

Appendix H: Open-Ended Question Responses for General Comments

Question #18 - Open-Ended Anything Else
- Redo the I-25/Paseo del Norte Intersection - Redo the congestion on northbound I-25 north of the Big I (congestion caused by merging onto I-25 from I-40 and University and those people trying to simultaneously exit onto Comanche and Montgomery) - Inst
"no" TRAFFIC CIRCLES, "no" dividers (concrete) "NO" resisters ALL CREATE TRAFFIC HARZARDS
#17 I make a big loop from home to daycare to school to work. I actually choose the daycare because it was close to work and then changed jobs, now closer to work and the day care is the farthest away.
* Stop adding turning circles: they cause more injuries to bicyclists than traffic signals. * Require provision of secure appropriate bicycle parking tracks as a requirement for planning for approval & part fund retro-fitting of such bicycle parking. "secure" means overlooked lit parking with racks to which both wheels and frame can be locked without taking the wheels off. Lack of secure appropriate bicycle parking is a huge block on the wider adoption of bicycling as routine means of transit.
1) bicycle access to major shopping centers is poor 2) east/west bicycle routes across I-25 are very limited, with heavy traffic 3) Old Rt. 66 through Tijeras canyon is major recreational bicycling route, but road conditions have deteriorated, with very poor shoulders
1. I don't bike to work because I don't feel safe biking on a 40 mph road that has a bike path on it (i.e.. Rio Grande Blvd). I have had a couple of bad experiences when biking such as someone throwing a super-sized soda drink at my head while they went by over 40 MPH. I also had someone pretend to open their car door into me as they made a right turn next to me (as a joke). So I really feel if there were bike paths OFF THE ROAD, I would commute by bike. The sidewalks are too thin, and have obstacles such as meters, poles, etc...
16. Bicycling to work is 11-15 miles. 17. Bicycling to work takes 60 or more minutes. Riding the bus to work takes about 50-60 minutes depending on connections or walking. Having a more direct, safer bicycle route would increase my bicycle use during the summer. Increasing the frequency of the cross-town commuter bus during rush hour would increase my use of the bus during the winter.
2nd Street in the North Valley could be a decent street for cyclists but north of Montano to Alameda there is no bike lane and it is somewhat hazardous. 4th is a poor option also due to a lack of bike lane but the speeds are at least lower. Some safe bike access to Edith eastbound from Alameda might also be an option. Please make bike access from Edith to Roy somehow. If a Rail Runner station is going to happen at Montano, please plan park and ride better than the Los Ranchos stop.
30min to bike to work one way, 15-20 to drive
528 is maintained well. Thank you! Corrales Rd is a disaster. There needs to be a more efficient way to get from Alameda Rd and Coors to the North side of Rio Rancho than Corrales Rd or 528.
A better method of collecting fares for the nm rr is needed. The attendants on the train do their best to capture the fares, but some zones are so short, that they are missing a large number of riders. Not only that, having them carry large amounts of money in plain view is just begging for trouble. With the economy like it is people are desperate. Their safety is a concern.
A better Rail Runner schedule would make it more likely that I would take the train to Albuquerque and Santa Fe to conduct business/entertainment. As it is right now I have to spend the majority of my day waiting for a return train trip home.
A direct bus ride from the Rail Runner station to the CNM main campus.
A direct bus route to Candelaria and 12th from Snow Heights would have been helpful.
A dream would be an alternate I-25 route for bicycles available from Albuquerque to Santa Fe other than through North Highway 14 possibly with various points of access to the NM Rail runner. Thanks for providing the Rail runner to Santa Fe. I hope the support for it continues.
A paved Bike Path from Albuquerque to Belen along the river would be awesome.
A route along University to Menaul, there are government offices, schools, and a business offices.

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<p>A single route from Edgewood/Moriarty through Tijeras Canyon is untenable. Albuquerque travelers have been plagued by Tijeras' wind and snow for 300 years - it's time something was done to open another route or make accommodations to deal with the snow and to deal with accidents. That route is more than "major"; it is the singular lifeline to healthcare, work and shopping.</p>
<p>A stop light on Ouray at Estancia stopping traffic headed E to W and W to E to allow those of us coming from residential streets an opportunity to pull into traffic w/o having to dart into it, possibly causing an accident.</p>
<p>A variable schedule makes planning for public transport difficult in this town.</p>
<p>Above: it takes 20 minutes to drive, but then it takes another 20 minutes to find a place to park. The rapid ride is much more convenient, as it drops me right across the street (from UNM)--but there's the big hassle and the cost of driving to the rapid ride and parking there.</p>
<p>ABQ has a decent public transport system, IF you live on a Rapid Ride route. But otherwise, public transport in the city can be very problematic. We do NOT need a streetcar! And I love the Rail Runner.</p>
<p>ABQ ride works wonderfully for me. My suggestions are to make it better and for more people to use it. I commute to work about 95% on the time ore more and I hate it when I have to drive.</p>
<p>Access from Paseo Del Norte to I25 must be improved as well as 550 to I25. It's inconceivable that infrastructure plans have not kept up with the pace of residential and commercial development in Rio Rancho and the westside of ABQ.</p>
<p>accessible transportation for people with disabilities goes beyond work/medical needs. Currently, our para transit system is limited in scope and hours, eliminating opportunities for full integration into our community via social/cultural events. It is these opportunities for networking that create job opportunities, opportunities for unpaid supports, decreased depression etc. It would be great to get to church or community events.....and even better to access paratransit with less than a three day plan so that we could go to the park or plaza weather permitting, as do people without disabilities.</p>
<p>Accessibility to the buses and paratransit need upgrading desperately so those who have disabilities can participate in tourist activities when friends come to visit and not take all day to visit one attraction.</p>
<p>Accidents happen; but compared to the San Francisco Bay Area where I lived for 12 years it seems to take forever for even minor accidents with to be cleared. Those authorities know how to keep us moving; go find out how they do it.</p>
<p>additional capacity (lanes or new roads) to west side is needed</p>
<p>Additional taxes and regulation are needed on personal vehicle ownership in New Mexico. I don't understand how I can register my personal vehicle in New Mexico for anything less than \$500 annually. Sky-rocketing road construction and road maintenance costs threaten to destroy this great nation. We must act now and demand that vehicle owners pay their due.</p>
<p>again the system needs to pay for itself. increase fares substantially and if need be reduce or eliminate Sunday service</p>
<p>Again, a freeway like north/south bound addition would be super and assist with westside growth and traffic. Also, addition of "Left/right" lanes when exiting the free way for all exits on I-25 and I-40 would be helpful.</p>
<p>Again, Albuquerque needs more access routes to Bernalillo, Rio Rancho, Belen, Los Lunas etc. The Rail Runner is useful but a time constraint due to inadequate road connections. I think pollution is an issue in the future esp. since auto travel is necessary. I think tougher restraints for emissions on automobiles is the best way around this. Also, I know many co-workers that can bike and are very happy with improvements to the inner city biking routes.</p>

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<p>Again, although I live in a semi-rural area, if there were safe bike paths to commercial areas, I would use a bicycle with some regularity. At present, the route is unsafe for bicycle use, even though it USED to have bike lanes! Successive repaving on my road (North Edith) has consistently reduced the size of what used to be a 3 foot wide bike lane on both sides of the road, into something less than 1 foot. Totally unserviceable. These kinds of bike lanes/paths are a NO BRAINER. I doubt they would cost more than pennies to institute & the County certainly does have the existing right-of-way to install these lanes as a fundamental amenity along semi-rural roads that have no curb.</p>
<p>Again, more emphasis on walking and need to educate bicyclists on rules of the road. I would like to see more police enforcement on bicycle violators -- they are a hazard if they do not obey the rules.</p>
<p>Again, thank you for the opportunity to share my views. Having a truly sustainable community 20 years from now and beyond will require providing viable options to using cars as the major mode of transportation.</p>
<p>Again, the Rail Runner Express trains take too long to reach their destination and their should be an "express" train during peak hours of travel and stops significantly shortened. Please shorten my commute.</p>
<p>Alameda is a Boulevard with very few residential houses along it. The speed limit for the majority of Alameda between Edith and Rio Grande is only 35 mph. This is way too slow for a non-residential blvd. The speed limit needs to be increased to 45 for a blvd.</p>
<p>Albuquerque has the opportunity to become a vanguard in public transportation - before it sprawls even more so westside. It compacted by the reservations and geography (i.e. mountains), therefore it's finite in size to a certain extent. Capitalize on this, make the investments now.</p>
<p>Albuquerque is a city that has always held the car as the main priority for transportation. While this is understandable within the context of America, the west and our love of the automobile, this has produced a city sprawling to its outer limits, a dilapidated downtown, and no real identity. Albuquerque could transform itself and the region, redefining its image throughout the nation if not the world, with an investment in an innovative transportation system that connected the disparate regions of the city. Buses don't cut it, the perception that people have of them does not encourage ridership among people with alternative means, i.e. a car. Its to the Rail Runner, its success, and a light rail that the city should look to for the future. Albuquerque could be a city and not a series of suburbs and freeways.</p>
<p>Albuquerque is a nice city. Not too much traffic but could be improved by adding more bike lines, improving street maintenance, and getting the police to monitor driver behavior (or install more red light cameras!).</p>
<p>Albuquerque is at best inconsistent in transportation services other than car use. This is a serious problem that must be improved, including adding bus service (if only limited) on holidays. It is ridiculous for people that rely on the bus to be expected to not work or make other arrangements especially for getting to work on days when there is no service.</p>
<p>Albuquerque streets are deadly for bicyclists and pedestrians alike. Spend good money on a bike and have it stolen from public racks. Focus more on bus schedules and train schedules. Develop routes of public transportation in rural communities.</p>
<p>Albuquerque transit department imposes solutions without regard for customer preferences</p>
<p>Allow licensed ATV's for commuting. Issue more citations to people using cell phones and impeding and endangering the lives of others.</p>
<p>although bicycling routes and paths are relatively good and accessible in this city (compared to others), there are still parts of town that are very hard to bicycle around. My specific examples include San Mateo/Academy/I-25 Area and the Menaul/I-25 area.</p>
<p>Although I have taken the bus occasionally, the lack of sidewalks makes it a poor option to a car.</p>
<p>Although I live too far from my present employment to be able to use public transit on a regular basis, I would like it to be a more viable option. For instance, it would be nice if the #51 Rio Bravo bus schedule was synchronized with the south valley rail runner arrivals and departures.</p>

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<p>Although I live within a short distance from work by car, I would have to cross very congested traffic and highway intersections that have frequent traffic accidents, on a regular basis, if I walked or biked to work. The roads lack adequate bike lanes and cars regularly run the traffic lights. I don't trust that I would be safe if I was not in my car.</p>
<p>Although I work at home now, I have been out during rush hour traffic and it is not pretty --- almost gridlock in many places as so many people now live on the West side and much of the employment is on the East side. Even on the weekends it can take as much as 30 mins or more to get from I40 and Coors to the Cottonwood mall. The intersection at Coors and Paseo Del Norte is horrible and the traffic backs up for block when heading North on Coors. I think Unser should be developed into an express way connecting the SW to the NW and merge into Paseo Del Norte. This would relieve a lot of congestion on Coors.</p>
<p>Although I work from home and have reliable, personal transportation, I would very much prefer better public transportation. Prior to moving to New Mexico, I lived in Minneapolis. Although I owned a car, I only used it on weekends and whenever I needed to travel to St. Paul. During weekdays, I relied solely on public transportation to get around the city, which is far larger than Albuquerque. Also, I have travelled to other larger cities like NYC, Chicago, Philly, San Francisco, etc. During my visits, I used public transportation only and moved around the city quite efficiently. With my luggage, I was even able to take the train from the airport terminal to my hotel with no problems. Albuquerque needs this type of public transportation model.</p>
<p>Although I would like to be more "Green" it isn't realistic when a 20 mile commute takes 60 minutes via rail and bus.</p>
<p>Although it is not impossible, bicycling through Tijeras Canyon is very dangerous because of a lack of respect for bicyclists by motorists and the fact that there is no adequate bicycle lane and/or path along US-66 (the most viable pathway for bicyclists). Please address this issue as soon as possible.</p>
<p>Although the bus routes to UNM are convenient they seem to be crowded and often people are standing especially during certain times. There needs to be direct routes to CNM as well.</p>
<p>An additional road over the river would help tremendously!</p>
<p>An express bus, with a parking lot, from Paseo Del Norte & Eubank to Sandia Labs would have a huge impact on traffic congestion on Eubank.</p>
<p>an improved bike trail system to many parts of the city, with wide/dedicated lanes so that people of all ages can use to get to school/work/recreation</p>
<p>Another driving routes need to be made to cross to the West side of Abq. Montano is the worst road to take in the AM. With only 2 lanes, some drivers do not even drive the normal speed limit. Another route along Unser and/or Irving in RR needs to be addressed. ADDITIONAL ROADS MUST BE MADE IN THE NEAR FUTURE. Sometimes I change my route via Alameda to get to work.</p>
<p>Another idea is to create a bypass to eliminate congestion on I-25 and I-40. One could be from Algodones to Rt66 Casino area. You could go from Isleta to Rt66 casino area for example.</p>
<p>Another way to enhance our public transportation system would be to have the NM Rail Runner run more often. I have 3 trains that I can take in the morning going to work. In the afternoon I also have 3 going home between 4:25 and 6:31 (the earliest if I take a bus ride over 1 hour to catch it). There is no scheduled train south after the 1:03 train until 4:25.</p>
<p>appreciate bike routes and lanes</p>
<p>APS might increase the number of children who walk to school if there were not major arterial streets within their school district boundaries. My children live less than a mile from their public school, but would have to cross a six-lane, 55 mph arterial to get there!</p>

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<p>As a CNM student, I have to plan my classes around whether it is possible to access certain campuses. It is difficult to impossible to schedule classes at the Westside campus because of limited transportation. Travel to Montoya campus from Main campus is very difficult at some times of day. I rode the Rt 66 bus to Main campus today from near Eubank. The bus was crowded, which was ok. However, the bus, especially the seats, were filthy. I felt uncomfortable in some seats because I felt that I would fall out of the seat every time the bus braked. I was also uncomfortable as the only anglo woman on the bus. I rode public transit almost daily until I moved to New Mexico. While the subways in New York City are crowded, they aren't as dirty as the Rt 66 bus was today. Going through Penn Station at any time of day made me nervous in New York City, but there were police always present so I felt safe. I would not be willing to ride the Rt 66 bus after dark because I would not feel safe.</p>
<p>As a relative newcomer to the area I see a lot of positive recent steps (Rail Runner, Rapid Ride, Bicycle Boulevard, Red Light Cameras, traffic circles, bulb outs), and want to see the area continue to develop these and other initiatives. I think ABQ is so close but needs to take several bold steps (i.e. Downtown Arena which will lead to Street Car).</p>
<p>As a retired couple, we can walk at our leisure and drive where we want to go. We feel strongly about using our tax money to subsidize the Rail Runner and are especially concerned for the time when government funding expires. The Rail runner sounds good but services a limited number of people compared to the most used form of transportation (vehicular). Train service can take you from a pre-determined point A to point B, but most of New Mexico is spread out in a not-so-linear pattern. Not cost effective. We are extremely happy with the road system and the continual efforts for improvement in Albuquerque and the state.</p>
<p>As a retired person with some physical limitations, I have to rely on my private vehicle. I do lots of volunteer stuff and the bus is just not practical for me.</p>
<p>As I mentioned before resurface, NOT REPAIR, but a whole new road for Paseo Del Norte from Universe to at the least the curve going South at Paseo Del Volcan. Also and this is a MUST DO NOW, from Golf Course to Universe raise the speed limit all the ways to 55mph. It is way too damn slow and I know for a fact it can handle it and when it was first opened a state employee with a title even said it is a RURAL HIGHWAY and the speed limit on rural highways is 55, NOT 35 or 45. GET THAT CHANGED NOW SINCE THE person who wanted it slow is no longer in office.</p>
<p>As I said earlier, parking is a problem. With increased enrollment, we want students to come to school and employees to be able to come, too. Students frequently miss class because they couldn't find parking. Another option is to enforce that employees purchase parking and allow students to park for free (employees are, after all, making money).</p>
<p>As stated previously, I am a non-driver; I do not have a driver's license and I do not own a car. I live near Jefferson Middle School and Bataan Park (Lomas and Carlisle area), and work at the Albuquerque Journal (Jefferson and Paseo del Norte area). My commute takes so long because I have to take 2 buses to and from work. It is of vital importance for the city of Albuquerque to improve and expand upon its current public transportation system, not only to meet the needs of individuals such as myself, but to entice current drivers to try alternative means of transportation.</p>
<p>As the "baby boomers" age, we all are going to give up our cars. Yet we all need to get out. Are you talking to apartment house owners, churches, Senior Centers, shopping malls and (yes) casinos about shuttle service to their facilities? With GPS, cell phones and computers it could be done. Why can't radio stations quickly report traffic problems? It could be set up like the Amber alert for missing children. Drivers would get used to listening to their favorite channel rather than being on the phone.</p>
<p>As the Abq west side and Rio Rancho expand alternatives to Coors Blvd and Paseo del Norte will be needed. Right now they are maxed out at peak hours. If alternatives are not developed traffic will be horrible in 5-10 years.</p>
<p>As the city expands so do transportation needs. Alternate routes across the river.</p>

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<p>As the greater ABQ area grows we must have regional transportation. It is worth every cent we have to pay as a community. Transportation allows independence for those who can not drive and options for those who should not.</p>
<p>Auto travel is currently our best option. Light coordination coupled with driver speed limit adherence could be improved to that we do not have to stop at every single light. This single obstacle adds the most time to my commute daily. Some stop lights are activated by side road traffic where a car pulls up to the perpendicular street to make a right turn. They stop and merge before the light cycles causing traffic to stop on the main arterial and wait for a car that no longer needs access to the highway. That simply is not wise. Bicycle paths and wider shoulders on our highways would be a most welcomed addition in our area. Low cost for the traveler, beneficial health component and time to enjoy the beauty of New Mexico would also encourage and promote cost savings, exercise and provide a quality of life component to the Rio Grande valley. Safety here is truly lacking. When we attempt to use the only arterials at our disposal, the highways, we are a burden to those in automobiles and our safety is rarely respected. With our mild climate we could reduce our burden on our environment 9 to 10 months out of the year.</p>
<p>Bad drivers are everywhere and enforcement is null. The best road with NM drivers is like throwing pearls to pigs.</p>
<p>Bad, careless, and dangerous drivers, therefore more traffic cops are a must.</p>
<p>Be nice to have an encompassing "loop" around the city connecting I-40 to I-25 going North and I-40 to I-25 going South - both starting at 9 mile hill.</p>
<p>Beam me to Old Town, Scotty! Continue to make public access to Chaco Canyon as difficult as possible...seriously! Need to unness the Santa Fe terminus of Rail runner: real passenger station house, tear down the old theater, acquire monopoly/eminent domain ownership of real property/land and transmorph into modern complex, connected to bicycles, shuttle busses, landscaped walkways, pedal-cabs, Smart-Car rentals.</p>
<p>Because I work later than public transit runs, I purposely live walking/biking distance to work.</p>
<p>Being partially handicapped (polio survivor), need greater number of access points for public transport. Seems there is a need for enlarged service to: theaters, concert halls, stadiums, convention centers, other entertainment sites.</p>
<p>Believe in frequenting and supporting neighborhood businesses and tend not to travel to other areas. I believe that much damage has been done by past traffic engineering where auto traffic had the priority. Now, we must remake our neighborhoods so that "local" travel by other than car is practical and safe. This, on a citywide scale will improve air quality and livability. Investing in a street car system BEFORE it is widely accepted and needed (like the Rail runner) is important and visionary.</p>
<p>Better access to I25, I have to take rural two lane roads that go around rather than in a straight line to get to I25.</p>
<p>Better and/or more access across the river is needed.</p>
<p>Better areas to wait for the bus. When it rains the benches are right by the roadway and cars/trucks/buses splash the people that are waiting for the bus. I don't know if anyone ever thought about this happening to the people who have to wait in the rain or snow. And covered areas for those that aren't covered. Also better lighting in the areas that aren't lit, as at the bus stops. Sometimes when trying to catch the bus in the evening/night, the bus driver has to stop when he realizes there are customers waiting.</p>
<p>better bike lanes, more traffic circles.</p>
<p>better bike trails. As a driver, I hate seeing so many cyclists risking their lives with cars. I don't have the courage to bike to work because I see how careless many drivers are. Ideally, we would have bike trails that are open only for bikers and walkers (like some of the east-west trails along the arroyos). Unfortunately, if you need to go north or south in the city, you have to deal with cars.</p>

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better bus access, better bike trails or lanes, appears that present system has most of the buses on Central--one right after another with few passengers. Would also help if there was a tunnel under Arroyo Del Oso Golf Course. I avoid Wyoming--basically I am driving from Ventura & Holbrook to the VA Hospital daily.
Better bus schedules
Better bus service to NE heights. I have a child that has to be dropped off every morning so I can't catch 6am or 7am bus. Nor can I leave me job at 4:45 or 5:15 to catch the last bus that goes up Academy. This leaves me with no public option without taking three different buses, walking and getting home at a late hour.
better connection between buses
Better planning on road ways. The Big I was designed poorly and always has problems. We need to do a better job in planning for the future.
Better signage in bike lanes. Still doesn't feel that safe.
Better times for the rail runner from Belen to ABQ to accommodate those who work in the school system in Belen. Thank you.
Better times, I leave at 7:03am on the bus to arrive at the ATC at about 7:45 or 7:50, to leave at 8:35 to get where I need to be at 9:00am, this is two hours to get to a place that takes about 30 minutes in a car.
Better transportation from Rail Runner in Santa Fe. I work up Hyde Park Road, I have an hours walk from downtown SF to work.
better use of traffic signals- some have very long wait times and i have seen cars just proceed while the light is still red keep red light cameras
Between getting around Santa Fe and Albuquerque, there are plenty of options for walking out of your house, getting to a bus stop, and use the train. And many people are interested in using their bicycles. But the information you need to do this successfully is hard to find. The "you just have to know" attitude really discourages people from trying these alternative methods. Educate, inform! Show people how to load bicycles onto buses and trains, how to find up to date maps of bike trails. Hard working people want easy ways to get to work, and if more people knew how easy it is to leave the car at home they would. Everyone knows the train exists, but there are always people with questions like, "where are the bike trails in Albuquerque/Santa Fe? Is it easy to take a bike on the bus? What happens if the bus is late?" People are more afraid of being left behind than their car not starting. They need to know what happens if you miss a bus or train. As jobs in Santa Fe dry up, people are looking into taking the train to ABQ for work. Please don't eliminate early trains, and please consider adding late trains or buses back to Santa Fe. Thank you for providing this survey for feedback! Keep up the great work!
Bicycle boulevards are a good idea; but need to have less on-street parking to make them safe and/or truly viable.
Bicycle paths are a key area for enjoyment, exercise, and sometimes errands. I live close to a bike path and my house is right by a street with bicycle lanes. I would not want live where there was not bike path nearby.
Bicycle paths that actually take the cyclists to places and not trails that do not connect.
Bicycle Rider Education! Driver Education concerning Bicyclists! Two things that are lacking in our current system!
Bicycle routes need to be improved.
Bicycles on major streets is a hazard.
Bicycling is an attractive mode of transportation, but I feel too scared to ride on the road. Drivers are not aware of bicyclists, and do not share the road as much as they should. Conversely, bicyclists are unaware that they are hard to see and violate roadway rules for convenience. Education and awareness is necessary on both sides to increase the popularity of bicycling.

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Bicycling: you may have noticed that I support, but don't practice it. My vision is not good enough to ride a bicycle on the Albuquerque city streets. The bike paths tend to have narrow, dangerous-looking entrances with low posts, and basically go nowhere. Once you get to your destination, if you can find a bike rack, thieves are still free to remove all the removable parts from your "ride."
Bike and walking paths should be included in all neighborhoods as they are doing now in new neighborhoods. Our freeway system desperately needs to be expanded.
Bike facilities need to be better connected. No dead-end bike paths please. More shared usage signage on routes that don't have dedicated bike lanes. ("sharrows")
bike lanes and trails are a big plus
Bike lanes are increasingly available, and it would be wonderful to have them as a requirement for new road construction.
Bike lanes. We need more of them badly, and they need to be big and boldly painted.
Bike path systems is disjointed and needs to be connected so it is useable for commuting. I must currently traverse about 1/4 mile of dirt path and ride another 1/4 mile on the shoulder of Coors Blvd to complete my 8.5 mile commute.
Bike ride and hike trails for recreation almost every weekend.
Bike touring is often overlooked as part of the tourist economy. Having just done the KATY Trail with my wife on our honeymoon, I can tell you that over the course of 10 days riding the 230 miles across Missouri we spent a lot of money in local restaurants and places to stay. The KATY Trail has actually revived a couple towns along its length. New diners and stores have sprung up. Campgrounds, hotels, & bike shops are busier than ever. Even Missourians travel 10 to 20 miles to ride part of the trail on weekends. You see whole families doing it. We need to finish the Rio Grande Trail. It can make a difference for the region as well as the state of New Mexico.
BIKE TRAINS
Bike/walking trails in the summer are FULL of goat heads. Even though I upgraded my tube/tires to be puncture resistant, I have experienced flat tires that has GREATLY DISCOURAGED my desire and ability to ride to work. We need maintenance to do some controlled burning around the trails to get rid of goat heads on these bike/walking trails. Some of the bike trails seem secluded and some women/children are afraid to use them and turn to surface streets. Dedicated bike lanes on some surface streets still do not appear safe. On higher usage surface streets, perhaps a barrier between the auto traffic and cyclist would encourage more cycling. Another approach is to place video cameras on secluded bike trails letting users know that the area is under surveillance could discourage trouble makers and make riders feel safer.
Bikes!
Bikes!
bikeways, especially shoulders, need to be swept more often so we cyclists feel safe riding there. Usually there's so much debris we worry about getting flats.
BIKING IS KING
bring affordable housing such as apartments, closer to big centers of work.
Bring light rail to Albuquerque!!!!!!!!!!!!!!
Build a metro in ABQ
BUILD A THIRD BRIDGE OVER THE RIO GRANDE
Building an access Interstate Loop around the city like Phoenix Arizona could improve the traffic congestion a lot.

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Building improved road network in northern Valencia County to relieve congestion on Main St. in Los Lunas and to provide better and faster access for emergency vehicles.
Bus drivers can be rude and abusive.
Bus routes and stops need to be better planned. Eastbound Menaul, there should not be stops on BOTH SIDES of Carlisle! More express busses needed to/from westside and employment centers, not just journal center and downtown.
Bus Routes need to expand to West Side. Bike trails are almost non-existent on the Upper West Side.
Bus routes need to go downtown and also over to Journal Center/Jefferson and I-25 because of the amount of workers there. As a federal govt employee, our office is downtown just because the City of ABQ requested it, and the transit system works for that, especially coming from the West Side. I would like to see more buses to Journal Center.
Bus Schedules! North & South are far too infrequent easy access E & W then wait long periods of time for n or s bound
Bus service on Paseo Del Norte and Alameda Blvd.
Bus stops with shelter in inclement weather
Bus systems in the heights around Candelaria and Montgomery are not very regular and difficult to get to.
Buses are a more efficient way of utilizing my transport needs.
buses do not run early enough for usage in the morning. I cannot adjust my work hours to accommodate the bus schedule
buses running more often with out waiting 45 mins to 1 hour between buses or longer
Businesses should get away from the 8 to 5 mentality and stagger work times or offer flexible work schedule options.
BYPASSES!!!-!!
Car travel is not sexy. Bicycling to work is fun and keeps you fit. Walking places allows you to get to know your neighborhood and surroundings. Having a glass of wine or a beer on the train after work is much healthier than sitting in a box alone on a road full of other people in boxes. The MRCOG should capitalize on the advantages of alternative transportation that go beyond air quality and traffic reduction.
Catch more speeders and red light runners! Use cameras to do this and invest the money in bike lanes and rail.
Cities should look towards other cities whose models work fluidly. Yes, we don't have emulate them in all ways, but we should look at their models and make them better.
City center is not at the center of anything, hence requires extra driving. Maps provided to GPS companies do not reflect reality leading to long routes. Roads that may be planned are there and ones that exist are not!
Clearly, your survey illustrates you indifference to the retired, elderly, disabled w/o a car in this town [name and number deleted]
CNM Westside has grown. The streets and lack of lights lead to many accidents and delays.
Community education on: use of signals (no one seems to use them here?!), safety when passing bikers, not "gunning it" at pedestrians trying to cross the street. Maybe something to help people realize that the person on a bike is a mother/daughter/doctor etc.
Commuting route to work is very limited as I live in NW side of Albuquerque and closest options to cross the Rio Grande are only 2 ways, Paseo del Norte or Alameda. Expansion of a commuting route (building bridges) would assist in the daily commuting congestion that also affects public transportation. The time to commute by public transportation is the same if not more than commuting by personal vehicle from the NW side of Albuquerque.

