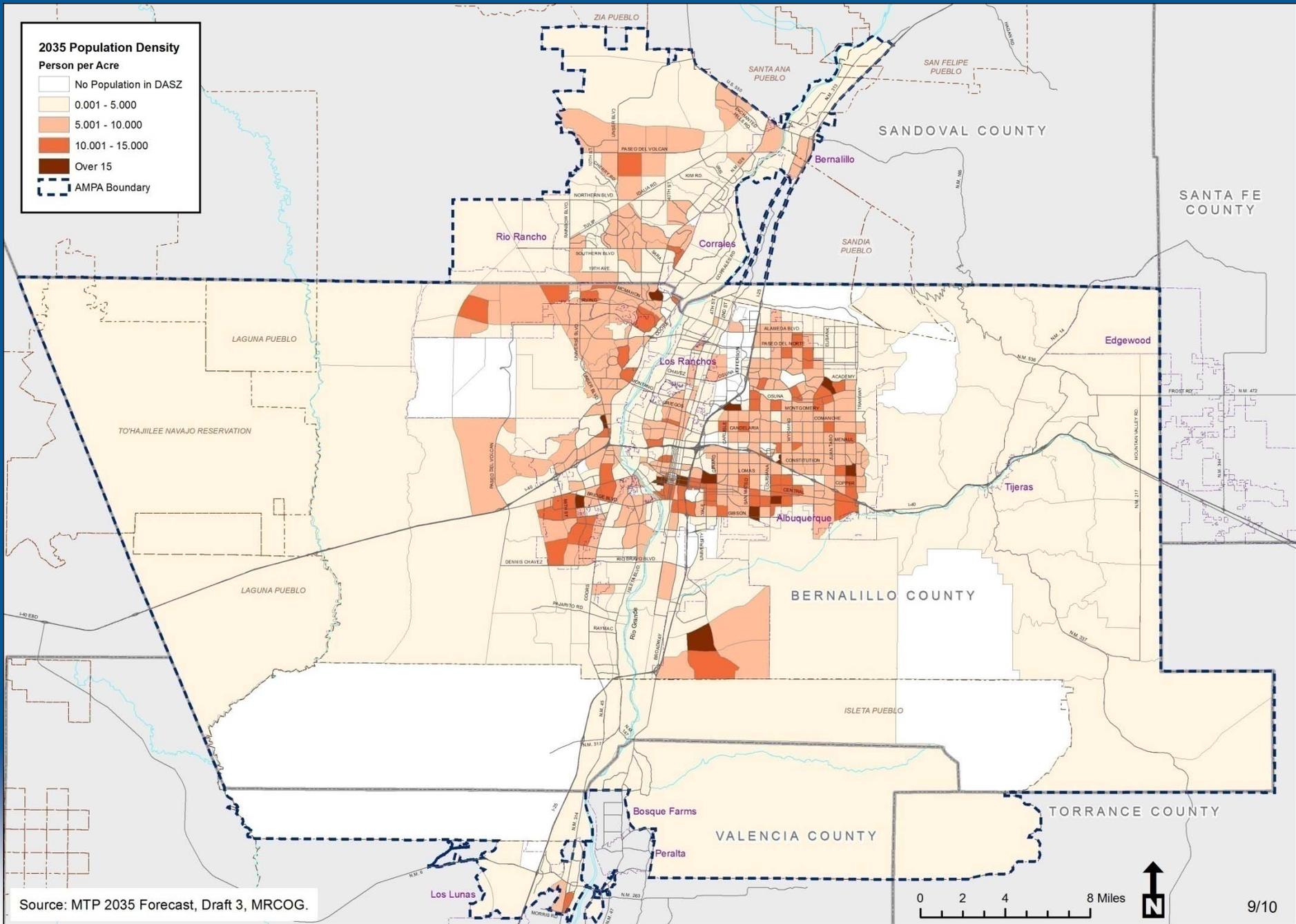
Source: MTP 2035 Forecast, Draft 3, MRCOG.



2035 Population Density

Person per Acre

-  No Population in DASZ
-  0.001 - 5.000
-  5.001 - 10.000
-  10.001 - 15.000
-  Over 15
-  AMPA Boundary

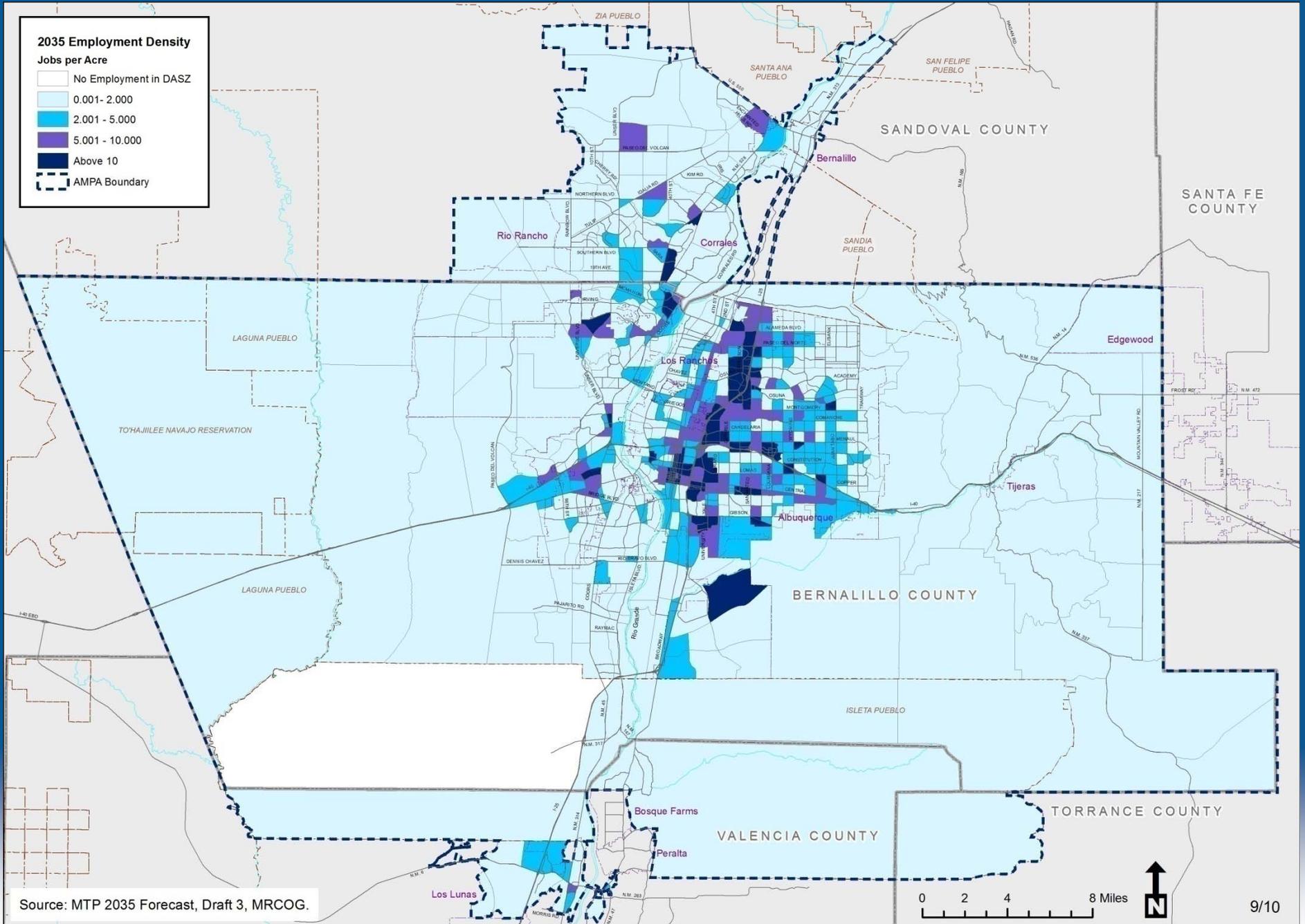


Source: MTP 2035 Forecast, Draft 3, MRCOG.

