



Mid-Region Council of Governments

Mid-Region Metropolitan Planning Organization

A decorative graphic consisting of a stylized black mountain range with a yellow sun rising behind it on the left, and a black wavy line representing a river flowing from the mountains down towards the bottom right.

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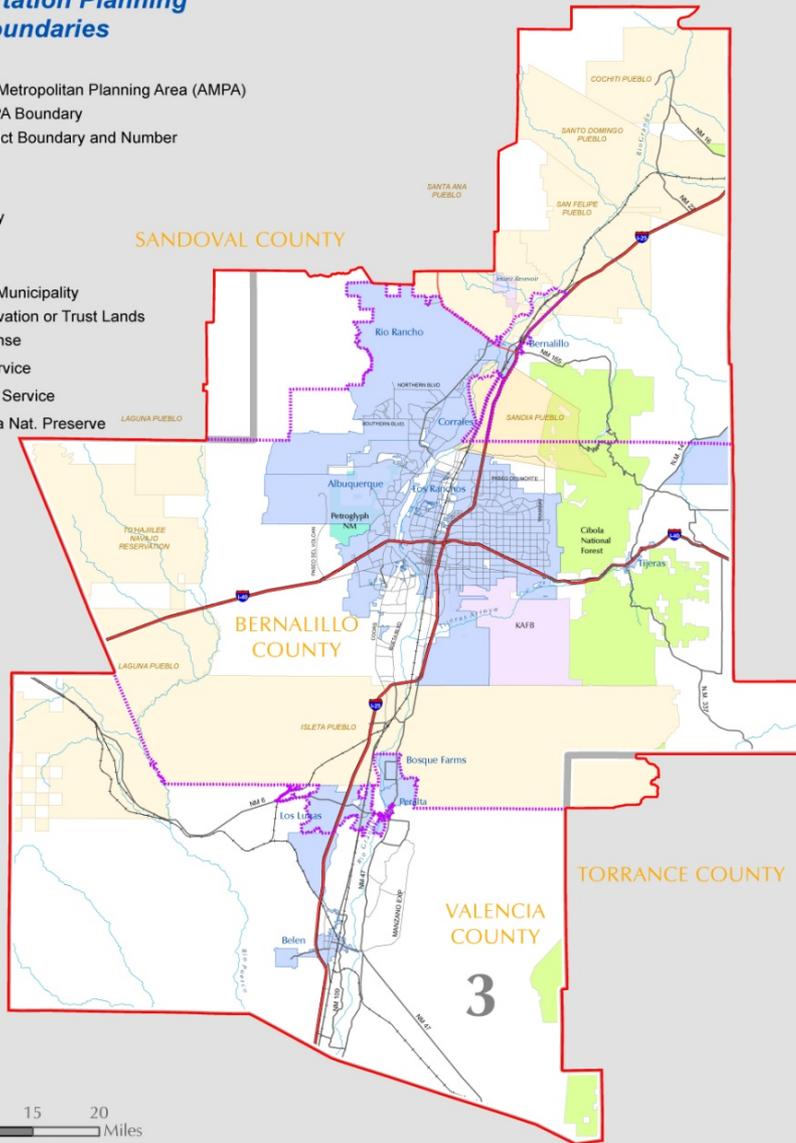
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Mid-Region
Council of Governments
Transportation Planning
Boundaries

-  Albuquerque Metropolitan Planning Area (AMPA)
-  Previous AMPA Boundary
-  NMDOT District Boundary and Number
-  Interstate
-  US Highway
-  State Highway
-  Other Roads
-  Railroads
-  Incorporated Municipality
-  Indian Reservation or Trust Lands
-  Dept. of Defense
-  US Forest Service
-  National Park Service
-  Valles Caldera Nat. Preserve

*Area outside of AMPA Boundary



Revised March 4, 2011
Approved by Governance Committee 01, 2011

Albuquerque Metropolitan Planning Area:

