



# Congestion Management and Car Dependency

**Transportation LRC  
April 14, 2011**

**El Paso Department of Transportation**



## Main Issue

Are the City's Transportation Strategic goals to become the lowest car dependent city in the Southwest and to mitigate traffic congestion in conflict?



# Actions to Achieve Transportation Strategic Goals

- Shift to different transportation modes
- Encourage different types of development
- Update City's Planning Documents



# Tactics to Achieve Transportation Strategic Goals

## Shift to different Transportation Modes

- RTS Project Development
- Trolley Study approved as a Transportation Priority by Council in March 2011



# Tactics to Achieve Transportation Strategic Goals

## Encourage different types of development

- Council approved first Smart Growth amendments to Title 19 on April 12, 2011
- Council adopted ITE's *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* as the recommended guidelines for City projects and directed staff to amend City Code to adopt as the standard for new construction



# Tactics to Achieve Transportation Strategic Goals

## Update City Planning Documents

- City Council adopted “Connecting El Paso”
- Updating the City’s Comprehensive Plan
- Adopted Capital Improvement Program for Mass Transit facilities & RTS projects

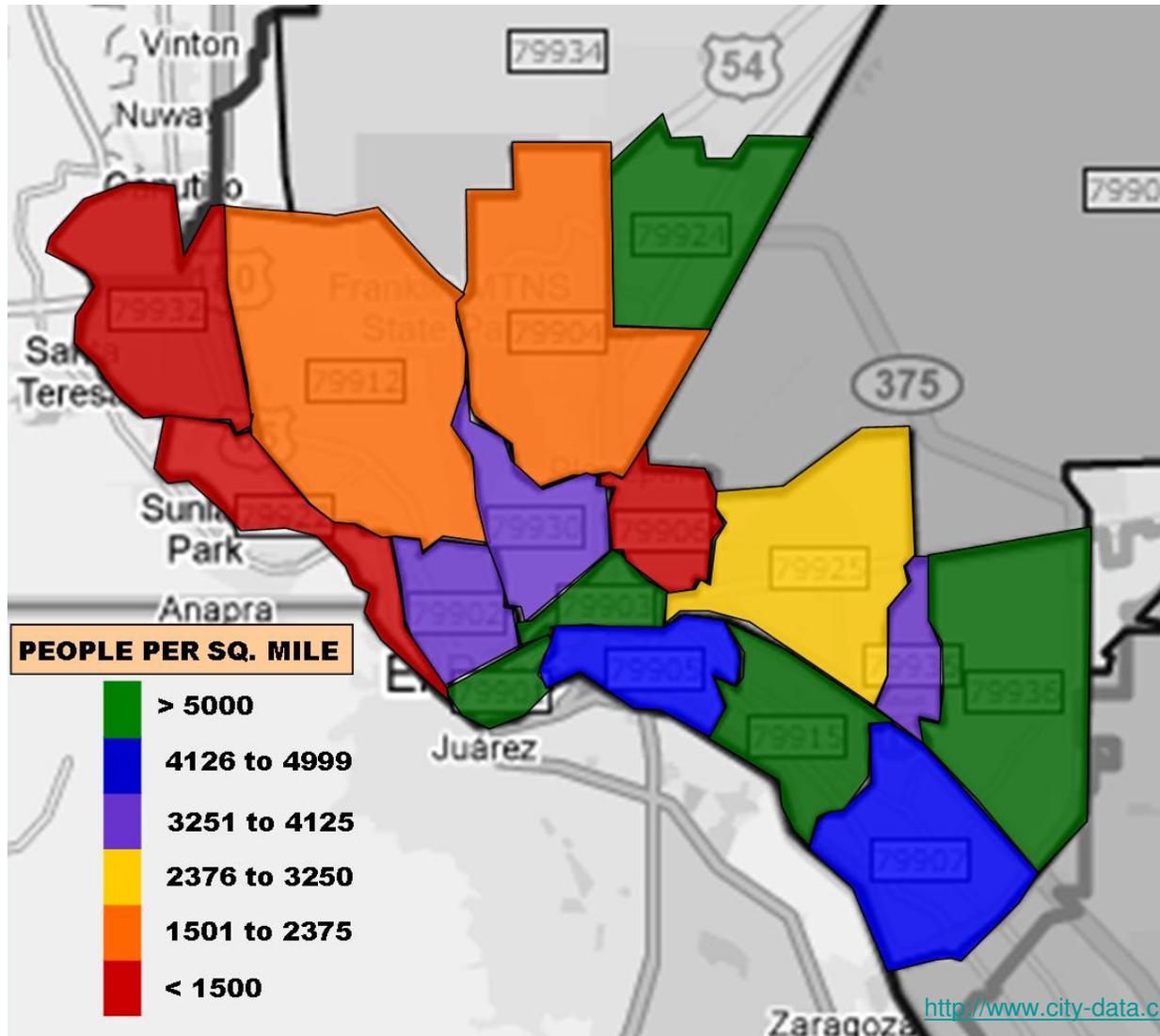


# El Paso's Geography

- Urban Growth in the city is limited by physical and geo-political boundaries: Franklin Mountains, Rio Grande, Fort Bliss, Mexico and New Mexico
- Development close to these boundaries tends to be residential rather than commercial