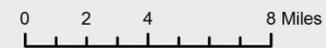
2035 Employment Density

Jobs per Acre

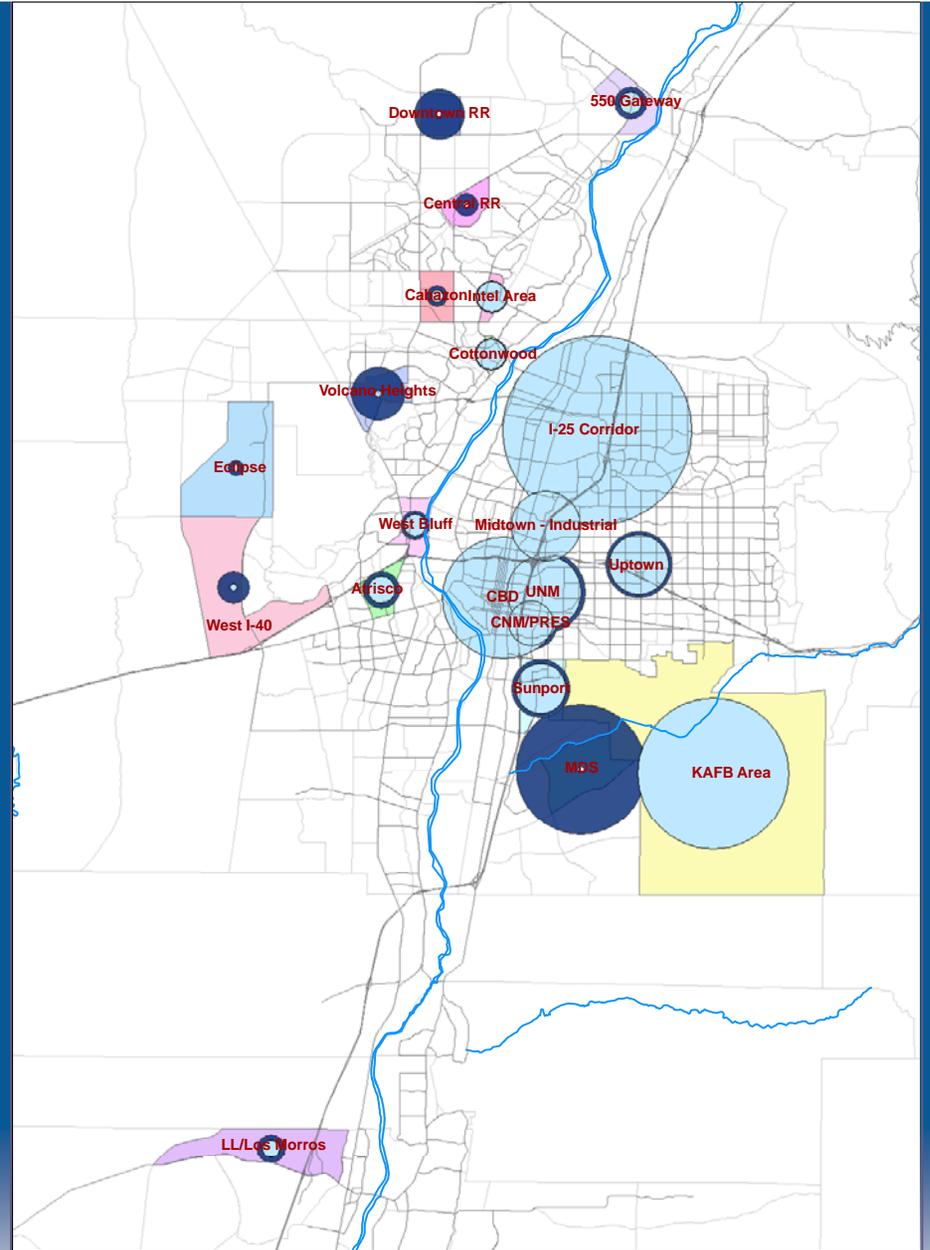
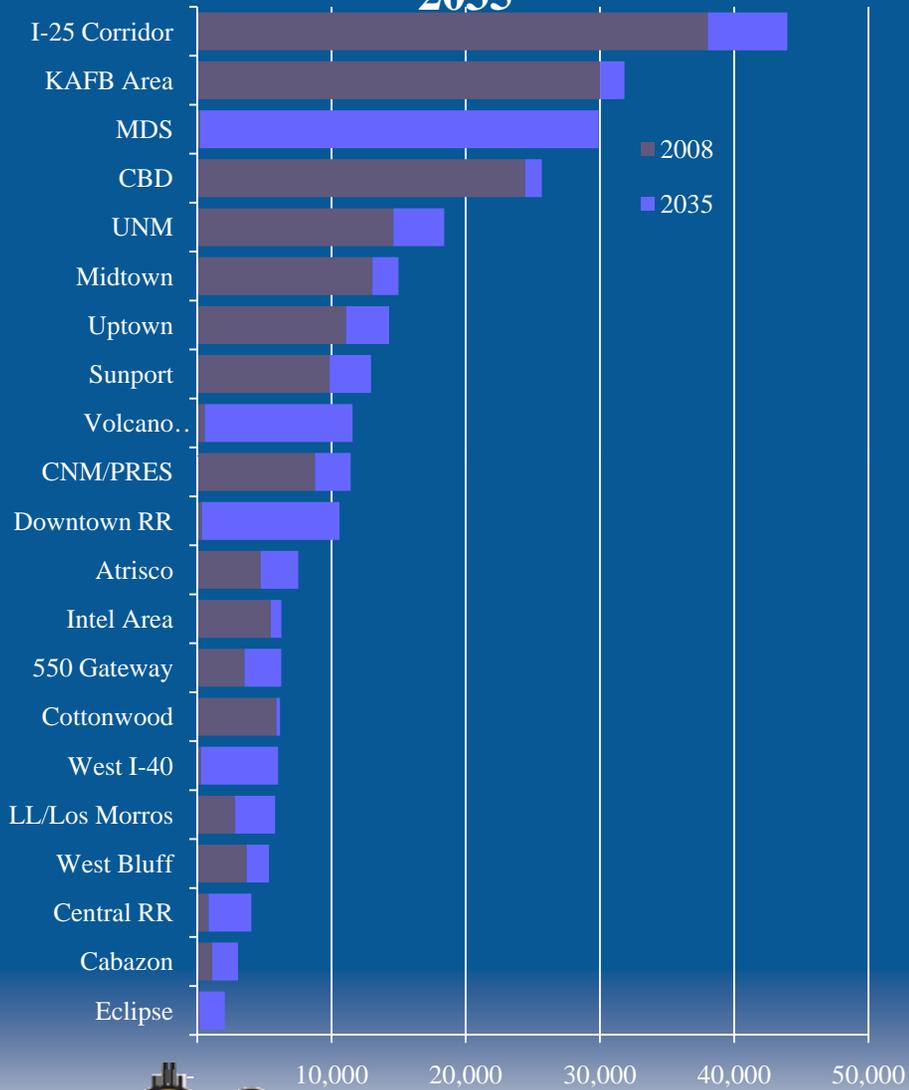
- No Employment in DASZ
- 0.001 - 2.000
- 2.001 - 5.000
- 5.001 - 10.000
- Above 10
- AMPA Boundary