Three counties

- Bernalillo County
- Valencia County
- Sandoval County

Two urbanized areas:

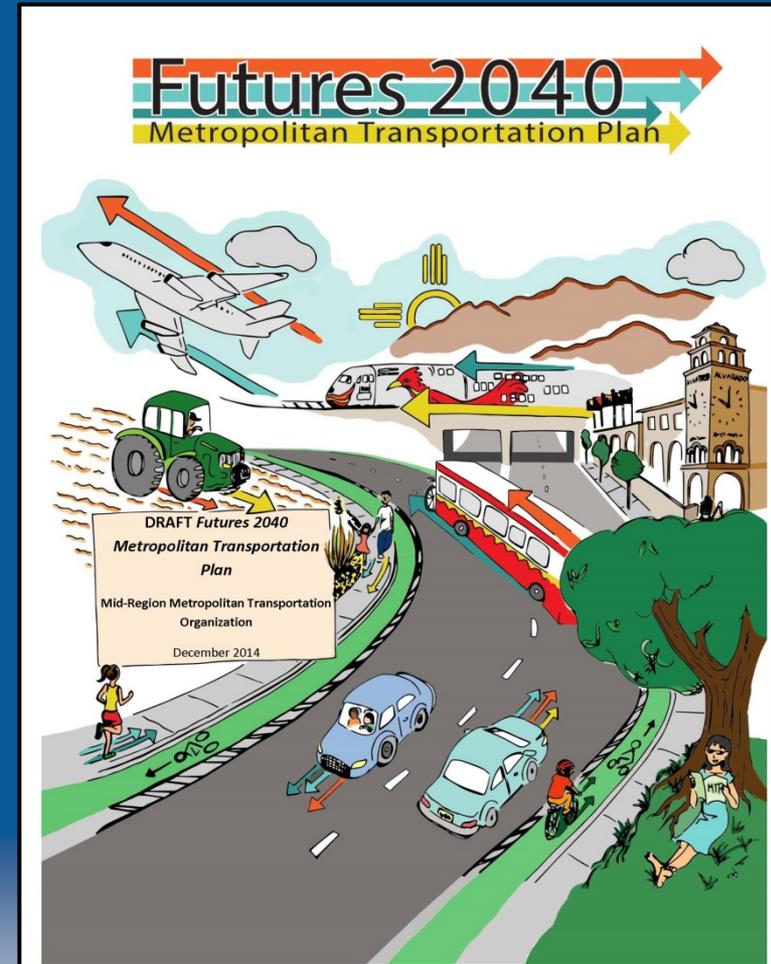
- Albuquerque
- Los Lunas

Rio Rancho ~ 100,000, ABQ ~ 500,000

Population (2012) = 879,401

Main Product: Metropolitan Transportation Plan

- ◆ Long-range (20+ years) transportation plan for the Albuquerque metro area
- ◆ First Time! Scenario Planning – UrbanSim and Cube, LUTI
- ◆ Climate Change grant
- ◆ CSS GUIDE, LRTS
- ◆ ArcGIS Online
- ◆ 20% set aside for river crossing transit mode share – west side housing/east side jobs - BRT



