

CAMPO Long Range Transportation Plan



Steering Committee Meeting # 3
July 7th, 2016



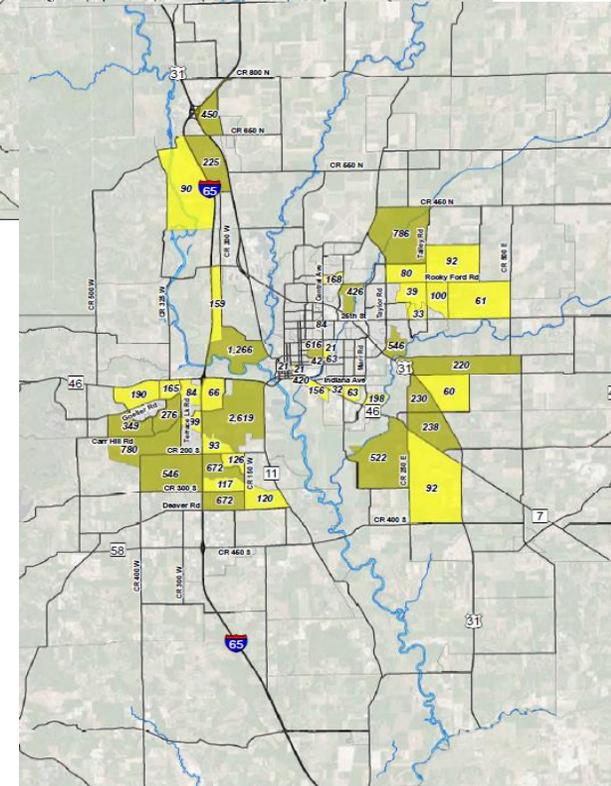
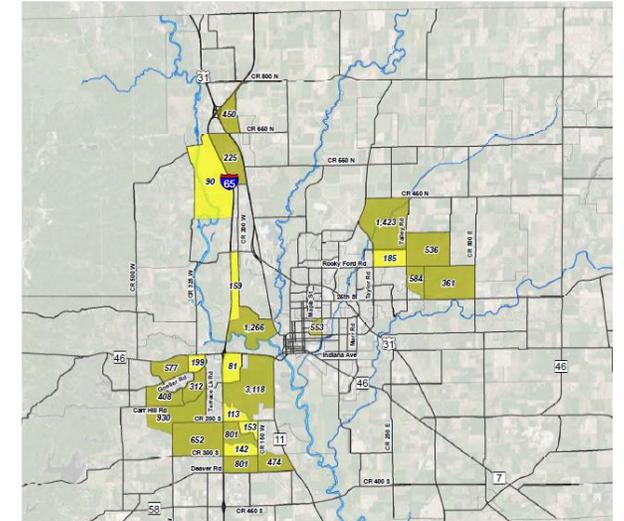
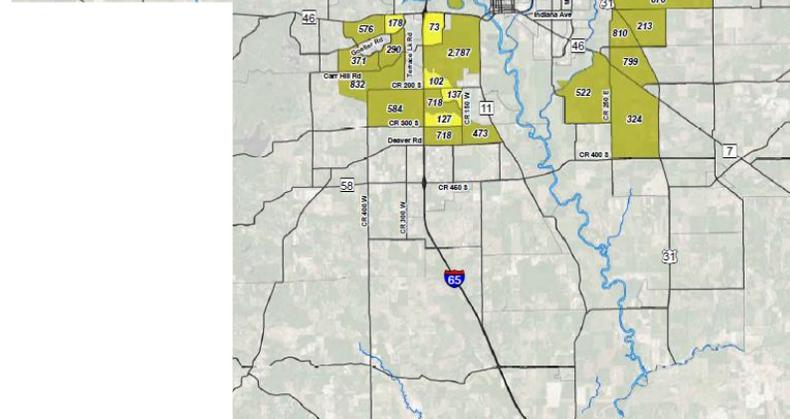
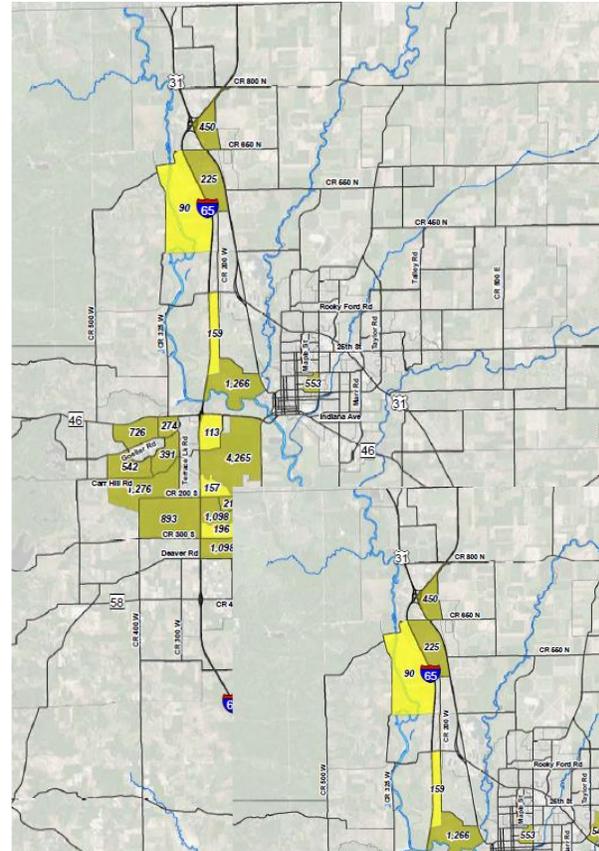
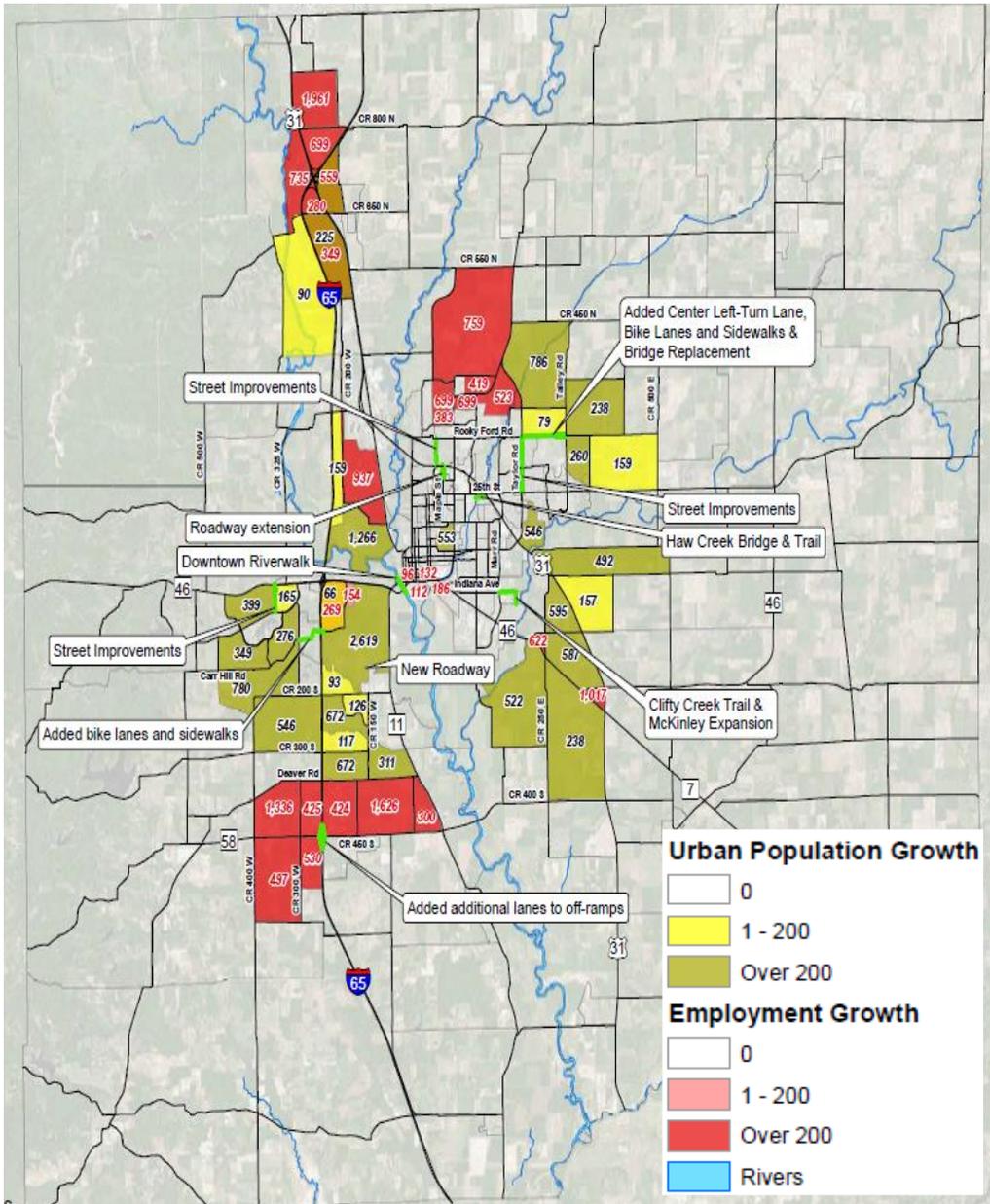
L RTP Goals and Objective