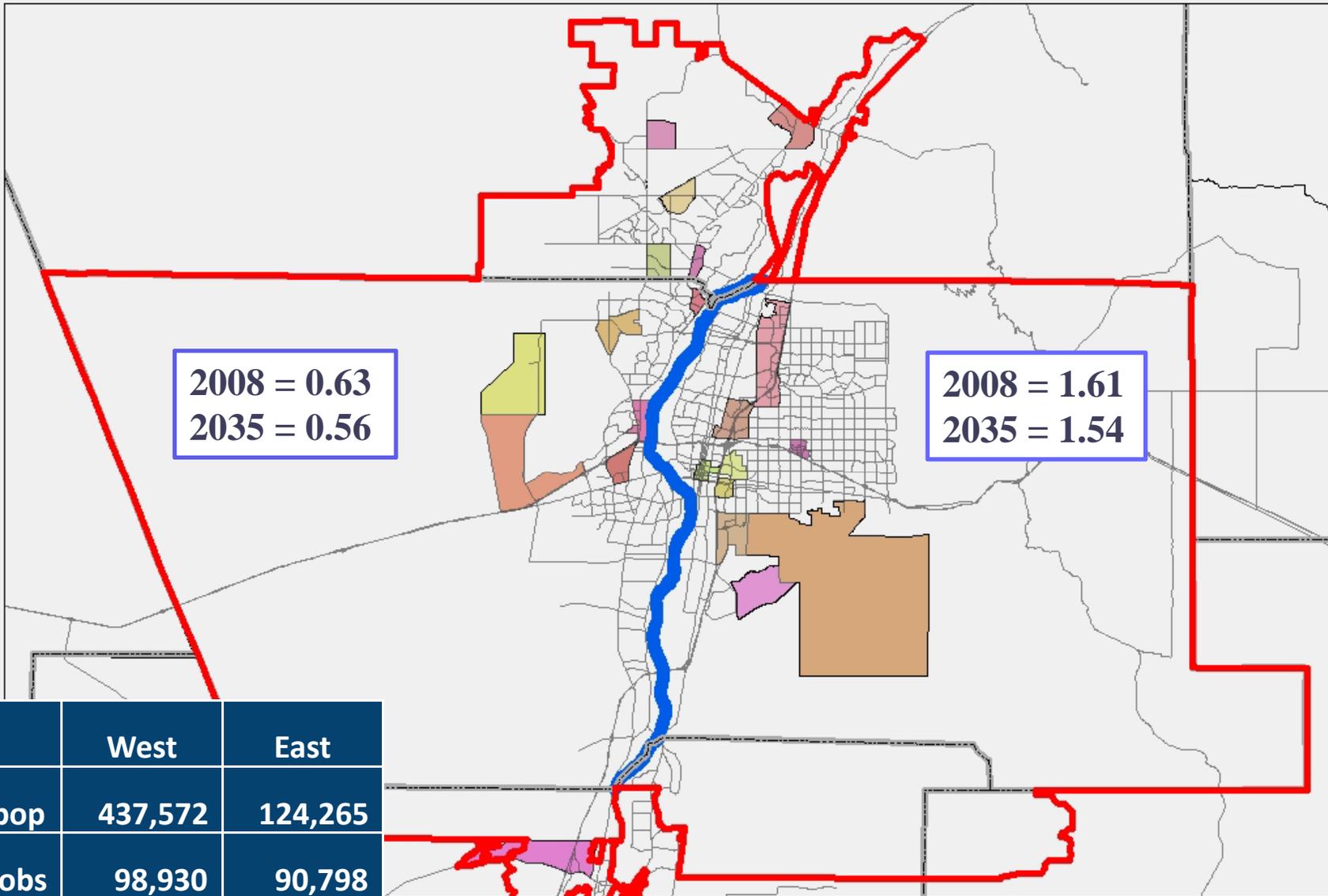
Source: MTP 2035 Forecast, Draft 3, MRCOG.



Employment by Center, 2008 & 2035



Jobs to Housing Balance?



One Million Daily River Crossings in 2035!

Growth - The Bottom Line...

- ◆ Bernalillo County will continue to serve as the regional hub, however growth is increasingly a regional issue as people cross jurisdictional lines for work, to buy homes, and for services.
- ◆ Given current development patterns and plans, the region is projected to dramatically increase its developed land area.
- ◆ The level of growth we anticipate will lead to much more congestion on our roadways (Daily vehicle miles traveled doubles from today!)
- ◆ Connecting land use planning and transportation investments will be a key factor towards addressing congestion.



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2035 MTP - Can We Adapt

◆ Metropolitan Transportation Plan Considerations

- ◆ Mobility crossing the river (speeds degrade to under 5 mph)
- ◆ Mobility for the Westside becomes a big issue
- ◆ We will need to improve and expand the road network, but building our way out for SOV not realistic
- ◆ Premium Transit Network (Bus Rapid Transit) connecting the region with Rail Runner
- ◆ Land-Use
 - Transit oriented development
 - Higher density housing where appropriate
 - Mixed Use Development
 - Establishing Job Centers on the Westside