Preferred Scenario Components

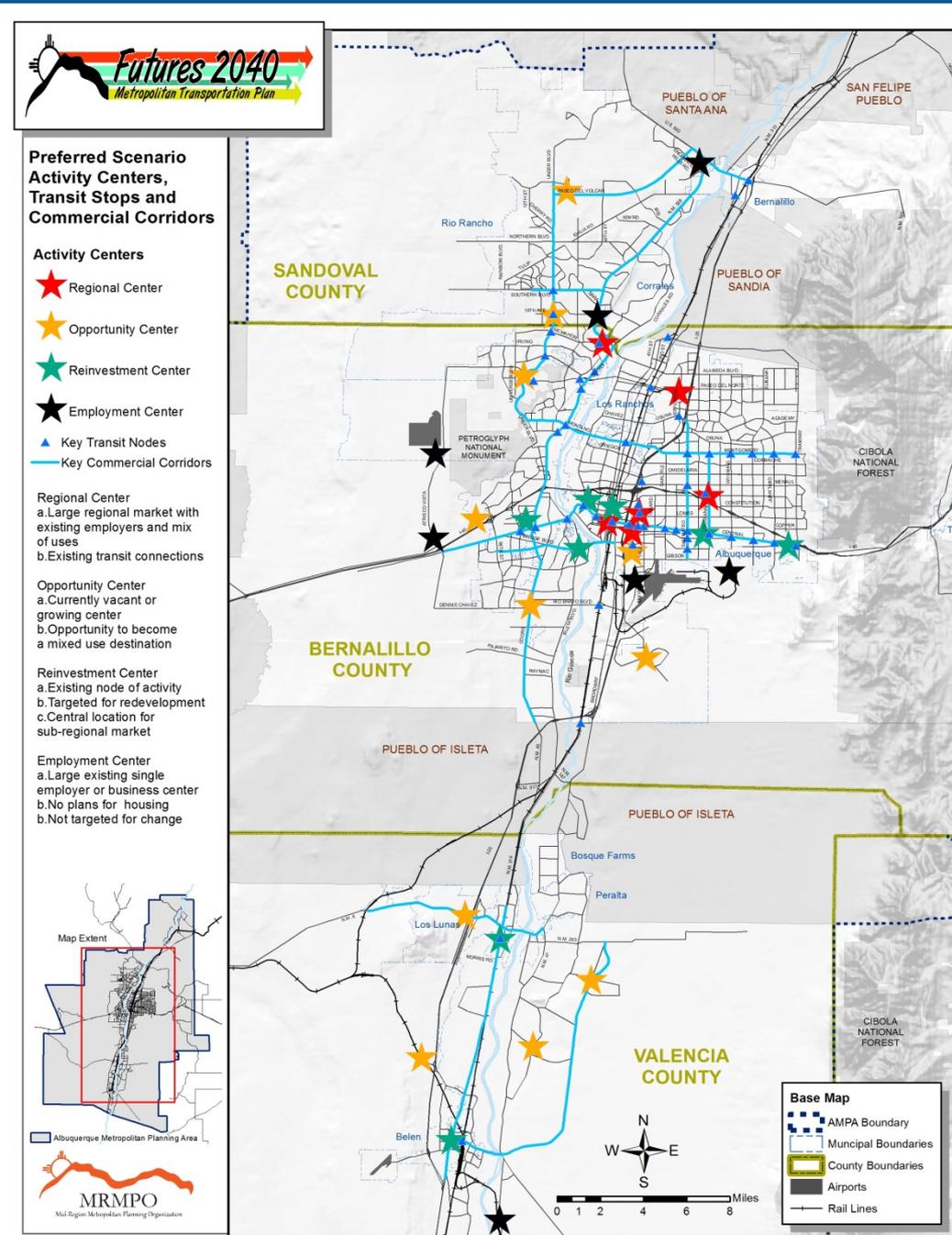
◆ Increase attractiveness:

- ◆ Activity Centers
- ◆ Transit Nodes

◆ Infrastructure differences:

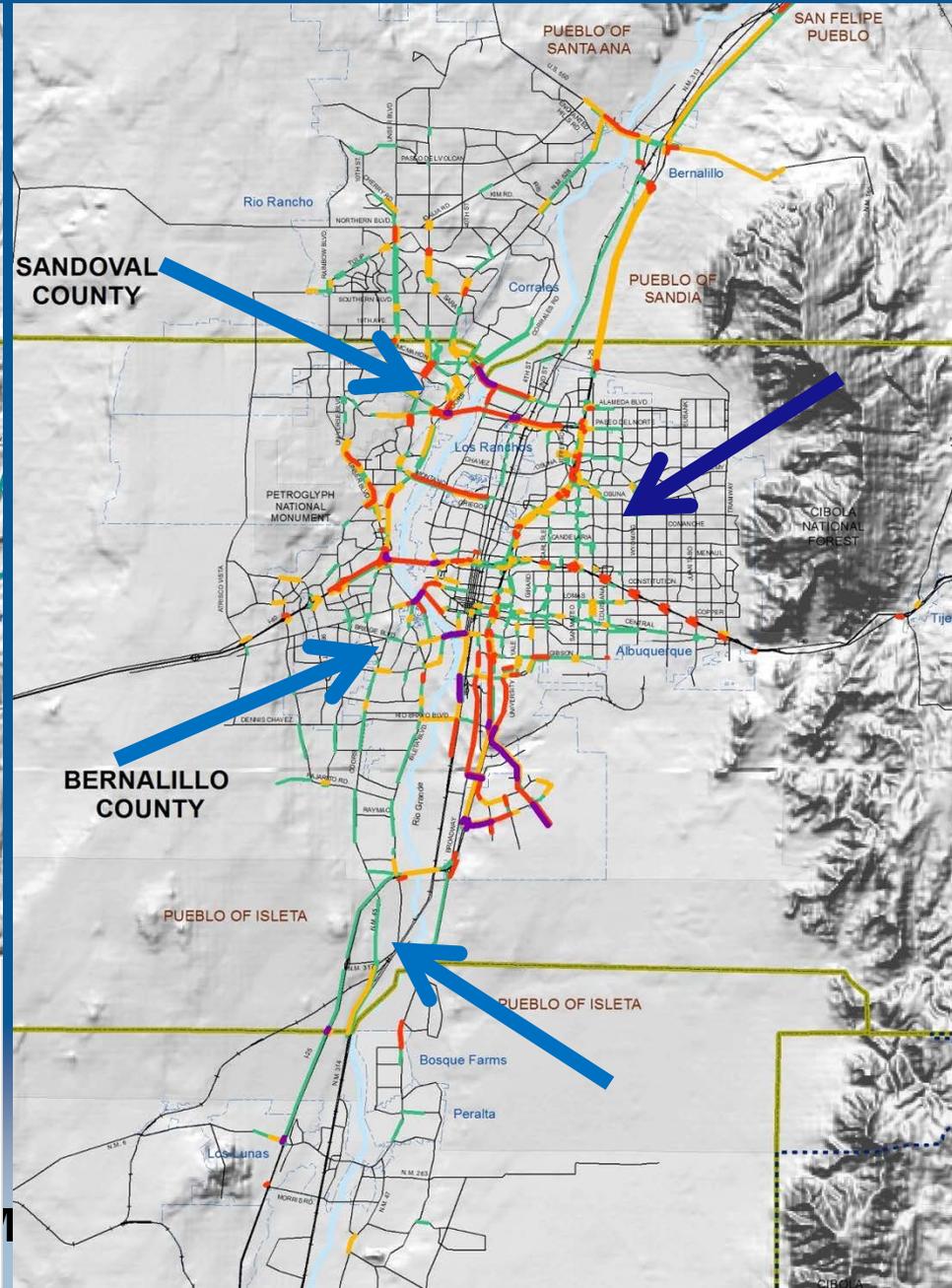
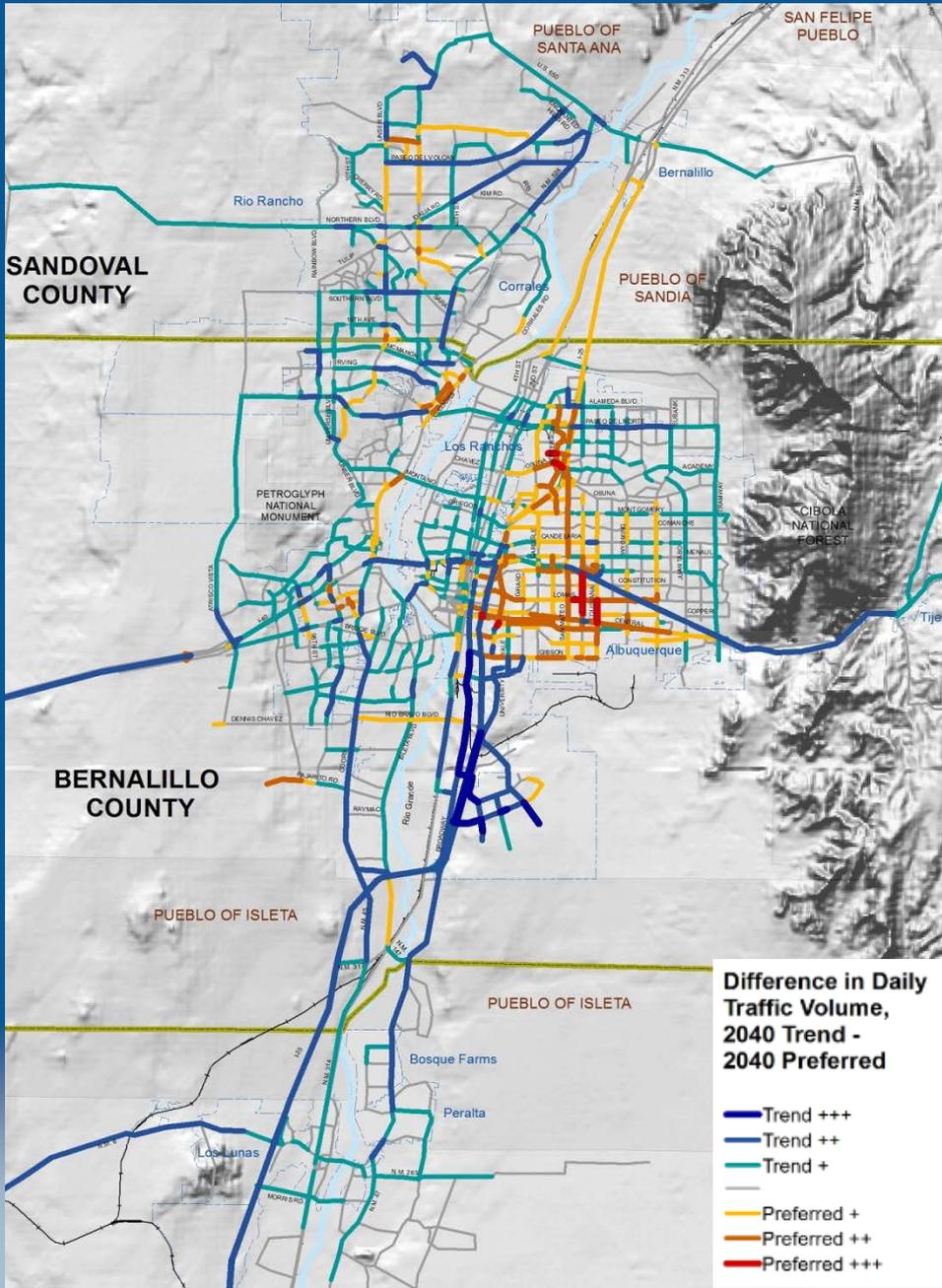
- ◆ Same roadway network
- ◆ Built-out transit network