- Support Economic Vitality
- Accessibility and Quality of Life
- Encourage Transportation Choices/ Multi-Model Connectivity
- Safety and Efficiency
- Existing System Preservation and Maintenance
- Foster Coordination Throughout the MPA

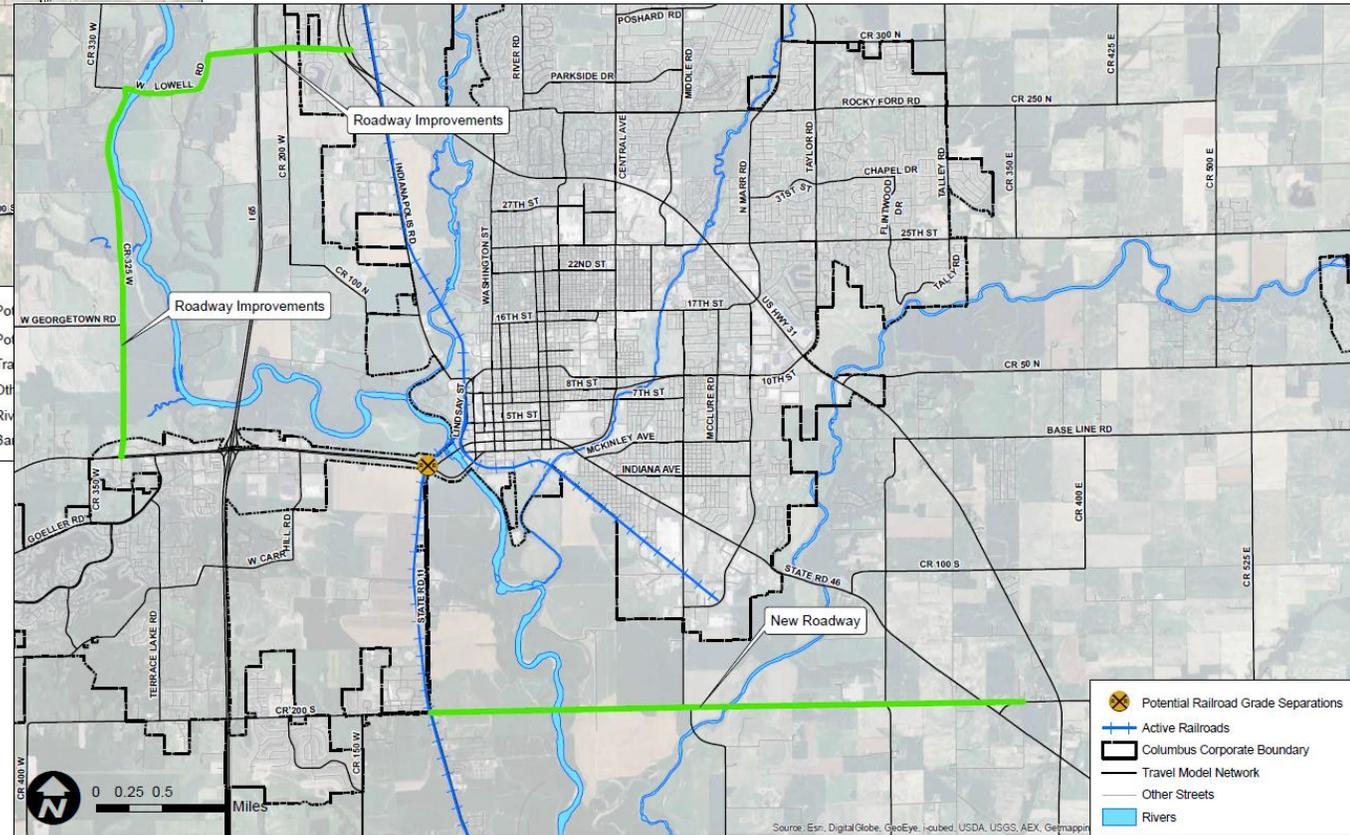
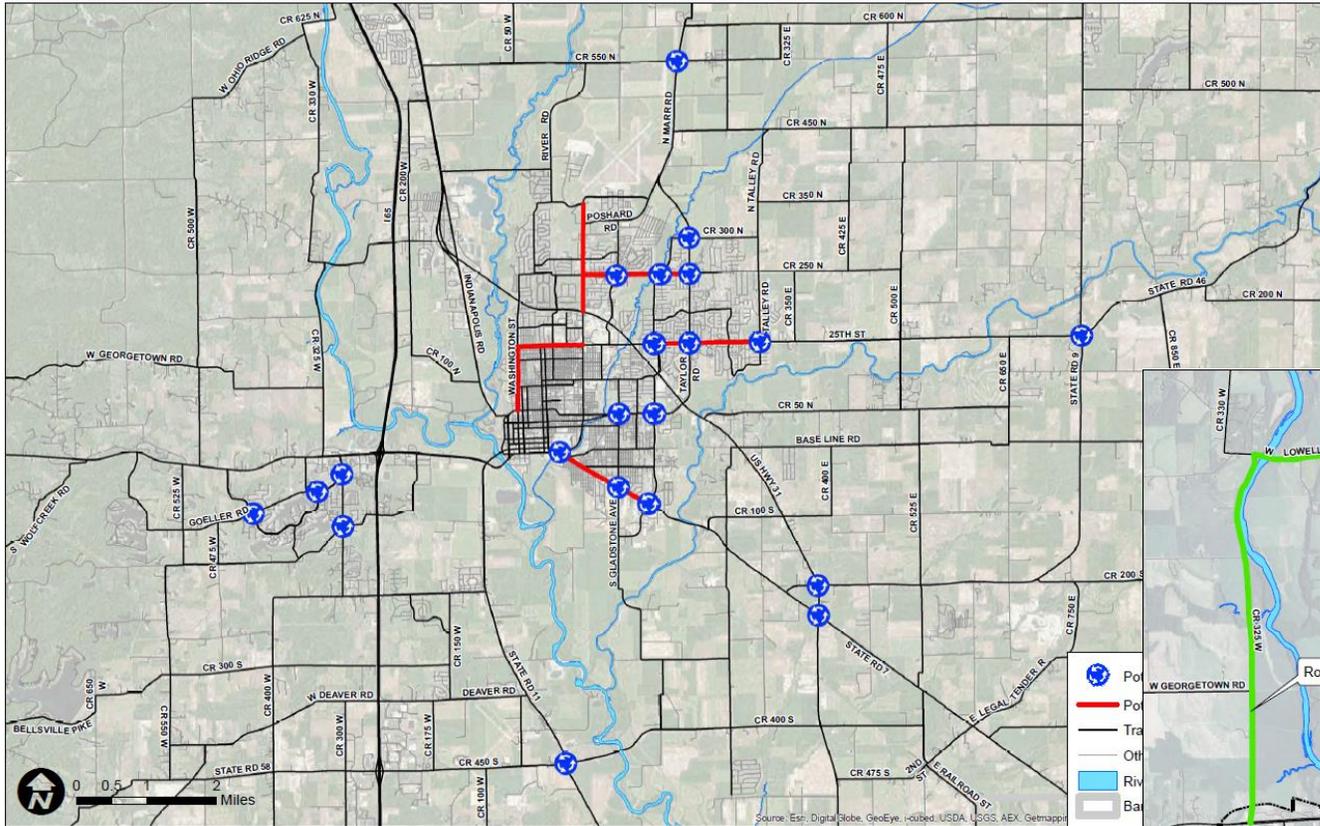
S W O T