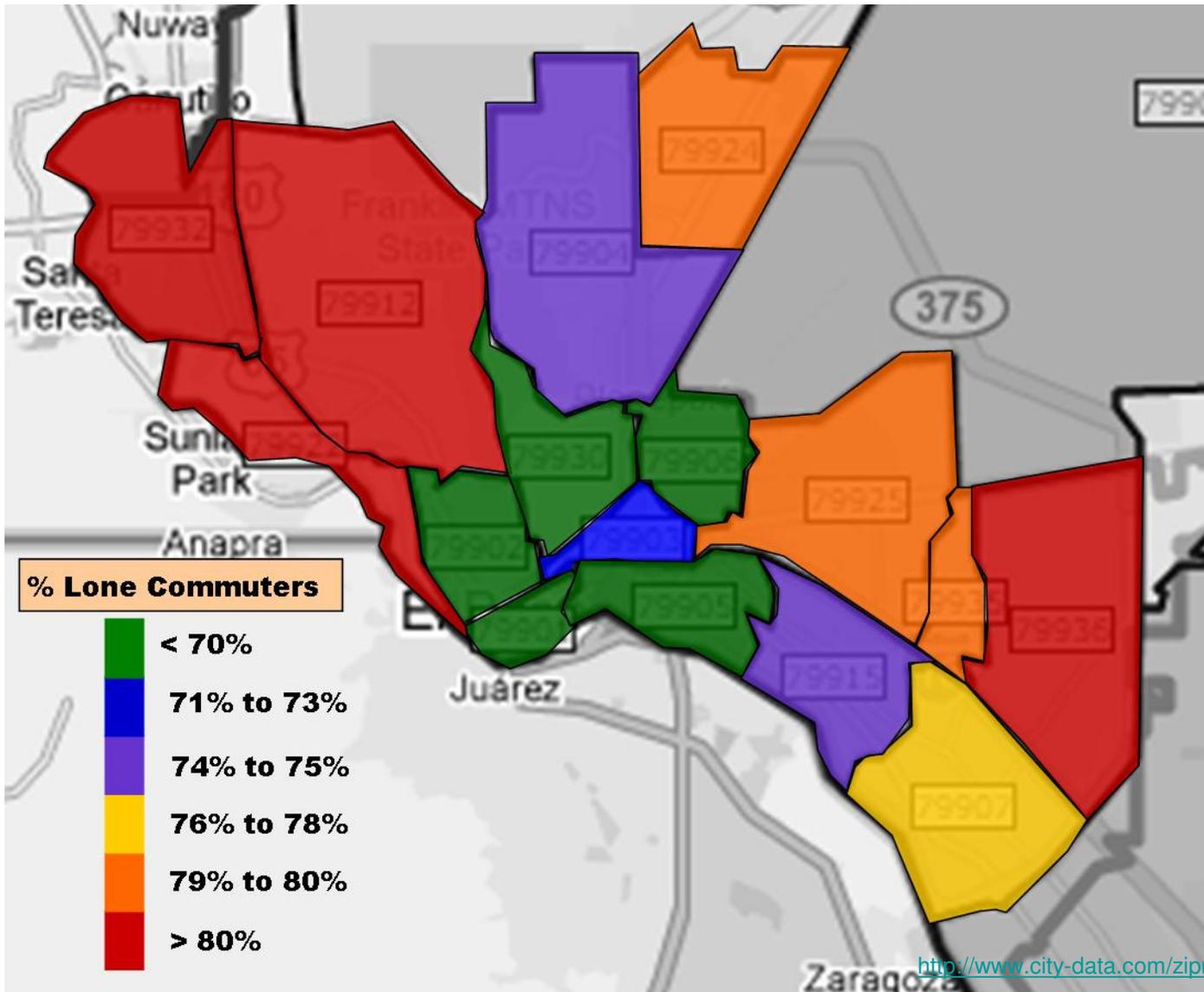


# Density by Zip Code





# Lone Commuters by Zip Code



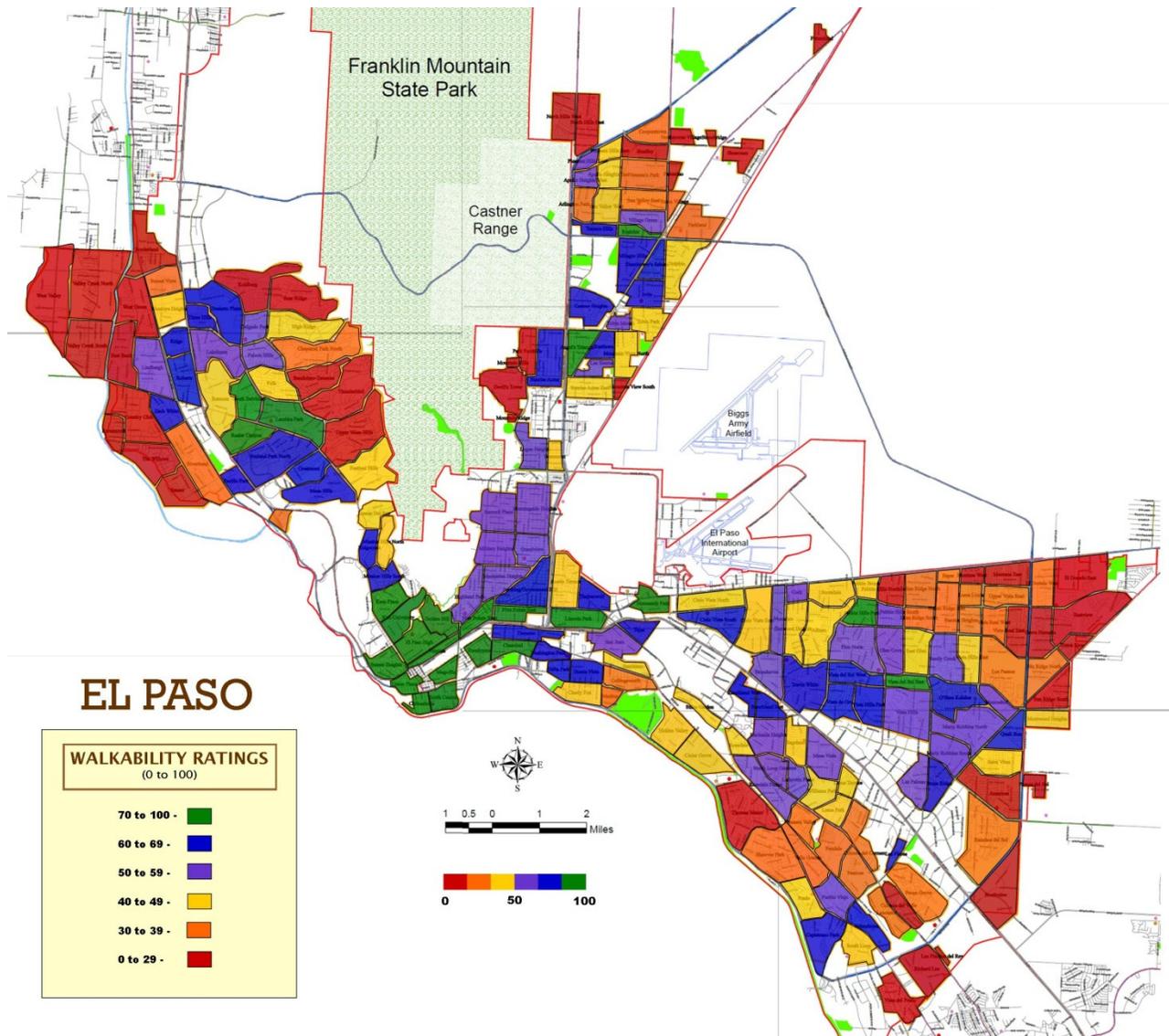


# Commuting Trends in El Paso

- Highest percentage of lone commuters are in the Northwest and Far East sectors of the City
- Lowest percentage of lone commuters in downtown and central area.



# Walkability Ratings by Neighborhood





## Walkability in El Paso

- Walkability is