Roadways

5

Before discussing the roadway element included in this MTP, it is important to understand that the MTP does not specifically address projects or activities related to routine maintenance or even minor reconstruction (e.g. pavement overlays). The cost for these types of activities are covered in the financial plan, but the specific projects are not listed in the MTP. In addition, it only addresses those roadways functionally classified as a collector or above (i.e. it does not deal with local, residential streets). The AMPA currently contains 3101 centerline miles of roadway that are classified as collectors or above.

A listing of all roadway projects included in the 2030 MTP is included in the Appendices at the end of this document. This list identifies projects by lead agency, project scope, and estimated cost. A map of the publicly funded (financially constrained) roadway projects for the 2030 MTP is shown in Map 5-1. Please note that this map does not include the privately funded roadway projects as they are not part of the federally funded/financially constrained MTP, but are included in the roadway network for informational and planning purposes. Lead agencies have been identified for each project to indicate the agency most likely to develop the project for implementation. This designation is not intended to place sole funding responsibility on that agency. Funding and local match decisions are made as part of the Transportation Improvement Program (TIP) process and given the nature of the transportation challenges facing our region, the need for coordinated solutions is apparent.

Another way to express what is expected to happen during the life of this plan is to examine changes in lane miles. This Plan proposes to implement major reconstruction on 762 of the 3,792 lane miles of roadway that are classified as collectors and above. Reconstruction and/or rehabilitation represents 68% of all improvements planned on the network during the life of this plan. An additional 352 lane miles will be added, which represents 32% of all roadway projects included in the plan. The roadway project map with these programmed projects is shown in Map 5-1.

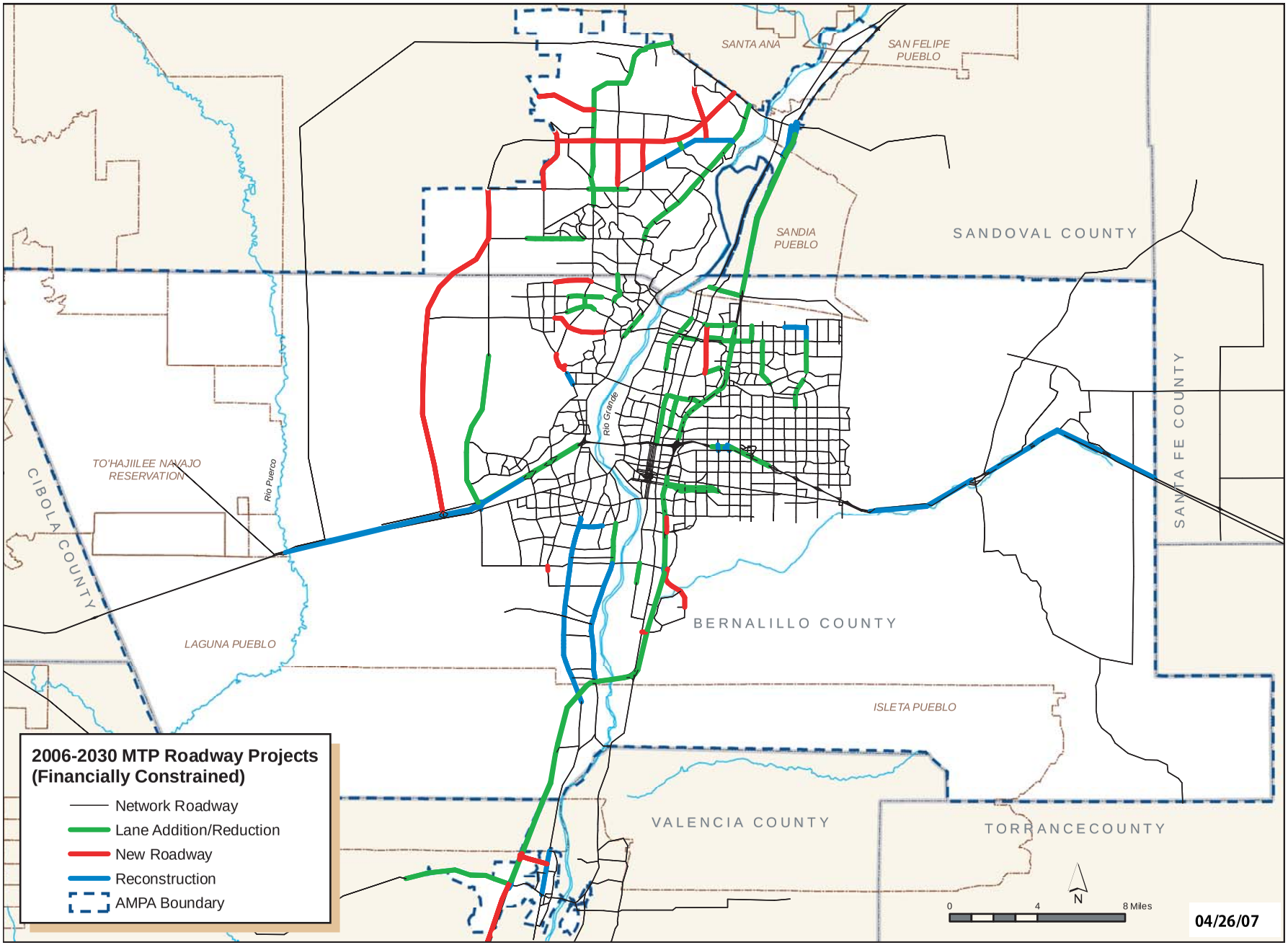
Map 5-2 illustrates the roadway performance of the Plan in terms of Level of Service measured in volume to capacity ratios for the PM Peak based on the 2030 socioeconomics and the programmed 2030 roadway projects. Table 5-1 shows the roadway system performance summary for critical measures of effectiveness for the 2030 roadway scenario. Not surprisingly, problems that were identified in the 2004 Base Year and 2015 Committed timeframes analyzed in the Transportation Challenges section of the MTP remain, and in fact, have increased – on some occasions dramatically.