Land Use Scenarios



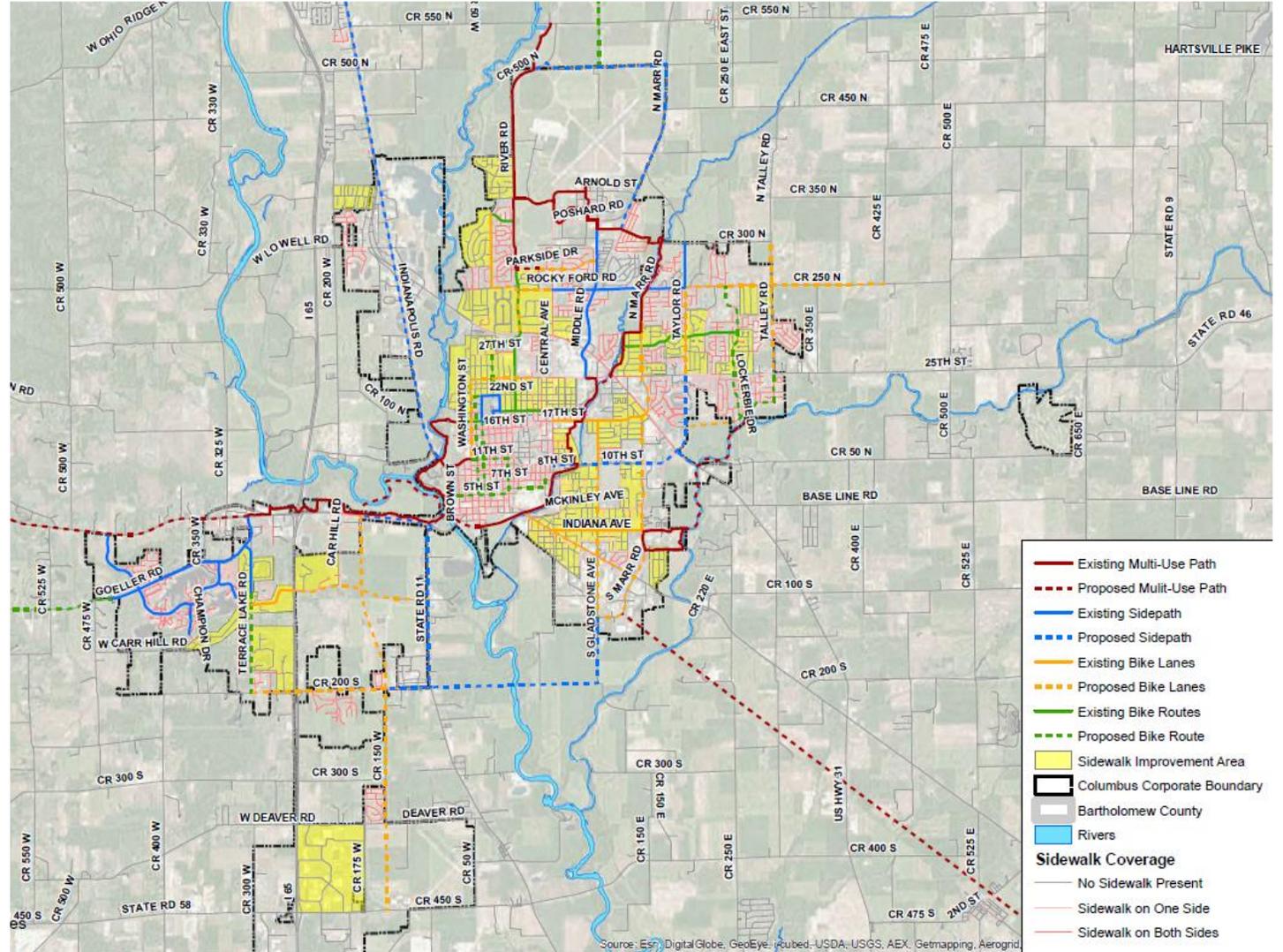
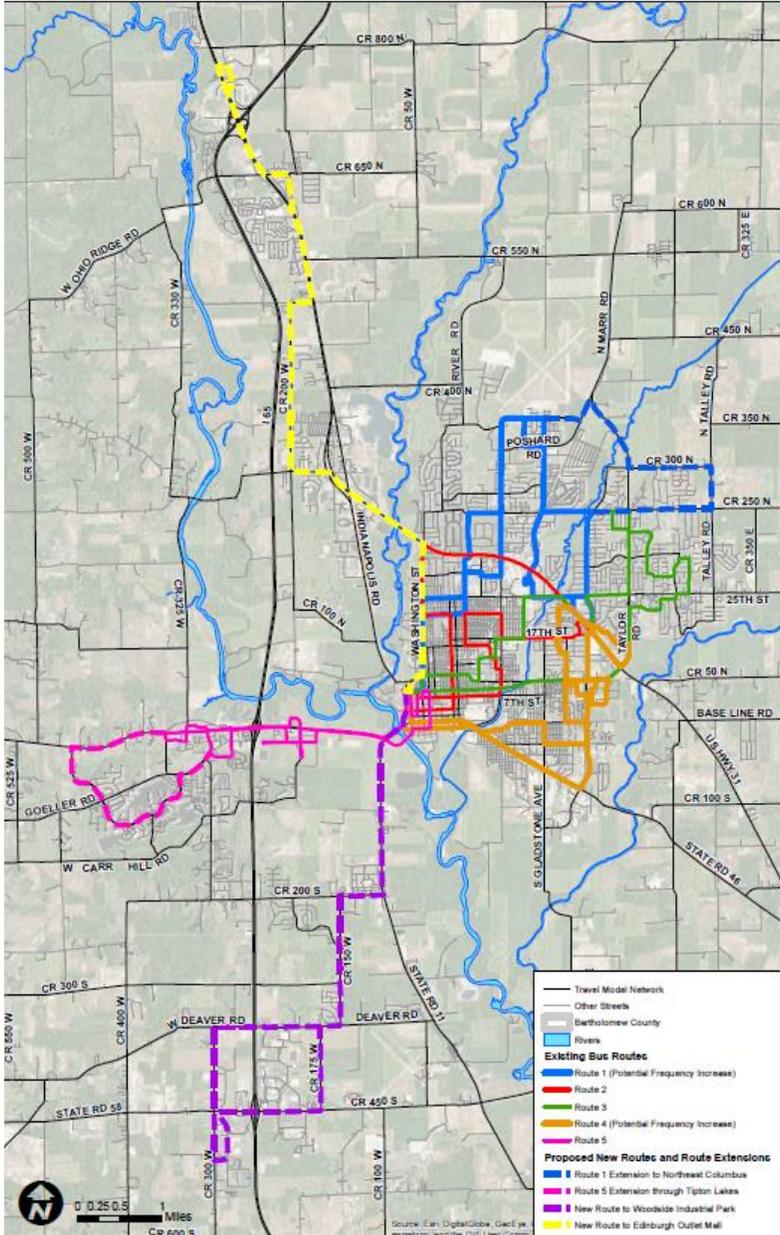
Transportation Scenarios



Source: Esri, DigitalGlobe, GeoEye, iquubed, USDA, USGS, AEX, Getmapping

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Transportation Scenarios



Public Meeting Comments

- L RTP Scenario 1: Land Use Scenarios
 - L RTP Scenario 1A: Southeast Residential Growth Moved to Northeast and West Side (most expected option)
 - L RTP Scenario 1D: Infill Residential Development (most preferred option)
- L RTP Scenario 2: Road Diets and Roundabouts
 - Supportive of this scenarios. E.g.: Rocky Ford and Marr
 - Road diets are especially important near schools.
- L RTP Scenario 3: Transit Service Enhancements.
 - Additional service and route improvements (Increased frequency)
 - Schools, recreation, and employment hubs should be serviced by transit.
- L RTP Scenario 4: Non-Motorized Transportation Options
 - Additional sidewalks and bike paths, especially on the east side
- L RTP Scenario 5: East-West Connections