◆ Same levels of population and employment growth as the Trend Scenario



Volume: Trend vs. Preferred

2040 Preferred



Program Areas

- ◆ Data Collection, Analysis, and Visualization
- ◆ Public Involvement and Outreach
- ◆ Transportation Improvement Program
- ◆ Socioeconomics and Forecasting – take a lot of time and effort and multiple datasets
- ◆ Transportation System Data Collection and Performance – CMP, Travel time, INRIX data
- ◆ Active Transportation Initiatives – CS, Bike Share, Health Impacts
- ◆ Land Use and Transportation Integration
- ◆ Economic Development – Transight, new
- ◆ Transit System Data Collection and Analysis
- ◆ Local Development Review Advisement – a lot more involved – Comp Plan Scenari Planning



Vision Process

◆ Three main themes guide our work:

- 1) Facilitate informed Regional Decision-Making through training, outreach, and education.
- 2) Commit to robust Data Quality and Management to support our work program.
- 3) Practice a Balanced Approach to multi-modal planning and regional engagement.



Main Projects

- ◆ Master road network relational geodatabase
 - ◆ Software and hardware decisions
- ◆ Z Drive
- ◆ ArcGIS Online
- ◆ Collection and analysis of traffic count and crash data
- ◆ Preparation of data for Landuse Model



Data Collection / Projects

- ◆ Master road network relational geodatabase
- ◆ Household Travel Survey
- ◆ Online interactive maps
- ◆ Land use, zoning, assessor and undevelopable areas for land use modeling
- ◆ Employment database
- ◆ Crash data
- ◆ Congestion management (posted and observed speeds, lanes, travel time)
- ◆ Freight
- ◆ Intelligent Transportation Systems
- ◆ Building permits
- ◆ Socioeconomic data for forecasts
- ◆ Traffic count collection and database for travel demand modeling
- ◆ Performance measures (accessibility, VMT, crash data, air quality, land developed)
- ◆ Bicycle and pedestrian long range systems
- ◆ Preferred scenario components
- ◆ Economic analyses for transportation projects
- ◆ Transit users, ridership and mode share



Data Challenges and Opportunities

- ◆ Integrating workflows
- ◆ Reducing duplication
- ◆ Common sense data organization
- ◆ Building capacity
- ◆ Better visualizations
- ◆ Sharing data online, story maps and open data portal
- ◆ Consolidating / cleaning data from member governments



Thank you!