Table 5-1 ▶ 2030 Roadway System Performance

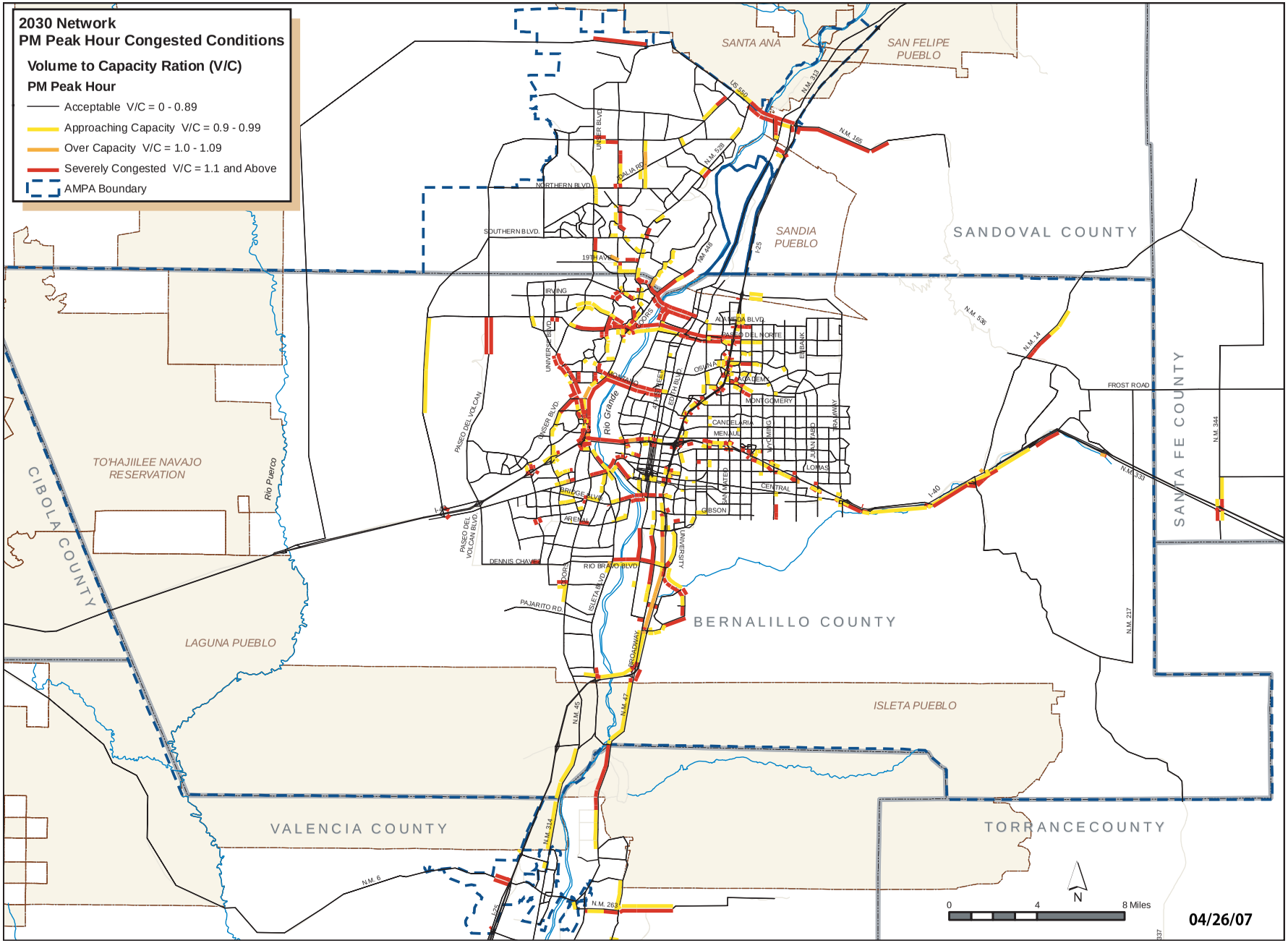
Total Lane Miles	3,792
Peak Hour VMT	2,330,289
Peak Hour VHT	91,358
Peak Hour VHD	41,299
River Crossing Peak Hour VHD	7,198
Peak Hour Lane Mile Congested	248
Daily VMT	25,779,927
Daily VMT/Capita	27.0