Public Meeting



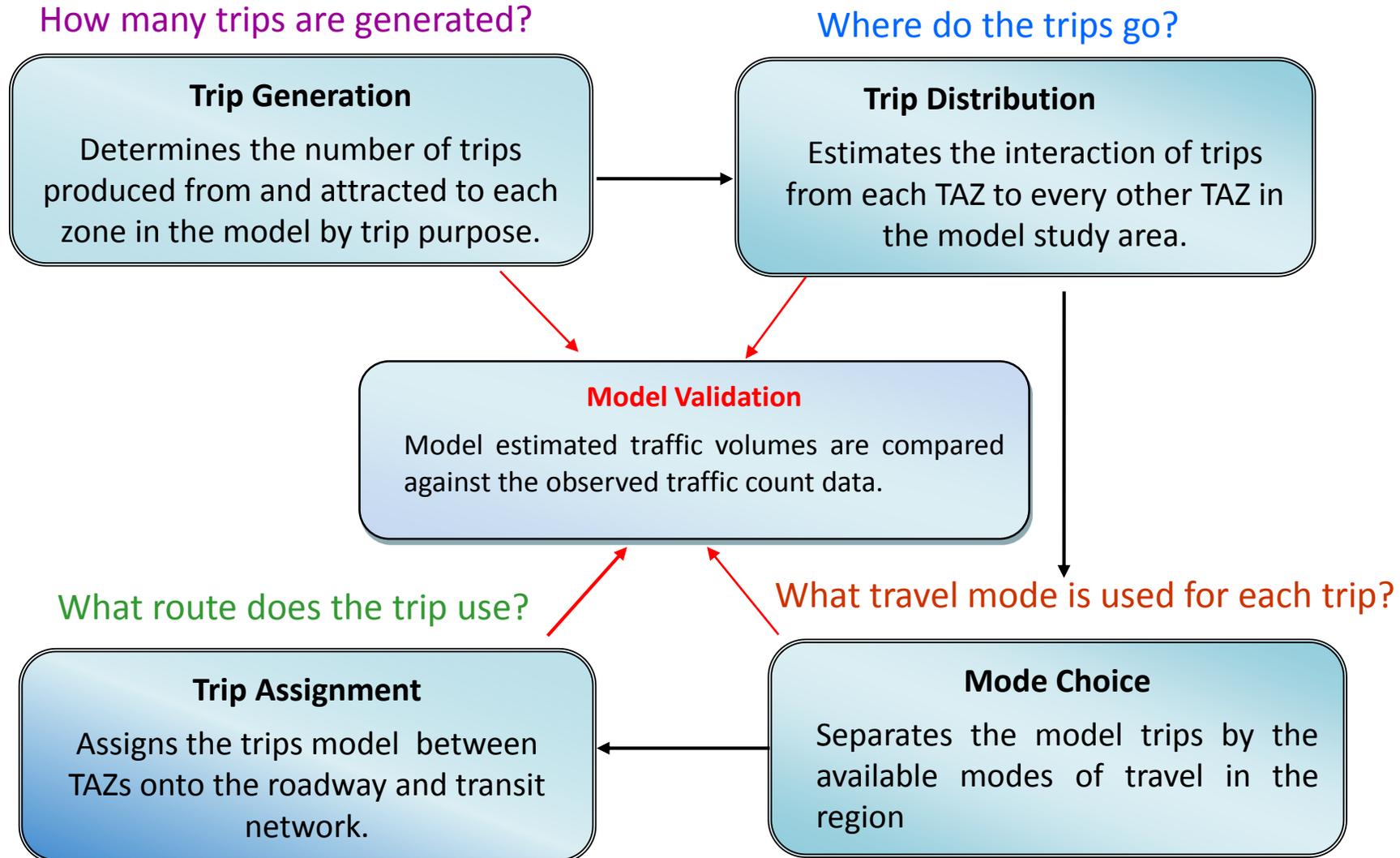
Long Range Transportation Plan Process



Travel Demand Model

- A computer program that runs mathematical equations using input data to replicate travel choices that individuals make.
- The output is a measure of future travel demand that is expressed in terms of future traffic volumes.
 - Where are people traveling to and from.
 - What routes are they choosing to get there.
- Supports long range transportation planning by (what if)scenario analysis.
- Impact of projects on congestion mitigation.

Travel Demand Model



Roadway Level of Service



LOS A

- Free-flow operation



LOS B

- Reasonably free flow
- Ability to maneuver is only slightly restricted
- Effects of minor incidents still easily absorbed



LOS C



- Speeds at or near FFS
- Freedom to maneuver is noticeably restricted
- Queues may form behind any significant blockage.

Roadway Level of Service



LOS D

- Speeds decline slightly with increasing flows
- Density increases more quickly



LOS E

- Operation near or at capacity
- No usable gaps in the traffic stream
- Operations extremely volatile
- Any disruption causes queuing