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Commuting to work and school is not the only problem. Getting to necessities like doctors' offices, hospitals, recreation sites, visiting relatives and friends, and the great out of doors all needs to be considered.
Connections between bus routes or between transit systems/types could be A LOT better. Bad connections really seals the deal for people choosing to not use public transit. Dependability is very important too. Decreasing service, frequently changing schedules is good way to push people back into their cars. The bus/train needs to be there and needs to be consistent.
Connectivity is the key. Look how many people used the bike path to attend the balloon fiesta this first year alone. There should be a bike path to the east mountains and the recreation areas, one up through Placitas, and one going all along the Rio Grande from Santa Fe to Elephant Butte. Other parts of the country are doing this very thing. I believe that community would support a tax on this, too.
Connect downtown, UNM, the West side and the Rail runner with light rail on Central Avenue
Consider a late night (or early morning) one-way train from Santa Fe to downtown Albuquerque at least one night on weekends for Albuquerque residents that would like to enjoy the capitol's night life (i.e. the train would depart the Santa Fe rail yards around 2am) and help citizens and visitors choose a safe alternative to driving while fatigued or possibly intoxicated. Like Albuquerque's "Rapid Ride After Dark", perhaps this service could be offered seasonally in the summer months.
Consider having a "fast Lane" on I-25 and I-40 on work days for busses and those commuter and cars with more than one passenger
continue expanding bicycle path network! the North diversion channel path is awesome, biking 9.5 mi one way to work is just as fast for me as driving. My route is perfect, I wish everyone had it as good, maybe more folks would cycle instead of drive to work...
Continue to enhance the bike system - trails, bike lanes, etc.
Continue to improve and expand Rail Runner service, including weekends
continue to use natural gas vehicles; restore the no burn alert; advertise public transit benefits; more spaces for bikes at destination points like schools and companies - I have seen covered shelters for bicycles in other places; promote public transit as alternative to fossil fuels; make the planning process very public and announce it in all types of media.
Continued economic growth and traffic management is dependent upon better public transportation options not just using the bus.
Convenience and rider safety should not be overlooked in the conversation about public transport.
Coordinate and work with Rio Rancho to extend bus commutes more easily up through Northern blvd. Extend bus routes and times to CNM west.
Could bike lanes be a requirement for all new road construction and repair? My journey includes some bike lanes and some regular roads. Car drivers respect my presence more when there is a bike lane, and I'd bet there's data about how bike lanes cut down on accidents - I certainly feel safer in one. Albuquerque is a great city for biking - let's make it even easier for people to choose this option!
Could we find money to build more covered structures (3 sides and a roof) so folks waiting for buses could be protected more from the wind, cold, and sometimes rain? I came here from another state, and have been amazed at the high percentage of reckless drivers in Abq. Almost no one turns into THE NEAREST LANE, which is what I was taught in driver ed, but cuts across three lanes, which is quite dangerous. Also, I thought we had a cell phone law in NM, yet I see tons of folks talking on cell phones while they drive, and have nearly been hit numerous times due to their inattention.
Create a bike path that allows for N-S commuting through the Balloon Fiesta Park so that recreation bicyclists can travel directly to the west extension of Tramway without having to travel on north 4th Street. Doing that would create a safer bike loop that would extend from the extensive bike trails along the bosque and diversion channels to the bike paths along Tramway.

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<p>Create better bus service for South Valley residents who live in remote areas, and to have a second route going southbound on Coors up to Malpais just like Rapid Rides 766 and 777 share the Central route. It is a convenience for South Valley residents.</p>
<p>Create bus lines that operate at peak classroom hours for all major colleges and the university.</p>
<p>Create incentives for people to carpool and/or buy hybrid cars by making exclusive and/or favored parking for those vehicles at malls, large employers, downtown and train station parking lots.</p>
<p>creating live/work/play communities so that the density is spread over a wider area</p>
<p>Critical to improve the I-25 fly over at Paseo - but not at the expense of community. Keep that hub a neighborhood commercial hub and move the regional commercial development over to Jefferson as the Comp plan outlines.</p>
<p>Cut pollution as much as possible - if you have to force people to bike, walk, ride a bus, anything to stop CO 2 in the air!!</p>
<p>Decision makers in Santa Fe need to spend time driving in Albuquerque, the city that is the center of the state's economy and transportation planning or the lack of is aggravating and insulting. When I see that [expletive deleted] train running with less than a dozen people on it and then have to creep along on Paseo going west, I just have lost faith that government has any capacity for good judgment or common sense and serves its own interests and not the people.</p>
<p>Density along corridors is needed.</p>
<p>Despite the fact that I live near work, I still can't get there consistently on time without driving. Bicycling on Coors is not an option I am willing to risk and the busses are variable in time and proximity of bus stops. It seems the Westside could use some creative thinkers for alternates that work with current limitations due to private land.</p>
<p>Ditch the traditional bus system and model your bus system after the Rapid Rides. They work, and they work well. Get a train in through the Tijeras Canyon to Edgewood, and connect Edgewood all the way through to Unser with north/south transfer stations to Rio Rancho and Belen. Expand bus service to the north past Montgomery, plenty of residents north of there, now. Give incentives for people to buy bus passes, somehow make it more attractive to them. I'd rather take the bus than drive as it is less wear and tear on my vehicle, but unless I'm on a rapid ride line, it's not feasible to me due to time constraints.</p>
<p>Don't facilitate urban sprawl!</p>
<p>Don't forget the West Side! Rio Rancho is also expanding and should be involved with the planning and paying for mass transit.</p>
<p>Don't let the lack of money convince you that land use changes and ped/bike/transit can solve all the problems. People live in the west because they don't want to live in a building. The like the freedom a personal vehicle and robust street system provides. Developing policies and plans that seek to change people's behavior to something that they do not want will not be well received and discredited as zealots trying to impose their viewpoint on others. The vast majority of people are not interested in what ULI and others would like them to be.</p>
<p>Don't really like the region but like my job. Can't do public transportation that has limited hours since I work part time and/or need to work extended hours. Traffic/transportation here is worse than the Washington D.C./Baltimore area. All the constructions projects seem to only chip away at the problem.</p>
<p>Don't waste time on planning for plug-in electric vehicles. If reality starts to live up to the hype (which I doubt is possible), please let free enterprise rise to meet the need of those very few who embrace it. Please focus public monies on increasing bike and bus options - gas prices will rise faster than incomes and these options are prime ways of helping citizens cope.</p>
<p>Down in the south valley there are hardly any sidewalks for children to walk to school, either elementary, middle or high school. It is actually safer for the kids to walk down the ditches, than it is to walk on the side of the street. From the ditch I would catch a bus to get to CNM. It is actually faster to walk from CNM main to central than to wait for the university bus, as well</p>

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<p>Drive is less than 10 minutes, but bike or walk is much longer... My husband commutes to the airport (not the AFB, south side)--irregular hours, amount of transit time, and limited routes/times have not made bus feasible for him.</p>
<p>Drivers can be friendlier. I take Zuni Rd. to work sometimes by bike.</p>
<p>Driving is usually congested during "rush" hour; biking is EXTREMELY difficult because paths and routes are non-existent or arbitrarily end or drivers (and Rio Rancho police officers) go out of there way to try to startle a biker or come as close as possible (or turn on their sirens!) and the bus system is virtually non-existent in Rio Rancho. Even if I wanted to "save the environment" or save money... I can't.</p>
<p>Due to where I live - Lower West Side, basically, although this has been true for me elsewhere in the City - I have to drive to work. I would really prefer a robust and well-policed bus system to take to work, but the current system is both quite a walk from where I live and quite a ways from where I work. Instead of a trolley for Nob Hill, what say we use that money to make a first-class bus system to serve *all* the metro area, hmm?</p>
<p>During rush hour it takes me on average 60 minutes or more to travel approximately 15 miles. That's unacceptable. Infrastructure needs to be put in place to support the migration to the west side of Albuquerque. Just I-25 & I-40 aren't doing the trick. I would prefer the rail runner train stop in the area so I wouldn't have to drive as much, however, more highways or byways need to be implemented to reduce the traffic problem.</p>
<p>Easier and safer bike routes would be very helpful</p>
<p>East / West Bicycle passage on South side is poor. When actively employed bus and carpool was NOT an option due to unpredictable and varying work schedule and difficulty traversing the city. Bicycling was limited because of unpredictable and varying work schedule and safety issues particularly after dark.</p>
<p>Elder transportation is utmost on my mind with two elders in my family who live in Belen and have no real means to commute easily to ABQ for doctor's appointments.</p>
<p>Emergency vehicles using more common sense. If a vehicle stops in the left-hand lane for an emergency vehicle and the lanes on one or both sides is open, then the emergency vehicle needs to go around instead of pulling up right behind the vehicle and making the vehicle pull over.</p>
<p>Encourage employees to call 311 for all issues . Safety / bad streets/ outages on street lights/traffic lights. Get the employees to be a part of improving our Great City..I feel like I'm the only one that ever calls to report anything..i.e.: a dead animal hit by a car/ pot holes..etch</p>
<p>Enforce the cell-texting law !</p>
<p>Enforcement of speed limits by police. More pedestrian friendly walk ways--wider sidewalks. I live off of Indian School Rd and the sidewalks on either side are narrow and the traffic roars by at 35-50 miles per hour because it's considered a major artery and they don't want to impede the traffic. I am afraid to walk to the store down the street because of the speed and amount of traffic or even cross it at a cross walk....much less bike along it.</p>
<p>Establish a long term vision and start planning and executing now - the future is more than just the day after today which seems to be pretty much the extent of the "vision" of many of our local politicians and legislators.</p>
<p>Even though I live just one mile from work, traffic safety is a problem. I have to cross four major streets, and there is no way to get home without feeling at risk from cars, and without breathing lots of pollution. In this area, 90% of the cars exceed the posted speed on the non-major streets, and many ignore stop signs. Bicycles and skateboards also drive with little respect for others, and less for the traffic laws. Sporadically applied punitive measures obviously don't solve the problem. We need innovative traffic systems that lead people to collaborate in a more friendly and healthful transportation and living environment.</p>

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Even though I live reasonably close to work, I would still like the option to be able to take the bus to work. This would allow my wife to have access to a vehicle.
Evening bus schedules leave taking busses a limited deal as the Montgomery bus has poor connections after 6PM even from the east end transit center (Tramway/Montgomery) and with poor connection at Louisiana and Montgomery (almost a 30 minute wait to transfer from NB Louisiana to EB Montgomery!)
Existing bike paths need to be maintained (some are overgrown with tire-puncturing weeds) and patrolled for safety.
Existing successful models exist for public transit in various cities including Portland (OR), Toronto, Seattle, and San Francisco. ABQ should try to follow these models.
Expand bus routes to service outlying areas.
Expanding and keeping bike lanes in mind whenever doing future road construction is paramount. E.g., the difference between a Isleta Blvd. (or Coal/Lead) with bike lanes and one without is the difference between safe and highly dangerous. I applaud all involved in making Isleta the relatively safe venue it is now for cyclists, and want to make sure other roads (e.g., Coors Blvd.) are treated better along these lines in the future.
Expanding lanes on Northern, Unser. Reliable bus transportation as an option on Northern
expansion of rail runner times would allow me to access it, otherwise it adds 1.5-2hrs to my already long day
Expansion of the NM Rail runner Express service would greatly serve the community. Every time I have taken the train from Downtown Albuquerque to Santa Fe Depot there has been a lack of seating for many passengers who board the train at Journal Center and NM 550.
Facilitating bicycle commuting is vital.
Few errands take me out of the neighborhood. For that reason alone, I can't foresee myself moving to another neighborhood. The sprawl style planning of the last 60 years has left it difficult to bike to many areas, and many areas would be impossible to survive in without a car
Figure out ways to get people out of their cars and into public transportation, biking and walking. Which probably means Fun Buses or More Trains. AND/OR focus on alternative fuel and electric cars.
Find routes that are not frequently used by others, such as HWY 314 from Albuquerque to Belen
finish paseo del volcan completely north to south.
Fix or enhance existing roads before building new roads. Reduce operating costs of public transit before expanding it to other areas.
Fix Sun Tran
Fix the I-25 and Paso del Norte interchange and access roads to handle more traffic volume.
Fix the problem at Paso and I 25. Increase the speed limit on Alameda to 45 or 55 like Tramway and Paso East bound. Install an elevated road way from I 25 to Southern. Needed to move the traffic. Same issue with 550 by Bernalillo. Poor thinking on how to spend tax \$\$\$ for improved travel.
Fix the traffic light timing. I've driven in a half-dozen other cities on a regular basis and somehow, Albuquerque seems to be set up so that there's not enough time to stop on a yellow. I've run more yellow-into-red lights in 5 years here than in 40 years elsewhere, and in part, it's been because someone is tailgating me. I also see something here that I've never seen before: left turns from the far right lane and right turns from the far left lane. Massive re-education may be the only thing that will fix that--maybe mandatory driving school after a ticket. But the driving school would have to be interesting and engaging or people will never pay attention. Thinking about it--I really dislike driving here, and it's because people are so unpredictable. I don't have a clue how to fix that.
follow through to encourage law enforcement to remove/tow or repossess unregistered vehicles. prosecute chop shops and vehicle thieves; reduce stolen/inappropriate vehicles on the road.

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For me every place in Alb. is accessible by bike however I worry that a car could hit me on any street at any time. I am 54 years old. We need to encourage parents to have their children walk , bike or ride the bus to school. The congestion around schools from parents dropping off their children makes the area around the school unsafe. This is particularly bad around the high schools because they serve so many students.
freeway on west side of town.
freeway system is very limited to outlying areas it takes at least 15 to 20 minutes to get to I-25 or I-40 from Rio Rancho.
Get Drunk Drivers off the Road,
Get rid of Bike lanes. The people who use them have no respect for traffic laws. They are always cutting into on coming traffic. GET RID OF BIKES!
Get rid of bike paths and replace with an additional driving lane.
Get rid of the money-producing red light cameras.
Get rid of those oversized busses. Why do all busses have to be the same size? Bigger is not better. More is better.
GET SMART AND FIX THIS PROBLEM NOW. YOU HAVE A GREAT OPPORTUNITY TO BRING THE ABQ METRO AREA CLOSER TO SANTA FE IN A UNIQUE, FUNCTIONAL AND PRODUCTIVE COMMUNITY. NM DOES NOT HAVE TO BE A THRID WORLD COUNTRY ANY MORE!!!!!!!!!!!!
Get the rules of the road for bike riders because I frequently see bike riders on the wrong side of the road. They need to realize they are a moving vehicle, not a pedestrian.
Getting from NE heights to almost anywhere is a pain, and public transportation doesn't make this easier. It should be easier to make connecting busses. Dedicated HOV/Bus lanes would make busses more attractive.
Getting across the river is very inefficient with the number of cars trying to cross the river during the morning and evenings. Lots of lost time and adding to the air pollution problem. Building more bridges will eliminate some of this. The weekend are no better.
Getting to and from work is not a big problem its when I go out to make my rounds that traffic sucks especially if wrecks and construction. These things happen but more bridges would spread out the traffic flow. A traffic loop around Albuq would be great. Like San Antonio
Gibson corridor needs more bus service!
Give us better options from the east mountains - particularly north and south of Tijeras. There are LOTS of people that commute this route and there are no options except by car. Put REAL bike lanes on the shoulders of old 66, north 14 and 337.
Good bicycle routes are hard to plan ahead sometimes, leading to risky lane-sharing and scary riding at times.
good defensive driving by all
Good Luck!
Google maps, in other cities, is linked with the transit system. It is nice to look at their maps and have car, bus, and walk options on how to get from place to place. I tried to use that for Albuquerque, to see if it was feasible to use the bus to get to work, but it wasn't an option.
Government, large institutions, and large businesses should be required to stagger operating hours so that commuting is spread out over a wider period of time.

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<p>Granting big projects that rely on cars is counter-productive while making small neighborhood based businesses easier to build will help keep the center of cities vibrant. Bicycle racks are generally few and badly designed because there is no sidewalk space. Taking one street parking space in a commercial area for a large bike rack will make safe bike parking easy and relieve cluttering of sidewalks. Malls and large shopping zones should be required to have more than token bike racks as well as designed access for safe travel through parking lots.</p>
<p>Green transportation - we need to bring in options that perhaps are not powered by gas and/or electricity. Lets think about new options for powering our transportation at a regional level.</p>
<p>Have contacted ABQ. Ride to get an employer transportation/carpooling presentation and assessment for our office and surrounding employers. However, they seem to be understaffed and have been quite unresponsive.</p>
<p>Have more police to monitor Wyoming between Academy and Paseo del Norte. Too many speeders and red light runners.</p>
<p>Have more than one job with close time connections. Public transportation could never accommodate my schedule.</p>
<p>Have promotional discounts on public transportation, this would draw more commuters.</p>
<p>Having lived in the UNM area I walked frequently around the neighborhood and noticed that people would frequently obstruct the driveways and sidewalks. Almost every time I ran across this scenario I would call parking enforcement except after 5pm when your only option is to call 242-COPS. This was especially troubling when I would observe people in wheel chairs, with baby strollers or visually impaired people who would have to attempt to maneuver around the car sometimes having to walk into the street. I would suggest hiring more parking enforcement and being vigilant about enforcing this law in heavily pedestrian traveled areas.</p>
<p>Having School time in the morning at a deferent time then people going to work.</p>
<p>Historically we, the taxpayers, have paid for road construction and maintenance, thereby heavily subsidizing automobile transportation. Part of the money may be from gasoline tax, and is therefore a kind of a user fee, but not all of it is. We now need to similarly subsidize the creation of good biking and walking routes and more convenient buses and trains, without complaint about the subsidy.</p>
<p>Housing developments continue to be built with the automobile as the primary tool of access and egress. This causes new congestion points on roads not intended for heavy use. Many large cities have found creative ways of developing new neighborhoods and renewing older ones to enhance life in the city...What we have is sprawl and crawl, as though no one ever heard of Los Angeles.</p>
<p>How about sharing the truck traffic load? Currently truck traffic is restricted on Montano and Paseo del Norte - share the burden don't use Alameda as the dumping ground for trucks. How about loop roads around the city areas? Are new bridges across the river being considered - why not? We live in an area where cars are necessary and many cannot use a transit system because of their work. You people need to focus on more than transit systems and work on planning real transportation networks for cars and trucks. Albuquerque is dense urban in some areas - many areas are semi-urban to rural. MRCOG should start addressing some of the real problems instead of a focus on mass transit and the Rail Runner.</p>
<p>I actually retired 5 months ago, so no longer have to drive to work! (But filled this out from my working earlier in the year. And of course I don't drive as much. I am not physically able to ride a bicycle, but can walk distances of 2/3 miles. I</p>

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<p>I actually work at two different CNM locations. One is a relatively short drive (5 minutes) but I don't bike or walk it because I go home after dark, no shower facilities, and I am always transporting work materials inconvenient to take on a bike or walking. The other location is a 20-mile round trip. I've looked at bus schedules, considered riding the rail runner into the center of the city (from Journal Center), but either of those then requires that I catch a bus to CNM. Again, my work day concludes in the evening and trying to navigate with school materials, through dark streets, to catch a bus, then a train to get to my car, and then home is just too much. I think there has been way too much emphasis put on transportation on Central and little thought about "rapid" transportation to other areas of the city.</p>
<p>I agree with VB Price: ABQ and New Mexico have a lot to offer in the form of geography, culture, and meteorology. The key is to use the self-sufficient non-taker culture that has been in this region continuously for 2000 years and create a new model for living in the West with stewardship more like Switzerland or Austria than like TX or AZ (that model is established and AZ and TX are better at it than we are).</p>
<p>I am a bicycle commuter, and am car-free. Santa Fe is becoming more aware and accessible, but there is a long road ahead until we are truly a bicycle-friendly city. Major access points (Cerrillos/St Francis) still have not been appropriately addressed. How many more people need to get hurt until some real change is enacted? The downtown is cutoff from safely connecting with anything south of St Francis. Crazy. Santa Fe and New Mexico could become a serious destination for road cyclists and mountain bikers, as well. With so much sun every year, it's pretty much a shoe-in. If you build it, they will come. The bus system in Santa Fe and the Rail runner are only useful to working commuters, and do not allow for cultural or recreational use of transportation. The Santa Fe Trails system does not even adequately cover the needs of many of Santa Fe's workers. Specifically, those in the restaurant industry can take a bus to work, but since the bus ends before most restaurants and bars close, they are left without any transport home. Similarly, these buses could be used to help transport intoxicated people home safely and responsibly. With such high high rates of DUIs, public transportation should be giving citizens a safe, reasonable choice. Even if the buses ran only once an hour later in the evening, it would be something... instead of nothing. It is also a complete shame that Santa Feans can't go down to Abq for dinner and a show and catch the train back... nope, you'd be stranded. The weekend schedule is equally pathetic. Ridership would increase if people felt they had ample opportunities to use the trains and still get home. It's also a joke that the train doesn't continue to the Albuquerque airport. Seriously...</p>
<p>I am a nurse so working from home is not an option. If I drive to Belen or Los Lunas for work, I leave my house at 7:25 to arrive at 8am and arrive home at 5:35 after getting out of work at 5pm. When I take the train (2-3x per week) I leave at 6:25 and get home at 6:45. The added hours to my already long and hectic day are an extreme disincentive to take the train, despite its price. A good chunk of the additional time is spent waiting for passing trains on Isleta reservation.</p>
<p>I am a substitute teacher; my travel can vary from day to day.</p>
<p>I am a supporter of rail service. As funding comes online, I support North and South rail expansion.</p>
<p>I am a volunteer, but consider this my work/school as it is on a regular basis.</p>
<p>I am afraid to ride a bike/scooter because drivers do not watch for them.</p>
<p>I am afraid to walk in this city as narrow sidewalks and little street parking combine with over-engineered roads to scare most pedestrians.</p>
<p>I am almost legally blind and have never driven. Getting to work, some shopping and medical appointments are done by bus but there isn't any real way to socialize in the evening or Sundays without using a taxi.</p>

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<p>I am also very concerned with safety issues for pedestrians and bicyclists. I notice that the City routinely places obstacles (such as road signs, etc). in middle of the sidewalks. Also in my neighborhood, people park their cars so that they obstruct sidewalks. Those physical barriers force folks to walk in the street. In addition, cars speeding make bicycling (and walking) scary and dangerous. I walk to work and must cross Girard NE at Marble. Even though our neighborhood has raised concerns about this intersection for years, and accidents have occurred there, nothing is done. I also support the use of alternative fuels for public transportation to minimize the impact on our environment.</p>
<p>I am blind and live near Montgomery and Juan Tabo - major intersections are difficult for blind and hard of hearing - need better, more frequent and better scheduling for paratransit</p>
<p>I am concerned about huge buses running almost empty. They need to be replaced during slow traffic times with step vans. Also areas not served after "mid-morning" (stated on signs) but the last bus is 0830 AM--that is NOT mid morning and information needs to be correct.</p>
<p>I am disappointed that my teenage children can't get anywhere on the bus especially in the summer time. I have to leave work and drive them.</p>
<p>I am disturbed by how much I NEED to use my car to do almost anything.</p>
<p>I am driving to CNM now (as an employee) because of the poor quality of the bus routes. I rode the bus during the summer session (as a student) in 2009 but my schedule was less restrictive when it came to using the bus. Two years ago, I rode the bus to work everyday and loved it but working at CNM with the odd class schedules makes it very difficult because there are so few routes to take.</p>
<p>I am fortunate to live in a part of Albuquerque that is well-served by transportation infrastructure of all kinds. In the coming decades we need to focus on the under-served communities. These have poorer health outcomes than wealthier areas and the built environment and infrastructure have been shown to affect health.</p>
<p>I am glad to have the Rail runner and the bus connection. Along with my bike I have less stress in my life and I am healthier - both physically and mentally. It adds about an hour and twenty minutes to my day, but it is worth it.</p>
<p>I am grateful for the increase in Albuquerque's miles of bike lanes over the past 10 years. Thanks for helping those of us who help reduce air pollution by using people power.</p>
<p>I am lucky that my daily commute is short enough that I can bike often, but I generally have to drive for any sort of recreational purpose. Also, we need a LOT more bike parking. I often find myself tempted to drive because I'm not confident that I can safely park my bike at my destination.</p>
<p>I am not usually stuck in commuter traffic due to my work schedule: 7am-7pm. I commute before and after the rush hours. I would love to see an expanded and accessible public transportation system here in Albuquerque.</p>
<p>I am proud of the work your organization has done with other organizations to make public transit more accessible. The improvements are real and tangible, and they don't go unnoticed. I hear more people happily riding the buses these days, and I think that trend can continue if they stay clean, fast, and reliable. Get more of them, develop more routes in the South Valley, pay your drivers well so they don't hate their jobs, and demand that ABQ start taking public transit seriously. It's not just an option for the economically downtrodden anymore - it can be a preference!</p>
<p>I am retired from working at UNM and I tried to ride my bicycle at least twice a week for nearly twenty years. The bicycle trail network works well and I am pleased that additional sections have been extended into the far north valley. keep up the good work. The NM Rail Runner is also a great addition and I hope to use it soon into Albuquerque and to Santa Fe.</p>

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<p>I am retired now, the above replies were when I was working more than 14 years ago. I now bicycle more than 4000 miles a year in this area and have always appreciated the related amenities. A pet peeve on a different issue, the city encourages pet adoption, but when you have a dog most government and private entities prohibit a dog from entering. Perhaps a safe area out side could be provided so that a dog owner could combine a walk with his pet to the post office or food store, for example, and not worry that it would be stolen.</p>
<p>I am self employed with a small office in the Albuquerque far Heights, so carpooling isn't an option. I commute by bicycle when I can, but often have to carry quite a bit of work with me since I also work at home. When I do commute by bike, crossing Eubank, Wyoming, and Louisiana are dangerous (there are no traffic lights at the crossings), and the wait to cross during rush hour can be very long (many cycles of light changes). The bus doesn't go in the direction I need to go at the hours I commute (it currently goes from the Heights toward the center of town in the morning only and reverses direction for the afternoon). If it was available I would use it more for commuting to/from work.</p>
<p>I am still interested in using these transportation options as a backup. I will look into TCPO to go from CNM campus to work.</p>
<p>I am very frustrated with the lack of bus service to the west side of base. I was accustomed to using public transport to and from work in other places I've lived, and the lack of it here frustrates me on a daily basis.</p>
<p>I am very happy with the improvements that have been made over the past few years in Rail Runner and ABQRide. Hope for more improvements in the future.</p>
<p>I am very lucky, however not everyone is as fortunate as I am. Most of the concerns I have expressed are related to the public served at my place of employment. These folks have hard lives and I have tried to reflect the concerns that have been shared with me over the past year. Thank you.</p>
<p>I and my wife rarely go downtown because of the parking problems and red lights at every intersection it seems. We like to go to Popejoy Hall and the museums in Old Town but it's a hassle to get there and, though we go several times a year, we'd go much more often if it wasn't such a hassle to get there. I, at 72 years of age, have no problem driving at night but most of my friends and acquaintances to have trouble driving at night and taking public transit is just plain out of the question. Again, we need buses but can't have that without density of population. So we're screwed! Imagine how bad it is for those who are no longer allowed to drive because of a physical problem.</p>
<p>I appreciate the effort to improve public transportation here in ABQ!!!</p>
<p>I appreciate the Louisiana bus going on to the base. Riding the bus doubles my commute time, and sometimes I just don't have the extra time. I'd really like to see the Louisiana bus going straight north and south, with a shuttle like the D-Ride to service the malls and uptown station.</p>
<p>I appreciate the Rapid Ride and take it daily to my job at the federal bldg., but I would appreciate the drivers stopping drunken people who can barely walk board the bus. The passengers are left to deal with some drunk's vomit, smelly clothes, lewd behavior or whatever. Most people I know who refuse to ride the bus are scared of a handful of people who are really just lost souls and managed to get a bus pass. If drunks had to sober up before riding, more people would ride mass transit.</p>
<p>I appreciate the well-marked rail crossings, attempts to quiet the trains. I'm all in favor of the trains!</p>
<p>I believe an interchange around the city would greatly reduce traffic thru the city as with the Big I. Truckers and travelers going north or south could avoid the traffic and reduce the probability of contributing to accidents. I understand there could be some economic impact.</p>
<p>I believe that bike paths separate from motor vehicle traffic would help reduce the incidents I have encountered with both parties. There are a few paths available in the city but not towards the outer boundaries of the metro area. It would be a great safety improvement for all travelers.</p>
<p>I believe that if the Federal Bicycle Commuter Act and the public transit act (cannot recall exact name) incentives were made possible (my employer, UNM, refuses to participate) you'd see many more people riding bikes and commuting via public transit.</p>

Appendix H: Open-Ended Question Responses for General Comments

I bicycle through the neighborhood, but it is risky crossing Carlisle and Girard. I would like to see a traffic light on Carlisle and Mackland. Lots of backed up traffic certain hours and I have seen many accidents-also, it would sure make it easier to cross.
I bike for the joy of it. Getting to work is an excuse to ride my bike.
I bike to work, but there are several stretches that are undeniably not bike friendly.
I bus to work every morning, from the Far South Valley (Los Padillas) to UNM. It takes nearly an hour for me to get from my house to work. If I have work or activities in town after 7, I have to drive, because the last bus leaves the ATC at 7:05. That schedule is lousy; our whole region would be considerably better served by two more evening busses, running till 9pm. My husband rides his bike to the train every day, to commute to Santa Fe.
I can bike to work during good weather. I can walk or bike for most errands around the neighborhood. For activities in other parts of the city, I must usually take the car to arrive in a reasonable timeframe.
I cannot think of anything. I do like the way taking the bus and using a bicycle are possible to individuals wishing to do so.
I can't go out shopping because the transportation is so uneven, untimely, and not public friendly. Give me buses that run a lot closer together. Later in the evening so I can get to work with out losing sleep. Or run more often so that I can get home in less that 2 hours. How much sleep do you think that I or any one who works the evening or night shift really get. I really would like to be able to go to my family in Los Lunas on Sunday but can't because there is no bus near me. If I could get to central ave I could at least get to the train station but then this does work, because there is no train there on the Weekend.
I can't say it enough, make the trip on the rail runner an hour from downtown Albuquerque to Santa Fe Rail yards an hour. People like myself are not using the train as much any more because it is way too long of a commute.
I chose to purchase a home near a bus line. I ride the bus nearly every day. The city's bus drivers are great. I think the city is doing well, but improvements are needed. If you don't do anything else, please provide information at your bus stops about the bus i.e. bus times, destinations, frequency.
I combine travel on Rail runner and Sandoval Easy Express, but must drive to the Journal station. I am frustrated that I am a short walk to 4th St, which has excellent bus service, but no service to the Journal station; the only bus shuttles provided are to Rio Rancho. Traffic along 2nd/4th St could be lessened if shuttle service were available in that region.
I come in early to avoid traffic at 6:30 A.M. and leave early at 3:00 P.M. to avoid traffic. Wish I had 10 hour days instead that would save on everything
I commuted for many years from the Nob Hill area to Journal Center. I also commuted from Estancia to Journal Center for five years. I now live, work, shop etc in the Nob Hill area. More bus routes later into the evening to accommodate those working outside the Central Ave corridor.
I commute from Santa Fe to Albuquerque daily. I would take the Rail Runner but the schedule does not allow me to get to work on time or get home in a timely fashion
I commute from the UNM area to Northern in Rio Rancho. I would love to take public transportation, but am not able to as the times do not match up with the times I need to be at work. I would have to be at work by 7:30 am and bus times do not allow for it. The train is an alternative, but again, the shuttles do not run to Northern and Unser. Having transit or shuttles that run early and in that direction would be awesome.
I commute to work via bicycle most of the time. I use bike trails, bike lanes, and residential streets to stay as safe as possible. I go out of my way to avoid impeding traffic or placing myself in harms way. I think the city has done a remarkable job extending the bike trail system and providing continuous, well spaced out bike lanes. I really like the new Bike Boulevards.

