

Appendix J

2040 MTP Questionnaire Summary Results



2040 Metropolitan Transportation Plan



From October 2013 to January 2014, the Mid-Region Council of Governments (MRCOG) conducted a questionnaire to gather people's views on transportation in the Albuquerque Metropolitan Planning Area. This area includes southern Sandoval County (from Algodones continuing south), all of Bernalillo County and all of Valencia County. Results from this questionnaire will be incorporated in the 2040 Metropolitan Transportation Plan.

There are significant differences in people's reported satisfaction with the transportation system based on how many options they felt they have, their age, and their views on congestion. Overall, 31.7 percent of respondents are satisfied with the current transportation system. If people felt that they have many transportation options, their satisfaction with the current transportation system increases by 10.9 percentage points to 42.6 percent. For those who are 65 years and older, their satisfaction rate is 9.6 percentage points above average, while Millennials (ages 18-34) reported satisfaction rates that are 6.2 percentage points lower than average. Not surprisingly, if people viewed congestion as less severe also have significantly higher than average satisfaction rates with 7.4 percentage points above average.

Similar to results from the 2010 questionnaire effort, the more people used or had access to a particular mode the more they desired improvements for that mode. The mode that most people selected for improvement is the bus (56.8 percent want bus improvements), followed by bicycling (46.0 percent want improvements for bicycling) and walking (45.4 percent want improvements to walking).

When asked what issues respondents encounter when taking various transportation modes, respondents cite poor driver behavior as the biggest driving issue (69.5 percent) followed by traffic congestion (60.3 percent). The top reported bicycling issue is that "it doesn't feel safe from traffic" (62.4 percent), the top walking issue is that "distance is too far" (60.3 percent), the top train issue is that "the schedule does not meet my needs" (49.0 percent) and the top bus issue is that it "takes too much time" (46.0 percent). Compared to their older counterparts, Millennials (18 to 34 years old) tend to view bus travel times as too long and walking distances as too far.

The questionnaire was conducted mostly online. English and Spanish versions of the questionnaire were available, as well as a paper/postal mail version. The wide-spread participation can be attributed to outreach to member governments, business and neighborhood associations, educational institutions, special interest groups and the mass media. There were 1,371 respondents to the questionnaire. Of the people responding, 79 percent had not provided views on transportation questionnaire previously.

The information collected will be used in the regional transportation planning process led by the Mid-Region Council of Governments (MRCOG), which includes the development of the 2040 Metropolitan Transportation Plan (MTP). MRCOG would like to thank all the participants for taking the time to make their voices heard.

DEMOGRAPHIC RESULTS

People were asked demographic questions to ensure that different segments of the population were being captured. The demographic profiles of questionnaire respondents were compared with the profile from the 2011 American Community Survey for the 3-county region of Bernalillo, Sandoval, and Valencia counties. The results show that as the plan progresses, efforts need to be made to better capture input from the Hispanic population, people with low household incomes and students.

