



Scenario Planning and the Development of the 2040 MTP

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What is an MTP?

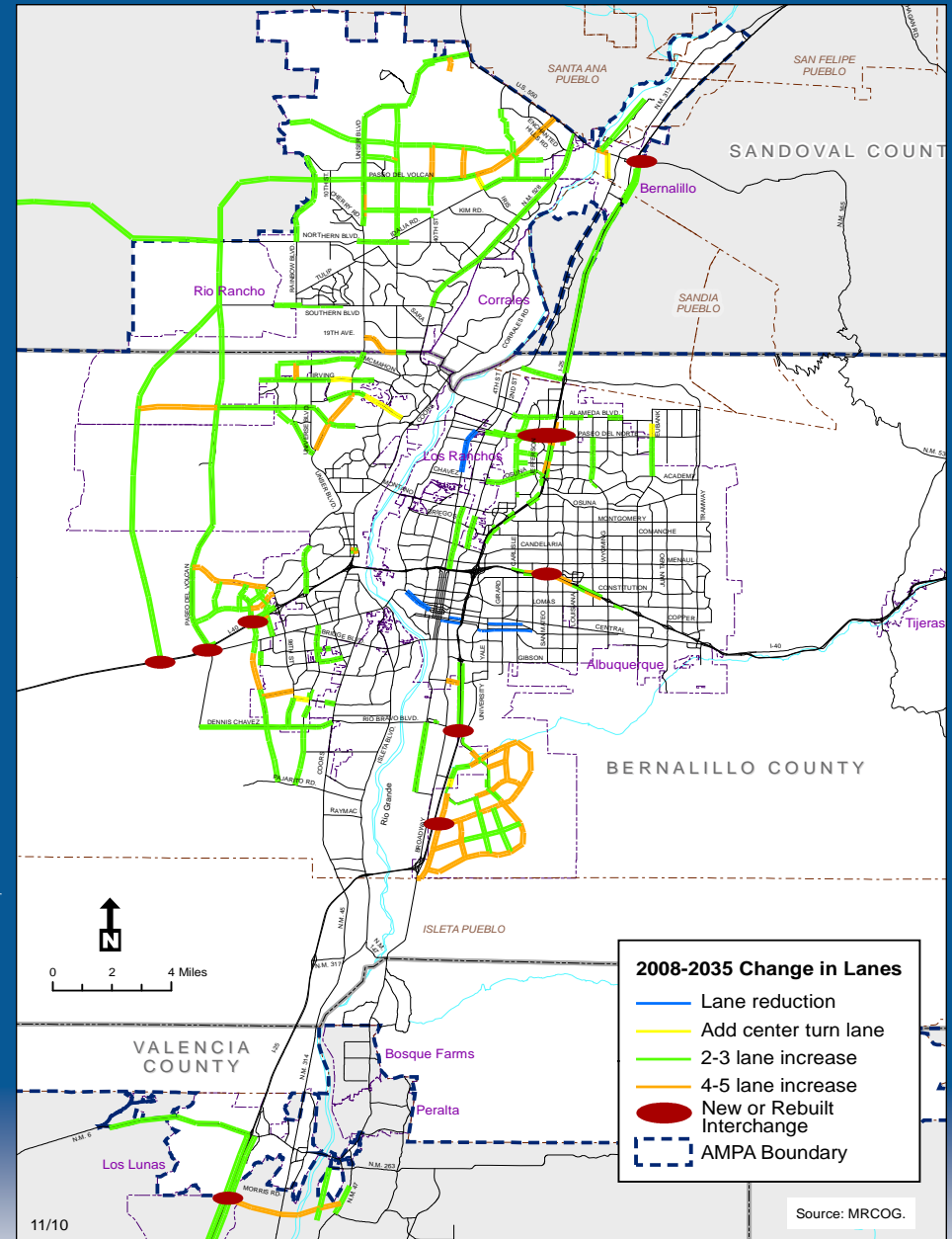
- ◆ Long-range (20+ years) transportation vision for the region
- ◆ Consider impacts of growth on infrastructure
- ◆ Multi-modal
- ◆ Updated every 4 years
- ◆ Fiscally constrained project list



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Roadway Enhancements 2012-2035

- ◆ \$3 billion in increased capacity
- ◆ 600 new lane miles
 - ◆ North-south capacity
 - ◆ New network
 - Rio Rancho, Mesa del Sol
- ◆ 9 new/reconstructed interchanges



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2035 Summary

- ◆ **Miles on our roads:** *16 million to 24 million (+ 50%)*
- ◆ **Hours on our roads:** *400,000 to 740,000 (+ 80%)*
- ◆ **Average speeds:** *40 mph to 33 mph (- 17%)*
- ◆ **Trips across the river:** *492,000 to 960,000 (+94%)*

• *These are draft figures that reflect the new population projections released by UNM-GPS.*



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Key Findings from 2035 MTP

- ◆ River crossing congestion
- ◆ No new bridges
- ◆ Building our way out of congestion is not realistic
- ◆ There is no silver bullet. A variety of strategies will be necessary to tackle congestion.