Appendix H: Open-Ended Question Responses for General Comments

<p>I could not indicate more than one button above. Your question is faulty because includes two separate parts -- work and school. Many of us go to BOTH work and school. Some people go to more than one work place. Or work at home and commute. So this part is faulty from the basic questionnaire viewpoint. Please get someone who knows how to make a questionnaire to help you next time. Plenty of us at UNM or related places. I commuted to UNM (for Ph.D.) walking, about 15 minutes, and also worked at home.</p>
<p>I currently drive to work because I often need my car during work hours, but I go to school during the day and in the evening as well, so I often take the bus between work and school to avoid having to pay for seriously expensive UNM parking. It's a great arrangement. If there was a Lomas Rapid ride, I could take the bus to work more days, but it takes me almost an hour to get from the near South Valley (Bridge and 5 Points) to Lomas and San Mateo, and that's just too long for most days.</p>
<p>I do commute by bike during the summer months mostly 3-4 days a week. I am limited to commuting in the Winter, not necessarily because of weather, but because majority of the route is unlit. I have to avoid designated bike paths, because there is no lighting, I have traveled on bike lanes, but there is limited street lights on these routes as well, I do travel on Mountain Road, which is a Bicycle Blvd, but street lights are limited there as well. Summer months are better as sunrise is earlier. Also I feel that speed limit should be more enforced, especially when traveling on the designated Bicycle Boulevards. Vehicles passing on those streets are usually traveling way over the designated 18mph.</p>
<p>I do my best to avoid the freeways because they are always congested! Especially since they put the North and South bound exits on the same side of the Road when they screwed up the Big I!!!! Now all it takes is one bad accident that blocks the North and South bound lanes and you have effectively shut down both directions of traffic!!! California is probably not the best model to follow since you have to park on their freeways during rush hour!!!!</p>
<p>I do not use the Rail Runner, but I would like to use it to go to Santa Fe. I will do this in the warmer weather. I am NOT a believer of gossip, so it will be interesting to take the ride and see the advantage/and/or disadvantage of this.</p>
<p>I do take the train often for economic reasons. However, it almost triples my commute time. I work from 7-4 in albuquerque. I live in belen. When i ride the train, i have to leave the house at 5:20 and return at 5:20. When i drive, I leave the house at 6:20 and return at 4:40. I think that's a significant sacrifice of my time in order to save money.</p>
<p>I do think that the commuter train should pay more of it's own operating costs.</p>
<p>I don't ride bikes and I discourage my teen from riding his because I think it is too dangerous, based on the history of bike/car crashes, as well as my observations of careless drivers.</p>
<p>I don't travel as often ask would like due to gas prices. I would use the rail runner weekly to visit my family if it went to Socorro NM.</p>
<p>I don't want to see tax money wasted on any kind of rail service.</p>
<p>I drive a motorcycle most of the time, road ruts are a problem (these are where car or truck tires leave valleys and hills in road especially near intersections) milling and better inspection of roads would help / bicycles and motorcycles tend to notice the ruts more then a car or truck would.</p>
<p>I drive because few options are given.</p>
<p>I drive quite a bit and would like another way to get across the river than the few ways available to me now. Either stop the growth on the West side or give us more ways to avoid traffic.</p>

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<p>I drive to the train station, take the train to Alb, and bike to my work. This takes one hour and forty-five minutes. If I drive it takes just forty-five minutes, less than half what it takes to use public transportation. Multiply that by two for the trip home, and you see why many people can't use public transportation-it is just too slow. NMRX needs to have express runs in the am and pm to serve commuters that bypass the casino stops and make platforms that can utilize the doors on both sides of the train so passengers can board and de-board quickly. Get an electronic fare system that works region-wide. ABQ ride is plagued with schedule problems; riders have to know all sorts of alternate connections and be ready to hoof it to a different stop to get where they need to be when their scheduled bus doesn't show up on time. NMRX still has signal problems, though it is getting better. Perhaps they get use the local traffic reports to get the word out when they are running more than 15 min. late.</p>
<p>I enjoy riding the Rail Runner though the times it departs during the weekdays does not always fit into my schedule. I know my children would use it often on weekends if it ran later so they could go to night clubs and have a reliable ride home.</p>
<p>I enjoy the open skies of new mexico, but not the air quality of the city; when i clean my room, the cleaning cloth looks like coal dust, a result of the car exhausts in downtown a-que.</p>
<p>I feel it's important to remember people who rely on public transportation when making planning decisions.</p>
<p>I get around by bike frequently, and the ABQ bike system is better than in most cities, but it still lacks connectivity. It's hard to get anywhere without having to make at least short trips on not-bike friendly arterials or going way out of my way to use the existing bike infrastructure. I'm new to town and haven't seen the bike plan for the future, but I encourage further expansion of the bicycle lane network.</p>
<p>I get around by car because we have created an auto-dependent city. If the city was allowed/encouraged to densify, I would welcome the opportunity to use more public transit. Throw out the zoning code and start over. Throw out the DPM and start over. Encourage mixed use and real density along the transportation corridors. Allow us something to ride the bus to and we'll ride the bus.</p>
<p>I go to school in the evening and getting there can be a nightmare because of congestion on Alameda. However, getting home at 9 pm is usually not a problem. I am currently looking for work and find myself not applying for particular jobs because I know the commute will be extremely long and I hate the waste of gas. Having better, faster public transportation would open up job opportunities for me.</p>
<p>I GO TO WORK AT 6:00 AM TO AVOID TRAFFIC CONGESTION. THIS MEANS I'M OFF AT 3:00 USUALLY. IF I END UP STAYING PAST 4:00 IT WILL TAKE ME AN ADDITIONAL 15 MIN OR LONGER TO COMMUTE HOME.</p>
<p>I go to work very early and leave work early, just to avoid the traffic traveling from the westside to the eastside</p>
<p>I grew up in a major city of the Midwest. We had public transportation 22 hours a day. It assured users that they could have a job anywhere the busses ran (everywhere in metro and outlying areas) on any shift. Which, of course cut down on use of personal vehicles. Drivers were courteous, (not so much here) and knew when an intersecting bus could be expected. I also think that elementary school kids should be introduced to public trans. early on, maybe organized trips to places on existing routes, get them used to waiting (Patience is a Virtue) and maybe learn early that busses CAN be utilized, and perhaps teach them a wee bit of independence as they get a little older and have earned their parents trust.</p>
<p>I had a job in SF this year that I took the train to and I attend UNM, so I didn't answer those questions. From ABQ to SF was typically 2 hrs (one way, counting bus, train and walk), and from my house to UNM (one way walking and bus) 15 minutes.</p>
<p>I had to move from the south valley to an area right by the college because I only use public transportation now..</p>

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<p>I happen to be one of the lucky ones, I was hired about a 10 mile radius one-way from my home. I would also say that a lot of baby boomers do not need to be driving in another 10-20 years from now- that's when it becomes a "safety" issue but easy transportation needs to be provided to this population (that will include me). For myself, I want to continue to be independent in another 10-20 years from now.</p>
<p>I HATE the unplanned way this city has sprawled! I live on the West Side, near Coors and Montano ONLY because I cannot afford to live elsewhere. I am fearful of driving on the freeways, as well as many of the main arterials, and very fearful of what I will do when I can no longer drive; there just are not viable options, especially if one is slightly disabled and can no longer walk long distances in the broiling sun. I definitely do not feel I get my money's worth for the taxes I pay as a single woman; everything is "kid-centered" now, which certainly wasn't the case when my children were young. I have an adult mentally-disabled son who cannot spend holidays with me, because there is no bus service and I am not able to drive after dark; that is not right! How I wish I could again live in Boston, NY, or S.F.! This city is NOT very livable, and not senior-friendly.</p>
<p>I have a 10 year old who I need to pick up every day from school (private school - no buses) - my husband's job is very inflexible, so I am also the one who would have to pick him up if he gets sick, etc. Having a car at work is pretty much a must for me.</p>
<p>I have an issue with my legs where I can not step off of a bus. High steps, curbs and hill affect my ability to take advantage of public transportation</p>
<p>I have had a class at UNM every semester for the last ten years that ends at 9:30pm and Guess What? There is no bus service that will get me close to home, so I and hundreds of others have to drive and find parking every week. Even a protected park-and-ride would help.</p>
<p>i have lived in Albq for ten years now. I do not own a car, nor do I have a driver's license. ABQ Ride provides excellent service to the area where I live (Central Ave), so I'm hopeful our economic budget crisis will not result in service cuts.</p>
<p>I have never ridden the Rail Runner because it does not go where I need to go -- yet my taxes are paying for it. Somehow, that does not seem fair.</p>
<p>I have noticed that in Los Lunas the roads are not designed to carry the amount of traffic that the community produces. Restaurants are at the edge of the roads, and in order to allow for expansion of the roads these businesses would have to be relocated. Another freeway exit in Los Lunas would relieve a lot of the traffic on Main Street.</p>

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<p>I have observed that the transportation system of a city defines the shape and layout of that city, defining its boundaries and creating the indispensable characteristic known in real estate known as 'location'. It also has a deep impact on the sociality and personality of a city. The automobile separates people and makes it difficult for one to 'run in to' old friends (when is the last time you saw someone you know traveling the opposite direction by car and the two of you stopped to chat? Did you do this on Lomas? San Mateo? Coors?) New York is defined by the life on it's streets and in the subways, and the musicians and merchants that operate there. Small Swiss and German towns are defined by their walking and biking areas and their weekly markets. We have an opportunity to embrace both our past and future by reinventing ourselves in a wonderful new way. Think Old Town, the Zoo, Downtown, the University, Uptown, Central Ave, and think about being able to get to all these great places casually and comfortably, the way that an old shoe fits. Perhaps the right way is a classy surface rail system, something that says 'old time steam'; or a high speed underground subway; or perhaps it's the use of trams, also known as road trains, a flexible and sophisticated upgrade to our bus system. I think it's something we should all be thinking about. Also I want to preserve the automobile heritage that is old Route 66. That classy cruise, but lets push it that way; make Route 66 a road you can saunter along with the top down, wave to friends, pick up girls, and go on dates with style and panache. Route 66 is not about blasting down the road without seeing the shops, it's about the life of the street. Did you know that the Route 66 Central District street is the same width as the private streets in the ABQ Uptown? I think we can improve Central Ave. If we had an effective rail system it would take the load off of Central Ave and streets like Lead and Coal. This would allow Central to take on more of that cruise feel, how about 15mph and only one lane in each direction? Something that would let pedestrians and drivers interact with less danger of injury.</p>
<p>I have reduced the frequency of taking bus to work. 3 of the 4 routes available use the buses on which passages sit sideways rather than facing front. This is uncomfortable, you slide around when bus makes turns, nothing to hold onto.</p>
<p>I have taken the rail runner once. Additional lanes for I-25 should be expanded north at least to the exits people use, not expanded for 12 miles and then end before the first available exit.</p>
<p>I have to drive by myself because i need access to my car after i get to work. there is not enough public transportation either around my home or my work place to do anything differently right now.</p>
<p>I have to drive everyday because I am in outside sales. If I was a 9A-5P worker and never had to meet clients or have outside meetings I would be a big proponent of "cost effective" public transportation. I do not agree in perpetual public subsidies of public transportation. If they are viable, ultimately the market demand should be able to support them if the public entity could manage the costs instead of capitulating to every union on the planet.</p>
<p>I have to walk to work at 4 AM because there's no buses going anywhere near where I work at that time. I see a lot of people in the same situation, and it's a damn shame that people have to risk their lives to walk to work at that hour, especially in freezing cold weather and/or with crazy people hanging around.</p>
<p>I have two elderly neighbors who never go anywhere unless a friend or family member is able to transport them. I don't look forward to being in their situation in a few years, as I have no family in 1000 miles.</p>
<p>I hope this will not take 20 years as this has said!! I am very anxious to see it come (bus, van, carpool) next year, I would be willing to volunteer to help with anything to make transit work here, We will move away if not, as our age will be against us in a few years, and I then will need transit. Rio Rancho should not be a place where only people with cars can live. Cars suck.</p>
<p>I know that Albuquerque is limited in space around the city because of tribal land but I think it would be very wise to create a route around the city to speed up traffic flow and get the thru-traffic off the main interstate roads within the city.</p>

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I know the West is a big place, but there is no reason that public transport cannot be expanded to almost the entire metro area so that almost no one has to drive to work.
I leave early to avoid the traffic, but coming home, especially on Fridays is outrageous
I like (cherish) the independence of driving an automobile to/from work and the associated benefit of going wherever I want for lunch and after work (golf course, shopping, movie, dinner or whatever). Public transportation does not offer these flexibilities because of routing, schedules, or just the logistics of not being able to handle golf bags, groceries, shopping purchases, dry cleaning or whatever I might want to use/buy on a daily basis. I really believe most working people have the same desires/needs and I also believe a disproportionate amount of time, resources, and effort have been diverted away from the motoring public to greatly underutilized hiking, biking, and public transportation projects (the great monument to this concept being the Rail Runner albatross which will be a fiscal drain until it is finally ignominiously retired). The motoring public pays most of the transportation bills through transportation-related fees and taxes but is being neglected via politically-correct-driven governmental policies that focus on things like underused bike trails and hiking trails (bicycles on public roadways should be banned within 1 mile of any established bike trail...bicycles on busy roads are a HAZARD...they are hard to see, cannot maintain pace with automobiles, and they do not obey traffic laws....the head-in-the-sand approach to allow them on 35 mph and greater speed limit roadways is absurd and everyone knows it....it's just too politically incorrect to admit and implement a ban based on safety and acknowledgement that these roads are built for and necessary for the movement of motorized vehicles).
I like the Downtown Get-Around (D-Ride). It is hard to find parking in the downtown area
I like the idea of allowing small commercial ventures to sprout up in small areas in neighborhoods that are some distance from larger venues. In the neighborhood I live in in Chicago (I live in both ABQ and Chicago) there are, along some residential streets, some store fronts; a tiny tiny food market, an ice-cream store, a hairdresser, a tailor, a real-estate office ... these have enabled me to get a few things done (like buy a forgotten gallon of milk or a snack, get a hair trim, get my pants hemmed ... without getting in a car or on the train to points beyond. It's very cool and I see some neighborhoods in ABQ that would/could accommodate a few of these things very nicely.
I like the idea of Sandoval Easy Express and will have to use it more in the future especially as I get older. I have to travel by car 15 or so miles to catch it in Jemez Springs.
I like the idea of using the rail runner but additional time necessary for transfers and a bus ride to my work location from the station make that method unreasonable.
I like to drive my own vehicle. I enjoy my commute to and from work.
I like to walk as much as possible to get to school, work.
I live Abq, work in Santa Fe. The rail runner has been excellent - on-time, efficient, friendly, affordable. I wish they could travel faster so the commute is time-decreased.
I live and work near the Central bus line. The Rapid ride from Tramway was a big improvement. There still are problems with the cleanliness of the Central buses though. Last time I took the bus, there was a condom on the seat.
I live downtown and while I have some services (i.e. restaurants and movie theaters) nearby, my main issue is that we do not have a grocery store in our area. The one grocery store I visit (only when I don't want to drive), Lowe's, rarely has the products I want. And if they do have them, the prices are nearly double what I would pay at Smith's or Albertsons. Also, I would LIKE to bike to work every day (I work at UNM) but there is so much traffic in the downtown area (even along the bike routes) that it makes it unsafe to do so. Also, I need to get to the Lomas/I-25 area and the sidewalks in that area are so inconsistent that it's almost impossible to ride a bike into that area.
I live in a busy, urban environment, but most of my school, activities, and shopping are in the Uptown-Northeast Heights region. I commute about 1-2 hours each day total.
I live in a semi-rural area and do not want the urban influences impacting my neighborhood. Keep your high density, shopping, transit and other items in areas where they are wanted.

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I live in Belen and work at UNM
I live in east mountains, the snow removal trucks and plows do a good job. Recent I-40 improvements seem to be pretty good, it was a difficult time when construction was on.
I LIVE IN NOB HILL AND WE WALK TO MANY OF OUR DESTINATIONS - UP TO AN HOUR ROUND TRIP IS FINE WALKING. WE WALK IN THE STREET BECAUSE THE SIDEWALKS AS THEY CROSS THE DRIVEWAYS (WHICH EVERY HOUSE HAS) ARE VERY STEEP AND SLIPPERY ESPECIALLY IF STONES OR GRAVEL ARE ON THE DRIVEWAY. I DO NOT SEE A WAY TO CORRECT THIS BUT IT DOES AFFECT YOUR RESULTS AS TO HOW MANY PEOPLE ARE WILLING TO WALK AS A MODE OF TRANSPORTATION AND SHOULD BE MENTIONED IN YOUR SURVEY RESULTS.
I live in Santa Fe and work in ABQ
I live in Santa Fe but commute to Albuquerque for work. The reason I don't take the rail runner is because there aren't enough trains, and the existing trains take too long. I can't commit to a 4 hour commute more than once weekly, despite my strong desire to drive less.
I live in Taylor Ranch and the only bus I can catch is early in the morning or late in the afternoon, otherwise I have to walk 2.5 miles to catch a bus into town. More busses are needed on that side of town.
I live in the East Mountains. Everyday there seems to more and more people driving on I-40 west bound. The unchecked speeding and aggressive driving seems to be getting worse and worse with less and less law enforcement visible. I would like to see mass transit from the East Mountain area to the Albuquerque metropolitan area increase service so that there are multiple times during the day to come and go.
I live in the Nob Hill area and work at UNM. I usually walk to work but use my car on days when I have meetings off campus or Dr. apts. I wish everyone had the same situation I do. When I do drive, it takes me as long to drive home after work as it does to walk. The congestion at Lomas and Carlisle can take 3 lights to get through. I usually drive side streets to avoid this. I use the bus on weekends to go downtown, to Old Town, to the zoo and biopark.
I live in the Placitas/Bernalillo area and love that I can take the Rail runner to Albuquerque and/or Santa Fe. My wife works at UNM and I attend CNM, but neither of us uses the public transportation for work or school because of the lack of shuttles to/from the downtown ABQ station to our respective school/employer.
I live in the SE heights area. I would ride the bus more if the buses were on time and I could be assured I would be able to transfer to another bus on time. I love the NM Rail Runner and would use it more if it included returns to Albuquerque late in the evening. I cannot drive to Santa Fe at night anymore because of my eyes.
I live near Nob Hill and I use Ridge Crest to short cut over to my job. It takes me the same amount of time to ride my bike as it does to drive.
I live north of Montano on 4th st. They should have made a turning lane from 4th to Montano.
I live on a major bus route (Lomas and San Mateo). I am a UNMH employee and have a free bus access. I do not take the bus because, coming home in the evening, the Lomas bus is unreliable and I often have to wait (during rush hour) 20-30 minutes. Since I can drive in 7 minutes or less, the public transit system is not worth waiting for. Improve it and you may see commuters using it more, rather than simply the indigent clients whom I work with!
I live on the "marginalized" west side and traffic is horrendous on a daily basis. I access the freeway off of Unser Blvd. and the merge lanes to get to the northbound I-25 are always dangerous. I have had three accidents as a result. The access ramps were not well designed as we have entries coming from all directions to get to either north, west or east bound all at the same juncture.
I live on the westside and when one of the routes is closed/blocked by traffic accidents, the ways to get across the river are limited. Also, the spillover of traffic affects the entire city. More needs to be done to move accidents out of the way as soon as possible/feasible.

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I live quite a distance from Albuquerque - but travel there at least once a month for major shopping, meetings and other errands/ business.
I live up in Santa Fe.
I LOVE the rail runner! I would like to see expanded schedules for the rail runner and the bus connections with it.
I love the Rail Runner. Great, great, great service. Just need better access to stations via bike/walk/public transit. Also, I love all the bike trails/lanes in ABQ but wish more of them were continuous and connected to one another.
I love to bicycle, but often feel unsafe riding, even on roads that have "bike lanes". Our office is on 4th Street NW, and we find it frightening to bicycle on 4th St.
I might take public transportation to work but it is totally inconvenient to take the route that would be necessary to get there early in the morning.
I mostly travel by freeway, I25, every work day. I wish there were some way to make all drivers obey the speed limit on the different parts (55, 65, 75 mph) of this freeway. I have only recently started this commute and I have seen many accidents especially on my way back home when the light level is low during the early evening (4:30 - 5:30 pm MST). I don't want to be one of those accidents!
I mostly work at home - if not at home, I walk or take rapid Ride. This is usually only once a month.
I moved from Rio Rancho to the NE heights in order to cut my commute time and mileage. It was worth it to me to DOUBLE my mortgage to do this because the commute was causing me so much stress.
I moved from the NE Heights to the Nob Hill area about 2 years ago to reduce the length of my bike ride to campus. Sprawl that creates areas like the NE Heights is such a problem in Albuquerque. In the Heights it was virtually never safe for my children to use bikes for transportation (e.g. crossing Juan Tabo) and so they grew up car-dependent. Biking seems to be the transportation choice of my generation (aging boomer) while the younger kids all drive cars. Biking to schools should be made easier to encourage bike commuting from a young age.
I moved to Albuquerque five years ago. During that time I have depended on public transportation and walking to get me where I need to go-I drive but have not bought a car. I love the bus system, I never have had to wait long, the drivers are always courteous, and the cost is minimal-I pay a senior fare. Bus drivers really don't get the appreciation they deserve-and they have to manage the buses around some very tight corners. I don't have a problem with congestion, or parking. I feel very lucky to have such convenience.
I moved to Albuquerque recently from Houston, where I often used the extensive bus and light rail system, and I find it frustrating to have more limited travel options in Albuquerque. Our transit options will remain limited until we shift our focus from developing new areas on the West Side to redeveloping existing areas within the city limits.
I need buses to run more often on commuter routes and connecting routes. Today it takes me almost two hours to get from Lomas and 4th st. up to Academy and Eubank because of layovers waiting for the next bus. One very very helpful idea is to allow drivers to talk to each other and tell each other they have a passenger who needs to connect with another bus. Please wait for connecting passenger. The drivers tell me they can not do this. Come on !!
I normally ride the bus unless I have to be at my other job right after work. I work at UNM and cannot get off early to go to my other job. So I must drive on those days. I would love to see us get a transit system that is a straight shot to the location of employment. I think more people would ride if they knew they weren't going to get stuffed into a bus that is full by the time they get to their stop.
I not only include myself but include my daughter.

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<p>I occasionally drive a motorcycle, which is at times terrifying because many drivers are speeding and/or on cell phones or running stop signs and stops lights. There needs to be vigorous traffic enforcement to change driver behavior. There are also many "landscaped" medians with short left turn lanes. One instance is west bound Lomas, left turn at Carlisle/Monte Vista. Often there will be one or two cars in the left turn lane and the straight thru cars are backing up access to the turn lane. The vegetation in that median looks horrible because so many drivers drive over the median curb to get to the turn arrow. Revise the median to allow total left turn lane.</p>
<p>I often commuted by bike to my previous job - I really enjoyed that and wish it was an option for my current job (same distance but harder to get to safely on a bike). I saw or experienced several 'near misses' with cars and felt less safe the longer I did it. Need more bike lanes!! I traveled along several bike routes and did not feel safe on those - ended up riding on the sidewalk at times.</p>
<p>I often just don't do things or go places because parking is impossible. Its impossible to get to UNM, the Bernalillo winefest, the balloon fiesta, the state fair, - or any really fun event because the congestion and parking issue is out of control. I live near balloon fiesta park and during balloon fiesta it takes me way over an hour just to get home from work. That's not acceptable - if the city can't fix the problem, then the balloon fiesta people need to come up with a solution THAT WORKS for all the traffic congestion.</p>
<p>I often walk along the conservancy ditches and thoroughly enjoy the quiet, undeveloped, space there. It is especially enjoyable because there is little to no conflict with bicycles, and no conflict with skateboarders and rollerbladers. This walking area with the natural earthen surface should be preserved as it is now! As I quietly walk I often see wildlife and want to preserve this quiet habitat for them as well.</p>
<p>I once walked from Central to Candelaria to an appointment because the bus did not come frequently enough. The bus passed a few minutes after I arrived. It would be great to have north and south routes with similar support as Central routes. I used to work late nights and if I didn't have a ride I would need to walk. Later routes for people who work outside of the 8-5 work day would be helpful also.</p>
<p>I primarily use my bike or walk, but also use the car for some weekly shopping. If a supermarket serving all of my food needs were closer, I would bike there as well and that could reduce my driving to almost zero each week.</p>
<p>I primarily use the interstate highways because of the ease and because city streets are usually congested and are time consuming.</p>
<p>I purposely bought a home near work so I wouldn't have to drive my car. I rarely do anything but ride to work unless the weather is not safe for riding. I think that if more people had this as a priority, people would be happier and healthier. I see that most kids don't walk to school anymore. It may be because the sidewalks and traffic patterns are not conducive,. This is an a important thing to get changed, for children's health, air pollution and general quality of life.</p>
<p>I question any expansion of the Rail Runner rail road system. It does not seem to be cost effective.</p>
<p>I realize the emphasis on public transportation is on commuting -- work and school. And I concur with this emphasis. But I really would like a public transportation system that would make doing without a car not a sacrifice. I understand we don't have the volume or economic base of a NYC or Boston or Portland or San Francisco, and so I understand how difficult it is for us to have their quality of public transportation. I appreciate the efforts of those who are working to expand and improve public transportation here.</p>
<p>I really believe that public transportation and bridges are and should be on the agenda for next 5 years. There is no infrastructure for the fastest growing city Rio Rancho. We need anything you can give us!</p>
<p>I really do want to take public transportation but currently it would take me more than an hour to use the bus to get to work while driving is only 15 minutes. I can cut the bus time somewhat if I use a bike and bus but that is still almost an hour. Also, the bus and train times are such that my children cannot get to school using public transportation (they go to an out of district high school). Also, public transportation on Sunday's is non-existent. The #10 bus doesn't even come down to my part of the north valley (near Paseo).</p>

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I really enjoy biking but still feel most areas in town are not safe enough to ride in or drivers are not educated enough about the laws of cyclists.
I recently moved here to work for HP and would like to take the train to travel on weekends so I can explore more of New Mexico, however I don't know any of the sites to see and find it hard to get information.
I recently moved to Albuquerque and find the sidewalks amazingly poor. I am not used to power poles, signage, fire hydrants, and any number of utilities being installed directly in the middle of sidewalks. Amazing! Makes the using the sidewalks with a bicycle challenging. Also, the sidewalks are not maintained at all, at least in some neighborhoods. There are spectacular uplifts and cracks that are a real hazard when walking at night. Is there no concern about the city's liability for resulting injuries?
I reiterate my view that the city transit system needs attention. Buses often run late on unrealistic schedules. I do think more people would use transit if it were overhauled, thus able to serve more people. In its current state, it's a real turn-off, and could be so much better.
I resent people in other parts of the country being taxed to fund our local transportation; we SHOULD support local bus service locally.
I ride from Albuquerque to Santa Fe everyday on the Rail Runner. However, it isn't just an hour-it is more like an hour and a half to an hour and 45 min. The train is almost always overcrowded with standing room only and the Park n Ride shuttle takes approximately 25 minutes to get from the train station to my place of work -this is normally a 5 to 10 min drive. I would like to see more lines added to the train throughout the day and more shuttles for the commuters; this is a win win because it would make people understand how important it is not to drive. Commuting on the train or via bus helps to minimize pollution and serious automobile crashes on I-25.
I ride my bike as much as i can but its a drag sometimes due to safety and aggressive drivers. The bike lanes come to random stops and i am taunted every time i ride my bike. the bike lanes are too narrow and unkempt most of the time so i just take over half car lane or more. i've been driving more often since it got cold but i think i'd take bus if i knew it was quick and reliable
I ride the bus four out of five work days and find it very convenient and economical.
I sincerely love using public transportation to get to and from my job/school at UNM. Having free bus passes for students, faculty, & staff has made a huge different in ridership on my bus route (#5) and I hope that this UNM/City of Albuquerque partnership can continue.
I start work at 5am, traffic is light but I have noticed more traffic on the freeway lately. I would like to bike to work but the bike lanes/paths are not well lit in some areas. I don't feel comfortable riding alone in the dark.
I started commuting via ABQ ride and bike circa 3.5 - 4 years ago when the buses started running after 6 pm and when the price of gas increased. I now try to take the bus or bike 5 days a week. A major incentive was also UNM providing "free" bus passes to faculty and staff. However, I do end up driving to work about once every two weeks. The one type of errand that I can't do easily by bus is getting to the Academy post office where I have my post office box and which services my home delivery (I live near Montgomery and Louisiana).
I substitute teach for APS so I try to keep travel time to within 20-25 minutes. One other thing. Wyoming Blvd. has been expanded between Academy and San Antonio. The paved walking path in front of Albuquerque Academy was removed for the road expansion. I would like to see a non-paved surface replace the asphalt that was previously there. A soft surface is much easier to walk on and gives the user better resistance then a hard surface. It would save the city some money and make us walkers happy. Can you pass on this comment. Thanks
I sure would like the Rail Runner to have another Southbound run that arrives in Albuquerque about 9:45 a.m. so I could get to work at 10:00 a.m. (I hate getting up 1+ hours early just to ride the train.)