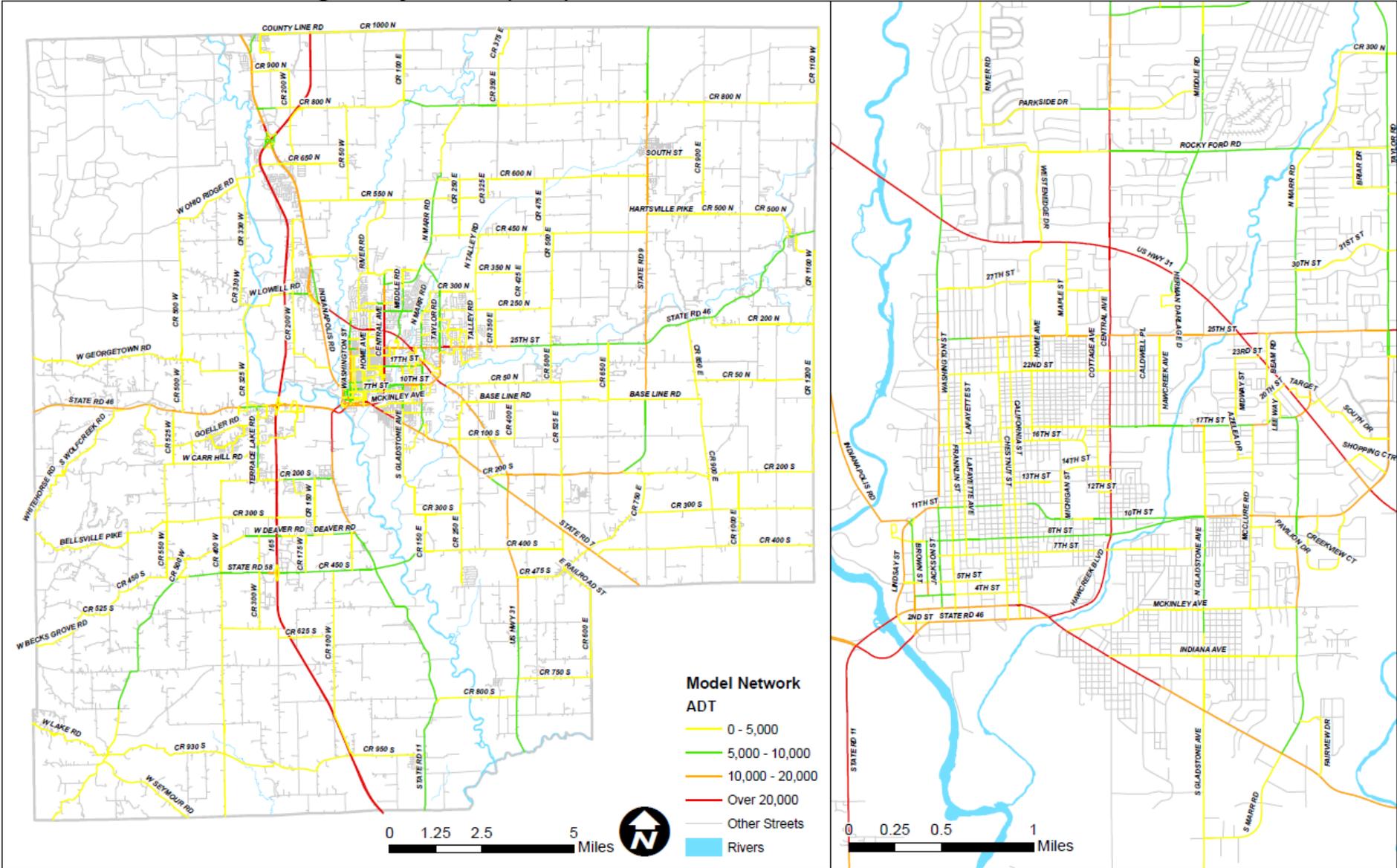


LOS F

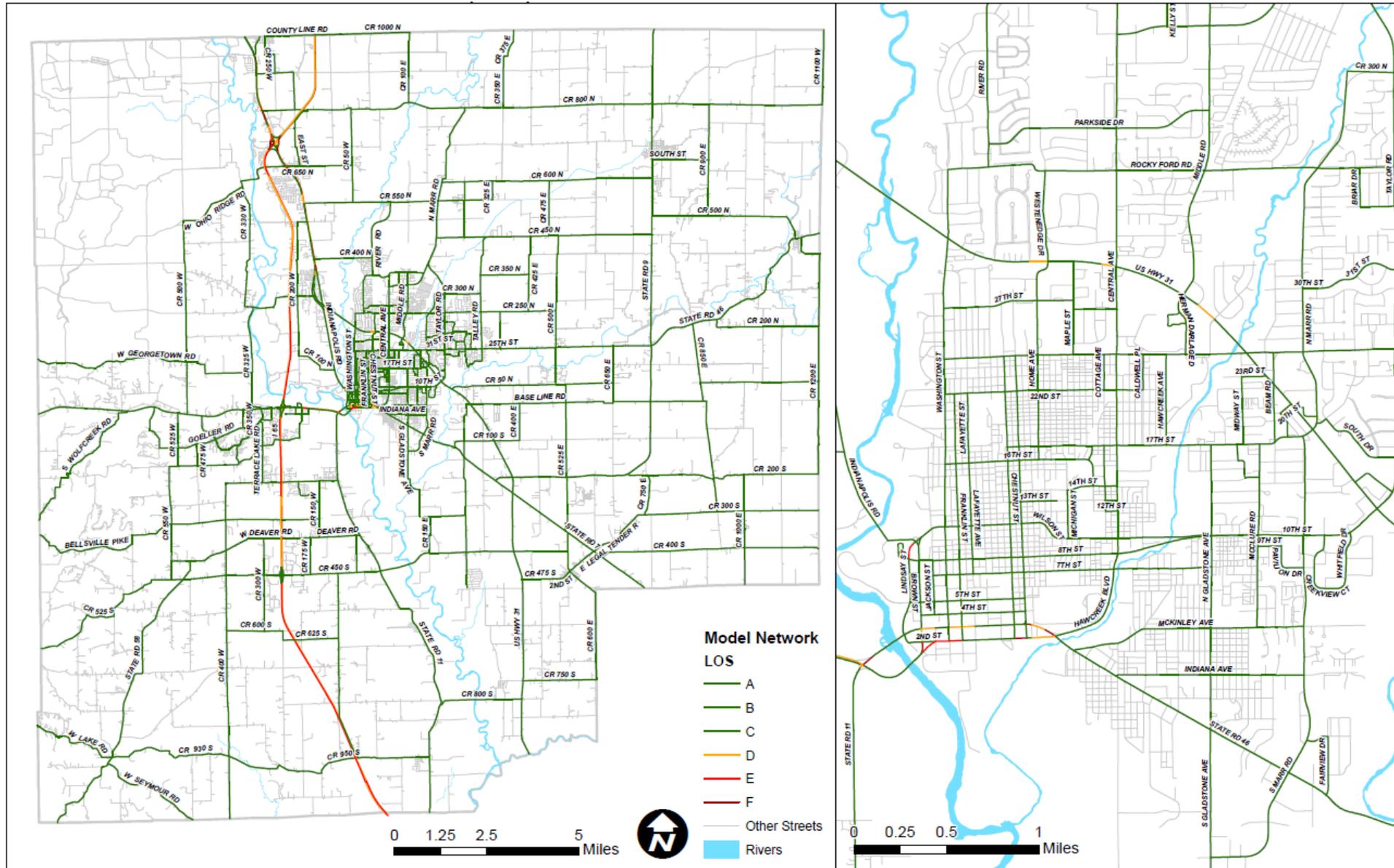
- Breakdown in flow
- Queues form behind breakdown points
- Demand > capacity



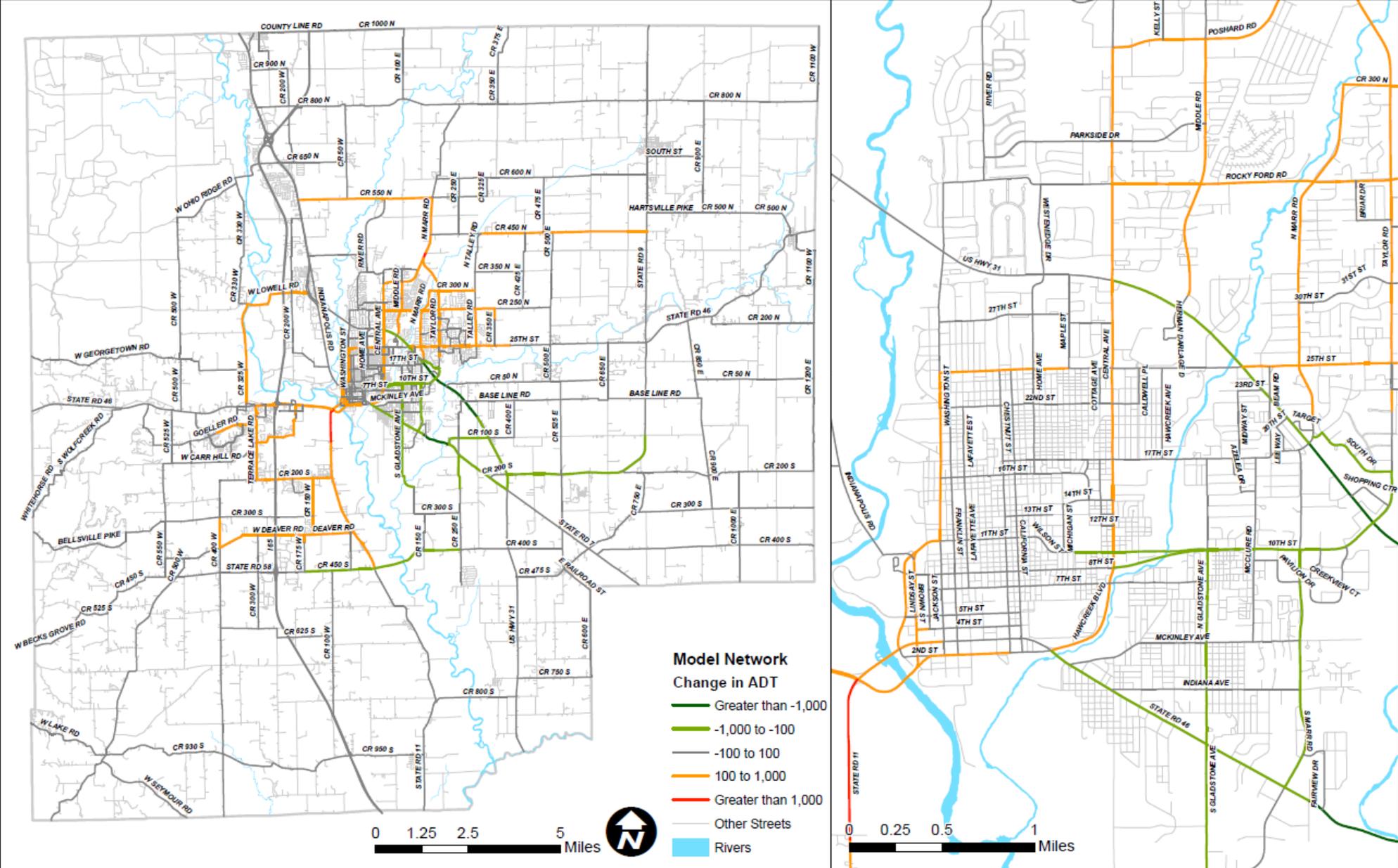
2040 Base Growth Scenario Average Daily Traffic (ADT)



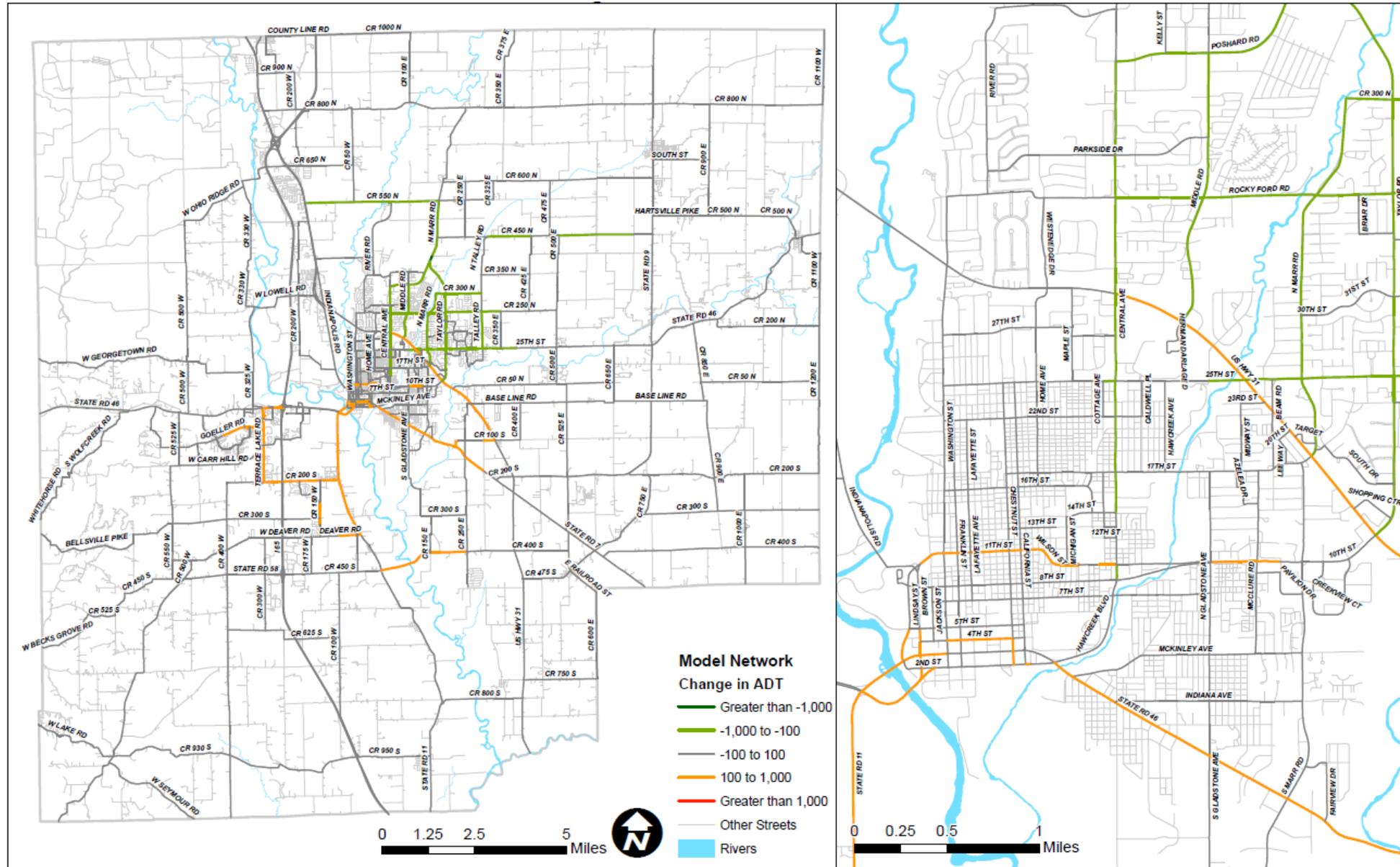
2040 Base Growth Scenario Level of Service (LOS)