Changing Strategies

- ◆ New roads and interchanges are not only type of investment
- ◆ Operations & systems management
- ◆ Transit
- ◆ Bicycle & pedestrian infrastructure
- ◆ Connecting land use & transportation



Why Scenario Planning?

- ◆ Proactive vs. reactive approach
- ◆ No longer makes sense to predict one future and respond to it
- ◆ Standard or “business as usual approach” → findings from one MTP to next do not change
- ◆ Tools are improving – easier to visualize different outcomes



Integrating Scenario Planning into MTP Process

- ◆ Understand issues and challenges for the region
- ◆ Develop scenario concepts
- ◆ Public meetings and feedback
- ◆ Not voting on a “favorite” scenario
- ◆ Measure outcomes against each other to understand impacts of different growth patterns



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2035 MTP Compact Development Scenario – What if...

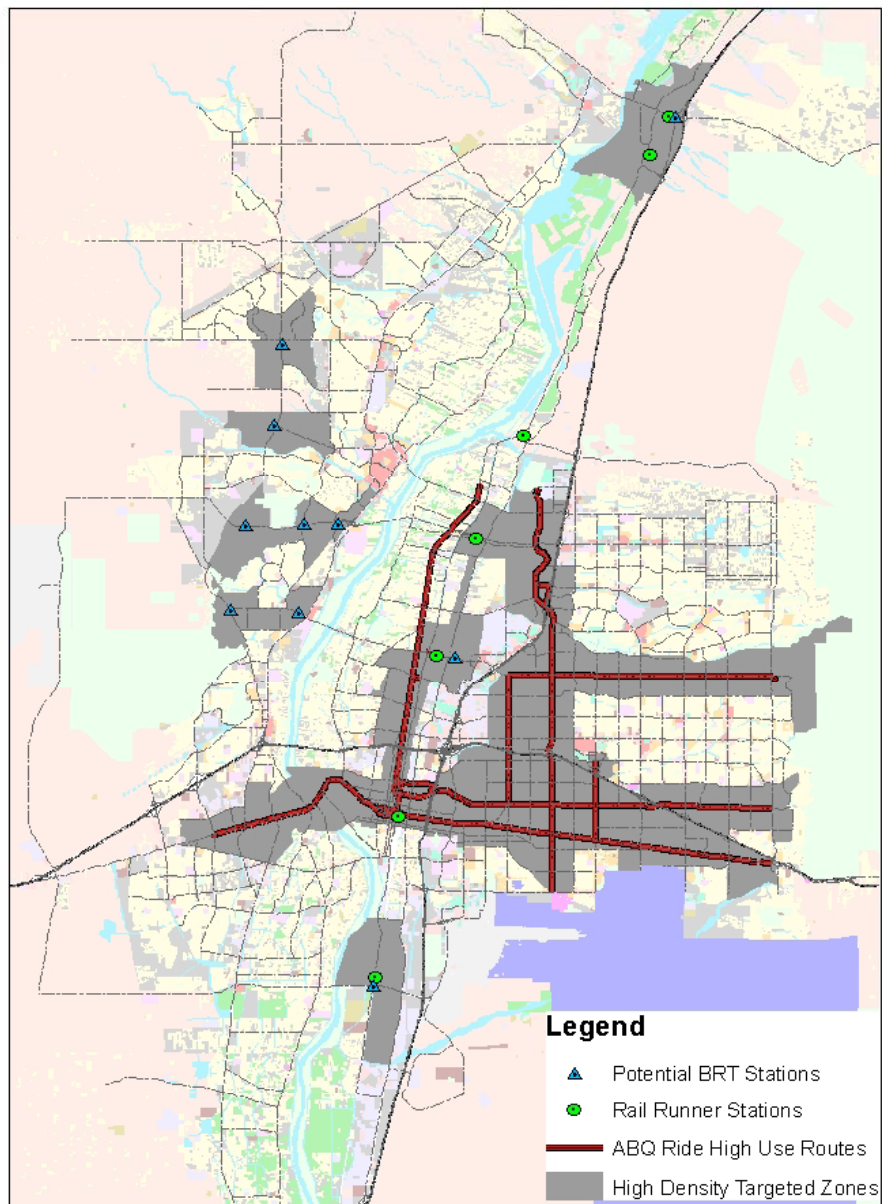
...the metro area's future residential growth developed in a more compact pattern that focused on major transit corridors?