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<p>It would be a godsend to have bike paths in the Manzano and Sandia mountains that are safe from autos. These mountains are the greatest recreational and training areas we have, but I don't ride because it is not that safe. If there were established roadside bike routes it could make a huge difference.</p>
<p>I take advantage of the free bus (through UNM for staff) passes at the moment. However, I used the discounted passes for UNM staff before they were free and if the free passes go away (which I hope they DON'T), I will continue to use the bus. If the free passes go away, I hope the discounted passes return.</p>
<p>I take care of a Lady who uses Sun Van services and they are very unreliable unpredictable and un reasonable. For the amount they pay they should get better service. Some one needs to fix the amount of busses going in each direction and the pick up times and drop off times and ways to get a ride scheduled. May be pick up and drop off areas would be better than each persons house.</p>
<p>I take the 66, 766, and 777 a lot. I think it would be nice if the 66 ran more frequently (say every 10 minutes instead of every 15 minutes) during key commute times. Also, it would be nice if the 766 went a bit further west, say at least to the Botanical Garden/Aquarium. I like that it does the Downtown loop, but why not have it go a bit further west after the loop before it turns around?</p>
<p>I take the Rapid Ride from the NWTC to UNM Hospital almost every day. I must leave the house at 6:50am to make it to work by 8:00 (unless there is a problem on the road). This seems like a reasonable commute considering how many stops we make. Eventually it seems that a survey of those of us going from the NWTC to UNM (hospital and Yale) would prompt a straight-through bus for the high-ridership times. Although I enjoy reading on the bus, it would be terrific if I could get home before 6:15pm every night. If I drive I save about 20 minutes each way. I do appreciate having the bus and, of course, I'm thrilled to pay nothing. I do think the students should be free, however I could certainly see paying \$20 a month again. It's still a bargain!</p>
<p>I teach night classes at CNM, and right now, buses don't run where I need to go when I need to go there. The same is true for many of my students. Walking and bicycling aren't practical for the distance I need to go, and both are unsafe at night.</p>
<p>I think a street car (or light rail) would significantly improve the central transit corridor. The permanence and commitment that a streetcar offers (that a bus line does not) would encourage more businesses to locate along the line. Anything we can do to establish more TOD's would be great.</p>
<p>I think an elevated monorail would be better than a modern streetcar along both the Central Ave corridor and also from the Airport to the Rail runner.</p>
<p>I think bicycling is a good option, but not safe in this town. I have been hit by a car while riding my bike and would not choose to commute via bicycle. People are too aggressive, especially during heavy commute.</p>
<p>I think I am done complaining. Oh can I say on peak morning some bike riders have to wait for the next bus. Which if that was me I would make sure to get to my bus stop early so I will be okay if I had to wait for the next bus. I have notices that some drivers will let you put your bike in the back of the bus and some will not. I take my bike when I have to get to work by 6am, and when talking to other riders they have to use their bikes to get to work because the bus don't take them all the way there or trying to beat the clock. Oh I just remembered when talking to several bus drivers there are not outer buses connecting to inner buses to get to the down town area for drivers who are not trying to drink and drive but still have fun. I know it sounds like problems but less drunks on the street and more people working. supervisors, for the late night drivers and security. the day in albuquerque does not end at 5pm, or 8pm which is for the 9-5 people. thanks for my opinion.</p>
<p>I think is very important for public safety department to develop new strategies to handle traffic congestion during peak hours traffic; it would make commute a lot easier if traffic congestion is handled more like in larger cities.</p>
<p>I think it is important to keep the cameras on the busiest intersections to catch and fine people who are running red lights, making illegal turns, etc.</p>

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<p>I think it is important to maintain the quality of our surface streets, and our interface connections with I40 and I25. Bypasses around this city to reduce through traffic congestion is pretty much out of the question because of tribal lands, Kirtland Air Force Base, and the decision to not make Tramway a limited access bypass. I know there is a push to provide a Coors type intersection at Paseo Del Norte & I25. I support that because traffic exiting I25 to westbound Paseo backs up into the north bound lanes of I25 during the evening commute. Comparing other large metropolitan areas I have lived around and in (New York City, Chicago, St. Louis, Dallas - Ft. Worth, Cincinnati), Albuquerque is an easy city to move around in at all hours of the day.</p>
<p>I think it is much more important to study and repair heavily congested traffic ways within a town or city, than to build new roads in new, isolated developments on the fringe of established communities. Also, traveling south on I-25 during evening rush hour is very scary at the main Bernalillo exit (512?). Traffic backs up onto the freeway, a light is needed on the interchange, which will make that area easier and safer to negotiate for all modes of transportation (bike, walking, cars).</p>
<p>I think it would benefit the downtown/business/UNM/HOSP/CNM areas to restore Lead & Coal Ave's west of the rail road tracks to their original plan "ONE WAYS" East and West. Traffic moves entirely too slow in AM & PM rush hours in/out of DOWNTOWN. Maintain two lanes East, two lanes West on Lead & Coal w/ minimum speed of 25 mph. Do away with two-way theory it does not work or benefit anyone including transit.</p>
<p>I think I've said it enough times, but once more . . . full bus system 24/7 to save lives and keep people from drinking and driving.</p>
<p>I think the biggest challenge is in driver education/safety. Particularly right turn on red. With the current use of so many green arrows on right turns people act as if they think they can always proceed through the right turn without stopping. Plus if a vehicle is doing a U-turn from the left lane there is a distinct possibility for a collision between the right turn and the U-turn. I would just eliminate green arrows.</p>
<p>I think the City's Transit organization has done a good job in trying to meet the needs of the residents here and staying within budget. There is consideration for the elderly who do not/cannot drive (medical required appointments, etc.) and certainly Transit has gone the extra mile for students who attend college/university. The Rail runner is a definite asset, and I hope it will eventually continue north to Denver and south to Las Cruces. Thank you.</p>
<p>I think the light rail system would be a great idea for central Abq.</p>
<p>I think the Rail Runner is a great addition. However, safe parking is needed adjacent to the station were your car can be left for an extended period of time.</p>
<p>I think there should be a transportation system to get to work at the county jail!!</p>
<p>I think there should be a reward of some kind for people who car pool - free parking? free oil changes - you could get something like Jiffy Lube to sponsor a car/van pool day and reward people with a free oil change? Better parking for car-poolers?</p>
<p>I think transportation issues in New Mexico are improving, but it's a good idea to plan ahead for the future. We can always do a better job of improving transportation so that we travel more safely, efficiently and will less pollution. Thanks for considering my opinions in this matter.</p>
<p>I think we need better streets to be able jump off in case there is a collision up ahead and be able to take an alternative route to get to our destination. Maybe more digital signs on side streets to help with the congestion.</p>
<p>I thought that I would see a significant decrease in the number of vehicles on the roadway between Santa Fe and Albuquerque with the introduction of the Rail Runner. Instead, it seems as though traffic is heavier during the daily commute (morning and afternoon). What can we do to encourage and promote the use of the Rail Runner and decrease vehicle traffic?</p>

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<p>I travel frequently to other large metro areas. Light rail stations at the airport and to key business centers are extremely attractive options to business travelers, and thus attract conventions and other revenue generating opportunities. Coupled with the fact that fuel prices are going to rise, and traffic congestion will only worsen (including parking) the time for building infrastructure is now. Railways are far more efficient than roadways for shipping, but they take a large amount of capital and time to implement. Given this, to start building it now is the best option. It will take 20 years to plan, develop, and integrate the system, but if ABQ waits, it will only be more expensive and even harder to build.</p>
<p>I truly believe that the public transportation system is going in the right direction. I feel that with this growth it is important to keep the transportation employees in mind, i.e. better pay (and no I do not work for the public transportation system-I just see what they go through and feel that they need to be better compensated) Thank you for putting this survey out and valuing the opinions of Alb. citizens.</p>
<p>I truly enjoy being able to walk and ride a bike from point A to point B. If I could, I would take a bus or the RR to get from my home in north Rio Rancho to downtown ABQ for evenings out. Specific suggestions: * improve visibility of bus route/schedule maps * think about miniaturized versions of "hub" concept: if I could park at Enchanted Hills and know that every 45 minutes I could catch a ride to downtown, I would. * Consider earmarking funds to create additional bike/pedestrian-only paved routes along commuting channels, say from NE heights to UNM area</p>
<p>I try to avoid the free way as much as possible.</p>
<p>I try to find methods of public transportation as it is safer and easier to travel this way. I would like to see travel times with public transportation decrease as well as an increase in availability.</p>
<p>I try to use a bike or walk on my off hours. I travel very little in a car. I use it for food shopping but in nicer weather I use my bike. I would like to see more concern for the biker on the road and routes that are bike friendly. Educating the public is enormously important. Even when driving through Tingley Beach, which was made as a recreational area, drivers disregard the speed limits and pedestrian activity. Drivers need to understand the importance of courtesy to any one or thing that is outside the car in the area they are traveling in.</p>
<p>I urge the city to put in more bicycle lanes.</p>
<p>I use a bike to get around as much as possible. Most people won't try, thinking it too dangerous, difficult or inconvenient. That needs to change as much as building infrastructure and making transportation alternatives available. Cars fit so easily into our lives that it is hard to grasp how really costly they are.</p>
<p>I use Academy Street a lot, and it has become a race track. A strong police force during morning and evening drive time could alleviate this problem, as well as earn the city a lot of money through fines.</p>
<p>I use Sun Van Para transit and they are often late. I waited one hour today for a scheduled pick-up.</p>
<p>I use the buses to get to work/school (I work and go to school at UNM) but I would also like to be able to walk, bicycle, or take public transit for shopping, dining, etc.</p>
<p>I use the commuter buses to Sandia Labs from my home in the Westside. They meet my needs and I am very thankful for this service. I would just like to see a continued focus on maintenance and keeping equipment current. Thanks for the good service.</p>
<p>I used public transportation daily (bus and bicycle) when I worked in Albuquerque. Since HP moved to Rio Rancho I do not use public transportation anymore as there is not any to the new work site.</p>
<p>I used to live in a city that had a very well integrated public transit system that I used on a daily basis. I've used public transit in other cities that I've visited. I just wish I had that option here . there are a lot of buses that travel around town but they are routed very ineffectively. I believe that the this city has a good infrastructure but very bad planning. I wish I could use public transit for my short commutes. right now for me, public transit is very inconvenient and does not work.</p>
<p>I usually drive 40 percent of the way to work and bike the other 60 percent. More secure parking areas around the city where I could leave my car and then bike would be wonderful.</p>
<p>I usually only use my car on weekends to do shopping and usually car pool with a friend.</p>

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<p>I usually ride the bus to and from work, occasionally shopping along the way (Lomas has a number of stores along the way), but never to the mall or other errands as North/South routes and transfers are inconvenient. I run errands using a car. I do not know of anyone who does not use a car for errands or appointments.</p>
<p>I usually take the rail runner from sandoval 550 to downtown for work, however, the commute using the train nearly doubles my commute time.</p>
<p>I usually take the rail runner it's schedule is limited after 8:26. Then I drive.</p>
<p>I usually travel on Rt 25 to work. It is sometimes backed up during rush hour but rarely comes to a complete stop. That is acceptable to me because most of the time it is fine and still faster than the city streets. In city traffic I have witnessed several serious crashes at intersections in the past year. There should be some study of how to make intersections safer. Also I see people talking on cell phones while driving every day, both on the highways and on city streets. The ban on that should be strictly enforced. Perhaps advertise a number for reporting such behavior? I would like to see more buses to UNM since parking there is so limited and visitors to the university don't know where they can park.</p>
<p>I walk my dog every day about four blocks in my residential neighborhood. I can tell you drivers are crazy. They will run over you. They speed terribly down side streets--35-40 mph on residential streets. Can't get police to help. Can't get speed humps on every street! They constantly park across sidewalks so you have to go into the street. ABQ is not a friendly place to walk unless on walking trails, which aren't close to home. Need to improve pedestrian safety, but I don't know how.</p>
<p>I want to continue living in a rural area but have public transit available within reasonable distance.</p>
<p>I will not be moving from where I live until I die.</p>
<p>I will very much appreciate a way of transportation from the west side to the east mountains that is direct with out having to transfer, or if I have to transfer that it will not take me 2 hrs to get to work. Thanks</p>
<p>I wish I could get to my dentist in the NE Heights from Old Town without having to wait so long for bus transfers.</p>
<p>I wish I felt more comfortable bicycle riding around Albuquerque. The ABQ bike map is very useful however I have had significant challenges crossing busy roads (necessity to stay on recommended bike-friendly road). I don't have suggestions regarding what should be done but if more careful consideration could be given to where bikers are directed to cross busy roads that would be great. Thank you!</p>
<p>I wish the bike paths didn't have to cross any major roads, it scares me. More bike safety courses. I love taking the bus downtown for Summerfest, parades and dinner. Adding bike racks to the buses was great.</p>
<p>I would like to see some improvements with the Sunport rail runner station in regard to Bike/walk access. Some better east-west bicycle routes would benefit the area as well especially over I-25 and some of the major streets.</p>
<p>I work in north ABQ. Please consider improving the rail runner connections to this area. Right now, I have to take the train all the way down to the Alvarado station, because there isn't adequate bus connection from the northern stop.</p>
<p>I work near Jefferson and Singer, where there are a lot of places of employment. However, it is nearly impossible to take the bus to any of those places. The only public transportation that comes near is the occasional 151 Rail runner Connection. If a bus route were extended here I know it would have riders.</p>

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<p>I work out of my home, however I try to use the public transportation system as much as possible. I will meet clients or attend meetings in Albuquerque or in Santa Fe. If I need to use the entire day to travel to Las Vegas, NM or Belen or anywhere in between. I am know to plan the entire day trip using public transportation. We are fortunate to have a transit in our village and the bus stops in front of my home on the reservation! It is very important for me to travel this way to reduce pollution, save gas avoid road congestion, do not have to request anyone drive me to the airport, as well as reduce wear and tear on my vehicle. Also it is less stressful because I get to visit or read or enjoy the scenery either by train or bus and I am relaxed by the time I get to my destination. Crowded buses or trains do not bother me. I have an entire notebook with every public transportation schedule between Belen, the airport all the way to getting to Las Vegas, NM by bus! Or even traveling to Ft. Stewart, Georgia to visit my grandchildren. Thank you for your time!</p>
<p>I would also like to see an expansion of light rail in and around the city. I love the Rail runner and would like to see it expanded to other cities and have the schedule expanded also. Better connections from the ABQ airport to the Rail runner station would be helpful for people whose destination is Santa Fe (or other points on Rail runner line).</p>
<p>I would be extremely likely to commute by bicycle and bus if it were reliable. I commuted by bicycle for 20 years in the past. From what I've seen about Albuquerque's system I could combine bus and bike to get to work, but to come back it seems to be a matter of chance as to whether I can back home again. Only 2 bikes can fit on a bus and if those spaces are filled, I would be out of luck with no certain method of getting home unless maybe finding a cab. That is unworkable.</p>
<p>I would be much more willing to bike where I need to go, school/gym/shopping/meeting friends, if it were not so likely that my bike would be stolen. Right now I must keep my bike in sight or carry enough chain to cover every moving part. At UNM bikes or parts are stolen every day in front of our building alone. CNM has a few cages that enclose the entire frame and both wheels with one lock. This was the only place I biked regularly.</p>
<p>I would bike or walk more often except that I have to get my 3-year-old to her preschool. I don't feel safe riding my bike to take her there. Also, I have no shower facilities at my work. Would be nice if the building (Bank of Albuquerque building) provided showers for those who commuted by bike. Hopefully, as my child grows older, my need for a car will be reduced significantly.</p>
<p>I would consider using Park and Ride but when the roads are icy, I can't even drive that far. I'm from a southern state and never learned to drive on ice. I've called driving schools (a long time ago) and they had no such training available. From what I've heard other people say, even many people who've lived here all their lives do not feel safe driving on icy roads. Please offer training to anyone interested. Thank</p>
<p>I would consider using the bus to get to work if it were within 1/2 mile walk to/from my house. Congestion is a matter of perception--I lived in Los Angeles, and NM is not really congested unless there are accidents. Reducing accidents or clearing out accidents faster would help. I leave for work at 0600 to avoid the Paseo/I-25 delays. Having moved from the NW to the NE, I no longer have to deal with the Paseo/I-25 problem, but I would make that a priority. Safety issue: Exiting I-25 heading north at Paseo...if you're going east on Paseo it's very dangerous to weave through the access road traffic to get over to the right 2 lanes while they're trying to get to the left turn lanes.</p>

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<p>I would definitely like to see the Bosque Trail extended through Rio Rancho and Bernalillo and connect with the Bernalillo or Sandoval 550 Rail Runner station. I would also like to see a bike trail from Sandoval 550 station with a bridge across I-25 and a route roughly parallel to the state highway to Placitas. I am concerned that adding more stations to the rail runner route will slow service by 2 to three minutes per added station. The planned stations at Sandia and Montano will add five minutes to my commute, Which already takes about 12 minutes longer than if I traveled by car. Commuter rail is supposed to be fast and turned an express service into a local will only diminish ridership. I also hear from my coworkers who ride the train from Santa Fe that the bus service was faster than the train and if all four stations proposed were added (including Santo Domingo and San Felipe) their commute would be lengthened by an additional ten minutes and they would also stop using the train and commute by auto. I really can't imagine that the stations at Sandia, Santo Domingo, and San Felipe would generate more than 1 or 2 passengers per stop on average due to the small population surrounding these stations. Adding these stations will increase travel times for the majority of riders and diminish the attractiveness of using the train for commuting.</p>
<p>I would have liked to bike to work - but I live at Unser and I-40 and there is no way over the river without going all the way south to Central or all the way north to Montano. I have even consulted with City Bike officials and they admit that currently there is no solution to my problem. So I carpool.</p>
<p>I would just add that public transportation vehicles need to observe "clean air" pollution controls and be updated regularly. I walk to most of my errands and notice that traffic lights do not offer sufficient time to ambulate across intersections, people in automobiles rarely look up from their telephones to see people walking or on bicycles, so there needs to be improved compliance with hands free phones and, again, there need to be more convenient pick up and drop off locations.</p>
<p>I would like more access to bike trails. A safe route from my home in the far NE heights to the nearest trail is the largest factor that limits my use of bike trails for commuting.</p>
<p>I would like the city to develop safer biking options/routes especially going to/from major education and business centers. There are few ways to get a bicycle into UNM in a safe manner (Lomas , Girard, Central and University, Campus) are not bike friendly. I like the idea of the Rail Runner between NM cities - I'm afraid the schedule is very limited though. I really like the enhancements that have recently been completed on I-40.</p>
<p>I would like to applaud ABQ for their public transit efforts. I'm sure the bus system works very well for some, but I've tried finding routes to Kirtland when I lived in the East Mountains, when I lived near the South Valley and was unable to, so I've decided to move again (for the third time in two years) because I absolutely can't stand the way people drive in ABQ. It's not so much the road system itself that's the problem (although that could use some improvement)- it's the VAST number of incompetent drivers on the road (which may have something to do with how close we are to the border...- I'm not sure). All I know is I'd rather sit in traffic on an LA freeway (which I did for many years) than drive 15 minutes behind a bunch of people going 30 in a 40mph speed zone in ABQ. They're not driving slowly because of traffic congestion, people here just drive slow, they do EVERYTHING slow and that drives me crazy. Can't wait to be shipped somewhere else and leave this state for good.</p>
<p>I would like to be able to ride the train, but it takes driving to get there, about 20 minutes, then I don't have a way to get from train destination to work if my vehicle is where I caught the train in the first place.</p>
<p>I would like to be able to travel from the Jemez area and then be able to get on public transportation in Rio Rancho to take me to my place of employment. i would like to be able to take public transportation on the weekends to do my shopping and also in the middle of the day on weekdays.</p>
<p>I would like to bike more regularly but do not feel safe enough on most roads. Even those with bike lanes seem dangerous due to the general lack of sharing mentality/awareness among city drivers. The "bike boulevard" concept is good and if expanded and integrated (both North-South in addition to East-West) with the existing bike trails could provide excellent solutions for riders.</p>

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I would like to carpool but it is difficult with children that have to be dropped off and picked up at daycare. Having more employers that provide on-site daycare would help with this and should be part of a comprehensive transportation plan.
I would like to have a safe and paved Park and Ride parking lot on the west side near Montano and Coors where I would not have to walk across Coors in the mornings or evenings to get to the bus stop. Also a covered bus stop area somewhat protected from traffic would be great!
I would like to have many different options to get to work, besides just by car. I live off of Rio Grande, near the nature center, and I think the bus doesn't run often enough for me to use it to get to work without adding an inordinate amount of time to my commute. I've considered riding my bike to Central, then putting my bike on the bus and taking it to UNM, but I haven't tried it yet. It's about the only scheme I've come up with to NOT drive. I wish there were other alternatives so that I only have to drive when I really NEED to. Other than a safe bike route all the way up Central, from Rio Grande to UNM, I can't think of anything.
I would like to have public transportation to my children's charter schools in the Albuquerque area. Why are charter schools, which are public schools, considered not acceptable for busing within APS? This is a policy that must change to improve commutes for everyone, especially as the charter school movement will continue to grow.
I would like to see better options for commuting between Albuquerque and Los Alamos using public transit. The current option involves driving home to/from a SunTran stop, taking SunTran to/from the Rail Runner, then using NM Park & Ride to/from Los Alamos. The commute is nearly twice as long as driving, and the times are not very convenient.
I would like to see bus transportation that will bring commuters to the Rail Runner.
I would like to see express bus service to Torrance, Valencia, Cibola and Southern Sandoval counties in the next 5 years from Downtown Albuquerque, West side and Uptown Transit Centers
I would like to see improved bike lanes. The drivers in ABQ scare me, and I would like to see lanes that have a physical barrier between me and vehicles.
I would like to see lane splitting by motorcycles legalized. It has relieved a lot of problems for motorcyclists in California. I would also like to see bike lanes and paths opened to low speed (25mph) scooters during rush hour.
I would like to see more bike paths on main streets.
I would like to see more horse back riding trails. eg:a trail along the Rio Grande from texas to santa fe. a place to walk ride relax and be outdoors thank you for your interest.
I would like to see more safe bike trails and lanes in the South Valley area. The bridges are the worst consequently, I am unwilling to bike the 5 miles from my home to work at UNM or even the 1 mile down Sunset Road to the bus stop at Atrisco Plaza.
I would like to see more sidewalks and bike lanes, some overhead bridges to make walking and biking easier. I don't walk or bike because there is too much traffic on the roads I have to use or cross to get to where I work, so I don't feel safe using these modes of transportation.
I would like to see more than one way (Tijeras) to get to the Eastside of the mountain, whether by a road just north of Placitas that will take you to the other side on reasonable flat ground or maybe a tunnel through the mountain, or both.
I would like to see more walkable spaces in the city (Albuquerque). It is built up around cars and many of the roads are threatening to pedestrians.
I would like to see not only expanded public transportation routes and frequency of service but also expanded hours of public transit operations
I would like to see school children encouraged to walk or bike to school and not be chauffeured by car or bus.
I would like to see the Bosque Bike Trail expanded so pedestrians can be separate from cyclists. It urgently needs to be repaved. It also needs to be expanded in length all the way to Santa Fe.

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I would like to take the bus to and from work but the wait time is too long.
I would like to take the train to Santa fe (from Albuquerque), when I get to Santa fe, I would like to take public transportation to Museums and galleries and restaurants. Currently it is taking me MANY DAYS to figure out this situation. Also, companies like zipcars would be good if more available. I 100% LOVE the free parking for my Prius in Albuquerque. Wish I could also get it for my Geo Metro, and would like free parking in Santa Fe and with just 1 single pass for all of NM parking. I would like very strong enforcement of bike lanes and anti-speeding rules.
I would like to walk more but the area near where I live near Juan Tabo, Spain and Montgomery is not too walker friendly. There is a lot of traffic.
I would like to walk more, but in the northeast heights, it's impossible. Is there a way to integrate more destinations and less housing?
I would love to be able to have grocery shopping, restaurants and the like downtown Albuquerque. Since I don't think this will be happening anytime soon I am thinking of moving to a city that has these amenities.
I would love to be able to take public transportation to and from school, however my class schedule does not coincide with the bus schedules and it would take over 2 and a half hours to get there. I have two young children with very limited support and cannot add that much time away from them. I have one class at the CNM main campus and another at the Montoya campus. My other classes are online. The "virtual" commute is the best option!
I would love to be able to travel through the following areas by bicycle with less stress.....I-25/San Mateo area, Coors from Paseo-Alameda, Unser from McMahon-Irving, Ellison from Coors-Coors Bypass/Alameda, Tramway/I-40 to 4th st and around to Alameda, Montano from 4th-2nd streets, Tramway passing under I-40, Tramway/Paseo intersection (just striping), Thanks for your consideration. Bear Canyon Arroyo paved bike path is a bad idea.....
I would love to live in an area that has school, work, shopping and entertainment within walking, biking or public transit distance but I would not be able to afford this. As a single parent, I have a modest home that would not bring much on the market so moving is not an option. If I could get to places easily on the bus without having to change at the Alvarado Center, I would. When I lived in New York City, I loved public transportation and how I could get anywhere. I can't do that in ABQ, or it takes too long. I try to encourage my children to use public transportation but so often the times of buses and trains are limited and such that they would either need to leave home at 6am or be late to school. The options for me are limited. I also hate that so much concentration is placed on getting people up and down Central Ave or from the west side. Please, can we work to get more buses in the north valley and not just down 4th street. (or even more often down 4th). Thanks
I would love to ride my bike but there are so few east west routes that are not steep (to me) up hills.
I would love to take the train to Albuquerque if the public transportation system here would allow me to ride the bus to my after work activities easily.
I would love to use public transportation. It is not available during the hours that I would need it. I would like to see a increase in hours until there it is 24/7 I also believe that this might cut down on drunk driving and tired driving.
I would really like to be able to ride the train into the city and drive my car to work once I got here but the parking @ or near the station is so tenuous that that is not possible. I am afraid of being mugged, my car being stolen or vandalized.
I would really use public transit if it brought me to someplace I wanted to go. Currently this is not the case.
I would ride my bike more frequently if better bike paths existed and the ones that already exist were maintained well.
I would ride the bus from Rio Rancho more often if there were more options. When I tried it, I was adding on almost 2 hours to my commute and not get home until almost 7 pm. Unacceptable.