determined by the number of amenities in a neighborhood that are within walking distance.
- El Paso's most walkable neighborhoods are in the central area and along the city's major commercial streets.



# Focus on Congestion

- SAFETEA-LU (Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users) requires that the MPO “shall address congestion management through a process that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan wide strategy of new and existing transportation facilities”



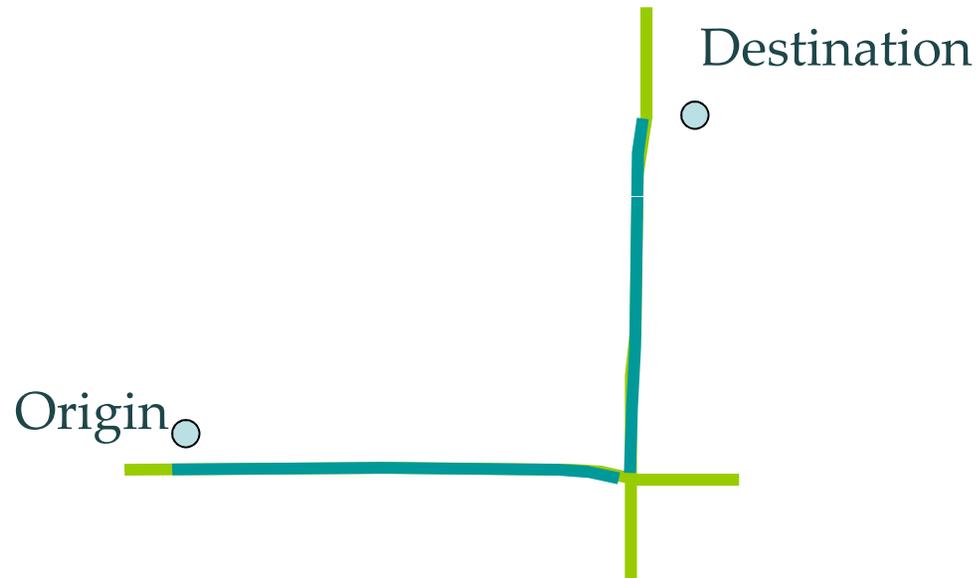
# MPO and Congestion

EPMPO study area was analyzed via seven congestion mitigation strategies:

- Traffic Operational Improvements
- Intelligent Transportation Systems (ITS)
- Transit Operational Improvements
- Transit Capital Improvements
- Non-Motorized Modes/Measures
- Congestion Pricing
- Capacity Expansion