It is clear in viewing system performance information that portions of the network that are particularly congested include the river crossings, north-south corridors on the Westside, portions of the interstate system, and on roadways entering the core urban area from the south (Valencia County) and from the (East Mountain area and Edgewood). Additionally, travel

Map 5-1 ► Roadway Projects by Type, Publicly Funded, 2006-2030



Map 5-2 ► 2030 Roadway Network Level of Service



times for the key commutes analyzed in Transportation Challenges are expected to increase by as much as 40% over the 2015 scenario, and as much as 99% for the 2030 Scenario.

When viewing this information, it should be kept in mind that in addition to network performance, other considerations such as project cost, impacts to the community, local agency support, and environmental considerations – all issues covered in the MTP 2030 Goals – are what form the basis for choosing the preferred scenario for the MTP. While this image of the future may appear alarming, it is essentially an extension of the trends that have played out historically. In addition, it shows that congestion cannot be solved simply by constructing new roadways. As the area continues to grow, if resources devoted to transportation infrastructure and services remain constant, as household travel continues to increase, as trip distances continue to get longer (in terms of miles), and if mode shares remain constant, the end result is a roadway system that is more congested than it is today. Other sections of this plan discuss investments in transit and other non-single occupancy vehicle travel options that are currently being explored within the region that may present the traveling public with other travel options. The challenge lies in the region's ability to change travel behavior enough, given these emerging travel options, so that travel on congested facilities is not as severe as the future roadway scenario suggests.

The current Long Range Roadway System is shown in Map 5-3, and represents the long term transportation planning needs within the AMPA for the 2030 timeframe including future roadways and major interchanges/grade separations as defined through the MTP update process. It is important to note that this map denotes roadway infrastructure regardless of project type and funding source. Functional classification within urban and rural areas should be based on the near-term functionality of the facility using US Census information, expressed relative to the current and near term use of the facility. Arterials represent the heaviest used trip routes with longer trips, higher volumes, and higher speeds, whereas locals represent the least used facilities with lower volumes and speeds. The arterial system facilitates longer trips, whereas locals and collectors tend to serve shorter trips and trip ends.

Map 5-3 ► The Long Range Roadway System, 2030 MTP