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I would ride the bus more often if the schedule were more frequent
I would ride the bus more often, if they were maintained properly. Here is a list of things that happen regular basis. The request to stop doesn't work. The bus drivers are late. The heat doesn't work in the winter. The lights are turned off so that you can't read. Some drivers drive so that you are thrown around. They literally take off before you are seated. The announcement of what street you cross doesn't work. The bus overheating. If the bus is late the requirement to finish the route is a waste of tax payer money. The summer the a/c doesn't work.
I would take buses more, but they don't run often enough.
I would take public transportation however it would take me a lot longer to get here than it does to drive - my time is important to me
i would take public transportation to and from work but the bus schedules and stop locations are too inconvenient. i would get to work faster if i just rode a bicycle but i can't ride a bicycle on albuquerque streets as it is very unsafe.
I would use public transportation for commute to and from work but my job requires that I drive my car so I must bring it with me.
I would use public transportation on a regular if it was made available.
I would use public transportation to get to Kirtland AFB from Rio Rancho if it were quick enough and provided flexibility that I need for work. It would need to run at enough different hours in the day that I would be able to make it home late at night if job requirements prevented leaving at peak travel hours.
I would use the bus to work if there were reliable routes. One time I tried to catch a bus on Comanche and it never showed up. I found out later, after a certain time, it only passes every hour. I wound up walking six miles to work that day.
I would use the mass transportation system 95% of the time if available. I live in ABQ, I work the other side of Rio Rancho. I can not get to work via bus. If I use the Rail Runner, I can not get from the station to work on time, nor can I get home at night if I work late.
I would use the Rapid Ride to get to work if there were a convenient and secure parking lot available.
I'm disabled and have limited eye sight. I do a lot of walking if where I'm going is close by. I have to ride the bus for shopping, church, going to Dr. or to see a movie. I have a hard time seeing the number on the buses. Need more bus service for the buses that run every hour. If you miss the bus downtown you have a hr. wait time. And it is the same if you miss it to go downtown.
I'd like to see the concept of complete streets implemented in all future road designs. The existing infrastructure for biking, walking, and bussing seems better than in most cities, but still has a ways to go to make it more practical. Since I do a lot of biking, I know more about that than bussing and walking, and I've found that the network of bicycle lanes lacks connectivity and often has hazards/obstructions (especially on trash day). It is hard to go any significant distance on bike without having to use a main arterial or go well out of the way to find a lower-traffic route with bike infrastructure. The arterial approach is fine, I guess, but then more education is needed with regard to how to drive around bicyclists.
I'd like to use my bicycle more often, but there are too many segments of highway between home and work that are unfriendly to bikes
If I got to my Ventana Ranch home from UNM it takes me an hour!!! If I drive to my Bosque Farms home it only takes me 20 minutes!
If I had the option, I would use public transportation, bike or walk everywhere. Unfortunately, in a car-oriented city like Albuquerque, this is not possible.

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<p>If I take the bus to work, the closest stop is a 20-minute walk to the office located a mile south of Jefferson/Osuna. This after walking 10-minutes from my house to San Mateo and then waiting up to 15-minutes for the 140/141 bus lines. and I have to cross Jefferson-Osuna. I wish those cross walks were wider and that the median was cut back some to widen the cross walk. So my overall public transit-based commute takes 1.5 hours average. I wish that there was a single abq bus line that ran straight up Jefferson from Montgomery to Paseo. The two different 140-141 lines from San Mateo to around Jefferson-Osuna is unacceptable. By contrast, when I take a cab, it's a 10-15 minute drive, but a \$20 fare and I'm penalized for the crappy placement of bus stops of which none are south of Osuna.</p>
<p>IF I take the rail runner, takes over an hour to get to work, if I drive it takes 30 min. I would like to see one train getting to your destination faster for work. More buses and shuttles within neighborhoods near busy roads, like Coors. That way you don't have to walk 5 miles from coors to get home..</p>
<p>If I were to use public transport, it would be to take my dog to the public dogpark daily. How about pets ?</p>
<p>If Public transportation was available I would use it!</p>
<p>If Rio Rancho doesn't do something soon about lack of mass transit and the roads situation, we will be in a HUGE TRANSPORTATION MESS once any more businesses, schools/colleges, hospitals open for business. They better get started SOONER rather than LATER (as they usually do)!</p>
<p>If there was easier access to shopping and other family activities from the southwest mesa, I would be happy to pay .25cts more in fares or even .50cts.</p>
<p>If there were an express service from far NE Heights to UNM North Campus I would definitely use it. Currently there are no stops that service the far north borders of UNM North Campus north of Lomas. It takes a good 20 minutes to walk from Central to far north UNM campus...it is a time eater . Begin to treat UNM as a multiple employers and make access to public transportation an option for all at UNM. Faulty assumptions have been made about useful stops server UNM. Service the north campus better (Law and Medical and DOH)</p>
<p>If you have more routes and more rapid ride routes going to different parts of the city, it would significantly reduce the commute time for people to get to work and would therefore make public transportation a more viable option</p>
<p>I'm 78 years old, and I exercise regularly, but bus lines are too far away from my house to be of help. If the Route 12 bus were available between 9 a.m. and 3 p.m., I would take it occasionally.</p>
<p>I'M A REAL ESTATE AGENT SO THE COMMUTE TO MY OFFICE IS MINOR</p>
<p>I'm looking forward to seeing Albuquerque on the move. I can't wait to catch to light rail to meet up with friends in Nob Hill or downtown. Cars are a pain, and dangerous. Lives will be saved in the process.</p>
<p>I'm retired</p>
<p>I'm retired so I don't need work-school related transportation, but I cannot rely on public transportation to get things done because it takes too much time to get from here to there.</p>
<p>I'm very realistic about transportation in a city like ours, and I think what's been put into place so far is excellent. There are a few rare situations where people would rather take public transit than drive, and I think those are underserved right now. A dedicated rail to the UNM sports facilities/the Sunport would be the biggest thing on my wish list, followed by an increase in the shuttle serving Journal Pavilion. Also, the wine festival that takes place in Balloon Fiesta park could use service similar to the actual Balloon Fiesta.</p>
<p>implementing a localized bus system in the UNM/nob-hill area similar to that used downtown (D-ride). Something that circles the university and UNM/shopping and residential areas, so that people who live near and work at the university do not have to drive their cars 2 miles everyday because there isn't a public transportation option that supports this.</p>
<p>Improve driver training significantly. Most Americans have virtually no driving skills and no manners once they are behind the wheel.</p>

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<p>Improve the bus system within the ABQ metro area. Maintain and improve the bike path/lane system within the ABQ metro area.</p>
<p>Improve traffic signal synchronization. Increase the number of red light/speed cameras and add a few on the Interstates especially the I-25 'S' south of Central. Do not waste mega-millions for a "trolley" on Central. See if some other city has explored cost effectiveness of mini-vans in lieu of busses during off peak hours. Improve southbound I-25 off ramp to Cesar Chavez. Is a river crossing between Roy Rd and Bernalillo's 550 on the drawing board. Reduce large truck traffic on Alameda (I-25 to WestSide). On I-25, eliminate directional signs for Village of Los Ranchos from Alameda to Osuna.</p>
<p>Improving and expanding the railroad system for public transportation is vital. Also, having a truck route around Albuquerque would help tremendously. All the long distance semi trucks (as opposed to local business) in the city are a hazard.</p>
<p>In # 17 above, the commute time is when I use the bicycle and the bus in combination. I live east of Tramway, and can use my bicycle to go everywhere (I do sometimes use my car) except for the south valley and west side, places where I rarely have a need to go). Because of our climate, Albuquerque is an ideal place for year-round bicycle commuting. Hilly terrain provides opportunity for exercise that so many of us desperately need. I am retired from state government, and I used my bicycle for commuting during much of my career. I am 57 years old and am not a "fitness freak," nor is there anything unusual about my level of fitness. Yet, I envision continuing to use the bicycle as my primary means of transportation as long as I am able to get around independently. MR COG could use its influence to encourage more to do the same.</p>
<p>In most areas of town it is necessary to own a car to get from home to work, school, and shopping in a reasonable amount of time.</p>
<p>In most states it is illegal to perform road construction during rush hour, or even in the rain. It should be illegal here too. Also who designed these stupid entrance ramps to highways here? Two or more lanes should not merge into one when entering a highway. This is stupid. Fire the engineer!</p>
<p>In over three years of working in downtown Albuquerque, I have had to drive to work 2 times. I live by the NM Rail Runner Express...and I walk from the downtown station to my place of work (6-7 blocks). The biggest problems I encounter is driving from the Downtown Bernalillo station to my home in Rivers Edge...between 4:30 and 5:00 PM...the traffic gets very congested. If there was a bus that connected from the rail stations to the areas along US528 (to include early morning (5:30 AM) routes) there might be enough passengers to warrant such a bus transit route.</p>
<p>In the future I would like to live in an outlying area where I can walk & bike safely and have public transportation with usable schedules for commuting into the city for work and shopping.</p>
<p>In the South Valley where schools are located, sidewalk and curbs need to be constructed so that children are walking or waiting for their rides on the curb and not next to the street, risking their lives. Specially on busy side streets where the speed limit is rarely obeyed.</p>
<p>in time i would like to rely more on the rail runner for work. seems unless you take the earliest schedule, parking could be iffy. makes me think twice about using it. and adequate transportation options at the destinations is other reason i'm still using the car more than i would like or feel i should</p>
<p>In your infinite wisdom of trying to keep motorized vehicles off our ditches, you have installed blockades made of old telephone poles which obstruct cyclists, STROLLERS, handicapped people, and regular folks holding hands. It's stupid to not allow enough space to fit a stroller through or a bicycle. That is not pedestrian friendly. Fifteen years ago you did it on the Harwood Lateral and now you've done it on the Griegos Lateral. You've impeded my access for years and it makes no sense.</p>
<p>Increase fares for weekend RR travel rather than reduce service. It's a great tourist activity, and visitors have said it is worth more than the \$8 roundtrip ABQ/SF fare.</p>
<p>Increase the number of lanes available on main thoroughfares to enter the metropolitan area of Albuquerque in all corners of the city of Albuquerque</p>

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<p>Increased training/awareness for cyclists and motorists and how each need to share the road. Possibly put a question or two on the MVD test to get your drivers license pertaining to interacting with cyclists on the road.</p>
<p>Initial drive from Placitas on I-25 until Tramway does not allow for any exit other than turning around through the median if traffic is stopped due to an accident.</p>
<p>Install more dynamic message boards but use more efficiently. They are underutilized now and they are not trustworthy. Better utilization of traffic reporting -- same messages going out to all traffic reporters, with timely, accurate information.</p>
<p>instead of the big busses in major areas that I see quite empty at times I'd think more areas (residential) could be served more cheaply by having small vans/shuttles connect to the major bus lines</p>
<p>Intersection of San Pedro and San Antonio. Bad in high traffic times.</p>
<p>Interstate 25 between I40 interchange southward needs to be straightened so it is not dangerous. Stop planning highways/transit to benefit politicians instead of putting public safety first. Number one priority is maintenance and repair of current infrastructure, two, simple fixes to improve system that have cost benefits and three is wise use of funding to benefit the most people. For example, how many people benefit from the Rail runner versus the number of people commuting into Albuquerque from outlying areas on a lousy two lane, dangerous freeway (I-25)? Longer commute time translates into higher pollution.</p>
<p>It is absurd that there are no sidewalks between Lowe's and 12th street and Bellemah. Check out a map: This is an accident waiting to happen.</p>
<p>It is difficult to take a bus in my neighborhood. I live near Rio Grande and Candelaria and the 36 runs so infrequently that it is virtually useless to someone who wants to use it for commuting to work.</p>
<p>It is encouraged to take public transportation to get to your destination, but that same transportation is not readily accessible or affordable to everyone. I would be inclined to pay a tax to allow students and elderly FREE public transportation on a permanent basis.</p>
<p>It is important to have more bridges to get across the Rio Grande River from the West Side. If there is an accident on any bridge, it causes major congestion.</p>
<p>It is impossible to use public transportation to get to Albuquerque from anywhere on the Navajo Nation.</p>
<p>It is likely over the next 25 years that individuals that are able to work at home will increase. If this proportion increases in a significant manner then peak hour demands may not increase in a manner that has occurred historically. Also pedestrian and bicycle modes may increase in importance. As the proportion of population that is older increases their needs will become more important and should be considered.</p>
<p>It is not just a matter of transportation it is also the infra-structure which includes schools, stores and jobs.</p>
<p>It is often very difficult to cross major roads when on dedicated bike paths because there is no traffic light or "island" in the middle of the road. When there is a bike lane on the side of the road, these often abruptly end, often when crossing major roads.</p>
<p>It is very difficult to get from one side of Paseo del Norte to the opposite end. A route that crosses the bridge there would be very nice. Also, more scheduled stops around the city that work with each other would be nice to minimize the wait times between stops.</p>
<p>It is very important for the improvement of individuals lives and for the environment to vastly improve the public transportation system. People won't be able to stop using their cars and gas, thus improving the environment, without an expanded, reliable public transportation system. Lower income people who do not have cars cannot improve their economic situation if they cannot go to school, network with people in different neighborhoods, attend cultural events, work extra shifts so they can get promoted, or work second jobs and transport their children to and from child-care.</p>
<p>It seems that buses are often empty. I wonder why CABQ runs full-size buses on these routes? why not use smaller, more efficient buses on low volume times and routes.</p>
<p>It takes considerably more time to get Home, than it does to get to work.</p>

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<p>It used to take only 15 minutes or less to get from the north valley to the airport at any time of day. even in rush hour traffic. Now you have to be certain to plan for more than 30 minutes on any given day. Why is 4th street being updated and 2nd street is left out? Why is 2nd street being completely ignored between the city limits on La Plata Road and Montano? This area needs improvements on all angles if you plan to add a rail runner stop at Montano. I can barely exit the street due to all the incoming traffic from Alameda and Paseo coming in on 2nd. This small passage is unsightly let alone a comfortable place to walk or bicycle. Have you seen the sign that reads Albuquerque City Limits? Why isn't it designed so that the city looks inviting to enter? There are at least 3 bus stops in this area with speeding traffic. 2nd street between La Plata and Montano needs to be looked at for improvements (no public transportation exists in this area) and should also be made safer for children.</p>
<p>It would be a good idea to mandate 8 hrs (1 day a week) to work at home for in office work places.</p>
<p>It would be great if there were more maps that showed the entire bus and train system so that people could see the big picture.</p>
<p>It would be helpful to have more bus stops with "Next bus coming" electronic notices like the ones on the Rapid Ride stations. Failing that, it would be cheap and helpful to have more route maps posted at the bus stops similar to the one at Yale and Central for the 50, so we know when the next one is coming....</p>
<p>It would be nice to have more bike routes around UNM and CNM. The Silver Ave bike route is a nice idea but cars don't slow down that much along there so it is still a little scary. Bike lanes would be a less scary option around UNM. Thanks.</p>
<p>IT WOULD BE NICE TO SEE 2ND STREET REVAMPED IF YOU ARE PLANNING TO PUT A RR CTR ON MONTANO. AREN'T YOU DOING THAT ON 4TH?</p>
<p>it would be nice to see more bike racks on busses. i realize that the technology it not there but it would be nice. Numerous times i have had to pass up a bus because there was not enough spaces on the racks for my bike</p>
<p>It would save considerable money if employees were allowed to work from home. It would save on rental, utilities, traffic congestion.</p>
<p>It's a shame that there are 3 bus stops by me; but, the bus comes so infrequent that they are useless wastes of money to have a bus stop at all!</p>
<p>It's sooo important to eliminate the highway traffic that travels through the Big I. Plus, we need another bridge across the river. & we need to expand roads on the Westside.</p>
<p>I've changed my work start time at work, as it makes my commute time better, otherwise at times my commute would be significantly higher. During my commute home, times vary and most times are increased.</p>
<p>Jefferson/I-25 & Paseo needs to be improved El Pueblo to the Journal center Rail Runner station should be improved I-25 at the comanche exit needs to be improved, it is a constant area of backup and accidents going from five lanes to 3 lanes so quickly.</p>
<p>Just to repeat -- in general, I'd love to see more dedicated commuter bike trails, particularly in Albuquerque. The trails along the Rio Grande and Paseo del Norte are great, but do not allow access to the majority of the city. I'd love all portions of the city to be safely accessible for commuting bicyclists.</p>
<p>Keep Amtrak coming through daily. Add rail runner connection to Las Cruces to pick up that Amtrak service. Run the Rail Runner for the SF Opera. Make it easy.</p>
<p>keep road cleared of snow and ice-try not to shut down 1-40 during accidents if possible</p>
<p>KEEP THE RAILRUNNER AVAILABLE EVEN IF WE NEED TO RAISE TAXES.</p>
<p>Keep up the good work. I have lived in 12 states and travel a great deal. Albuquerque has the best road system by far of any city or region I have lived in or visited.</p>

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<p>Later trains running on the Rail Runner would be great, both leaving later in Albuquerque and Santa Fe. Also, expanded Rapid Ride throughout Albuquerque, with integration into the Rail Runner System. Continued expansion of bikeways and paths. Measures should be taken to ensure that the region fosters a friendly atmosphere towards cyclists.</p>
<p>Laws that protect bicyclists from motorists. It would encourage bicycling as a more viable option for transportation.</p>
<p>Leave the Highway excise tax dollars alone to work on the highways and do not divert it to the single purpose train</p>
<p>Let's get a bit more urbanized!</p>
<p>Let's preserve the beautiful environment we have been blessed with here in New Mexico and stop taking for granted that it will stay that way. If biking and walking around Rio Rancho were safer I would allow my kids to do that and I would do that myself!</p>
<p>Life is what it is, thus, I need to find a job closer to where I live. My wife also travels 30 miles to work in the opposite direction, has found a job much closer to work.</p>
<p>Light rail or a trolley in the Nob Hill/Ridgecrest area would help bring in shoppers (parking is very hard to find) and would also encourage nice businesses to move in on Central closer to San Mateo. There is also LOTS of nice retail space south of Central on San Mateo near Katherine on the east side of the street. I think businesses are afraid to move in here because the area desperately needs some revitalization. There's a HUGE center that's been entirely empty for at least a year and a half. This could at least be the "park and ride" for the Nob Hill Trolley - and it would also encourage nice retailers to move in...</p>
<p>Light rail would be great for the Central Corridor</p>
<p>LIGHT RAIL!!!!</p>
<p>Living in Los Lunas and working in downtown Albuquerque, the Rail runner has been a savior especially when gas prices go up. I do get off at 4:30 and would like to see an earlier train from downtown to Los Lunas as the current one leaves at 5:40 or so.</p>
<p>local air travel research</p>
<p>Locate grocery stores and pharmacies in neighborhoods, making them accessible by walking. The Downtown area, for instance, would be much more attractive if there were a Smith's, Whole Foods or other grocery store in the vicinity. There is a Lowe's and that seems to be the entire selection. Make every effort when thinking about, designing and implementing transportation systems to get people walking!</p>
<p>look at Amsterdam. bikes get right of way, have their own lanes and signals. Their streets are way small than ours, and they integrate bikes and cars. Do something! Albuquerque has such potential.</p>
<p>Lots of uninsured folks driving and folks that are not licensed, cause crashes and harm law abiding citizens greatly.</p>
<p>love the Rail Runner. Seems like you should increase the fares a bit to help offset operational costs. I would gladly pay more for my pleasure trips to Santa Fe on the weekends.</p>
<p>Lower speed limit on designated share-the-road routes such as Mountain Road, which in some places is 18 mph.</p>
<p>Luckily I commute north and the traffic is never congested.</p>
<p>Main st Los Lunas must have relief. Do we need another bridge--maybe--but Hwy314 and Main must be provided an alternate route.</p>
<p>Major bottlenecks caused by a lack of bridges over the river. Poor interchange designs such as I-25 and Montgomery and Paseo del Norte.</p>
<p>make buses go every 10 minutes. it would take me hours to get to work by bus now. In traffic congested areas think three dimensionally and put in over passes. stop building so many houses. put a moratorium on housing.</p>

Appendix H: Open-Ended Question Responses for General Comments

Make it safer for those who choose to walk or bicycle. I walk 25 to 30 miles a week, so that's where my focus is. We need more driver education; especially about unmarked crosswalks. Re-educate the police -- I've nearly been run over by them turning right into a crosswalk where I have a walk signal.
make more federal funds available.
Make Rail Runner pay for itself, or else scrap it.
Make the urban roads just that... ROADS! We seem so intent on pandering to bicyclists we're giving up the previous fast moving options our roads USED to give us.
making possible a bus or shuttle available for winter time to get us back and forth from he train station, so we don't have walk or wait extra time for the city bus
Many of the areas arterials have been compromised by access points making them slow and contributing to congestion.
many people don't know how easy, safe, and important it is to use public transportation!
Many streets do not accommodate the number of vehicles which use them on a daily basis. Traffic will back up for 4-5 light wait time during rush hours.
Mass Transit and Bicycling are the most important options to me.
Maybe look for cheaper creative alternatives for expanding the availability of public transit. Don't be afraid to experiment and consider new ideas.
Maybe traffic light timing could help the flow of the traffic during rush hour, by keeping the green lights on longer for the roads that are most congested.
Make all transit available as convenient & must be reliable (times kept & times that work to get to work)
MLK should be designated a walking and bicycle path. University BLVD and many of the many arteries around UNM are horrible for pedestrians. UNM needs to work with the city on these pedestrian issues. It is an ugly commute, which forces people to get in their cars and not walk or bike.
Modes need to be integrated. When I use the train I need to be able to park near the train. It's not reasonable to expect people to walk, ride a bike, or take the bus to the train because it creates a disincentive. If the goal is to minimize VMT - as it should be - it would be reasonable to plan for short auto trips to the train station when the alternative is to not ride the train at all and drive the whole way. Also, the train needs express routes. As it not stands, riding the train adds an hour to the commute for people who work in santa fe.
More bicycle paths on the west side ... particularly more routes to cross the Rio Grande from the west side - alongside I-40 would be ideal!!
More Bike Friendly Roads, and Bikeways
More bike lanes and routes along major arteries
More bike lanes. Real sidewalks.
More bike paths and safer bike paths through densely populated areas!
More bike paths like on Tramway, more regular public transportation options
More bike paths would be nice, but increasing the capacity of the roads and the improving traffic management is critical.
More bridges / routes connecting the east and west sides of ABQ are needed.
More bridges across the river!!!!
More bridges across the river.
More bridges to the south valley!
More bridges.
More bus service.
More bus shelters would make buses easier and more pleasant to use. Even a shade over existing benches would be nice.

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More buses (both frequency and routes) in the Westside neighborhoods (and not park and ride; if I have to get in my car, I might as well drive).
more buses and commuter parking on I40 east/west
more buses with a better schedules
MORE emphasis should be placed on taking public transportation in school starting in middle school; hardly any teens/pre-teens ride the bus and they could
More employers working cooperatively together to call a snow day rather than getting people out on a 2 hour delay then send them home by 1 or 2 pm. It is unnecessary risks being asked of employed commuters.
More free motorcycle parking
more frequent schedules for bus rides to schools/shopping/etc.
More frequent street sweepings needed to remove broken glass and other crap that would flatten a bicycle tire. We also need more intelligent traffic engineers that won't design roads that narrow roads in certain spots that force cyclists and cars into the same piece of road. Leave roads wide enough so bikes always have a safe place!
More integration between the different modes of public and private transportation; i.e. park and rides, park and bike, etc.
more inter-regional connection- either buses or expand Rail Runner
More laws protecting motorcyclists and bicyclists in the event of an accident, including the addition of more bicycle lanes and allowing motorcycles to "Lane Share," or "Split Lanes" as allowed in other states. For example, California.
More options to get from the West side to the East side and vice versa
More parking for the disabled and better patrolling of existing parking.
More people would bike to work if there were more safe routes.
More photo enforced intersections.
More Rail Runner trips between ABQ and Santa Fe would be more convenient.
More Roads, More Freeways, less radical environmentalism! (in a nutshell)
More trains, more locations, include the area East and West of Albuquerque. More buses to and from the area East of albuquerque, earlier in the am and more returning earlier in the pm.
More ways to cross the river in Albuquerque and Rio Rancho.
Morning traffic on my way to school is horrible. I-25 is the worst and something needs to be done to relieve that congestion. The UNM area in the morning, lunch, and evening time is horrible as well!
Most people commute with a routine which can easily be disrupted by unannounced street construction and closings, as well as prolonged accident investigations, usually with multiple police standing around talking and not directing traffic. If a street or lane is temporarily closed, it would be more efficient to warn people BEFORE the lane ends.
Mostly I bike to work now, and luckily I am able to utilize the existing North Diversion Channel bike path for most of my ride. Having bikes and cars on the same thoroughfare is not a very happy option for either motorists or cyclists. There are a few spots on my route where I have to take my life in my hands to get to my destination, and the legal way is more dangerous than crossing the road and biking on the sidewalk against traffic as if I were a pedestrian. (Crossing under 1-25 at Osuna to head up Harper to Burlison to Wyoming.) So I would like to see more protected bike lanes around the city. I would love to expand my bicycle use but most of my shopping and errand needs are not on bike-safe routes.
Motorists' concern for and awareness of pedestrians and bicyclists is poor.
MVA'S AND LACK OF DRIVER COURTESY PREVENT PEOPLE FROM NOT USING CARS.....DOES ANYONE REALLY WANT TO SPEND MONEY TO OPERATE A CAR, POLLUTE THE AIR AND ENDANGER THEIR LIFE (AND THAT OF OTHERS)?