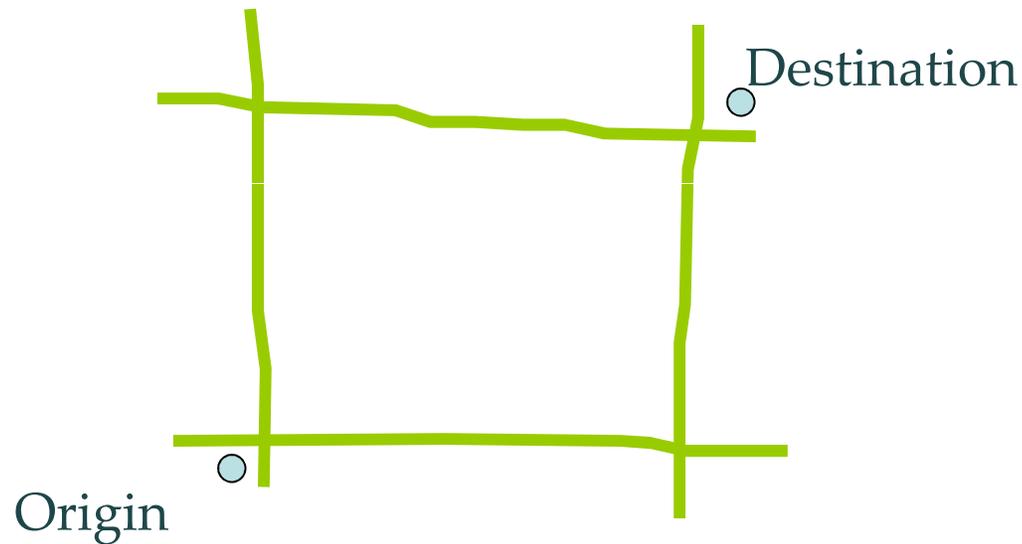
# Connectivity & Congestion



1 Pair of Streets = 1 Possible Route



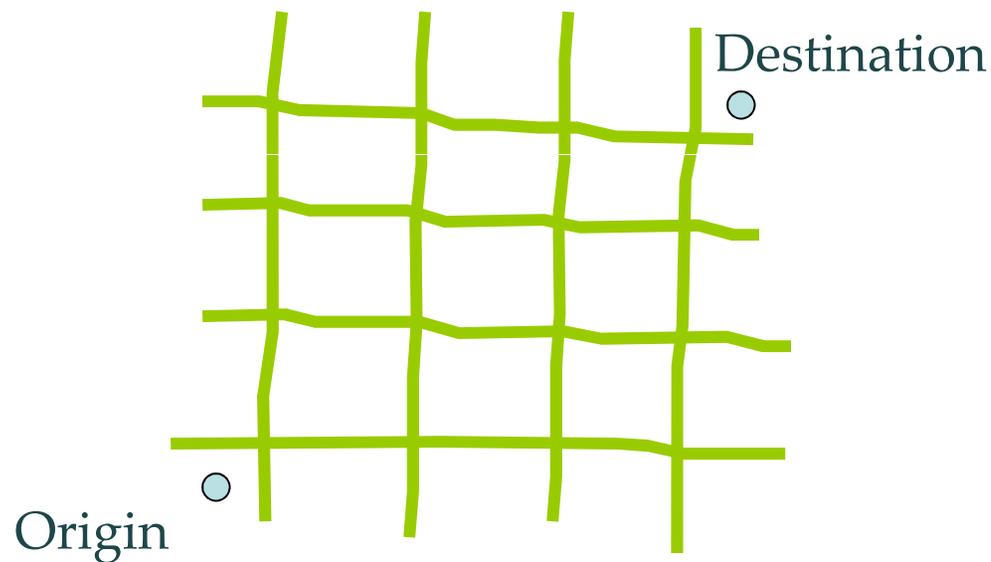
# Connectivity & Congestion



2 Pairs of Streets = 2 Possible Routes



# Connectivity & Congestion



A greater number of connected streets yields more route choices.



# Connectivity

## Traditional grid patterns

- Provide higher levels of connectivity
- Help alleviate traffic on major streets
- Provide a greater number of route choices – regardless of mode



# Mobility Management

- Coordinate regional transportation systems and coordinate land use planning to help reduce the need for motorized travel
- Coordinate corridor and land use strategies for efficient access to employment, commercial, educational, recreation destinations to reduce travel distances



The policies and projects that promote the City's transportation goals:

- **Work in tandem and do not conflict with one another**
- **Are designed to manage the entire transportation system**
- **Consider the City's geo-political and physical boundaries**
- **Address current housing and commuting patterns**
- **Set the infrastructure foundation for shifting mode choices**



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