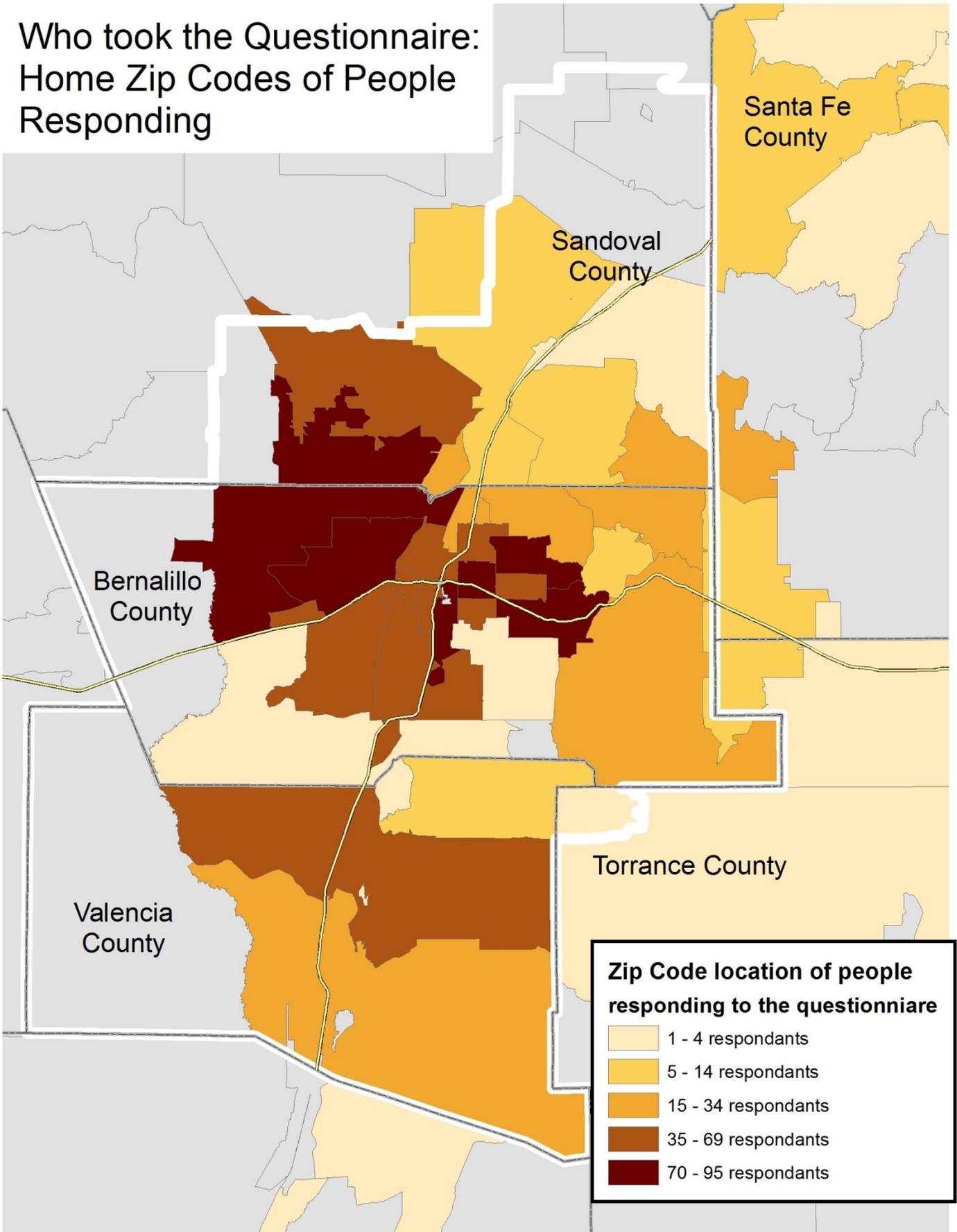
Gender	Questionnaire Respondents	3-County Region, 2011 ACS	Difference
Male	52.7%	49.3%	3.4%
Female	43.5%	50.7%	-7.2%
No Response	3.8%		

Age (18 years and older)	Questionnaire Respondents	3-County Region, 2011 ACS	Difference
18-24 years	3.7%	13.0%	-9.4%
25-34 years	15.8%	18.5%	-2.7%
35-44 years	14.5%	16.7%	-2.2%
45-54 years	23.0%	18.5%	4.6%
55-64 years	24.8%	16.6%	8.2%
65 years and over	14.4%	16.7%	-2.3%
No Response	3.8%		

Race/Ethnicity	Questionnaire Respondents	3-County Region, 2011 ACS	Difference
White/Caucasian	68.1%	41.5%	26.6%
Hispanic/Latino	18.1%	47.2%	-29.1%
American Indian or Alaskan Native	2.2%	5.2%	-3.0%
Black or African American	1.5%	2.2%	-0.7%
Asian/Pacific Islander	0.8%	1.7%	-0.9%
Two or more races, or other race, non-Hispanic	1.8%	2.2%	-0.4%
Prefer not to answer & No Response	7.6%		

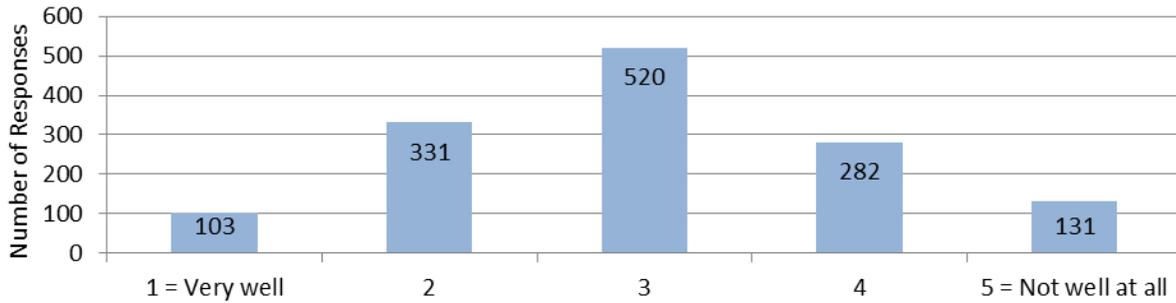
Household Income	Questionnaire Respondents	3-County Region, 2011 ACS	Difference
\$0-\$24,999	9.3%	28.9%	-19.7%
\$25,000-\$49,999	17.1%	25.2%	-8.0%
\$50,000-\$74,999	17.5%	18.0%	-0.5%
\$75,000-\$99,999	17.7%	10.0%	7.7%
\$100,000-\$124,999	12.8%	6.7%	6.0%
\$125,000-\$149,999	6.3%	4.1%	2.1%
\$150,000-\$199,999	7.7%	4.1%	3.7%
\$200,000 and up	2.3%	3.0%	-0.8%
No Response	9.4%		