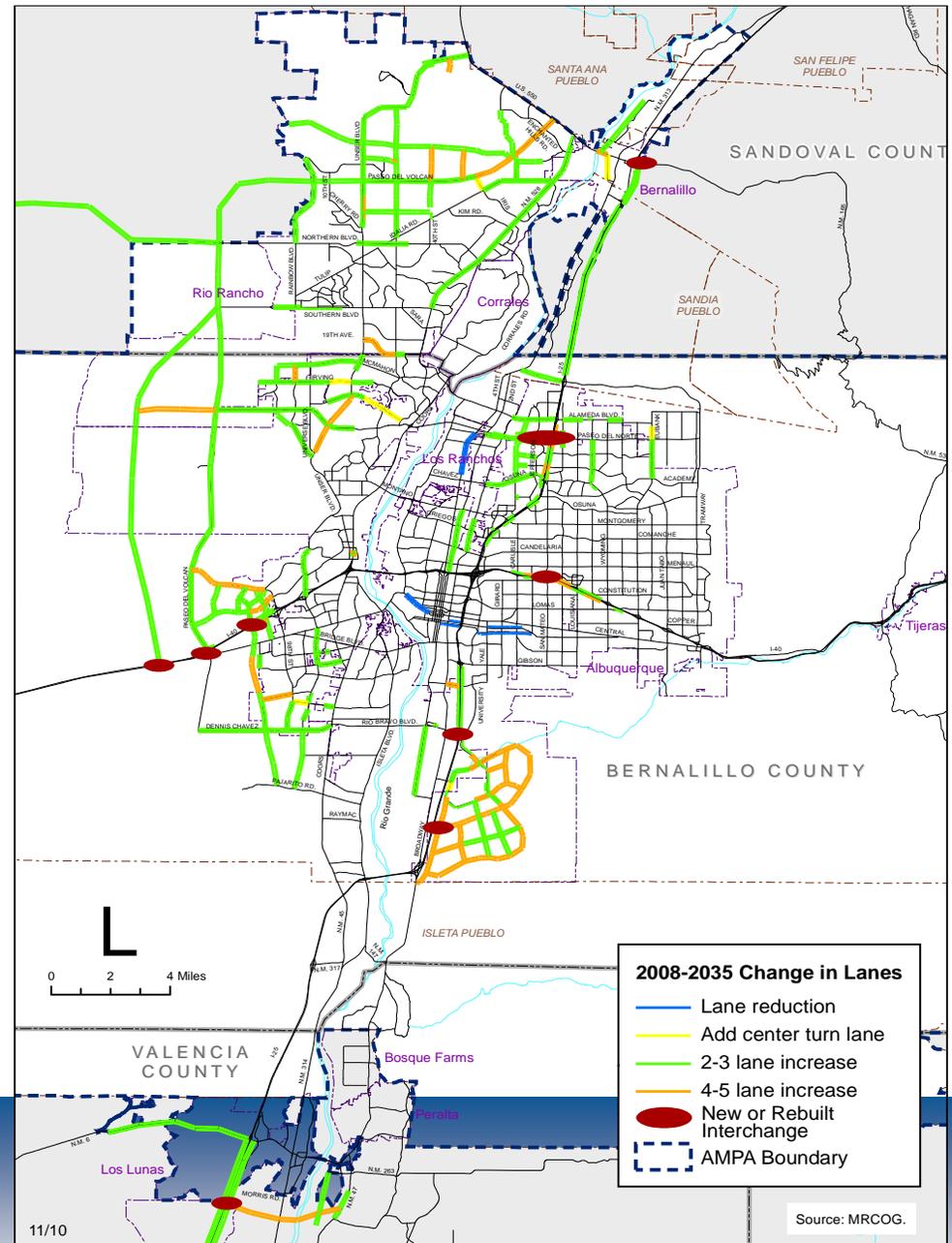


2035 Roadway Build Network

A significant number of north/south capacity enhancement/widening and network connectivity projects

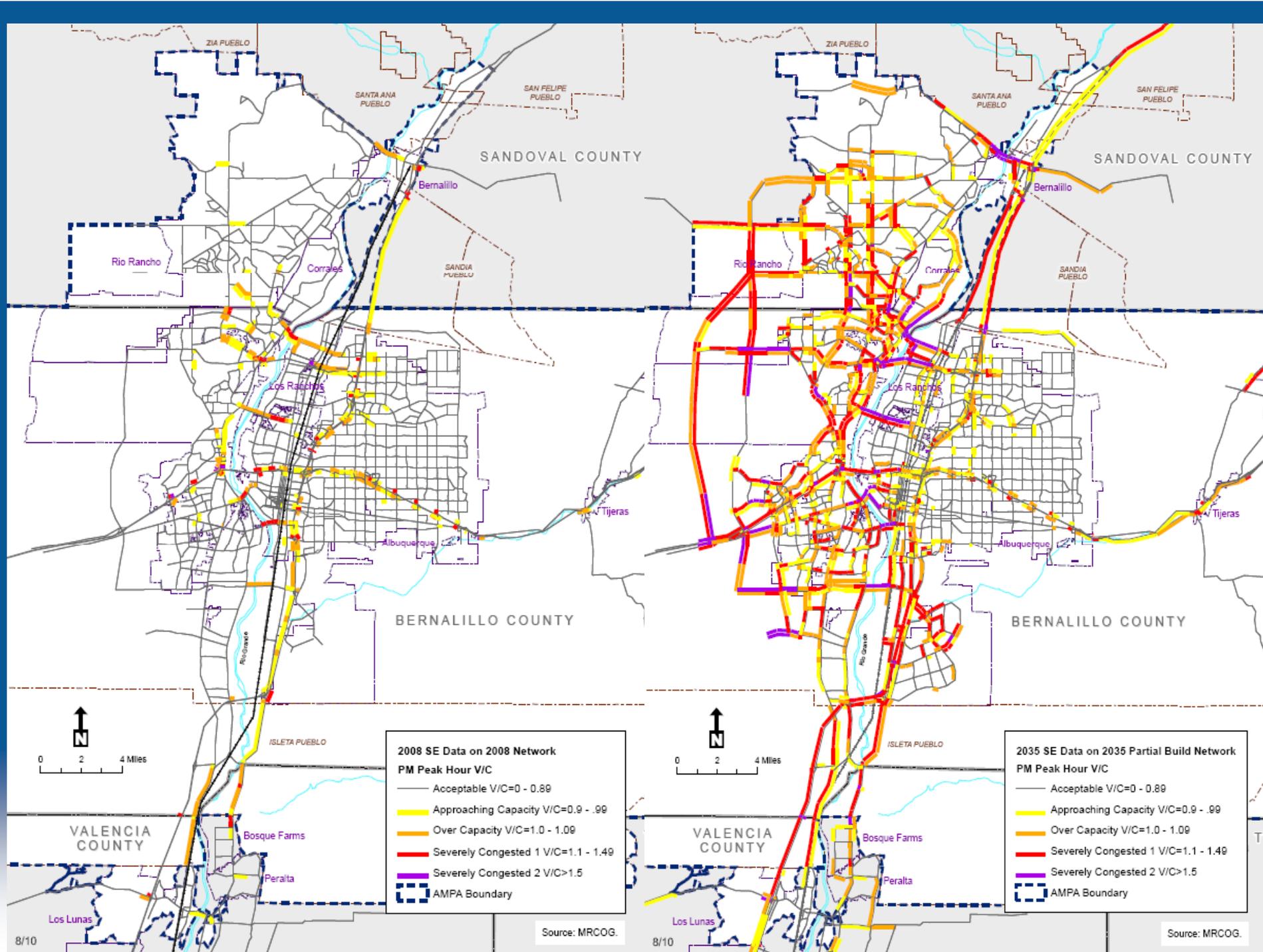
Nine new or reconstructed freeway interchanges located throughout the AMPA

Significant area roadway network expansion



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**2008 SE Data on 2008 Network
PM Peak Hour V/C**

- Acceptable V/C=0 - 0.89
- Approaching Capacity V/C=0.9 - .99
- Over Capacity V/C=1.0 - 1.09
- Severely Congested 1 V/C=1.1 - 1.49
- Severely Congested 2 V/C>1.5
- AMPA Boundary

**2035 SE Data on 2035 Partial Build Network
PM Peak Hour V/C**

- Acceptable V/C=0 - 0.89
- Approaching Capacity V/C=0.9 - .99
- Over Capacity V/C=1.0 - 1.09
- Severely Congested 1 V/C=1.1 - 1.49
- Severely Congested 2 V/C>1.5
- AMPA Boundary

Source: MRCOG.