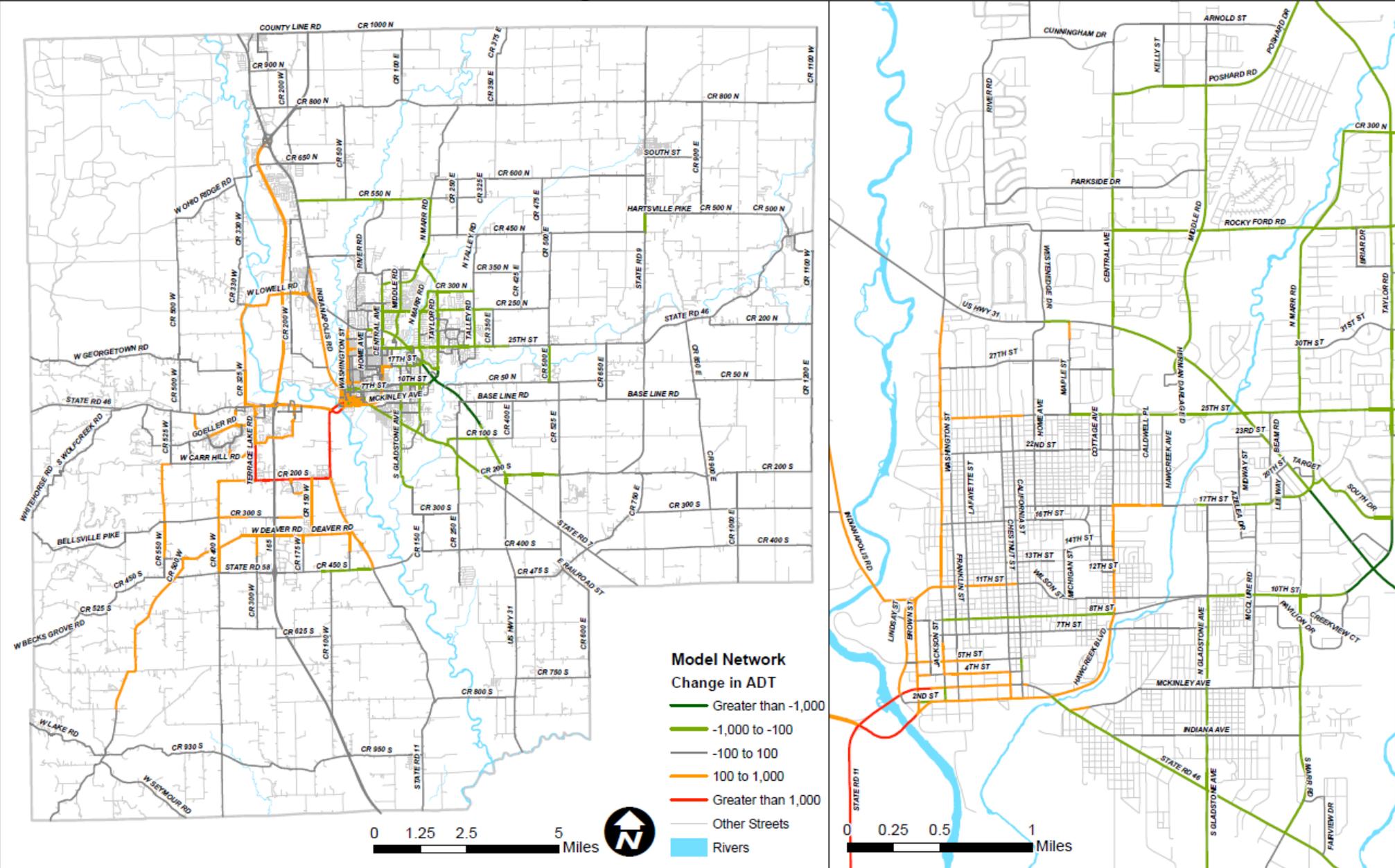
Scenario 1a: No Southeast Growth vs. 2040 Base Growth



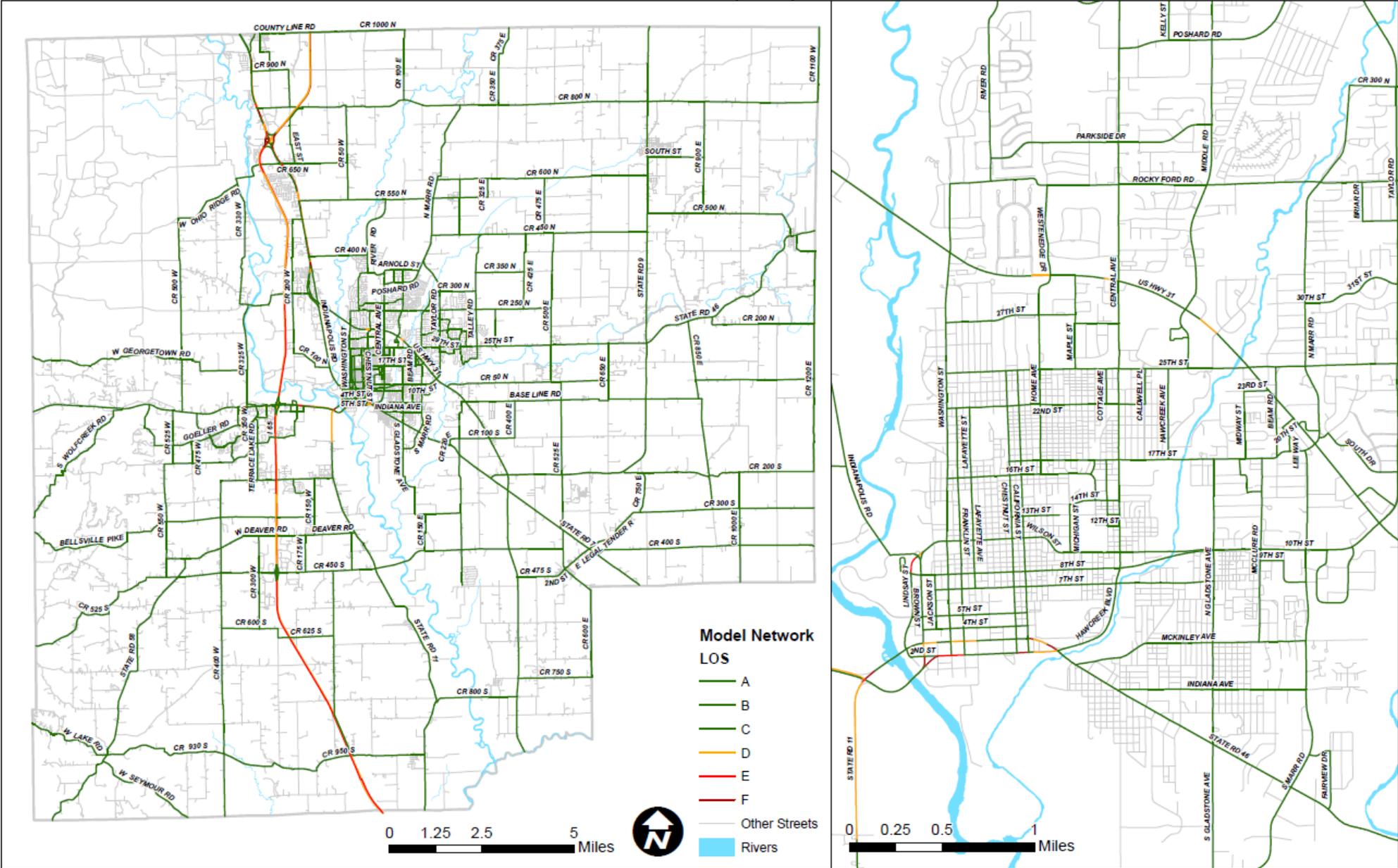
Scenario 1b: No Northeast Growth vs. 2040 Base Growth