Who took the Questionnaire: Home Zip Codes of People Responding



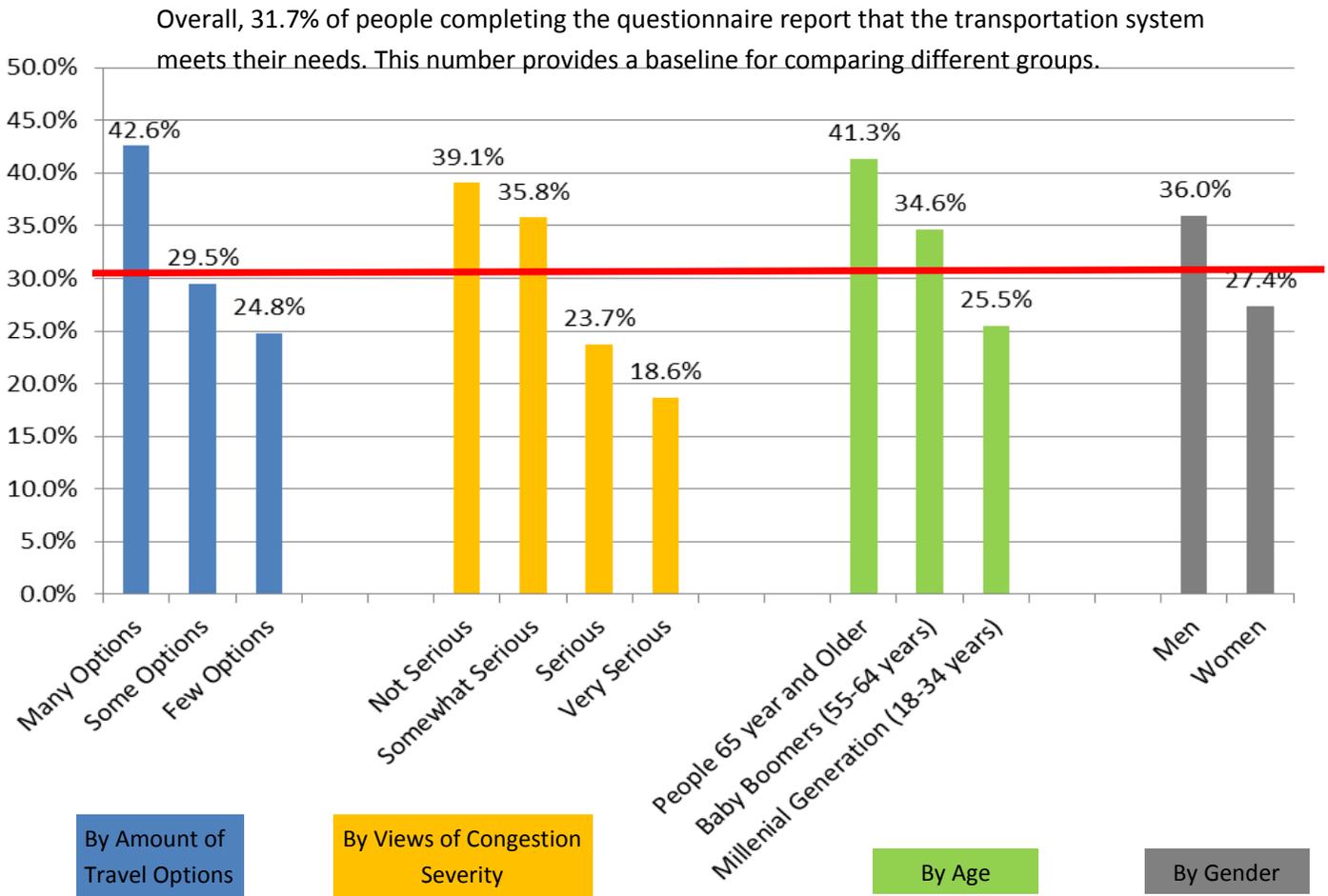
Satisfaction with the Transportation System

People were asked how well the transportation system meets their needs on a scale from 1 to 5 with 1 being “very well” and 5 being “not well at all.” Similar to the transportation questionnaire developed for the 2035 MTP, people’s overall responses resembled a bell curve and where a little over 30% of people responding felt that the transportation system met their needs in general (responded with a 1 or 2).