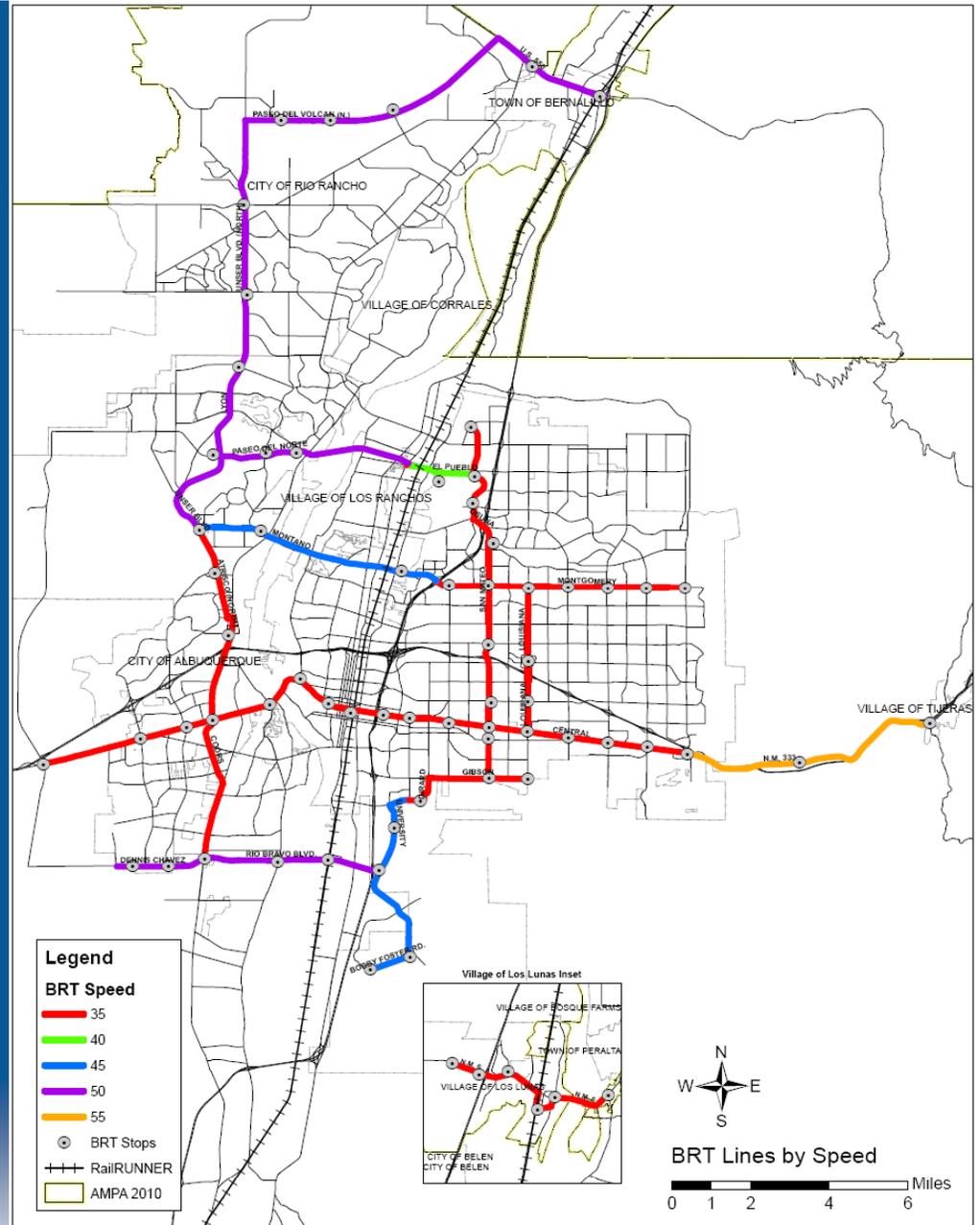
Source: MRCOG.

Mid-Region Long Range Rapid Transit Plan –

- Included in 2035 MTP
- Bus Rapid Transit (future LRT ??)
- Metropolitan Transportation Board Recently set 2035 MTP Transit Mode Share Goals for River Crossings

(10% by 2025, 20% by 2035)

And committed 25% of the AMPA sub-allocated funds beginning in 2016 toward meeting the goals



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2035 BRT Build Network

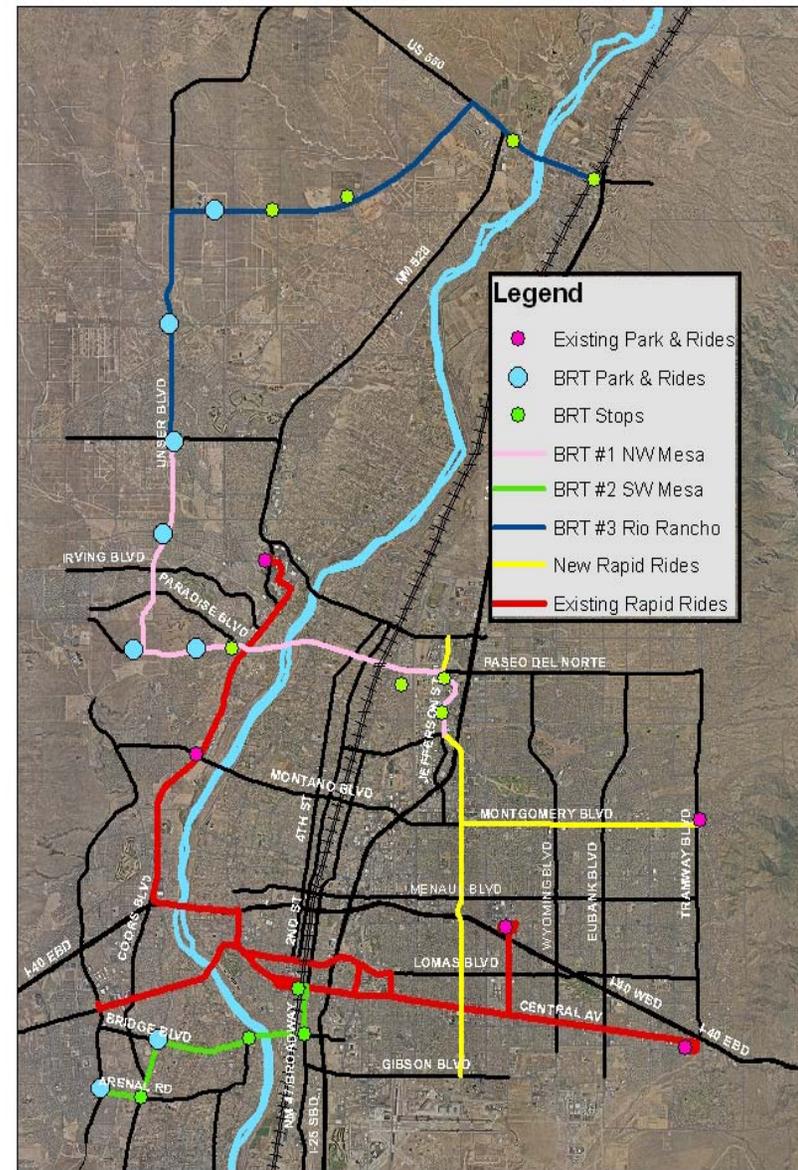
NW Mesa – Unser Blvd/Paseo del Norte/Jefferson St

SW Mesa – Arenal Blvd/Bridge Blvd/Downtown)