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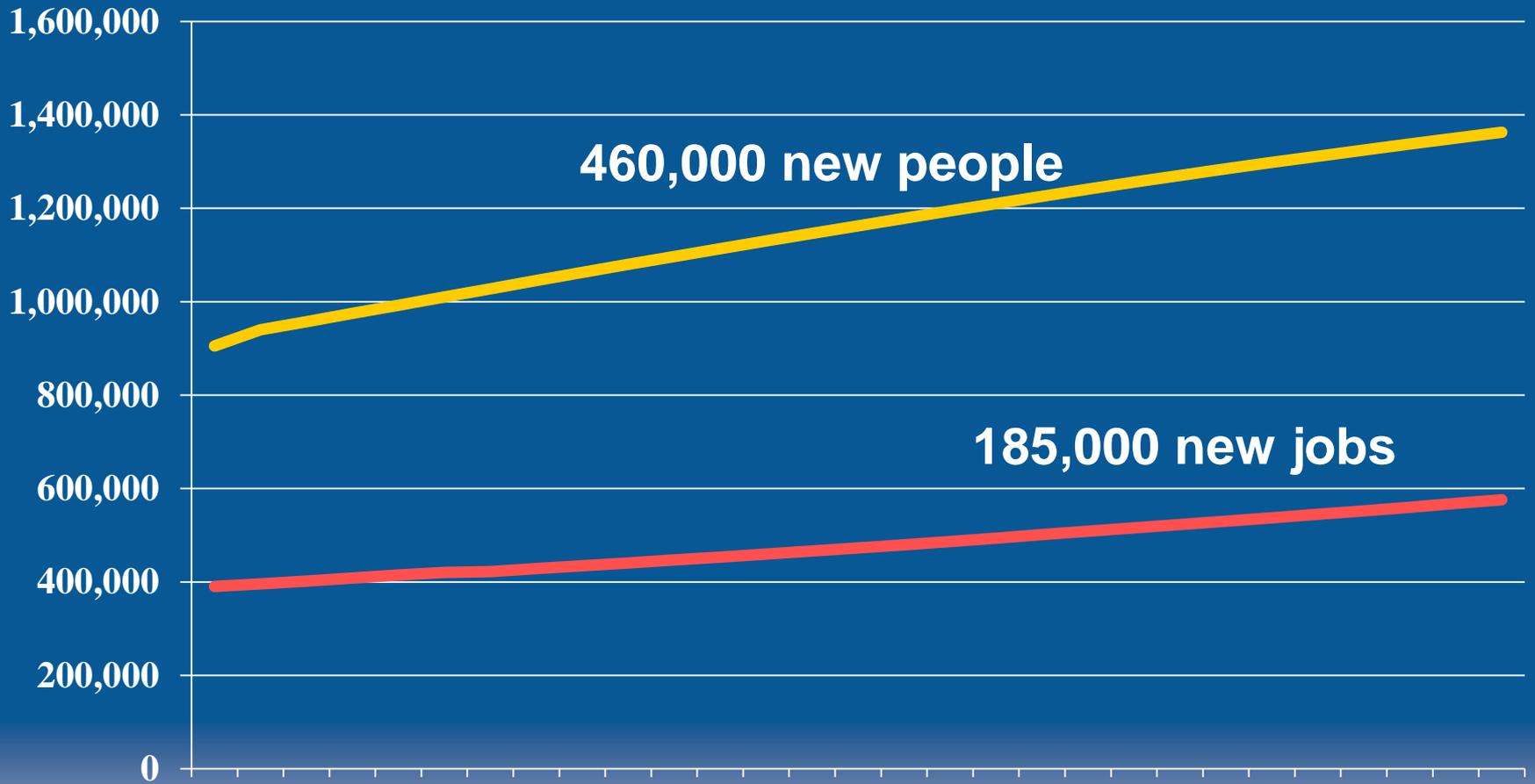
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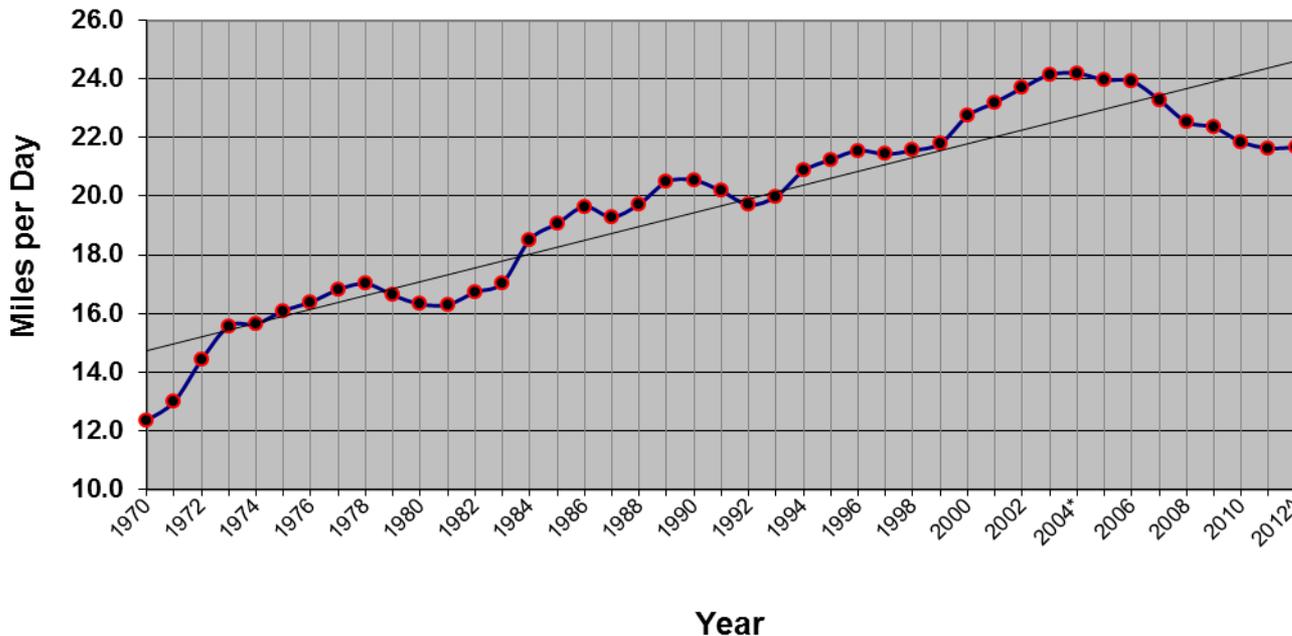
2040 Regional Forecast