Appendix H: Open-Ended Question Responses for General Comments

<p>My answers to #15 are for how I get around the city for all needs. Right now I'm freelancing work.</p>
<p>my biggest gripe is safety and conduct on the bus...I ride the 66/766 bus but I will not allow my children or my wife to ride the 66 / 766; it's just too unsafe and unsavory.</p>
<p>My choice of where I live and go to school is strongly dependent on the fact that albuquerque buses best serve the downtown-UNM corridor. I do not drive, and it would be unreasonable for me to live or work anywhere else. Grocery shopping, not available downtown, is my most significant transit-related problem.</p>
<p>my commute depends on the buses running on time.</p>
<p>My commute time depends upon the time I leave my home. If I leave at 7:45 it takes 15-20 minutes. If I leave at 8:00, it takes about 30 minutes.</p>
<p>My commute time to one volunteer job two mornings a week includes a ten minute walk to the bus stop, five minute average wait time, ten to fifteen minute bus ride, and several minutes to cross a busy intersection with push button walk lights. I moved to Albuquerque a year ago and chose Nob Hill because it is a walkable neighborhood with access to the few buses that run past dinnertime. I am committed to living without a car for environmental reasons and have answered more than one survey that seems aimed at drivers. Please aim your surveys at people that actually depend on mass transit or would if it were accessible to them.</p>
<p>My commute to and from work is dependent upon a car because I have to drop off and pick up my child from school. However, if there were some way of taking a car pool, or public transportation from the far West Side to his school and then downtown, I would consider taking it.</p>
<p>My driving commute is 45-55 minutes, usually closer to 45. My bike commute is 75-90 minutes. My transit commute (a combination of the Rail Runner, bus service, and bike) is 85-95 minutes. I don't expect transit to ever compete with driving on time, but it would be nice if it was faster than riding a bike.</p>
<p>My hope is that other cities (across the world, not just the U.S.) are studied for best in class ideas for multi-modal transportation. We need safe cycling, walking routes, roads to be engineered to slow cars down (I'm amazed at how fast traffic flies past me only to catch-up at the next light-these people will never get it, so engineer it to slow them down).</p>
<p>My issue with public transportation in this town is the times that the transportation comes around. I live about 10 to 15 miles away from downtown Albuquerque and the bus comes once an hour and the last bus is at 8:00PM. I think there would be less drinking and driving if public transportation was more accessible.</p>
<p>My job requires that I travel to outlying areas to meet with clients and there is not public transportation available in those areas, for myself and the clients to access.</p>
<p>My long commute time is used for exercise and study, and I don't consider it empty or wasted time. Rather it is an essential part of my daily routine and chosen intentionally.</p>
<p>My main concern is safety for cyclists and pedestrians. My little brother from Oregon was nearly killed when he was walking across the street and a car hit him. Well lit streets and well-marked crosswalks could help prevent accidents such as these. Since I ride my bike a lot I am also a huge proponent of cyclist safety. Please do everything possible to ensure that safe bike lanes are put in for cyclist commuters, and promote education (via news stations, newspapers, etc.) to educate the public about the rights of cyclists, pedestrians and motorists. Lastly, severely punishing drunk drivers should continue to prevent such people from having licenses and driving.</p>
<p>my wife drives me. she now works and i have no way to get anywhere. i need a little more independence. i would ride the bus, but i don't know how the system works. another problem is that where the bus is not exactly where i need to go, so i would have to get off at the nearest bus stop and walk the rest of the way. as an example, i would have to walk .75 to the closest bus stop and after i have returned i have to walk .75 miles home. i am disabled and i can't walk that far.</p>
<p>My work involves making sales calls on businesses, so I always drive alone, and the mileage or need to drive varies daily.</p>

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My work often involves driving during the day to various parts of the city. It would not be well served by public transportation, private vehicle is necessary
N/A
na
na
Need better major thoroughfare and development in Volcano Cliffs area.
Need more 4+ lane roads on the westside
Need more bike lanes! I live in the north valley and commute to UNM by bike sometimes. Once I get to the diversion channel its great, but getting there can be pretty dicey. 4th street in particular is awful - no bike lane, narrow lanes on street, sidewalk very uneven and not conducive to biking. Lots of places where there are bike lanes (e.g. Griegos and Montano), the lane will suddenly stop before you are even at an intersection leaving you with nothing but to block traffic - not fun since many drivers are rude to bikers!
need more bridges across the Rio Grande
Need to expand rail runner rail system to include the North East and North West portions of ABQ.
Need to improve current public transportation system!
Need to rebuild the Paseo-I-25 interchange. This is a major bottle neck that creates traffic congestion on a daily basis
need train going south at around 5:15pm waiting 40minutes after work is too long
New Mexico should lead the way for conserving energy. Why are speed limits posted so high on I-25 & 40. 65 to 70 posted speed limits are too high. 60mph From ABQ to Santa Fe should be the limit. Save lives and energy.
NM is big, and there is a lot to do away from the city. I will always have at least 2 cars.
NMDOT re-striped sb I25 at the bottleneck south of Montgomery and that worked. Please do the same in the nb lanes. Right now you have that lane going away on a hill on a curve. Hello!! How many crashes are the result of people racing to get out of the merging lane? Please just re-stripe the lane even if it put traffic onto the exit lane for Montgomery. At least they time to merge more safely.
no
no bus from 98th/devargas to sunset gardens
No cameras Train is a waste of money (11%) Buses look bad covered in advertising End emissions testing, new cars are clean Enforce the cell phone texting ban
No comment!!
No comments.
none
None
None. I am all done.
North and South routes for buses seem to be served much less frequently than East-West routes. this makes traveling by public transportation requiring transferring quite time-consuming and complicated.

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<p>North Hwy 14 is very dangerous north of Frost Road because 1) resent resurfacing raised the roadbed without providing a level shoulder (drop off) and 2) heavy bike traffic north of Frost Road on Hwy 14 as to share this uneven, narrow road bed. A bike PATH won't be used. A narrow bike LANE on one side installed while improving the shoulders would be extremely helpful in safety. I can't believe that this stretch of highway is to code.</p>
<p>NOT ONLY THINK REGIONALLY BUT TRULY PLAN REGIONALLY!</p>
<p>Nothing at this time.</p>
<p>Nothing further, thanks!</p>
<p>Obviously, we live in Rio Rancho. I quit my job in Albuquerque because of the commute. I truly hope that we can stop politicizing public transportation-- like funerals for trees, the development of Westside Blvd, etc.</p>
<p>Officials on scene of an accident could try to open lanes asap to avoid backups and more accidents.</p>
<p>Old highway 66 from Edgewood to Albuquerque needs to have the shoulder repaved with a quality bike friendly surface.</p>
<p>On the "where would you like to live in the future" page, I like the idea of centralized metropolitan areas with residential areas nearby and open spaces preserved in an outer perimeter. However, I do not believe a car is often needed if regular public transportation is available. I also think we have some good examples of public transportation that seems to work in the US. Mostly they seem to combine an underground train system with regular bus routes and well-publicized information on routes and schedules. Washington DC comes to mind. The most important thing will be to change our culture. Providing more or better services is pointless if there is no market for them. The only other thing I might suggest (and this is pretty far out) is to strongly encourage bicycle parking areas almost everywhere. while there are defined standards for how many parking places (and what type, e.g., handicapped) a building site must offer, no such standards appear to be in place for bicycle parking. It is nearly impossible to bike to some of the local malls. Perhaps they would rather we all drive, with the idea that we will buy more stuff.</p>
<p>On the north side of the Tomasita Bridge over I40 there is a low spot that always fills with Mud and Ice</p>
<p>On this question: 14. Please indicate which of the following best describes where you live now, and where you would like to live in the future. I live in a place close to work and close to schools, churches, transit, and shopping (near Carlisle and Menaul), only it is a daunting task getting to work by walking or biking because there is no real bike friendly way to get to work (in uptown). It would be suicidal to bike down Menaul, and there aren't any safe bike crossings on San Mateo if I take residential streets, and the bike lane drops off at San Pedro before I get to work.</p>
<p>ONCE A BUS SERVICE STARTS IT IS CRUCIAL THAT TO KEEP TO THE SCHEDULE IN ORDER TO BE A RELIABLE SERVICE THAT PEOPLE CAN DEPEND ON. CLEANING OF BUSES SHOULD BE GIVEN A PRIORITY AS DIRTY AND SMELLY BUSES ARE NOT GOOD MOTIVATORS TO USE THE SERVICE. THE BLUE LINE THAT SERVES THE WESTSIDE IS PROBABLY THE BEST SERVICE ENHANCEMENT BY ABQ RIDE!!!</p>
<p>Once again, public transit to/from the airport. I often travel on Sundays when no bus service is available to the airport.</p>
<p>One day it would be cool to have only underground transit systems within inner cities. I would like to see [one day] the space roads and parking lots take up used for small farms, open space land, parks, and cheap housing for the poor. Thanks!</p>
<p>One destination that seems difficult to get to is the airport, except by car. It would be useful to have a public transportation option to get there in a fairly straight forward manner without relying on long term parking somewhere.</p>
<p>One of the reason I don't take public transportation is it takes me approximately 20 minutes to get from home to work and from work to home when I drive. When I take public transportation it can take 45 - 60 minutes for the ride without counting the waiting time for the bus to arrive. Adding an additional hour to my "work" day isn't something I'm willing to do.</p>

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<p>One other issue is working with the city to slow traffic on major streets. Lead-Coal corridor and Central. Can we also get more bus racks on buses?</p>
<p>only 3 routes across the river from rio rancho to abq. montano, Paseo del norte and alameda. all three of these venues are always backed up and congested with traffic. If I leave prior to rush hour, or after rush hour I can make it in 15 minutes. with traffic up to an hour. with an accident, 2 to 3 hours. This is ridiculous. More access across the river is a necessity. transit needs to be brought across the river to accommodate west siders to entice more use of public transit. right now they are already fighting traffic to get to a packed parking lot. not very motivating.</p>
<p>Open Paseo del Norte to truck traffic. There are well over 100 entrances, crossings and intersections on Alameda Blvd. between I-25 and Coors Blvd. the only truck route across the North valley at present. This makes Alameda a VERY POOR selection as a truck route. It is time that Los Ranchos share some of the impact of truck traffic now borne only by the residents and businesses on Alameda. Paseo is a limited access roadway and much better suited for trucks than Alameda alone.</p>
<p>Other than getting to and from work/school people need to shop closer to home rather than wandering all over the place wasting gas, resources, & precious time.</p>
<p>Our commute is for our daughter to her charter school across town. Public transport is not an option. We are exploring car pool opportunities.</p>
<p>Our elderly MUST be considered when making any decisions regarding public transit. A lot of older people rely on public transportation but are afraid of using it for fear of victimization. Also Bus drivers should be allowed to make some judgment calls when these situations do occur.</p>
<p>outer loop of the city</p>
<p>Park and ride should be fenced and guarded. I used to live in the South Valley (moved into ABQ proper last year), and I would have taken the Rail Runner into town from Rio Bravo sometimes except I didn't want to leave my car unattended all day - or get to the station/parking lot in the dark during the winter. Too many crooks down there, and I can't afford to have my car stolen, no way I could buy another one. So I never used it. Security is an essential part of any public transportation system, be it crazies and drunks on the bus or car thieves/rapists/god knows what in the parking lots of park and ride/Rail Runner. Women in particular - you remember us, right? 52% of the population?!?!? - are concerned about safety, and if you don't provide that, we're not going to use public transportation. I'm all for the environment and saving gas and everything, but I'm not going to risk life, limb, and vehicle to do something that puts me in jeopardy. And people, women's jeopardy is very different from men's. You're just going to get robbed, beaten, and maybe killed; we're going to get robbed, beaten, RAPED, and maybe killed - an ugly thing to happen and a really ugly way to go. We need better protection than you do - how about you recognize the DIFFERENT needs of this population and stop acting like we're a "special interest group." We're more than half the population - that isn't special anything, that's a MAJORITY, that you're ignoring. (Needless to say, stuff like this really pisses me off.)</p>
<p>paseo del norte interchange must be dealt with. this project will aid in reducing idling omissions</p>
<p>People that has a problem with new road plans that is the help the area and they do not a reason to complain about it.</p>
<p>Perform road construction in the evenings, after the commuting times. During bad weather, SALT the roads, don't throw dirt on intersections.</p>

Personal rapid transit From Wikipedia, the free encyclopedia Jump to: navigation, search An Ultra PRT vehicle on a test track. A vehicle on WVU's Morgantown Personal Rapid Transit. Personal rapid transit (PRT), also called personal automated transport (PAT) or podcar, is a public transportation concept that offers on-demand, non-stop transportation, using small, automated vehicles on a network of specially-built guideways. From an operational standpoint, they can be envisioned as very small subway cars, sometimes as small as three seats. Unlike other forms of mass transit, PRT systems do not stop at every station, using "offline" stations to bypass vehicles that are stopped along the route. Since the routes are arranged in a network, like roads, PRTs can travel along shortest-path routes, like a car. Yet, unlike roads, these routes are on a separate right-of-way, and the offline stations mean there is no analog of traffic to contend with. For urban transit, PRTs offer lower trip times than any other form of transit. The personalized point-to-point service is more like a taxi than a subway, and early documents referred to the concept as "dial-a-taxi", coined in an era when computerized touch tone services were being introduced. PRTs were a major area of study in the 1960s and 1970s, seen as the best solution to the widespread urban decay being seen in the US. Urban planners noted that cities with well developed mass transit systems did not suffer these effects to the same degree, but existing metro systems were too expensive to install in suburbs or smaller cities. PRTs were seen as the obvious solution, providing even faster service than a subway, while also being much less expensive to install. However, a variety of factors led to a souring of the concept in the later 1970s, and only one PRT system, the Morgantown PRT was installed in an urban setting, starting operations in 1975. Since about 2000, the PRT system has seen something of a rebirth in interest and several new proposals have been put forward. In October 2008, construction of the guideway of a pilot project at London Heathrow Airport, United Kingdom based on Ultra was completed.[1] With completion of the guideway, fit out of the stations and track can begin. The operators now expect the system to open to airport users in late Spring 2010.[2] Contents [hide] • 1 Overview • 2 PRT networks • 3 PRT designs • 4 History • 5 System design o 5.1 Vehicle design i, § 5.1.1 Propulsion i, § 5.1.2 Switching o 5.2 Infrastructure design i, § 5.2.1 Guideways i, § 5.2.2 Stations o 5.3 Operational characteristics i, § 5.3.1 Headway distance i, § 5.3.2 Capacity i, § 5.3.2.1 Single line capacity i, § 5.3.2.2 Networked PRT capacity i, § 5.3.3 Travel speed i, § 5.3.4 Ridership attraction i, § 5.3.5 Control algorithms i, § 5.3.6 Safety i, § 5.3.7 Energy efficiency o 5.4 Cost characteristics • 6 Opposition and controversy o 6.1 Technical feasibility debate o 6.2 Lessons from baggage handling o 6.3 Regulatory concerns o 6.4 Concerns about PRT research o 6.5 New urbanist opinion o 6.6 Other concerns • 7 Group rapid transit • 8 References • 9 External links [edit] Overview Most mass transit systems move people in groups over scheduled routes. This has inherent inefficiencies.[3] For passengers, time is wasted by waiting for the next arrival, indirect routes to their destination, stopping for passengers with other destinations, and often confusing or inconsistent schedules. Slowing and accelerating large weights can undermine public transport's benefit to the environment while slowing other traffic.[3] Personal rapid transit systems attempt to eliminate these wastes by moving small groups nonstop in automated vehicles on fixed tracks. Passengers can theoretically board a pod immediately upon arriving at a station, and can take relatively direct routes to their destination without stops.[3] Perhaps most importantly, PRT systems offer many traits similar to cars, without the environmental issues. For example, they offer privacy and the ability to choose one's own schedule.[3] PRT may in fact allow for quicker transportation than cars during rush hour, since automated vehicles avoid unnecessary slowing. A PRT system can also transport freight. If city-wide, it can eliminate the need for cars and mass transit systems altogether. The low weight of PRT's small vehicles allows smaller guideways and support structures than mass transit systems like light rail.[3] The smaller structures translate into lower construction cost, smaller easements, and less visually obtrusive infrastructure.[3] As it stands, PRT remains a potential rather than a proven reality. A city-wide deployment with many lines and closely-spaced stations, as envisaged by proponents, has yet to be constructed. Past projects have failed because of financing, cost overruns, regulatory conflicts, political issues, misapplied technology, and flaws in design, engineering or review.[3] However, the theory remains persuasive. For example, from 2002 to 2005, the EDICT project, sponsored by the European Union, conducted a study on the feasibility of PRT in four European cities. The study involved 12 research organizations, and concluded that PRT:[4] would provide future cities "a highly accessible, user-responsive, environmental friendly transport

system which offers a sustainable and economic solution." It could "cover its operating costs, and provide a return which could pay for most, if not all, of its capital costs." It would provide "a level of service which is superior to that available from conventional public transport" It would be "well received by the public, both public transport and car users." The report also concluded that, despite these advantages, public authorities will not commit to building PRT because of the risks associated with being the first public implementation.[4][5] Comparison of Personal Rapid Transit with existing transport systems Similar to automobiles It Vehicles are small typically two to six passengers It Vehicles are individually hired, like taxis, and shared only with the passengers of one's choosing It Vehicles travel along a network of guideways, much like a network of streets. Travel is point-to-point, with no intermediate stops or transfers It Potential for on-demand, around-the-clock availability It Stops are designed to be off the main guideway, allowing through traffic to bypass stations unimpeded Similar to trams, buses, and monorails It A public amenity (although not necessarily publicly owned), shared by multiple users It Reduced local pollution (electric powered) It Passengers embark and disembark at discrete stations, analogous to bus stops or taxi stands Similar to automated people movers It Fully automated, including vehicle control, routing, and collection of fares It Usually off-grade typically elevated reducing land usage and congestion Distinct features It Vehicle movements may be coordinated, unlike the autonomous human control of automobiles and bikes It Small vehicle size allows infrastructure to be smaller than other transit modes It Automated vehicles can travel close together. Possibilities include dynamically combined "trains" of vehicles, separated by a few inches, to reduce drag and increase speed, energy efficiency and passenger density The PRT acronym was introduced formally in 1978 by J. Edward Anderson [6]. The Advanced Transit Association (ATRA), a group which advocates the use of technological solutions to transit problems, compiled a definition in 1988 that can be seen here. [edit] PRT networks Currently, one quasi-PRT network is operational, another full-PRT network is under construction, and several more are in the planning stage. Location Status System Date Guideway Stations / Vehicles Notes Morgantown, West Virginia, USA Operational WVU PRT 1975[7] 13.2 km[8] 5[8] / 73[7] Up to 20 passengers per vehicle, some rides not point-to-point during low usage periods[7] London Heathrow Airport, UK Construction Completed, Under Testing Ultra 2009[9] 3.8 km[9] 3 / 18[9] Will be the world's first true commercial PRT system, initially connecting Terminal 5 with a long-term car park. If successful, BAA plans to extend it throughout the airport.[9] Masdar City, Abu Dhabi, UAE Planned 2getthere[10] 2011 magnets in pavement, automated driving 83 / 2500[11] Automobiles will be banned, the only powered transport will be PRT[12] and intercity light rail[13] Daventry, Northamptonshire, UK Planned T.B.D. 2012[14] 4.9 km[14] 5 / 25[14] Network is envisioned to ultimately expand to 55.3 km (34.4 mi) of guideway, and 500 vehicles.[14] Suncheon, Republic of Korea Planned Vectus[15] 2013 [15] 5 km (3.1 mi)[15] ? / 40[15] Will connect Suncheon to the future site of the International Gardening Festival.[15] Capital City, Dubai, UAE Proposed[16] T.B.D. Lulu Island, Abu Dhabi, UAE Proposed[16] T.B.D. Santa Cruz, California, USA Proposed[17] T.B.D. Bawadi, Dubai, UAE Proposed[18] T.B.D. The overall Bawadi development is 139 million sq. meters and 10 km in length[19] [edit] PRT designs The following table summarizes several well-known PRT designs. System Location Active? Status Seating Capacity (per vehicle) Guideway Suspended/ Supported Propulsion Morgantown PRT (Boeing)[*] West Virginia Yes In Service 8 seated plus 12 standing concrete supported rotary motors Dashaveyor (Bendix) USA No Installed at the Toronto Zoo in GRT mode, closed 1994 10, ran in 4-car trains concrete supported, rubber wheels rotary motors Ultra (ATS Ltd) UK Yes In testing for final commissioning 4 concrete supported, rubber wheeled rotary motors 2getthere PRT Netherlands Yes 10 vehicles produced for Masdar City[20] 6 concrete supported, rubber wheeled (dual-mode) rotary motors Vectus PRT (POSCO) Korea Yes Full Prototype 4 steel supported linear motors Cabinentaxi[21] Germany No Completed system: 1980's approval for federal transit programs in Germany and US 3,12,18 steel both, solid rubber wheels linear motors Monocab/ROMAG (Rohr, Inc.) USA No Full prototype, displayed at Transpo '72 40 concrete both, rubber wheels (Monocab), maglev (ROMAG) rotary motor (Monocab), linear motor (ROMAG) CVS) Japan No Full Prototype 4 steel supported, rubber wheels rotary motors PRT2000 (Raytheon) USA No Full Prototype 4 steel supported rotary motors Skyweb Express (Taxi2000) Minnesota Yes Partial prototype 3 steel supported linear motors MISTER Poland Yes Partial Prototype 5 steel suspended rotary motors JPods USA Yes Mockup 4 steel suspended rotary motors It

Morgantown PRT is known as a quasi-PRT system, because it lacks some PRT features such as 100% on-demand service. [edit] History Energy efficiency The energy efficiency advantages claimed by PRT proponents include two basic operational characteristics of PRT: an increased average load factor; and the elimination of intermediate starting and stopping.[43] Average load factor, in transit systems, is the ratio of the total number of riders to the total theoretical capacity. A transit vehicle running at full capacity has a 100% load factor, while an empty vehicle has 0% load factor. If a transit vehicle spends half the time running at 100% and half the time running at 0%, the average load factor is 50%. Higher average load factor corresponds to lower energy consumption per passenger, so designers attempt to maximize this metric. Scheduled mass transit (i.e. buses or trains,) trades off service frequency and load factor. Buses and trains must run on a predefined schedule, even during off-peak times when demand is low and vehicles are nearly empty. So to increase load factor, transportation planners try to predict times of low demand, and run reduced schedules or smaller vehicles at these times. This increases passengers' wait times. In many cities, trains and buses do not run at all at night or on weekends. PRT vehicles, in contrast, would only move in response to demand, which places a theoretical lower bound on their average load factor. This allows 24-hour service without many of the costs of scheduled mass transit.[44] ATS Ltd. estimates its Ultra PRT will consume 839 BTU per passenger mile (0.55 MJ per passenger km). [45] [46] By comparison, automobiles consume 3,496 BTU, and personal trucks consume 4,329 BTU per passenger mile.[47] Due to PRT's efficiency, some proponents say solar becomes a viable power source.[48] PRT elevated structures provide a ready platform for solar collectors, therefore some proposed designs include solar power as a characteristic of their networks. For bus and rail transit, energy usage per passenger-mile is dependent on service frequency and ridership, and can vary significantly from peak to non-peak. Therefore, aggregate statistics are used to calculate overall energy usage passenger-mile. In the US, buses consume an average of 4,318 BTU/passenger-mile, transit rail 2,750 BTU/passenger-mile, and commuter rail 2,569 BTU/passenger-mile.[47] [edit] Cost characteristics The initial capital costs of PRT are large, but compare favorably with those of other transportation modes. Its system design tries to pay down those costs as quickly as possible, while maximizing the useful lifetime of the project. Proponents' cost estimates in passenger mile range from the cost of a bicycle (US \$0.01â€0.05/passenger-mile, Unimodal) to the cost of a small motorcycle (\$0.20/passenger mile, TAXI 2000), and are strongly disputed by opponents. It's agreed that PRT systems require no individual license, parking or insurance fees, and buy energy in bulk from inexpensive providers. Most of the initial investment is in guideways. Estimates of guideway cost range from US\$0.8 million (for MicroRail) to \$22 million per mile, with most estimates falling in the \$10m to \$15m range.[49][50] These costs may not include the purchase of rights of way or system infrastructure, such as storage and maintenance yards and control centers, and reflect unidirectional travel along one guideway, the standard form of service in current PRT proposals. Bidirectional service is normally provided by moving vehicles around the block. To reach capacities of competing systems, a system requires thousands of vehicles. Some PRT proposals incorporate these costs in their per-mile estimates. PRT designs generally assume dual-use rights of way, for example by mounting the transit system on narrow poles on an existing street. If dedicated rights of way were required for an application, costs could be considerably higher. If tunneled, small vehicle size can reduce tunnel volume compared with that required for an automated people mover (APM). Dual mode systems would use existing roads, as well as special-purpose PRT guideways. In some designs the guideway is just a cable buried in the street (a technology proven in industrial automation). Similar technology could equally be applied to private automobiles. A design with many modular components, mass production, driverless operation and redundant systems should in theory result in low operating costs and high reliability. Predictions of low operating cost generally depend on low operations and maintenance costs. Whether these assumptions are valid will not be known until full scale operations are commenced since reliability cannot be proven by prototype systems. Transportation systems allocate the cost of their roads by measuring wear. PRT routes are disaggregated, and vehicles only move to carry passengers, so PRT measures wear and energy based on passengers or weight carried, rather than vehicle schedules. This brings large theoretical savings compared to trains, but appears more expensive than buses and streetcars, whose roads are subsidized by sunk, preallocated fuel taxes. So, some planners dispute the cost-estimates of PRT when compared to light rail systems, whose costs vary widely with non-grade-separated streetcars

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being relatively low cost and systems involving elevated track or tunnels costing up to US\$200 million per mile.

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<p>Personal transportation will continue to be the dominant method of commuting and errand running in the Albuquerque area. Get used to it. However, it need not involve behemoth vehicles. Suggestions: Graduated licensing to get marginal or worse drivers out of large vehicles that endanger the rest of us and create an "arms race" of vehicle size for self preservation. The basic operator's license should be limited to vehicles of no more than 3500 pounds curb weight. A second class should be created for operation of vehicles larger than that but smaller than CDL vehicles. That class should require a more stringent drivers test and should not be available ever to those with 2 or more DWIs. Require insurance companies writing policies in NM to offer a policy which insures a DRIVER for whatever vehicles he owns. Often, it would make sense for a driver to own both a large vehicle for occasional needs and a smaller vehicle or motorcycle for other commuting needs, saving gas and congestion. However, the need to buy liability insurance on multiple vehicles, even where the value of those vehicles does not justify collision insurance, discourages this. There is no justification for me not having the option to insure my pickup, car, and several motorcycles with one policy when I am the only driver in the household. I should have the option of paying one liability premium, based on my highest exposure rated vehicle, and being covered for all of my vehicles when operated by me. Re-create a class of motorcycle not requiring an operators license and limited to 125cc and no more than 250 pounds, available to anyone over 14, but still subject to all traffic laws.</p>
<p>Plan construction so that all routes in one area/direction are not under construction at the same time.</p>
<p>Please crack down on red light runners over a wider area...the blatant disregard for traffic lights is very disconcerting.</p>
<p>Please do not go overboard with talks of trains and trolleys and fool yourself into thinking that economic development along these routes will more than offset the continuous public supplements needed to keep this transportation in business.</p>
<p>Please don't spend an extraordinary amount of money unnecessarily. Our economy can't handle it.</p>
<p>please don't waste any more of our money on trains or bike trails</p>
<p>Please expand bicycle trails and walking trails. I would like to bike to work from the SW part of the City. The bus schedule is not feasible.</p>
<p>Please expand the rail runner to Las Cruces, NM</p>
<p>Please help keep the red light cameras in ABQ...they do deter some reckless drivers. Thanks!</p>
<p>Please improve crosswalks, and safety for pedestrians. Reduce the amount of time accident clean up takes on the interstates.</p>
<p>Please just keep in mind people who work odd schedules, including weekends, evenings and holidays, who may like to use buses but currently can't.</p>
<p>Please keep the small town feeling about Los Lunas. If we wanted to live in Albuquerque, we wouldn't have moved here. The historic buildings should stay as is, and be kept up. Highways and new roads should not interfere with the historic sites. Our grandchildren should be able to experience these places also. Thank you</p>
<p>Please make it safer for bicycles by educating drivers and cleaning and repairing bike lanes. It is hazardous to bike on broken glass, used hypodermic needles, and pavement edge drop off's. Drivers make this situation worse by driving too close and fast to bikes. If you want to encourage people to bike, make it safe to do so.</p>

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Please please please teach someone how to time the lights on Paseo.
Please put in more bike lanes and educate fellow commuters that bikes are a part of traffic with signs and commercials.
Please upgrade public transport
Please work on getting/advocating for better access to CNM by public transit, especially from downtown Albuquerque
Please, oh please, "time the city stop lights on the same street together, so that when I am stopped at a light and after it turns green, I can travel on that city street and not be stopped by the very next stop light, and the one after that, and the one after that. PLEASE TIME THE LIGHTS TOGETHER.
Please, please support the bike boulevard concept. Please continue to support better driver/biker education. Please make sure that pedestrians and bicyclists are critical, senior members of any and all planning teams. And please consult with our friends in Europe. My husband's family all live in Italy. It's amazing how many seniors walk and (believe it or not) bicycle around town. Making the commercial centers pretty, pleasant, safe, and pedestrian-friendly has to be part of any transportation plan. Let's face it. ABQ is pretty ugly. It is simply not much fun or pretty to walk or bike between destinations. Let's think about how that can be changed.
PLS CONSIDER THAT TIMELINESS, SECURITY AND SAFE DRIVING PROCEDURES, WHICH INVOLVE THE INFIRM AND ELDERLY OR ANYONE AT LARGE, SHOULD BE EMPLOYED IN A VERY GOOD TRANSPORTATION SYSTEM.
Police fail to act quickly to clear accidents and keep traffic moving. Even minor accidents create major stoppages because the police give no regard whatsoever to the way they needlessly block traffic. Police officers themselves often carelessly walk around accident scenes with no vests or visibility equipment and create additional hazards for drivers.
Politicians are making too many transportation decisions based on re-election rather than engineering principals. Too many decisions are based on the latest, influential people into a neighborhood, not necessarily what is best for the neighborhood or Albuquerque (i.e. roundabouts are not the solution in all cases - especially at Rio Grande and Candelaria!).
Prioritize REMOVING damaged, stalled, abandoned vehicles from transportation routes instead of gathering 4-6 police cars and leaving the damaged/stalled vehicles for LONG periods of time, creating slow-downs, stoppages and rubber-necking.
program the stop lights in a way the traffic is more fluent on rush hours.
Promote infill, decrease growth in outlying areas, promote bike/walk actively, serve more areas outside of Central/Uptown/Coors with good, smart transit. Consider smaller buses for some routes. Enforce zoning, reduce political cowering to developers-housing growth on the outskirts is not smart thinking. Improve transit access to Jefferson employment center. Bring back jobs to the downtown, so that the existing transit "center" is in a large, viable employment center.
Promote using bicycles by making them a central part of the entire public transportation system. Perhaps offering free bicycle use or rental at stops of rail runner or major bus depots. Perhaps only during Summer months.
Provide incentives for purchase and use of green vehicles. Make incentives good for life of the vehicle rather than needing to be renewed every year.
Providing loop routes around City of Albuquerque Such as Paseo Del Volcan.