Rio Rancho – US 550/Paseo del Volcan/Unser Blvd



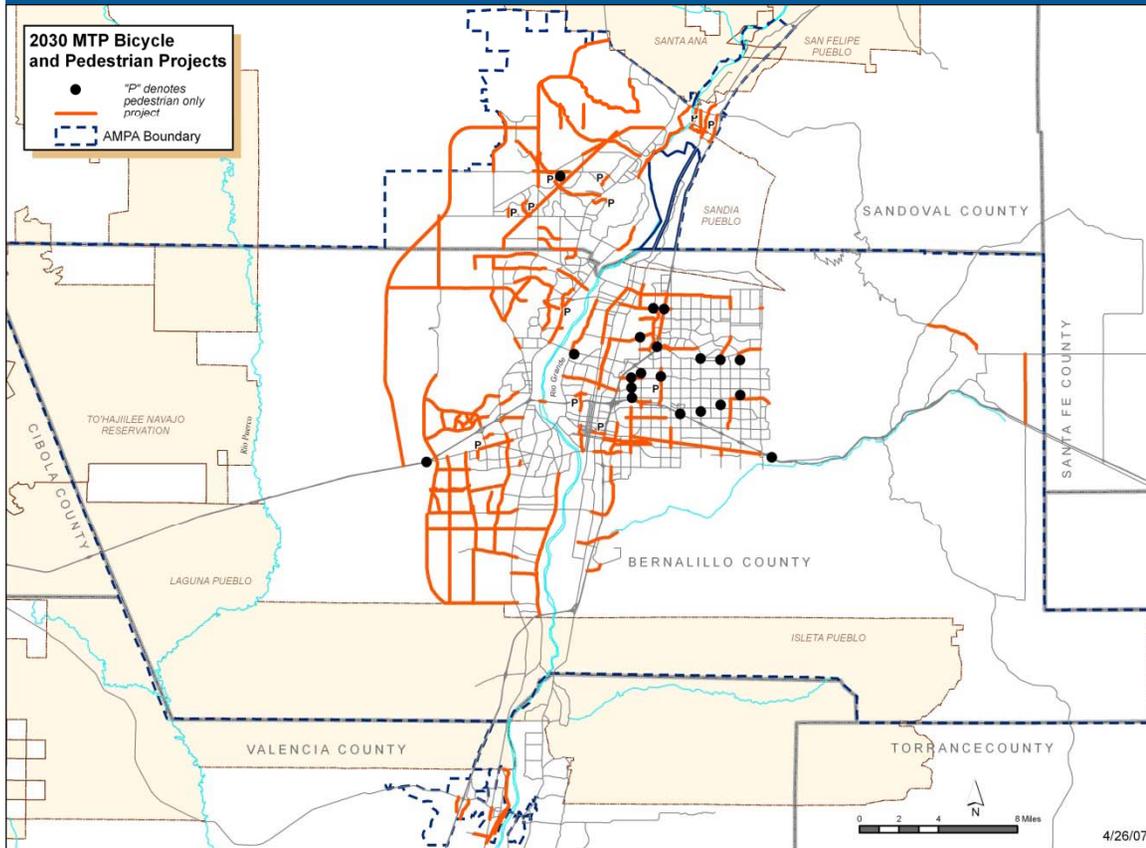
Figure XX: 2035 Bus Rapid Transit Network





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2035 MTP Highlights



◆ Bicycle

- ◆ bicycle bridges/tunnels,
 - Bear Canyon Arroyo
 - Eubank at Bear Canyon Arroyo
 - I-40 east side of the Rio Grande
 - Juan Tabo at Bear Canyon Arroyo
 - North Diversion Channel undercrossings
 - Osuna at North Diversion Channel
 - San Mateo / Osuna
 - Wyoming at Bear Canyon Arroyo
- ◆ Bike centerline miles = 764 in 2035 (doubling from 2004)

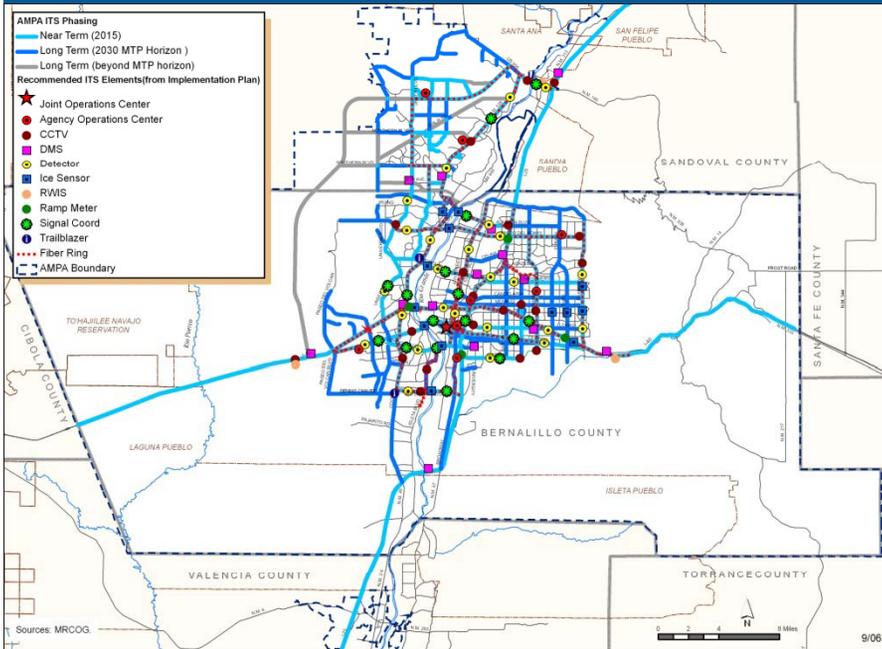
◆ Pedestrian

- ◆ Pedestrian Composite Index for regional analysis & planning

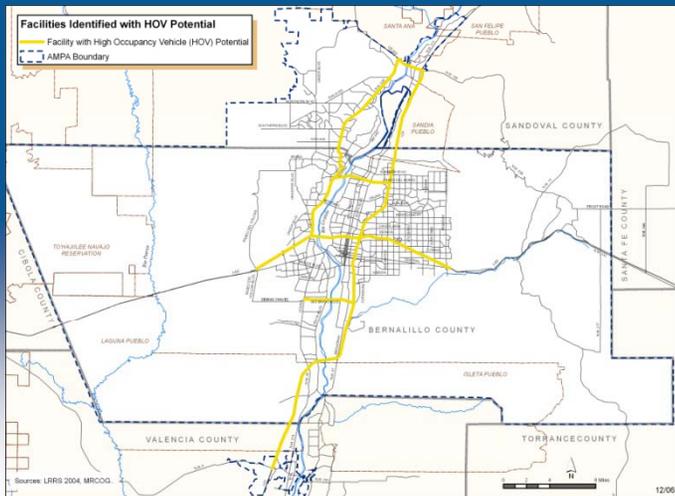


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2035 MTP Highlights



- ◆ Systems Management & Operations
 - ◆ ITS Implementation Plan deployment
 - ◆ ITS Regional Architecture
 - ◆ HOV / Managed Lane corridors for study