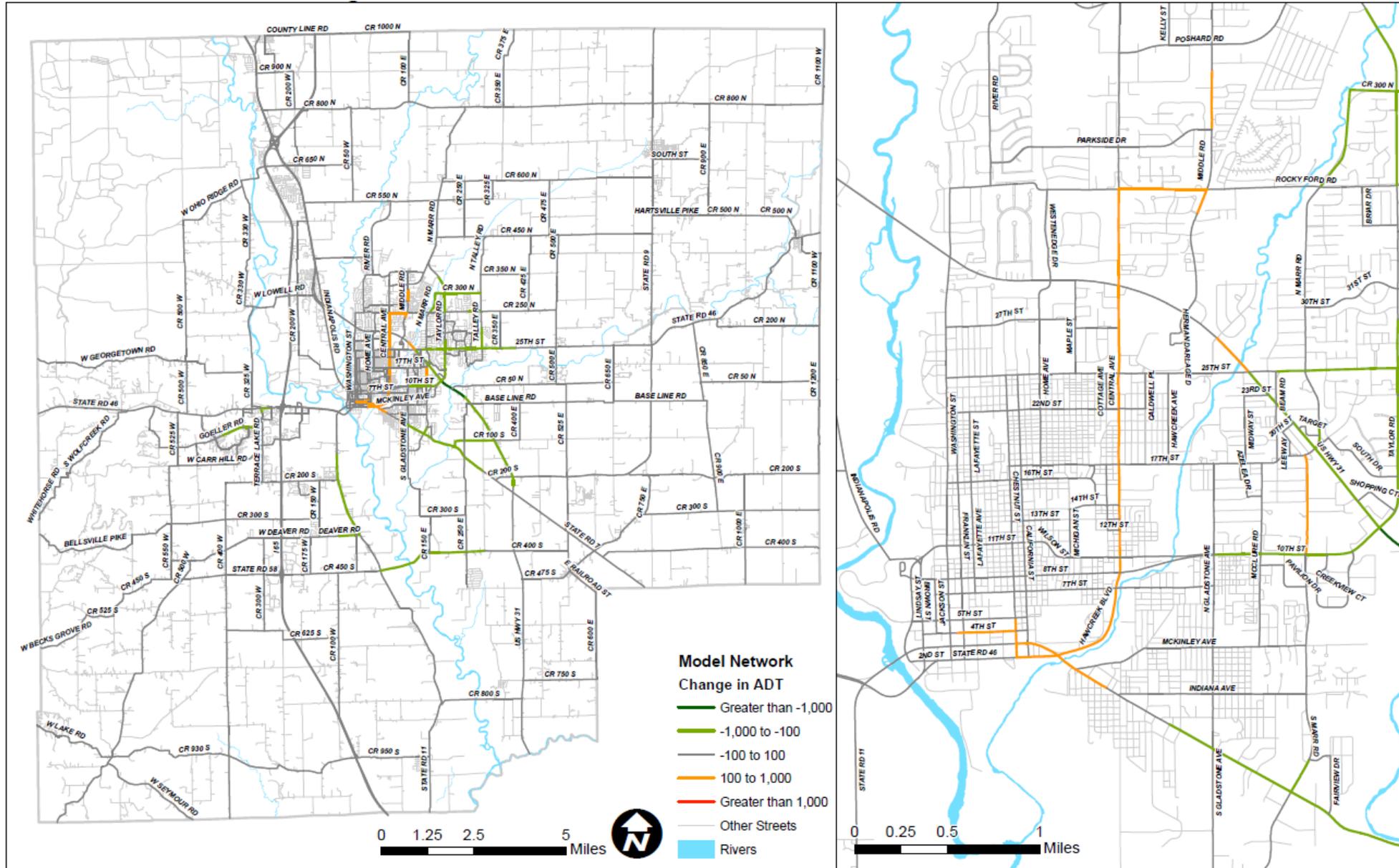
Scenario 1c: No Eastside Growth vs. 2040 Base Growth