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<p>Public (and private) multi layered corridors and grids along east-west and north south-routes combined with rapid feeders so that the time it takes to get from point A to point B does not take an exponentially greater amount of time than driving. Rapid, agile clean and fun is the only way to get people away from automobile transportation. Here, people must and will continue to use their cars regardless of the price of fuel. this is because transportation has failed to integrate the community as a whole. THE TRUTH OF THE MATTER IS THAT THE SAYING, "YOU CAN'T GET THERE FROM HERE" IS TRUE IN THE MRG METROPOLITAN AREA IF YOU DON'T USE AN AUTOMOBILE! How the heck do you get from Albuquerque to Edgewood by public transportation? Edgewood is a bedroom community of Albuquerque as well as Los Lunas. Is there a bus that goes to Grants? Etc. etc. etc. [name and job title deleted]</p>
<p>Public agencies must do a better job at clearing accidents. To close a major road for hours is not reasonable. Alternatives must be found whether arial photography to document the scene or techniques. There are not enough major thoroughfares to justify closing a road unless there are fatalities and even then unless there is a crime involved. To close for an investigation simply for future insurance companies benefit is not acceptable.</p>
<p>PUBLIC RAIL.....BUS.....TRAIN.....RAIL.....BIKE.....IT IS THE FUTURE.....</p>
<p>Public transit at late hours needs to be greatly improved and made reasonably affordable so that they are utilized.</p>
<p>Public transit is also a way to reduce DWI. It's easier to get people to stop driving than to stop drinking - if they have another way to get around. For bikes, the quality of the road paving near the edge of many roads seems pretty poor. Patches and bumps aren't a big deal when driving a car, but they can be painful on a bike. Same with broken glass - very big issue with bike tires, less of an issue with car tires.</p>
<p>Public transit systems need to run later in evenings and on weekends.</p>
<p>Public transportation is not a viable option in the South Valley. Were it at all easily accessible, I would use it regularly. Safety onboard public transportation is also a concern. There is no visible evidence that the safety of public transportation riders is at all considered or ensured.</p>
<p>Public transportation in the south valley is a joke... there needs to be more stops and more options. Rio Bravo has no public options at all. For example, my granddaughter is always late to class when she takes the bus from CNM on Isleta to CNM on University.</p>
<p>Public transportation in the Valencia County area is very limited. The community is growing and could benefit from a bus system similar to Albuquerque; of course, not as huge of a system but it could benefit from designated routes and provide 24-hour advance requests for the elderly or disabled community.</p>
<p>Public transportation is my only source of transit, I live in the central/tingley area, I take full advantage of my situation for work, gym, groceries, downtown, shopping around town, I am fortunate for that. alternative forms of transportation should be considered more. Most people live far out of the way, but, I see changes, Economic times are hard for a lot of people now, they see that by riding public transportation would save them money.</p>
<p>Public transportation is simply not readily available for westsiders</p>
<p>public transportation may take you a bit longer to get to where you're getting but i believe that it important that is takes away from the aggravation of driving. you don't get to work all worked up because of the traffic and people cutting you off. you're a lot calmer when you get to wk. as well as when you get home, you're not all tense from the drive home.</p>
<p>Public transportation needs to be reliable, convenient, and accessible. It also needs to be organized and safe, neither of which is it now.</p>
<p>public transportation should run later in the evening and every day to make it truly accessible.</p>
<p>Put schedules, covered benches, LIGHTS, and trash cans at each bus stop. Most mornings are so dark I wave a flash light to stop the bus. The bus Will pass you by even if you are at the stop because of the lack of light to see.</p>
<p>Put a stop light at King/Unser or make it a 4 lane!</p>

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PUT IN SIDEWALKS AND BIKE LANES IN FOUR HILLS FOR SAFETY
put more busses on university only one every hour now and so many people at cnm want more often
Question #15 needs a N/A choice, as I am no longer employed and do not attend school (although I frequently take classes at various places around town).
Question #17, 10-19 min if I drive, 25 min riding my bike & 1 hour walking
Question 14 does not allow for the option of checking the same row for both columns, which I would have done.
Question 17 also has a error. It does not allow a response of 50 to 59 minutes.
Question 17: 30 min to bike to work, 45 min to return home.
Question 17: Driving: 15-25 minutes. Bus: 60-70 minutes. Times are door-to-door. I would prioritize city transportation efforts: 1. Roads; 2. Bus; 3. Bike; 4. (Distant) walking. I would prioritize regional transportation efforts: 1. Roads; 2. Bus; 3. Train.
rail runner is a must! Keep it! I commuted to SF for 5 years and avoided going to SF until the train started up. Although I don't work there anymore I'll now go up for weekend trips, etc. Improved "commuter" busing schedules so that kids can take them to Elem schools...they are often too early for this use.
Rail Runner is hard for people to take because it only has certain hours in the day. I want to take it to Santa Fe, but I can not get back till late afternoon. It feels very unsafe to walk where I live.
rail runner is loosing proposition considering money put into it
Rail Runner type line out I-40 to the east. At least to Moriarity.
Rail runner is good for outlying people. Need to have protection for bicycles in the city, things are pretty good but some areas could be improved greatly.
Rail runner completely rocks. The bus drivers and fellow passengers have always been really cool. Now we need to lace it all up with more busses. I'm a life-long cyclist and everybody here complains about the drivers. But let me tell you, it was way worse in Cincinnati, OH.
Rail Runner is great! Would be nice to see more convenient connections from the Alvarado Transportation Center to the rest of Albuquerque. I work at 8am in the Uptown area and i can't get here until 8:30ish. Also, more access, via both motorways and park and ride buses from/to Albuquerque and Cottonwood, Paradise Hills, Westgate, Rio Rancho, and Corrales. I don't live on the Westside but the commutes are horrific for a city this size. Please add ramp meters to the freeways to ease congestion!! :)
Re. the above question (17). My wife takes me to work in the morning, and the time marked reflects that. In the afternoons, I ride the bus home, and the commute (via #140 south and #66 west) is a little under an hour.
Realistic speed limits. When the freeway increased from 55 to 65, the traffic flow was extremely improved and much more safe. Seems like every time there is a fatality the answer is a kneejerk reaction to reduce speed. My daddy taught me, just wait long enough and there will be a break in the traffic. He was right! Also there are too many intermediate stop lights. Same "Daddy" advice. You will rarely wait more than 2 minutes for the traffic break, and you still have to wait that long even if there is a stop light.
Really - fix the traffic signals
Really only one route to my work
rebuild blighted areas and older neighborhoods (or add to) with moderate density housing within activity centers and in walking distance of many daily needs, as well as near major employment centers; beautify and develop complete streets to better control vehicle speeds on arterials and improve safety for walkers and bicyclists; keep adding protected or separate bicycle pathways throughout the metro area with grade separations at arterial crossings where possible

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Regarding my answer to Question #17 directly above: the time needed for my workday one-way commute depends on what mode of transportation I use. If I drive my car, 15 minutes; if I take the city bus, 30 minutes; if I bicycle, 45 minutes.
Region is too focused on N/S 1-25 corridor; we need more options for E/W travel along 1-40, Montgomery, Menaul, Paseo del Norte
Regionally? an eastbound rail service to TX/OK would be great!
Relieve the congestion on Alameda please!!!
Remember that between the rush hours is when elderly, moms with young children, home schoolers, and tourists run there errands, shop, visit attractions and get around town. Many bus and train routes seem to ignore these people by not running during these times.
residential area shuttles may be a way to a access main bus routes, which in turn would link (where desired) to train. That would make leaving the car at home more viable for retirees as well as the working public.
Residential streets are increasingly becoming busy traffic streets, as drivers attempt to find alternate routes to circumvent traffic. These changing norms need to consistently analyzed, as they are part of the traffic flow/congestion equation, and appear to often be overlooked. They are also a type of "canary-in-the-coal-mine" warning of how things are altering/developing.
Responses relate to my work before retirement in Jan 2008
Return one way streets to downtown. It takes twice as long to travel the commute since the change to two way was instituted.
Right now, I can't get to my job from home, because it would involve 3 busses, and take 90min, instead of 15min driving. I would like more bus routes, so I can use the bus for my commute. I travel from Los Padillas to the VA hospital. Thanks!
Rio Bravo ramps and ramps for 98th street and Unser Blvd need to upgraded to accommodate traffic flow.
Rio Rancho doesn't have enough roads that intersect each other. There is also too much traffic and not enough lanes.
Rio transit is useful for getting around Rio Rancho but only up till 3pm weekdays. There is no transit option except walking to get anywhere in the evening and on weekends. Expanding this, or a related service, to make connections to the Northwest Transit center or the Rail Runner during the weekends or evenings would provide more access options.
River crossing for auto needs major expansion along with loop roads
Roads are not green, but we ain't gonna get rid of them. We screwed up one chance for a nice loop system when 1970 Councilor Cottrell (an engineer) said "I'm against a loop system because there has got to be a better way to get around than using an automobile." The ROW was undeveloped and cheap then. In the West, we have the fortunate luxury of being able to spread out & have privacy...unlike those poor souls in Boston and Paris. We need 5 more bridges over the Rio. Espanola has more bridges than does ABQ. These are observations from a 60 year native of ABQ.
Roads should not be built or rehabilitated unless they include sidewalks and integration into a bicycle path system. Complete Streets should be a regional standard
Routes to get from East Side of Albuquerque to the west side, or vice versa, is very limited. Congestion is very frustrating when traveling these routes. My husband travels these routes everyday and traveling time can take anywhere from 1/2 an hour to and hour and 10 minutes.
Rural area need to be address we seem to be left out with planning the way i see it is there is still a lot of rural area in NM
SAFE bike lanes in Rio Rancho (Unser, 550)
Safer streets for cyclists and more awareness and education for everyone on the road about cyclists.

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<p>Safety and efficiency is what I'm looking for in a regional transportation plan. That includes bicycle and foot traffic. I would encourage more PR and advertising about alternatives to automobile transportation. Basic, easy bus information (the City Transit website is good, but perhaps an expanded advertising effort would be additionally effective), and greater encouragement to ride and walk should be included in long-term plans--developing healthy citizens is an extra bonus. Good luck!</p>
<p>Safety at park and rides is a concern. The cost of parking at the Rail Runner is a concern.</p>
<p>Safety during construction projects is compromised when drivers do not have a shoulder to pull off onto while traveling on the highway. Concrete barriers are dangerous at high speeds. I have seen cars stopped on highway at night!!! This is unsafe. Inadequate lighting adds to the problem.</p>
<p>Safety is a HUGE issue. Public roads are only safe for those in Hummers. If you're walking or biking it's VERY dangerous. Many people who might otherwise choose to bike, walk, etc., will not because of the safety issue and I don't blame them. I try to stay off of all busy streets. Ever try to walk across Central and San Mateo?! Nearly impossible without putting your life at risk.</p>
<p>Safety messages televised and on billboards that target the safety of cyclists against cars and trucks. Share the Road! Road rage against cyclists are all too common. Also, cleaning of bicycle lanes are important so cyclists don't have to avoid glass and other debris on roads. This way they can travel in the bike lanes more often.</p>
<p>Santa Fe needs to time their traffic lights better. Driving down Cerillos or St. Francis and hitting every stoplight wastes natural resources and adds to poor air quality due to the extra fuel consumed from constant acceleration from a stop.</p>
<p>School is easy to bike to and for work I can take the rapid ride. I am lucky in that way, but I feel like for most people taking the bus is not an easy option. It should be though! Public transit is an important feature of a growing city.</p>
<p>See my previous comments.</p>
<p>seems there is construction everywhere and sometimes continually, the job doesn't seem to get done or done correctly the first time.</p>
<p>Service had improved greatly along the Central Ave corridor with the addition of the Rapid Rides. Rapid Rides need to be added along other major thoroughfares, such as along San Mateo, Montgomery, and Coors. Many people that I've spoken with don't take the bus because it either 1) takes too long to reach their destination or 2) service to their neighborhood is nonexistent or limited. Service to outlying areas needs to be expanded.</p>
<p>Should be able to have other transportation options and not be forced to take a type of public transportation to help pay for it.</p>
<p>Shuttle from the Rail Runner to closer work locations in the city not available. This would help more people to arrange travel which is not available at at this time.</p>
<p>Side walks not available. Not enough schools, parks, transportation too many cameras in our lights that cite our drivers.</p>
<p>Sidewalks are much safer when walking. The dirt roads in Rio Rancho can be challenging.</p>
<p>Simply please expand bus service schedules in terms of frequency and later night service, and the same with the Rail Runner. I truly believe we have a rather good system for a mid size city but we need more, again model after Portland and build the MODERN STREETCAR PROJECT!!!! for core of city, sports venues and airport transit</p>
<p>Since I began riding the NM Rail Runner Express, my commute time to/from work has more than doubled. I realize that sacrificing convenience is the price we pay for using public transportation. The issue of smokers on the platform at the train station is definitely the worst part about using the train, especially at the end of the day.</p>

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<p>Since I work where I live, I do not have to commute to and from work. But I do, on occasion, have to travel during rush hours. Getting from the eastside to the westside during those times is a travel nightmare, especially if there is an accident on any one of the four bridge crossings. A few weeks ago, a fatal accident shut down the I-40 crossing westbound. Every major street leading to the one of the other river crossings was packed bumper to bumper for 4 hours. I had to go from the westside to the eastside. The trip east was fine. The trip home took a normal 30 minute drive and it turned into an hour and half crawl. We need more bridges!</p>
<p>Since parking is an issue near where I live (Nob Hill) I feel that every effort should be made to encourage public transportation, biking and walking in this area</p>
<p>Since the price of gas increased, people are driving less; everyone should plan their trips to include several stops in an organized way. I carpool with a friend from Tramway to the Albuquerque Museum almost every week. I use businesses in my area.</p>
<p>Slow, inattentive drivers are a real problem, as for every slow vehicle gives opportunity for road rage, accidents, and frustration. This is especially the case on Paseo. Enforcing signals of intentions is another. Definitely crack down on cell use - I use my cell a lot, but when driving let incoming calls go to voice mail or use a hands-free connection to alert caller to hold on while I pull off to a safe place to stop. Encourage fast-food chains to put more thought into locations - one can drive for miles on heavily-used routes without any on your side of the street. It is very odd.</p>
<p>Some 20 years ago I used the city bus very frequent and it served my needs. Today there are many more buses and routes, as well as other means of public transportation. It seems there is always bus within line of sight as I drive throughout the city. Now let's turn our focus and solicit competitively to private contractors, who have displayed quality work, to install longer life pavements throughout Central NM.</p>
<p>Some sort of jitneys that run more frequently than buses and come into residential neighborhoods are used in some communities. That would be nice in Albuquerque.</p>
<p>some stop end streets and some main streets / roads with not enough driving lanes also not enough river cross over, are the main commuting problem in the Albuquerque metro area.</p>
<p>start (and finish) the Paseo del norte/I-25 interchange and do away with the traffic lights on coors between Paseo and I-40. That should be something like a business loop to get people are around the city quickly.</p>
<p>Stop raising taxes for public transportation. ABQ is a car-based city and is likely to remain so, centralized government planning and onerous taxes only make transportation and urban problems more dire.</p>
<p>Stop trying to "grow" Albuquerque. The area cannot sustain more residents and maintain its standard of living. Traffic, taxes, water problems, air quality, cost of living, and public safety will be very adversely affected. Just look at what has happened in places like Chicago, Detroit, Los Angeles, New York City, etc.</p>
<p>Streetscapes need to be improved to make walking safer and more enjoyable; especially prefer to separate pedestrians from autos for safety, feel, comfort; trees would reduce heat island effect, filter particulates, and create a safety buffer. More pedestrians would lead to greater personal safety; there is not now "critical mass" of pedestrian activity except in a few places. Single occupancy vehicles will continue to isolate us socially, irrespective of fuel / carbon issues.</p>
<p>Sufficient lighting in parking areas for train or bus stops.</p>
<p>Suggest purchasing all land needed for roughly circular wheel specifically designed for around metro area to relieve existing and future congestion for advanced public transport system such as Bart.</p>

Appendix H: Open-Ended Question Responses for General Comments

<p>Suntran in my experience gives extremely poor service and has always been very unresponsive to ridership and disrespectful to their customers. A public transportation system needs to SERVE THE PUBLIC. Politicians, city officials, and ALL Suntran employees and decision-makers should be required to use the bus system to get to and from work. If it doesn't work for THEM, maybe they would be interested in some changes.</p>
<p>Survey assumes responders are people who have a job and commute. Retirees and others are not considered.</p>
<p>Survey is too long. Question 14 is confusing. Number the items for clarification. I think a good bus system would solve a lot of problems. We do not need light rail which is expensive and inflexible. Buses are flexible for changes in whether or traffic conditions and not as expensive as light rail.</p>
<p>takes 30 mins to get to work, but 50 to get back home in the evening. I live by Santa Ana and travel to KAFB. I would take the train, if it was available.</p>
<p>Taking a proactive approach now rather than we are experiencing the troubles many large metro areas have gone through is very wise.</p>
<p>Teach local personnel how to operate a Vehicle safely, STOP at red lights Don't run the intersection betting the light. Pay attention to surrounding traffic.</p>
<p>teach drivers the rules of the road and especially to have some courtesy, civility, and overall no road rage</p>
<p>Thank you for asking for our input!</p>
<p>Thank you for doing the survey.</p>
<p>Thank you for including Kirtland AFB in the public transit system!! Suggest adding designated bike lanes on high traffic streets. Perhaps adding a rail transit loop around the Albuquerque/Rio Rancho region would reduce pollution.</p>
<p>Thank you for this opportunity</p>
<p>Thank you for this opportunity.</p>
<p>Thank you very much for taking our opinions into consideration. I hope that Bernalillo county and the city of Albuquerque make every effort to maximize alternative (non-car) modes of transportation. The cities that are ranked best in this country for quality of life always seem to have some of the best alternative transportation options. We live in a very accommodating climate for alternative transportation, and thus have a tremendous opportunity to attract business and healthy populations to live in Albuquerque. Let's not miss this opportunity to get it right.</p>
<p>Thanks - a question about where the person lives would help your demographics considerable. I have a far different outlook than people on the West Side or the Heights or the North/South Valley.</p>
<p>Thanks for doing this</p>
<p>Thanks for listening</p>
<p>Thanks for looking into this. This is exciting news that there are studies being done to improve Albuquerque's and surrounding area's transit system. I especially like DC's transit.</p>
<p>The "traffic" in ABQ is really not as bad as other areas. Granted ABQ is not as big, but there needs to be another route out of the west side besides Paseo del Norte. There just has to be! There needs to be some type of bypass that can get you around to ease congestion on lighted streets like Alameda and Montano. Let's be real. In 20 years, what I am talking about will exist; and if not, Rio Rancho might just take the focus away from ABQ's business center.</p>
<p>the 10 warm months I travel by bike.... but it is not realistic to try to do house hold errands or shopping in rio rancho.... there are no safe trip end facilities.... so, ride the bike, go home and pick up the vehicle to do the errands.</p>
<p>The access from Paseo del Norte to I-25 southbound is a pain.</p>
<p>The access from the east side to the west side is very limited in the northern part of ABQ. Is there a plan to have a "high speed" option via Rail Runner or bus to bridge this gap? Thanks.</p>

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<p>The Albuquerque area has extremely serious traffic-congestion problems, primarily because of a lack of planning in the past. It has insufficient bridges across the river, a lack of interchanges for major streets with I-25 and I-40, and has two-lane roads when room is often available for four-lane roads. Also, New Mexico does a terrible job of clearing traffic accidents or other problems (spills, for example) that tie up the two freeways for hours. New Mexico needs the California Highway Patrol!</p>
<p>The Albuquerque Bus System does not serve evening commuters very well. It also does not serve CNM community college well, even though it is comparable in size to UNM. Yes, you can walk to UNM for better transportation choices, but I do not feel safe walking from CNM to UNM after dark.</p>
<p>The Albuquerque Downtown train station does not provide adequate shelter or seating for passengers waiting for the train. Over crowding of the train has me considering giving it up altogether.</p>
<p>The Albuquerque Metro area has done a tremendous job over the past dozen or so years in improving bicycle transportation infrastructure. What's needed now is publishing the facts about the many benefits of bicycling for transportation: health benefits, environmental benefits and its easing traffic congestion. In a state where we're near the bottom in per-capita income, bicycling can also ease the financial burden of transportation.</p>
<p>The Albuquerque Westside has not bus service in the neighborhoods.</p>
<p>The bicycle facilities in Albuquerque have greatly improved over the past 40 years, and especially over the past 10. There are still a lot of gaps that need to be filled, many of which could be done seemingly fairly inexpensively by using existing roadway width that is wasted on overly wide vehicle travel lanes that serve mostly to encourage speeding. Narrower lanes combined with bicycle lanes will help solve multiple problems. Enhanced public awareness campaigns to improve driver awareness of bicycle rights on roadways would be helpful (while I do think it's already pretty good already except for occasional idiots), as well as improved police and sheriff awareness of bicycle rights and vulnerabilities on the road. The safer the opportunities for riding, the more riders there will be, thereby improving overall transportation, air quality, obesity/physical fitness/health, community, etc.</p>
<p>The bicycle network is improving but it still has some serious blocks to traveling--for example Alameda and Coors intersection is really dicey for traveling by bicycle. Unser has great bike facilities until it gets to the north end of Albuquerque. The Rio Rancho section is nice again but it too fades on the north end. It's be great it Unser had bike lanes all the way from 550 to Dennis Chavez. In Albuquerque Paseo del Volcan needs bike lanes whenever it is improved.</p>
<p>the bike friendly boulevard on silver ave. is the most poorly planned bike "friendly" street i've ever experienced.</p>
<p>The bike paths and lanes in the city are reasonable. There are some areas where they dead end without warning and no obvious connections, like going east on Lead Ave. near Washington, or west on Odelia near Broadway. A better connected bike system, or at least more obvious connectors would be appreciated, instead of dangles. Also, the Lead Ave. bridge over the railroad tracks is nice- two lanes of traffic, a bicycle lane, and a protected sidewalk. Why can't the Coal Ave. bridge be as nice? I foresee my death on it on a bicycle as cars race at 50 mph over it. Thank you.</p>
<p>The bike routes need to be separate like in Boulder, Colorado. There is a major breakdown in the trail route when it reaches I-25 at Lead/Coal or Silver Bicycle Boulevard. I will never understand why any biker would choose to use the one ways when it is much safer to use Silver. Why endanger yourself by mixing bikes with high speed automobile traffic? We should be encouraging separate routes, not expecting cars to slow down because of bikes. Turning Lead/Coal into two lanes with a bike lane was the stupidest thing ever done. I have been commuting on this route for 24 years and now the traffic backs up so bad that pedestrians cannot cross during rush hour. One day I saw a jogger using the bike lane on Coal. Did she have a death wish or what?</p>
<p>The bus lines need to run 24/7 in the city of Albuquerque/RR area. At least on major roads like Central ,Lomas and even Montgomery/San Mateo</p>
<p>the central buses have a huge problem with drunks, homelessness, peddlers</p>

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<p>The City of Albuquerque transit system is pretty good, but the Rio Rancho transit options are abysmal, you're pretty much required to have a car or else you can't do anything at all. Small towns around the area, such as Bernalillo, Los Lunas, Los Chavez, and Belen may also benefit from transit upgrades. Also, a public way to get between the East Mountains and Albuquerque may help relieve congestion and accidents in Tijeras Canyon, especially in the winter when inclement conditions may exist.</p>
<p>The commute from the south of Abq is in need of serious improvements. I-25 must be 3 lanes all the way down to NM 47 (Isleta Pueblo, Broadway exit). There needs to be a on-off ramp at south Coors Blvd and I-25. NM Hwy 47 needs to be re-engineered through the Bosque Farms-Peralta-Los Lunas corridor. Not a pleasant issue, but an easement along this corridor and wider lanes are needed and LIGHTING is an overdue safety enhancement that's badly needed. The State needs to step in and settle the Los Lunas "bridge across the Rio Grande" debate that Valencia County and the village cannot. Another bridge is needed in the Los Lunas area as well as on the north side of Abq to alleviate the Paseo del Norte grid lock... MRCOG and ABQ need to look at areas where electric light rail trains could be used. Remember "Going Green" is in these days.</p>
<p>The commuter route on Zuni takes folks in the southeast corner of ABQ, where I live, directly to the northern edge of CNM's Main Campus, where I usually work. CNM now has a higher enrollment than UNM, yet buses on this route pass only once every 45 minutes. And when I work at CNM's Montoya Campus, it takes entirely too much time to get from Central & San Pedro (or San Mateo) to Montgomery & Morris.</p>
<p>The completion on unser would be a blessing for me and a couple of my co-workers</p>
<p>The concern isn't whether or not I live in an area that fully integrates employment, schools, shopping, etc. where public transit, walking and bicycling provide easy access for all daily needs. It's whether or not I'm stuck there because the rest of Albuquerque is poorly accessible by public transit.</p>
<p>The ditches in the valley should be recognized for the value as walking trails they provide valley residents. The MRGCD controls them and maintain them for irrigation only and are hostile to people who enjoy them for their natural beauty.</p>
<p>The driving age should be increased to 18.</p>
<p>The east-bound I-40 ramp to get to north-bound I-25 is one lane and always is backed up and the next lane to the left that continues east is also a hazard because cars stop in that lane trying to get onto the ramp. That ramp could use another lane.</p>
<p>The e-mountain express bus provides adequate transport to downtown however there are few options to catch the train or bus north from downtown. transfer times from the express to the other transport is too tight with no back-up options. Too risky.</p>
<p>The exit onto Unser from I-40 gets very congested between 5 and 6.</p>
<p>The fact that Paseo del norte east is growing .The transit bus system is weak.</p>
<p>The few walking/biking areas that there are unsafe to walk down in the dark due to a lack of lighting. Most of the trails connect only by way of a gauntlet of loose dogs or places you just don't really want to go by. Lack of properly timed lights or a complete lack of lights. Merging onto and off of the interstate with in less than a mile on a tight curve none the less (not good), roads that merge to single lanes to allow traffic from the interstate onto that road (no good either). East bound I-40 onto north bound I-25 - single lane, are you serious, with the growth in the west side, just plain bad planning (as are the rest of the single lanes from one interstate to another at the Big-I).</p>
<p>The free bus passes for CNM students is an excellent idea. Please keep it up! I hope other schools are getting the same benefit.</p>

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<p>The freeway system is very well designed and I have been pleased by it in general. One area that needs addressing is the merge onto I25 NB from I40 EB, where the freeway has five lanes and then narrows to three. The far right is an exit, while the second from the right has to merge before the Montgomery exit lane becomes available. I often experience congestion in this area due to unprepared motorists waiting until too late to merge and slowing considerably. Unfortunately, I feel like many of the places I need to go are not accessible/safe for bicyclists. I ride primarily for recreation therefore, and the routes are excellent with that in mind. Albuquerque is more cycle-friendly than Austin, Texas, where I lived previously.</p>
<p>The handling of accidents (Albuquerque - 50+ per day) is terrible. Police rarely direct traffic because they don't care if cars back up for miles. They won't move accidents out of the way quickly, and dawdle with their investigations. If there is a fatality, forget it - the blockage goes on for hours and hours. Little attempt (if any) is made to reroute traffic and this is a major problem for drivers in ABQ. In California, traffic is rerouted promptly and life goes on. Here, traffic jams are just the expected norm and thousands of gallons of gas are wasted by the long lines of jammed traffic while the police stand around, with one or two working, while three or four just stand around or lean on their units.</p>
<p>The intersection of Montgomery and Jefferson is very congested. Getting across is difficult. Many, many students in the area including elementary, middle school, and high school run across Montgomery. If the eastern part of the intersection could also be marked for a cross walk I think this would ease up on the illegal crossing. Further east on Montgomery near Del Norte High is a cat walk. I think an additional one in this area would help to alleviate this as well.</p>
<p>The intersection of North and South Hwy 14 and Route 66/I-40 in Tijeras will continue to grow as a prime location for commuter service public rapid transit. Please plan affordable (cheaper than gas for driving) rapid public transit, e.g. small buses that go directly to high employment/education/health-care destinations in ABQ with high frequency during commuter hours.</p>
<p>The issues this survey addresses are - or should be - national issues, not just regional, although regional is not a bad place to start. In one of my previous rants I suggested a total reset in thinking. That's not a flippant comment, it's real, and I think you know that, or at least I hope you do. So here's the relevant local question. How do you take a poorly designed (was it designed?) transportation system that is totally geared to one person in one car, and impose a rational design? Sorry, but short of blowing the whole thing up and starting over, I don't know. I think the best you can do is stop promoting and supporting sprawl. That might give you a break to at least think about things for awhile. Good luck!</p>
<p>The lack of shelter at the train stations exposes you to rain, sun, sleet, hail, snow and wind. The stations may look attractive but in reality they provide very little or no protection from the elements. Makes for an unpleasant commute except on the very best days.</p>
<p>The more options people have, the more they would use public transportation. I would like a bus system to go from Rio Rancho to downtown Albuquerque for Friday and Saturday nights to avoid DWI.</p>
<p>the need to improve public safety on the public transportation system. there are too many people that use the public transportation system for party buses or are a greater danger to them self just riding the bus.</p>
<p>The new bike path across the Rio Grande River at I-40 will be awesome! Thanks for making that a priority. I hope it can connect to other off road bike paths so we don't have to use Coors Blvd very much.</p>
<p>The NM park and ride makes too many stops. Some stops like Buffalo Thunder represents less than 1% of the passengers. With so many stops it discourages using the bus because you and get to work 30% faster by car.</p>