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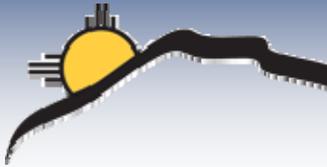
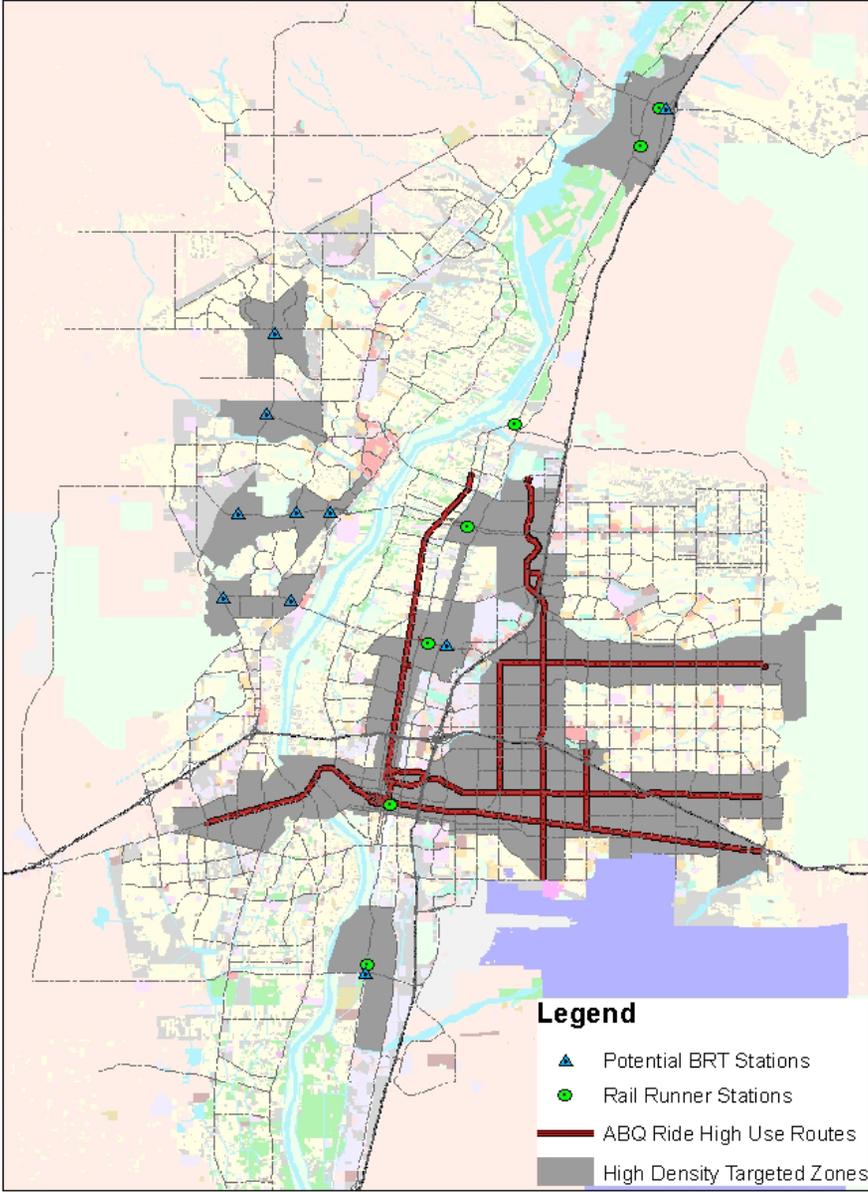
Considering a Compact Development Scenario

Summary of an internal exercise to investigate the potential impact of a shift in future land use patterns on travel demand.

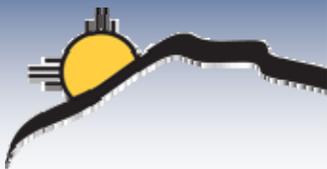
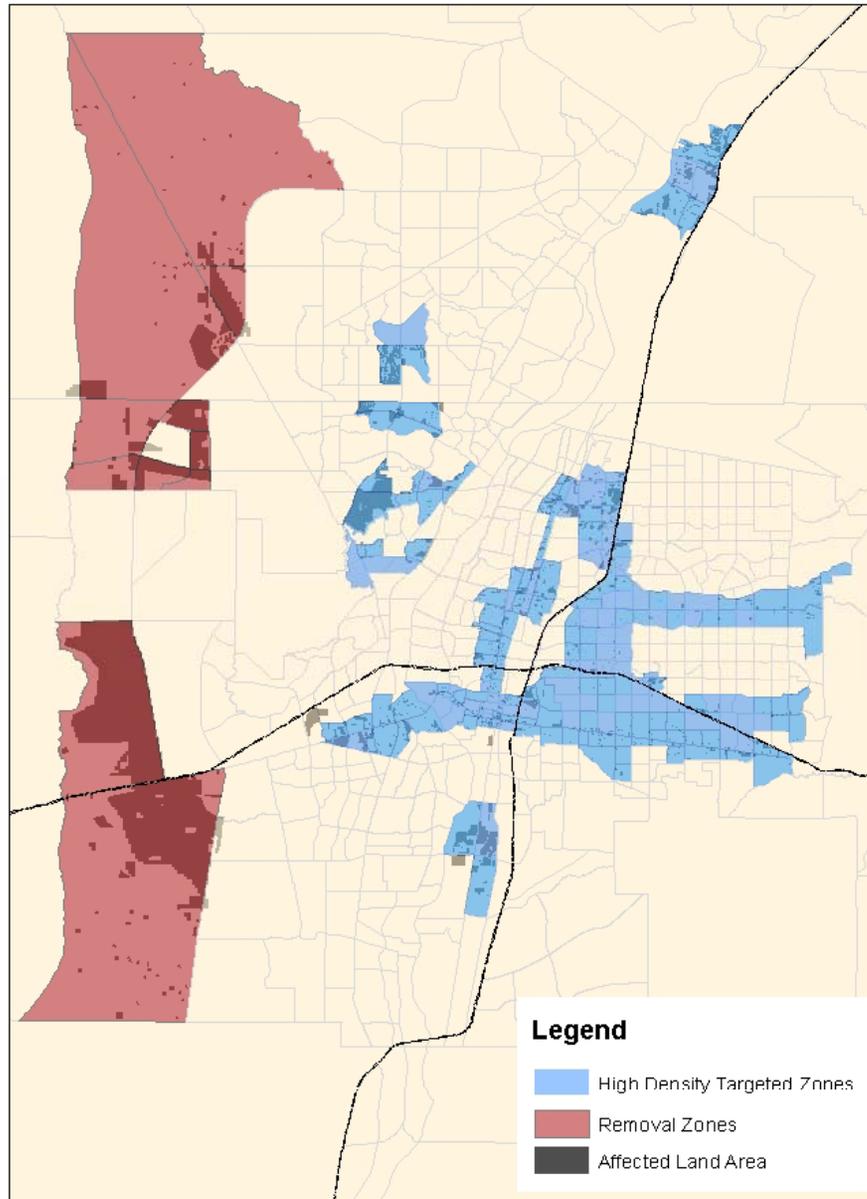


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Targeted Zones for the High Density Scenario
and relationship with Transit Centers and Corridors



Targeted Zones, Removal Zones and Land Area Affected
in the High Density Scenario