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Changing Travel Preferences: Trends in Driving

**VMT per Capita -
Albuquerque Metro Area**



People are driving less each year

Albuquerque:

Vehicle miles traveled per capita has dropped 10% since 2004

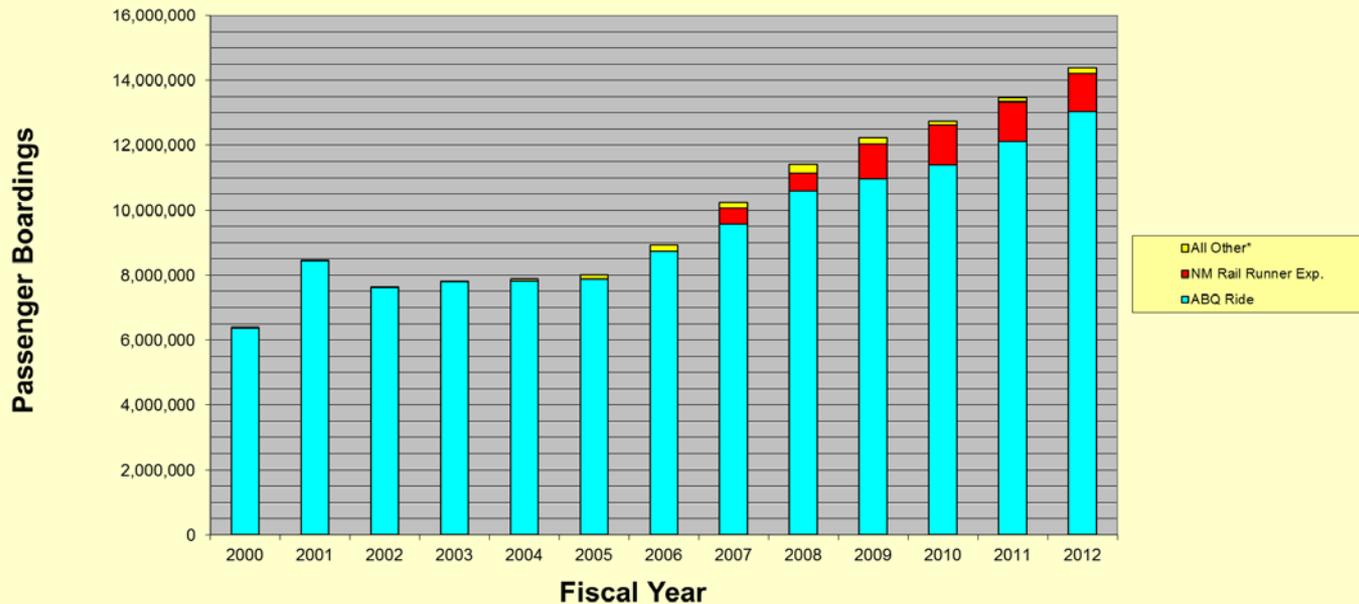
Nationally:

Per capita driving has fallen every year for 9 straight years



Changing Travel Preferences: Trends in Transit

Transit Ridership in the Albuquerque Metropolitan Statistical Area



Transit usage is increasing rapidly

From 2005-2012:

- 81% increase in ridership
- 369% increase in distances traveled by transit



Proximity Measures: 2040 vs 2012