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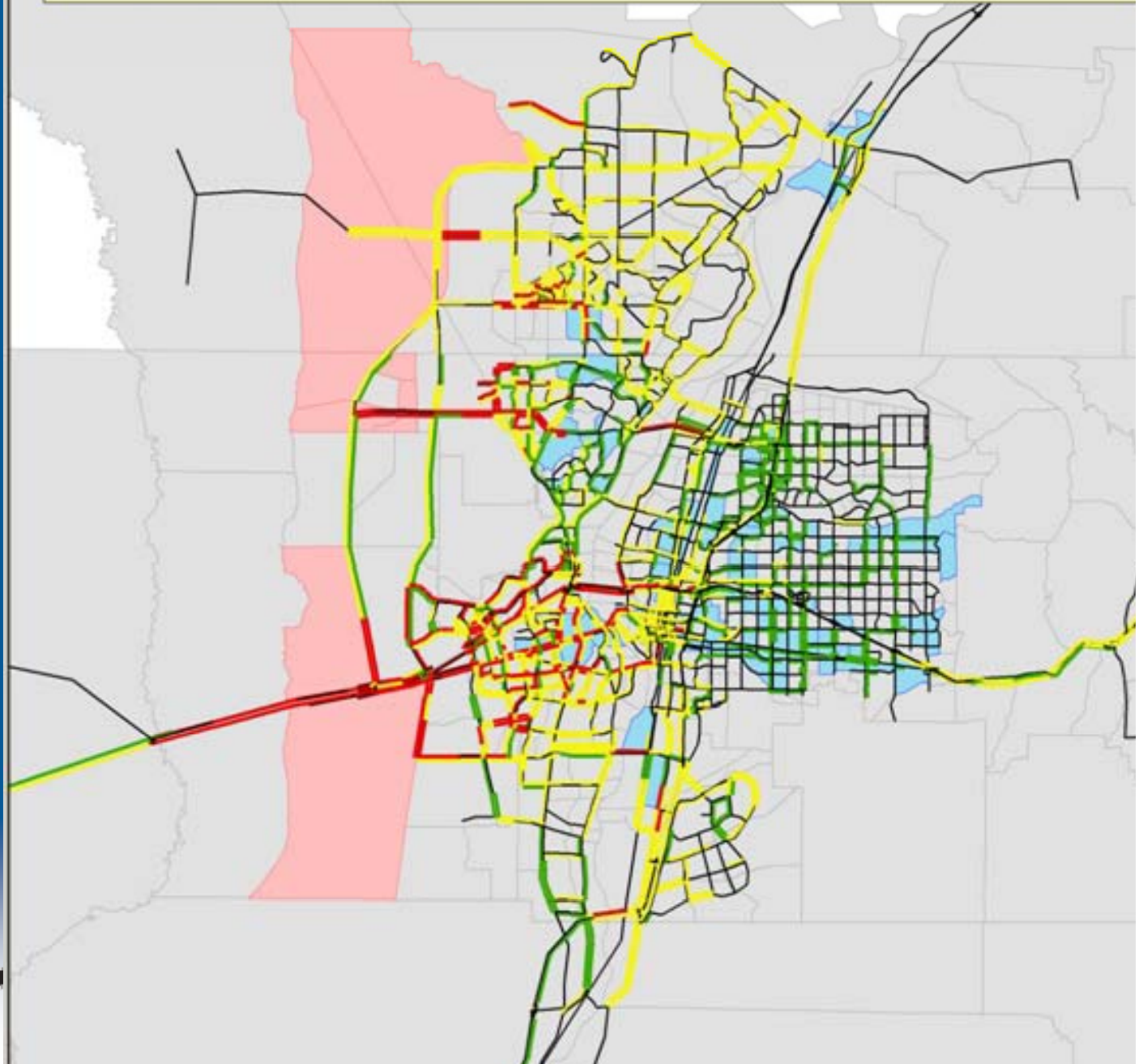
Targeted transit accessible areas for higher levels of development

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



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

Resulted
in a
reduction
of trips in
critically
congested
areas



Overall Impact on our Roads

Daily Impact

- ↓ Vehicle Miles Traveled down 4%
- ↓ River crossings trips down 5%

Peak Commuting Times

- ↓ Delay down 25%
- ↑ Speeds up 17%



Some Takeaways...

- ◆ Land use decisions have a noticeable impact on transportation patterns
- ◆ Transit-supportive land uses reduce congestion system-wide
- ◆ Increased traffic volumes in core areas can be adequately served by existing roads



MRMPO Process

- ◆ More sophisticated scenario planning effort that builds off previous analysis
- ◆ Public Outreach
- ◆ Private Outreach
- ◆ Active participation of member agencies (LUTI committee)



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