overnments

Alternative Socioeconomics

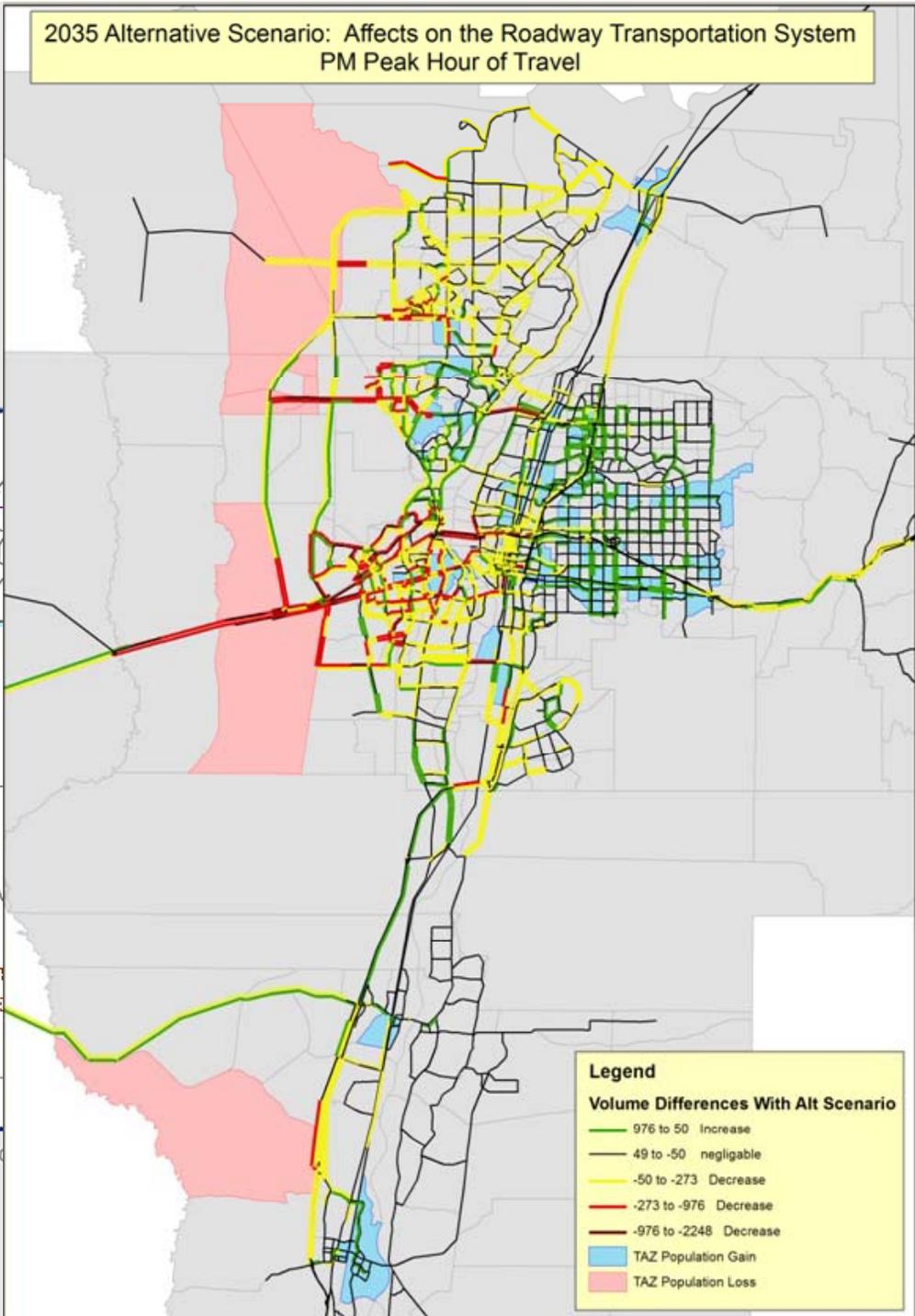
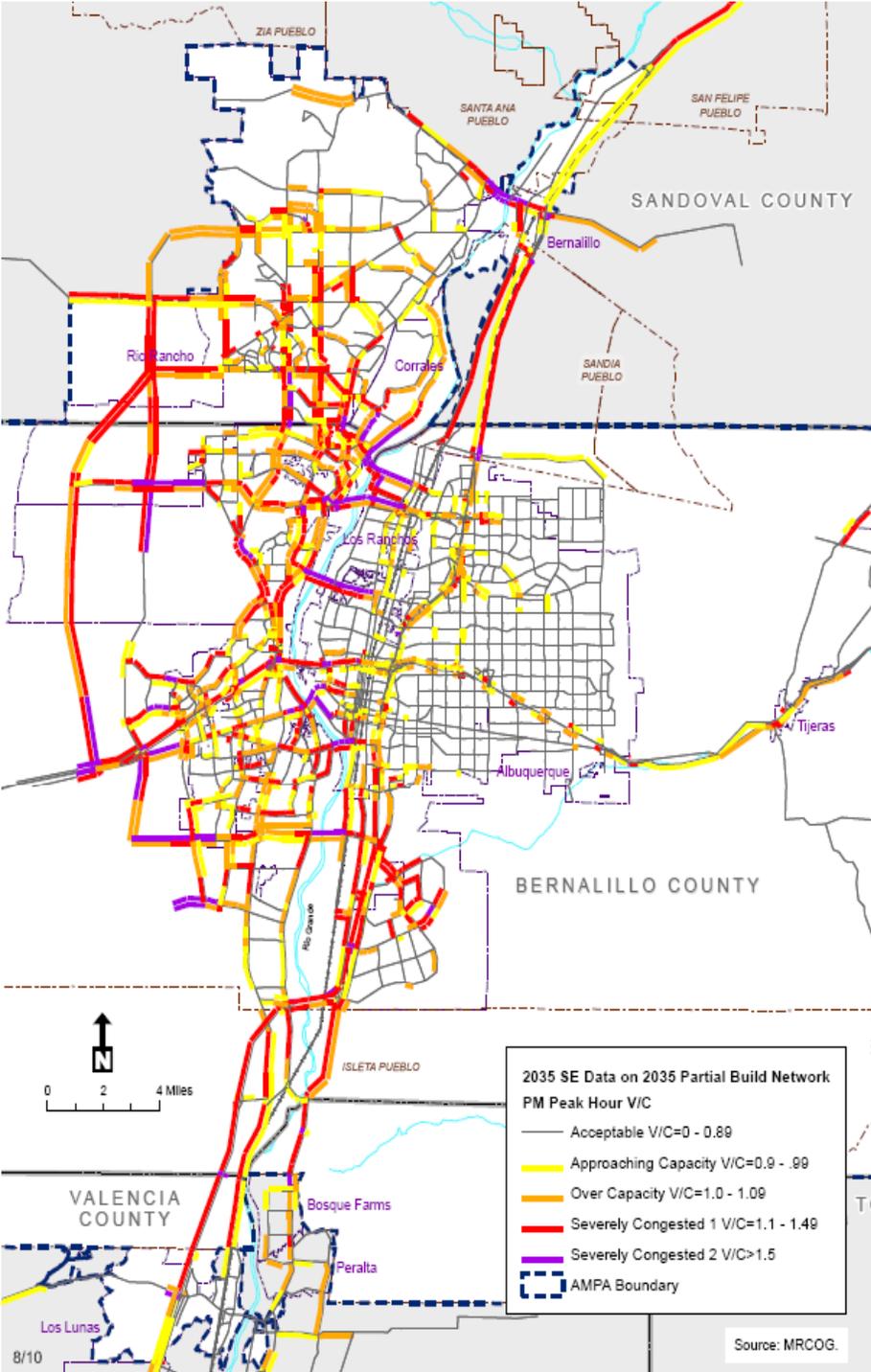
"Compact Development" Zones	Single Family	Multi Family	Total Units
MTP Socioeconomics	4,373	9,090	13,463
<i>Share of Region</i>	<i>1%</i>	<i>7%</i>	<i>2%</i>
Compact Development Scenario	16,270	40,834	57,104
<i>Share of Region</i>	<i>3%</i>	<i>30%</i>	<i>8%</i>

*The new scenario adds 30,000 multi-family units to the forecast, an increase of 22 percent. These are subtracted from the single family unit forecast.



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2035 Alternative Scenario: Affects on the Roadway Transportation System
PM Peak Hour of Travel



Side by Side Comparison of Travel Model Summary Statistics

PM Peak Hour	<u>MTP 2035</u>	<u>HD Scenario</u>	<u>Percent Difference</u>
Vehicle Hours of Delay	160,154	123,654	-23%
Vehicle Hours Traveled	228,812	189,354	-17%
Vehicle Miles Traveled	3,077,065	2,946,946	-4%
Average Speed	13.4	15.6	16%

Daily Statistics	<u>MTP 2035</u>	<u>HD Scenario</u>	<u>Percent Difference</u>
Vehicle Miles Traveled	31,588,579	30,333,044	-4%
Vehicle Miles Per Capita	23.8	22.8	-4%
River Crossings	1,032,041	982,482	-5%



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Questions/Comments

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