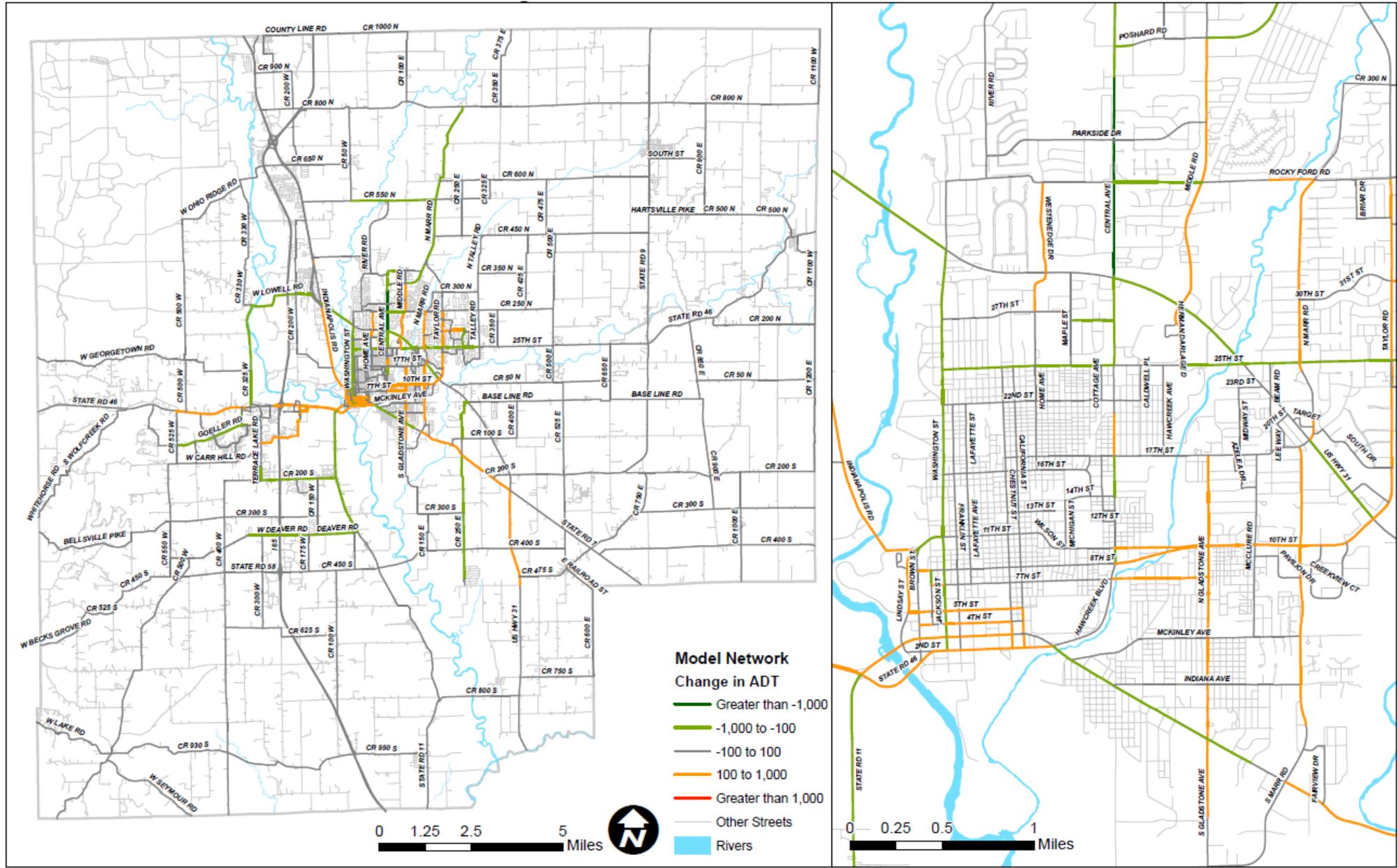
Scenario 1c: No Eastside Growth LOS



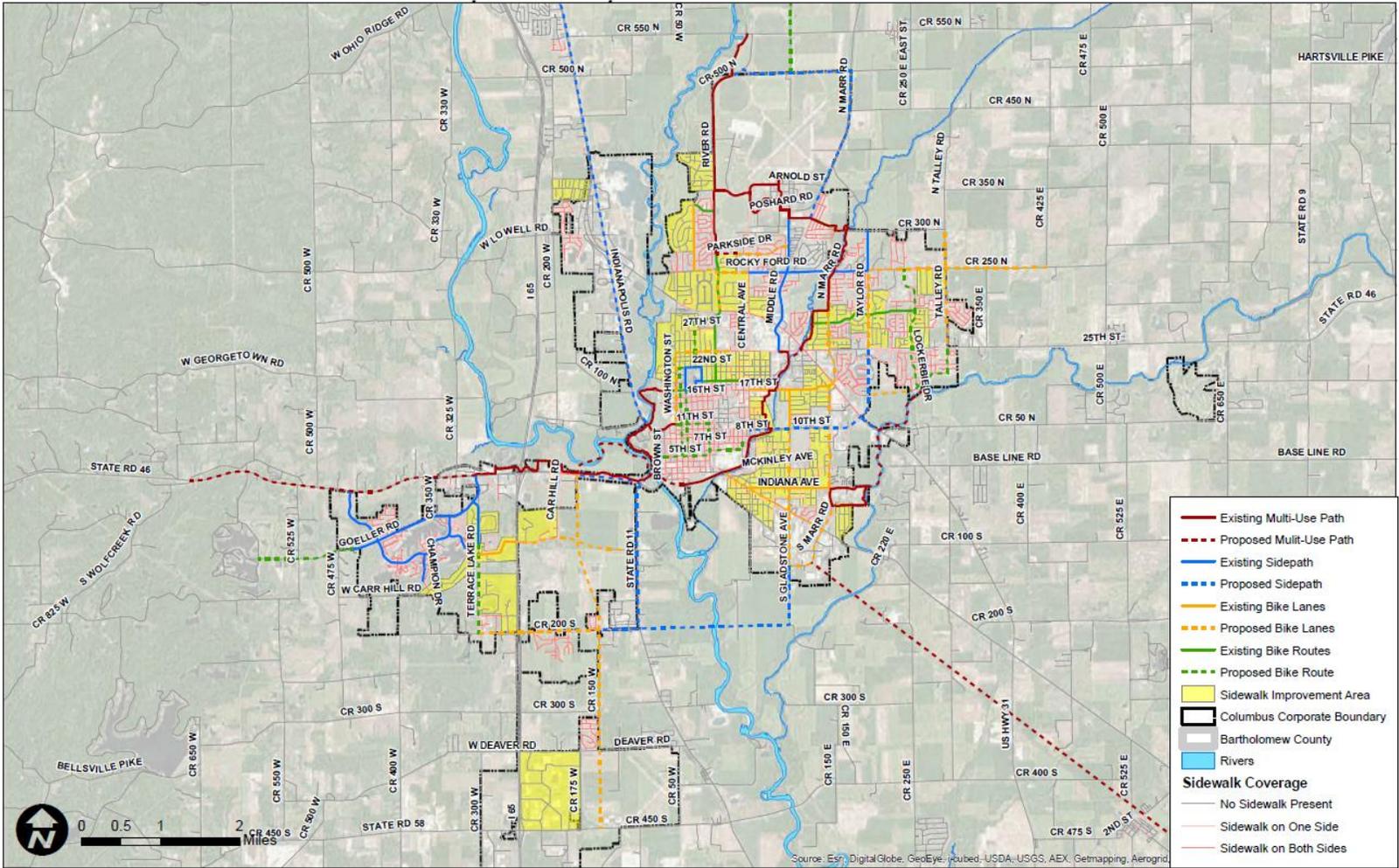
Scenario 1d: Infill Growth vs. 2040 Base Growth



Scenario 2: Roundabout and Road Diet Scenario

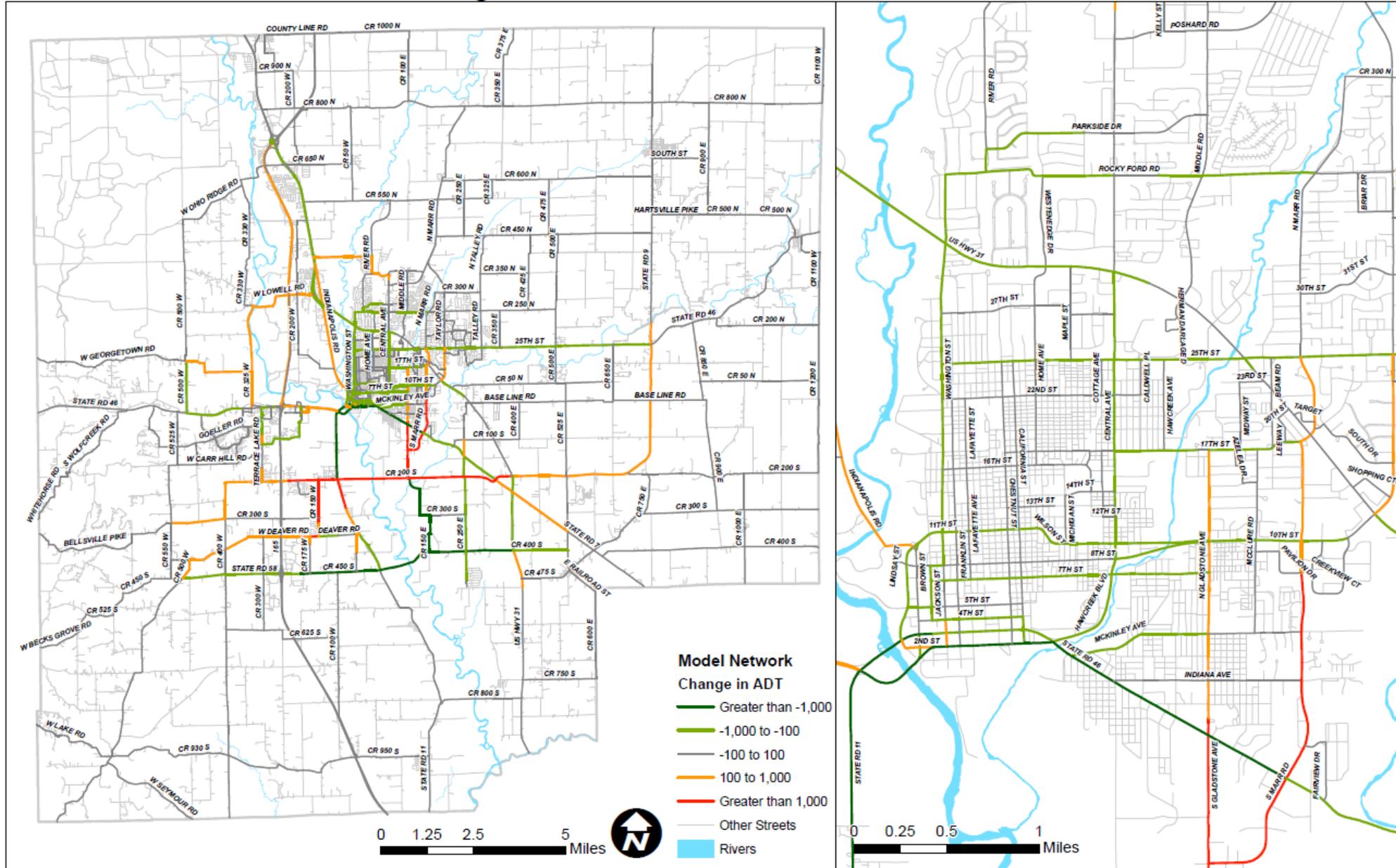


Scenario 4: Non-Motorized Improvements



12 % increase in bike and walk trips

Scenario 5: East-West Connections



Scenario VMT and Delay (Hrs.) Comparison

Scenario	County-Wide VMT	Change in VMT	Change in Delay
2040 Base Scenario	3,725,835	-	-
1A - No Southeast Residential Growth	3,731,987	6,152	9,464
1B - No Northeast Residential Growth	3,726,659	824	9,947
1C - No East Side Residential Growth	3,734,671	8,836	41,107
1D - Infill Residential Growth	3,717,757	-8,078	-1,983
2 - Road Diets & Roundabouts	3,726,666	831	4,997
3 - Transit Enhancements	3,724,880	-955	-455
4 - Non-Motorized Transportation	3,722,037	-3,798	-4,316
5 - East-West Connections	3,736,134	10,299	-44,897

Analysis Conclusions

- All scenarios can be implemented without adversely impacting the transportation system significantly.
- Infill development provides best results in terms of reduced VMT and reduction in system wide delay compared to the base scenario.
- Scenario 1d will need improved east west connection (scenario 5) to mitigate potential peak period delay along SR 46 and SR 11
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Next Steps

1. Project Prioritization
2. Financial Plan
3. Long Range Transportation Plan



CAMPO Long Range Plan Timeline