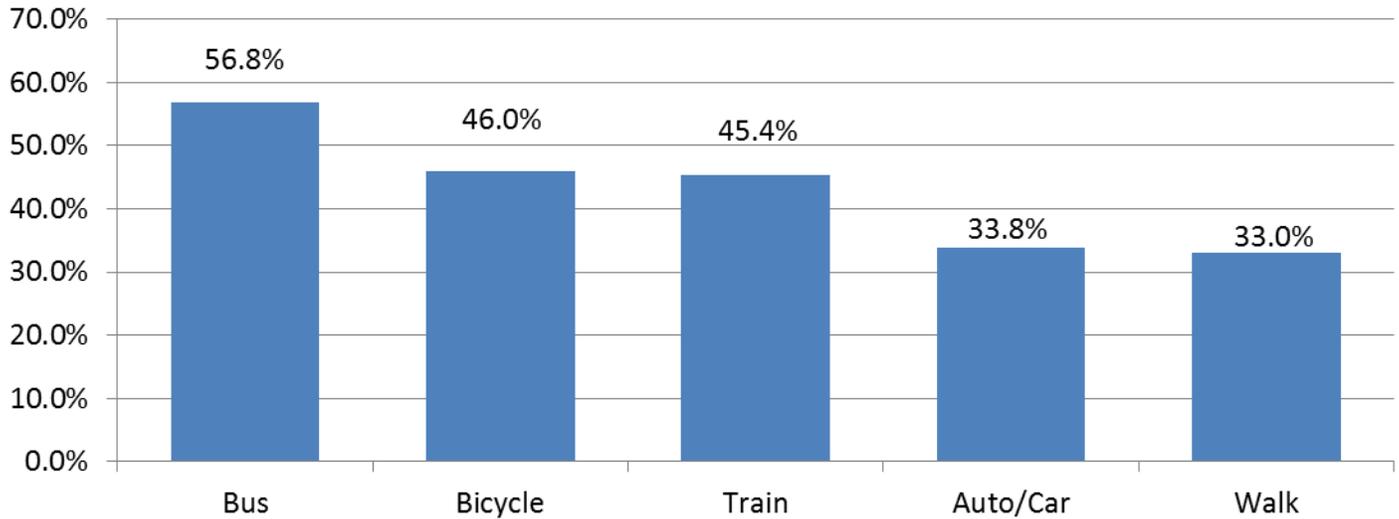
There were significant differences in people’s reported satisfaction levels based on how they view congestion, the number of options they have, their age and gender. These differences were found to be significant also after controlling for other factors. The following chart shows these groups the and frequency that they responded to the satisfaction question with a 1 or 2 indicating that the transportation system meets their needs in general.

Percentage of People Responding that the Current Transportation System Meets Their Needs



Which Modes People would like to be Easier to Use

People were asked which modes they would like to be easier to use. This question was worded slightly differently in the questionnaire conducted for the 2035 MTP asking what modes people would like “better access to.” Similar to results from the 2010 questionnaire effort, the more people used or had access to a particular mode the more they desired improvements for that mode. For example, people who had used some form of public transit in the past year also wanted improvements to the bus and train. People who live on Albuquerque’s Westside or Sandoval County want better access for cars.



Bus	Bicycle	Train	Auto/Car	Walk
<p>Bus improvements was the most selected option. Groups that that wanted bus improvements over others were people who used public transit in the last year, people with lower incomes, and people living on Albuquerque’s Eastside.</p>	<p>People who felt like they had many options also wanted Improvements for bicycling. If people thought congestion was severe, they were not as interested in improving bicycling.</p>	<p>People who had taken public transit in the last year wanted easier access to the train. Women also wanted it to be easier to take the train. People living in Sandoval County or Albuquerque’s Westside were not as interested in improving train</p>	<p>People who felt congestion was more severe, who live on Albuquerque’s Westside, or Sandoval Co. wanted better access for cars. People who felt like they had many transportation options and if they used public transit in the past year were not interested in improving car access.</p>	<p>People who felt congestion was less severe and people who used public transit in the last year wanted to improve walking. People who were not interested in improving walking were those who live in the East Mountains, and those who commute to Albuquerque’s Eastside from the Westside or Sandoval Co.</p>

Views on Land Use Preferences

The Scenario Planning component in the 2040 MTP will examine if people are willing to live in more urban environments. People were asked where they live now and where they would like to live in the future in relation to an urban to rural setting. People responding to this question indicated that they would prefer to live in a location that is either more urban or more rural than where they live today.

Setting Descriptions:

Rural: Outlying area that is generally distant from employment, schools, and shopping. A car is necessary for daily needs.

Suburban: Residential area that is separate from employment, schools, and shopping. Public transit, walking and bicycling are limited.

Semi-Urban: Moderate mix of employment, schools and shopping, etc. Some daily needs are accessible by public transit, walking and bicycling.