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<p>The NM Rail runner integrated with the Rapid Ride bus would be perfect for me to get back and forth from work, but having a train only once an hour in the morning is too limiting. I just can't justify wasting 45 minutes every morning. A train every 30 minutes in the morning arriving between 6:30 and 9am, would match most starting times at workplaces and make the Rail runner a true commuter rail system. I work in facility with 400 employees, none of which use the train, but I personally know many that would use the train if it left on a half hour schedule (we start at 7:30am). I use the train for shopping or recreational trips to Santa Fe and ABQ about once a month. I would love to use it to go to work.</p>
<p>The NM Vanpool (SECA vans) has been an excellent resource for those for whom the train and rapid ride does not work out. My commute time is close to what it takes to drive and I am dropped at the door of my workplace. Please support these vans so there can always be that option for commuters.</p>
<p>The northwest end of Albuquerque does not have many public transportation opportunities, especially if commuting to Rio Rancho or KAFB for work. I wonder if it is financially feasible to have more buses running routes with smaller buses. Seems the larger buses run empty a lot, with the routes not meeting the needs of many of us. Also, while I have not taken advantage of the train yet, I am delighted that we have that opportunity and hope the service continues to grow.</p>
<p>The old highway up Tijeras Canyon is one of the most frequently used roads by recreational cyclists. However, it is quite dangerous with a rough shoulder that encourages cyclist to take their chances on the crown. When that road is resurfaced someday, I would love to see the shoulder improved (like S 14) or a bike lane added (like N 14).</p>
<p>The one thing that has me off bicycling is that it is difficult to cross certain main roads - for example, Lomas, Central, University, etc. If there were more places to easily cross these busy main roads, I think more people would use bicycles.</p>
<p>The Paseo Del Norte / I25 Corridor needs an overhaul. Too many vehicles are cued up and at low to no speeds. Idling is bad for air quality and bad for our pocketbooks. People waiting in these cues are breathing high levels of NOx and CO. Short-term exposure to these elevated levels may cause respiratory incidents to occur. The additional NOx is not good for ground-level ozone formation. Reducing the congestion in this corridor may also help reduce road rage, an unintended consequence.</p>
<p>The police, transportation, traffic people seem to do a great job at making travel in and around Albuquerque as pleasant and easy as possible. This is rather a big place with lots of vehicles. Varying start and end times for workdays seemed to be a really good thing when the Big I was being constructed. If the AM peak and PM peak spikes could be flattened a bit congestion would be equally lessened. Driving at other times than peak congestion is much less. However, it seems even government is reluctant to utilize varying hours to mitigate the congestion.</p>
<p>The problem with public transit is that people are lazy and cars are super convenient. The car leaves from your house at exactly the time you want it to and goes directly to your desired destination. Also a car is your personal space where you feel comfy and can store your stuff. The trick to public transportation being adopted by the average person who doesn't care about the environment enough to ride a bike or bus is to address this. Personally I believe the solution is a modular car / public transit system. People could have a relatively small gas powered car that they drive around the neighborhood, but when they get to the main avenues, it would integrate with a track that provides power and basically directs them to a destination they determine. The system would be controlled by a computer system to optimize traffic flow. The system would also be powered by renewable resources like wind, solar, geothermal etc. For more info on my hair brained idea email me at [email address deleted] Thanks</p>
<p>The public transportation system, while not the worst, needs improvement. Unless you live near a major bus route, it is impossible to have job past 7pm -9pm as buses do not run later. You cannot attend an event at Tingley or activities downtown, for example, if you live the South Valley as the last bus on Isleta runs at 7pm, not service on Sundays.</p>

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<p>The questions on previous page too generic, I wanna live where I'm at now. I want more business, schools, entertainment, etc added and I wanna be able to walk to them if I so choose. If I feel like driving then I will</p>
<p>The Rail Runner is a great addition and tourist attraction, but from my experience, it does not fully serve the needs of workforce commuters--this is mostly due to arrival/departure times. I used to commute to Los Lunas and found that riding the rail runner added an extra 45 minutes of time to my daily commute (not including the fact that I had to catch it at 6:40am and 5:40pm and then catch the bus--which sometimes the arrival of the RR and departure of the 51 Route did not coordinate, making me miss the bus) In the end I ended up sticking to commuting by car.</p>
<p>The rail runner is a huge waste. It will be a lot of money benefiting a few. If that money wasn't spent the State budget crisis wouldn't be such a problem. Look at the busses in Abq. Most of the time they are empty. Ask yourself, did you ride the bus or train today? Probably not because it is not convenient to you. It's not about building public transit capacity, it's about improving vehicle systems.</p>
<p>The Rail runner is the best innovation in years in overall NM public transportation: continue to enhance and expand service, please.</p>
<p>The Rail Runner is the most fabulous addition to New Mexico public transportation and we should continue fighting to keep it a viable transportation option in the state. I would love to see it eventually connect the state from Las Cruces to Raton, with connections to El Paso and Denver.</p>
<p>The Rail Runner needs some express trains that don't stop at every station. It already takes almost 1 1/2 hours from downtown Albuquerque to Santa Fe and if more stops are added it will be worse.</p>
<p>The Rail Runner schedules going north to Santa Fe keep adding stops during the commuting hours. Lots of stops are great for those just riding the train, but not appropriate for commuting runs. The schedule should include "express" runs to Santa Fe as well as "locals" as trains have elsewhere. Also the parking at the Rail Runner stations needs to be expanded to accommodate the commuters.</p>
<p>The Rail Runner is an excellent backbone to the greater Albuquerque transit system, but without the rest of the skeleton in place the usefulness of the spine is severely limited.</p>
<p>The Rail Runner is wonderful.</p>
<p>The Rail runner schedule needs improvement. Earlier trains and later trains everyday. 80% of the time I want to use the train, the schedule is not conducive. Especially for things like UNM sporting events. Or even going to a restaurant. Drivers in this area should be educated that the only lawful place for cyclists are the very roads they yell for me to get off.</p>
<p>the rail runner was a good idea</p>
<p>The rapid ride is amazing. I love it. The central avenue bus is pretty awful. toooo crowded, stops too often, and gets kinda...iffy. It needs more security. thanks!</p>
<p>The Rapid Rides have been a good idea. The transit centers at Uptown, Alvarado, and Montgomery and Tramway have been good ideas.</p>
<p>The river crossings are a problem for people on the west side of the river. I live in the north valley and the traffic due to their commute is horrible at times. Build more employers on the west side, add more bridges, offer more public transit fro West Side to ABQ</p>
<p>The roads are a mess. They need to be repaired and maintained.</p>
<p>The roads are not direct. I must a very circular route because there are large gaps between places where one can cross the Rio Grande. This is horrible and we MUST gain better and more access points to commute across from the west to east or vice versa. There must be State/Federal supported negotiations with the neighboring Native tribes to buy or swap land for this access. This is critical for the growth of Albuquerque.</p>
<p>The roads are too narrow.</p>

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<p>The Santa Fe bypass is GREAT! Silencing the night trains in ABQ was GREAT! Dedicated bicycle paths are GREAT! Lead/Coal in ABQ are GREAT - sometimes I'll go slightly out of my way just to use that corridor - it is safer, more efficient, and uses less gas. We should have more streets with lights timed for the speed limit (even if we can't make them one way)! I know there are few others - they should be advertised better - e.g., next to the street name overhead there could be the sign: "Lights set for the speed limit". Right now I don't know which street it is until I'm on it. Also, seems like Paseo Del Norte is a prime candidate to be made into an all-out limited access road between I-25 and Coors - just make an overpass over Jefferson and a clover leaf on I-25 and we're done - seems like would make a huge difference for the west side residents.</p>
<p>The sidewalks are crummy but I walk lots anyway, mostly in the street when the traffic allows. It is obvious that we need to do more education about sharing our public facilities between transportation modes - car, bike, walk.</p>
<p>The technical infrastructure in outlying areas needs to be upgraded to support working from home. If a lot of people could do this just one day a week, it would significantly reduce congestion and pollution. Nobody thinks of fiber optic links to Los Lunas or Tijeras as important - but it can have a huge impact on traffic.</p>
<p>the time to get to work depends on the mode of transport - this was not an option on question 17. Yes, it takes longer to bike, bus, train, or carpool but the benefits are measurable in ways some people don't consider valuable. That is the public relations issue on which our Regional Government should concentrate.</p>
<p>The train has been invaluable to me as I consistently use it to get to work. I would love to see an expansion of the commuting times as I have to leave work early sometimes and on those days I have to drive to work because the train does not run during those hours.</p>
<p>The train is always crowded and there aren't enough times going to Santa Fe. This is especially true on Sunday, our only day off. The problem is that you have to spend the whole day there, and can't just go up and have lunch or dinner, then come back in 3 hours or less. I don't want to be up there 5 hours!</p>
<p>The train needs to be scheduled with faster travel times. Seems like we are waiting several minutes at each station for no discernable reason other than to remain "on schedule". Don't add any more rail stations between Albuquerque and Santa Fe as the stops just add to the commuting time making train travel too slow versus auto. The only stations that are used much are Los Ranchos and Sandoval 550.</p>
<p>The two areas in my daily commute which need attention (due to traffic congestion), are: Tramway and Central; and northbound I-25 at Comanche, where the right lane ends just past Comanche.</p>
<p>The worst thing about my commute is the design of the on ramps. I drive from Wyoming to Carlisle and there are a few on ramps that just dump loads of cars on to the freeway (1530-ish).</p>
<p>The zoning in Albuquerque (as if there is any) is terrible. Workplaces are hodgepogged along main streets, with residential areas behind every one. I have little hope for public transportation to solve my work commute: I'd still have to walk at least four miles a day to and from any practical bus stops.</p>
<p>There are a number of intersections where there bus stops on both sides, i.e. the southwest and southeast corners for an east-west route. This causes traffic to back up and leads to congestion. This is primarily a problem on the east side of Albuquerque. Conversely, the west side is lacking in an adequate number of stops and towns to the south only have call ahead service to be picked up, with no set schedule.</p>
<p>There are few alternate route once a problem occurs. If there is a problem on I-40 all the other roads become clogged.... Have the police enforce the "No Hand Held Cell Phones While Driving". TIME THE TRAFFIC LIGHTS IN ALBUQUERQUE ! ! ! ! It reduces commute time and emissions. Also less road rage.</p>
<p>There are limited bike trail north of Montgomery, west of San Mateo. Suggest connecting the Bear Canyon Arroyo bike/walking trail to Academy routing under I-25.</p>

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<p>there are lots of sections of bike paths/trails/lanes that don't connect with anything else, so it's extremely difficult to bike from one area of the city to another even if there's good access within each area.</p>
<p>There are only long distance buses. Need more close in local especially with my NE area were the economic development is poor. Need short rides to use the sparse shopping in my area tramway and Lomas</p>
<p>There are too many traffic lights and waaaaay too many turn arrows at lights that do not justify stopping 150 cars so 2 can turn. Also I believe the national debt could be cut by a third if we eliminated all the "turn on turn arrow ONLY" lights that inhibit traffic movement. The vast majority of these intersections can be safely navigated without waiting for a turn arrow to allow the turn. They are wasteful and totally stupid. I usually ignore them as do others.</p>
<p>There do not seem to be many arterials that are designed to move automobiles. It seems that autos have to make stops at most of the traffic lights encountered. For example, I traveled from the west side to the east side via Paseo del Norte recently and had to stop at 11 of the 15 lights encountered.</p>
<p>There is a big traffic bottleneck on my route to and from work. It occurs on Wyoming NE between Spain & Academy, right where the JCC, the Presbyterian Urgent Care, the Schecter Home for the Aged and the Solomon Schecter Day School are. It makes no sense that there is no traffic light or even a stop sign at a juncture on the road where there exists a community center, a clinic, a school and a res-care for aged. No sense at all! It is difficult to pull in or out of this area, or to make turns, and is often dangerous. My biggest suggestion is to fix this area. Traffic bottlenecks almost up to Montgomery on some days at rush hour due in part to this juncture, as well as the Spain and Osuna east turnoffs from Wyoming. Perhaps you can widen Wyoming? Why are you widening Wyoming by the Academy School when it is here at this juncture that it needs it so desperately?</p>
<p>There is a system that was developed in Los Lunas for Valencia County, called Reliable Rides. Consumer operated, and lost its grant money, and program director left. It was developed and had policies and procedures, but the State did not support it. It helped me and other people get their medications and services to stay well. There is nothing better in Valencia County, and other counties wanted to copy it.</p>
<p>There is no access to public transit to the NM National Guard Base where I work. Rail runner stop is several miles from the office.</p>
<p>There is no safe way to bike to the university area from the downtown rail runner station. This means either having to risk lives by bicycling on busy streets or take the bus instead (which is more hassle). The bike lanes on coal/lead are unsafe and not complete (i.e., cars parked in the lane- the lane ending unexpectedly- people driving too fast, etc..). Also, while the bike path on Paseo del Norte is great, the bridge over the river lacks appropriate barriers between bicycles and cars. There is always tons of trash in the bike lane that must be dodged by bicyclists. Always worried that something will come flying at me or my bike when I'm on that bridge. Please make this a safer bridge for bicyclists- put up a concrete barrier like on some of the other bridges so that bicyclists don't have to worry so much about crap in the lane or something hitting them. It's nerve wracking enough to have to bicycle right next to cars going 60-70 mph while going over a river bridge.</p>
<p>There is no safe way to cross I-25 at Paseo Del Norte on bicycle. Need to link the bike trail system to safe crossing of I-25 at Paseo.</p>
<p>there is too much congestion and tailgating on the roads. The only time the roads are not congested is during school breaks. Need to find better ways to lessen the traffic flow.</p>
<p>There isn't a good plan for people outside albuquerque for transportation to Albuquerque. I noted a bus by Tijeras, but I believe it just goes down town. Not everyone works down town.</p>
<p>There need to be more overpasses or underpasses on busy streets that cyclists cross on the bike path. It is very dangerous and there have been many accidents and deaths.</p>

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<p>There needs to be a better (less stop & go's) way to get from the far NE Heights (Academy & Morris) to midtown & downtown. There are lights at every intersection and not enough thoroughfares. This is a city wide problem. Better timing on lights. More turn-in and turn-out lanes on Paseo del Norte. Make Paseo del Volcan a four lane road before someone dies - it is dangerous between I-40 & Universe.</p>
<p>There needs to be more corridors of transportation than simply Central Avenue. Most people don't live near there and cannot regularly use alternate transportation. It's great for those who can but not for the rest of us.</p>
<p>There needs to be safer, more cohesive link between Abq. and Rio Rancho for bicycle commuters.</p>
<p>There seems to be an obvious push for car/van pooling and public transit which is not possible for those whose work schedule is "on call" or outside the norm of 8-5 office hours. Being in a job that requires one's presence after a call to work that can come at anytime and expected to report for duty within 90 minutes does not lend itself to pooling, public transit, or any other form of transportation other than a private vehicle. Nor does this survey seem to consider jobs that require a vehicle to perform the job that is taken home such as a truck, van, eighteen wheeled or other convenience.</p>
<p>There should be an on and off ramp at bobbie foster to reduce traffic along Broadway northbound attempting to get to the south gate of Kirtland AFB, Southbound Broadway to get to the dump, and every time there is an event at the pavilion. This would reduce congestion on event nights at Rio Bravo and Broadway. [Expletive deleted] teach the idiots directing traffic that some of the event goers are residents of the communities south of Albuquerque and stop directing all traffic northbound.</p>
<p>there should be customer service line for public transit, or a comment box location posted on or at every station, stop, and bus or train entrance or exit- CLEARLY MARKED</p>
<p>There should be pedestrian pass throughs to get through Roosevelt park. I walk/bike from the bus stop to work and have to go around the park. This city is not very pedestrian/bike friendly.</p>
<p>Think the Rail runner train is a great system. Personally, I use it when I can. I work in downtown Albuquerque and commute from Los Lunas daily.</p>
<p>this area has no nice shopping area. If where not near veterans hospital for my husband I would push to move to the northwest area. Now I have to drive to Cottonwood or go north for nice stores.</p>
<p>this city sucks, needs more highways to get around and more bridges, building should have to stop on the westside.</p>
<p>This is a dream, but I think that the arroyos could be used to hold an overhead rail system of some sorts. This would have the benefit of reducing congestion by not having a rail system, trolley that is running on the streets. The arroyos and ditches run through the entire city - areas where people live and the stops could be at the bridges that go over the systems, for example the bridge that goes over the arroyos on Pennsylvania by Winrock Mall.</p>
<p>This is an automobile-designed community reliant on roadways that are not well maintained. There should be some accommodation of bicyclists and pedestrians. There should also be collector bus/van routes to serve neighborhood residents who rely on public transit.</p>
<p>This is concerning the aging population - so many of my neighbors could not walk to a bus even if one were available in our neighborhood - yet there is an overwhelming need for people to get to senior centers, hospitals, and appointments for a few and the resources to transport these people around are very limited. Gone are the days when there was always a family member around to transport someone to these locations. I see their frustration when they have to stop doing something that they loved or for instance when my neighbor tried to cross from NB Pan Am Frwy to the SB side to get to the Journal Center to pick up a medication as she had been doing for years. She is now in her mid 80's and has no other way to get there (she is very independent). A police officer stopped her, picked her up, yelled at her, and brought her home. What are we doing for these residents of our community?</p>
<p>This is one of the deadliest places on earth to be a bicyclist or a pedestrian. Where is law enforcement?</p>

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<p>This region has made great progress in the past few years in making connections from the Rail runner to Rapid bus, bus, and shuttle services to serve many areas. We need to keep building, and consider in-street rail lines and possibly light rail for key corridors.</p>
<p>This survey is so anti-automobile and pro-public transit, bicycle and rail biased to make the results meaningless. How you frame the questions leads unsuspecting survey takers to your desired outcome/results if they are not careful-something you should be ashamed of. It also promotes the New Urbanists debunked high density, public transit dependent work, live and play planned community and lifestyle.</p>
<p>This town is not small town. Need more east west routes this commuter busses on constitution and else where does not cut it. They only run in the morning or late in the afternoon. They should run all day on a regular schedule run and more often. We need a trolley system or a light rail system which would be more efficient and would enhanced the bus system. When would you get this system in place.</p>
<p>Time sig lights and park busses that do not carry people they take up too much space.</p>
<p>to clarify question #17: 10 min to drive, 45 min to walk I know people who would use Rail runner if earlier later times added, including increased bus/shuttle to different parts of city. Also weekend services to Santa Fe.</p>
<p>To take a bus to work would require boarding three buses (two transfers), and would take more than an hour each way. Even with a free bus pass supplied by my company, commuting by bus makes very little sense for me.</p>
<p>To the extent possible, focus on trying to make public transit for the individual faster and cheaper than driving. To make public transit development more politically acceptable, make sure to compare public transit subsidies with the subsidies that government (fed, state and local) provide to the driving public.</p>
<p>Tomorrow my husband and I will walk to the Rapid Ride stop at Central and Carlisle. We will get to the Alvarado transportation center. We will take Amtrak to Las Vegas, New Mexico for a conference. The hotel shuttle in Las Vegas will take us to the Plaza. The conference organizers will pick us up at the hotel and take a group to United World College in Montezuma, NM. After the conference, we will reverse the process to get home on Tuesday. Hopefully all the connections will be seamless!</p>
<p>Too many state offices are centered in Santa Fe. Maybe move some to Abq. Also, 4 days at 10 hrs each would be good.</p>
<p>too much vehicular traffic especially during non commute hours some routes like Central Avenue in Albuquerque should be substantially limited to public transit and eliminate though delivery vehicles (18 wheelers) the gas tax should be increased to make it painful NOT to use public transit and the money used to increase public transit</p>
<p>top to bottom review of public transportation to ensure that the money is spent wisely and not to expand the present system unless funding is present that does not impact any other area of expenditures. also too many buses are dedicated to central avenue and not enough to other parts of the city, example tramway.</p>
<p>Traffic congestion in Los Lunas around rush hour is terrible. Because the main street in Los Lunas is perpendicular to the river and freeway, construction of any additional river crossing or freeway access point may not help significantly since all commercial and employment destinations are on or near Main Street. The corridors under consideration all require current residential areas or farmland to be destroyed, and would not help residents get around Los Lunas - they would only help residents get out of Los Lunas and onto the freeway.</p>
<p>Traffic flow is terrible -- poorly designed roads and intersections, and poorly timed lights, seemed designed to slow traffic down and disrupt a commute rather than to ensure people get where they are going.</p>
<p>traffic is a constant problem because we do not have well designed routes to travel from the east to the west side.</p>

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Traffic is always backed up especially on the freeway heading north
Traffic lights need to be synchronized! Especially on Paseo between I-25 and Tramway and on Tramway from Paseo to I-40! And get rid of red light cameras!
Traffic lights on Candelaria seem to be fairly well timed for travel at speed limits. All streets should be so well coordinated.
Traffic lights should be on better timers for busy intersections at busy times of the day.
Traffic lights that are timed so that you can move down a street without hitting every red light as on Coors, Wyoming, Menaul, Montano/Montgomery that makes a better way to travel than to use the freeway to go around just to avoid all the stop lights.
Traffic on the interstates during rush hour is an absolute nightmare. We need more traffic law enforcement and much stiffer penalties for people that speed or drive negligently.
Traffic signals should all be equipped with trips for change of signals. I sometimes travel throughout the city during the early morning, and it is frustrating when there is no traffic and the signals are programmed to change at certain times without taking into consideration the actual traffic flow (i.e.: lights are green upon approach, but change to red upon arrival to an intersection - and there is no traffic crossing the path in front of me.)
Traffic south of ABQ would not get worse if the governments south of ABQ weren't so greedy & trying to turn Valencia County into Bernalillo County. Us country people want to stay country. Leave the hospitals in ABQ. Leave the cookie-cutter neighborhoods [i.e. future ghettos] in ABQ. Stop trying to be city.
Transfers between public buses are poorly coordinated and waste a significant amount of time.
Transportation from far NE heights to Kirtland AFB is not convenient for those who do not work the traditional day shift, work early mornings or late evening and there is no public transit
Transportation is only one of the keys. We need a better way to work, there needs to be more flexibility with work schedules. More work at home options. We need quality of life, I feel like we're losing out with commuting and long work hours. I'm all for shorter work hours too! We are running like mad...for what? For more stress, more strain, less time with our children, less time for ourselves....we are insane!
transportation that will surround the entire city of albuquerque. Better transportation for south valley residents and more frequent hours of operation. Better accessibility for our seniors.
Trees and bushes along Lomas Blvd. need to be trimmed so that people can use the sidewalks. Trash is everywhere.
tried the rail runner once and bus to work took over 1 hour to get to work and late due to accident
Try to anticipate future needs and use, even if means that some roadways, bike paths and rail is not 100% utilized 100% of the time. Better to have available than regret not doing or having enough!
unable to get to work using public transit for anything under a 2 hour journey (Paseo/Wyoming to Broadway/Gibson)
under age 18 shouldn't need to have a school ID to get reduced fare; the present regulation requiring this is not an effective way to encourage kids from dropping out of school
Unfortunately my job dictates that I travel from the North Valley where I live to work 5 miles away. then sometimes I get called to another location in the city, over in Nob Hill, or over near old town. This means my car is a necessity. I would use public transit, or mostly bicycling if this were not the case. I use the ditch on second as a main biking avenue, but it would be nicer if there was a paved section to ride upon to help avoid goat heads in the tires. I tried riding on the street but I had to stop when I was forced to run over a discarded glass bottle while avoiding traffic.
Unfortunately my office is located in the middle of nowhere and I don't expect buses to ever run even close to the area. I'm planning on retiring from my current position so car pooling has been my best option to decrease my carbon footprint. If buses were available I would consider it though.

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<p>Unfortunately, the State of New Mexico does not provide incentives to its workers to use alternative transportation. I believe is incentives such as comp-time or tax benefits were offered, more state employees would cycle, ride public transportation or carpool/vanpool.</p>
<p>Until you realistically look at the amount of bridges to get over the river in ABQ, not much will be solved. Do not try to make the Rail Runner Express a substitute for AMTRAK.</p>
<p>use RR to visit santa fe frequently</p>
<p>Use studies tend to focus on one user group (Los Alamos workers, or State workers) and don't take into consideration other potential user groups that aren't as numerous but might use the system more. For example, in Eldorado, the bus schedule for Santa Fe focuses on getting people to work in the morning and home at night. However, the community has a significant retiree and stay at home fraction of the people. These people might be willing to use the bus to go into Santa Fe if there was a way to get home at mid day or after 4 hours.</p>
<p>Using public transportation with young children is very difficult as it is set up currently in Albuquerque.</p>
<p>walk, ride bike</p>
<p>Walking although there are few safe intersections or dedicated walkways which encourage walking such as streets with large street trees, bike lanes, bulb outs, etc.</p>
<p>Walking around my work site is sometimes dangerous due to narrow sidewalks</p>
<p>Walking is often an option, but in the winter, it would be nice to have the bus lines come closer to where I am.</p>
<p>Walking should be encouraged for so many reasons - health, pollution, economy, beauty Public transportation should be expanded but please do not expand a road or highway system that would encourage outward growth over infill. Look at the examples of Milwaukee and Salt Lake City. Milwaukee reduced highway access and thereby improved tax base, infill, utilities costs and Salt Lake City built snazzy roads out from the city and thus encouraged all of the problems that come with urban sprawl</p>
<p>Wasted 7 million on bridge across Rio Grande for less than 200 bike riders in city the transit runs 2 buses @ Rio Bravo Rail Runner one to airport no riders one goes to Coors parks @ WalMart checked with 4 drivers they have never picked up a passenger. This is all over the city the Rapid Ride is a Joke - They run thru parts of they city that you could not pay riders to ride.</p>
<p>We are a 2 person household with one car since Fall 2009. So far this is working out. We work from home, but have some commitments (clubs, groups and boards that we belong to) outside of home. When we moved into our home in 1992 we had a bus route that passed in from of our home. My son could get to ABQ High at the time. Now all I have close to my home is the very 16/18 route which I have never taken any where. Strange that it goes up and down Girard and Carlisle, but I guess that this route is trying to do a NS and EW route at same time - not very convenient when all I want to do is get to Central.</p>
<p>We are a one car family- this is very important to us. I am lucky to live on a bus route that takes me to work and school, but i'd like more options for bike/walking.</p>
<p>We are on the path to being a world class city, all seems to be in the right place, we just need more of exactly what we are doing now.</p>
<p>We definitely need a freeway that circles the city. A real freeway.</p>
<p>We have no bus lanes so taking the bus would make me late for school or work when there is traffic.</p>
<p>We hike almost daily in the fabulous open space. Unfortunately we use our car to get around. It is too hilly to bike and way too far for most things to walk.</p>
<p>We live close to stores and restaurants but it is unsafe to walk or ride our bikes. I do not see public transportation as safe and it is very difficult to use.</p>
<p>We live in an area that is only urban in some areas - that is where transit will work. Many live in semi-urban areas or rural areas where transit systems are problematic. I need better roads and better planning not transit systems in my area.</p>

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We need a bridge!
We need a mass transportation system that will reliably take people where they want to go. If there is a wait more than 10 or 15 minutes people will drive instead.
We need a park and ride from the east mountains that stops at UNM
We need additional bridges across the river. Make Paseo del Norte 4 lanes all the way to Universe. Improve Paseo & I25 intersection.
We need an education program for drivers that stresses using turn signals, driving so that everyone gets to their destination alive, only using the left lane to pass on the highway, and respect for cyclists.
We need better Bus or Light rail connecting to the Rail Runner. I take the Rail Runner part way to work, but there is no good bus system to get to the train from where I live. I could take the bus all the way. I would change buses twice and it would take well over an hour and is not dependable. Driving to the train and walking once down town takes 35 minutes and its dependable.
We need better designed streets that are complete for all users, especially bikes and walking.
We need better enforcement of our existing traffic laws. There is far too much speeding and far too much red light running. I fully support the implementation of automated traffic cameras. People whining about red light cameras are most likely the exact ones that the cameras catch and are unable of self policing themselves. I support automated speed traps like you find in Europe. We have shown we are a nation of law breakers when it comes to speed limits and such. We are a carbon based economy that needs to change. We need to radically reduce our speed limits, this will serve multiple purposes. It will automatically conserve fuels and greatly increase safety and society's overall health. It will slowly bring about a change in lifestyle from one that is based on moment to moment, get it done now, to one that is about planning, taking our time, and living life in a calm and reasonable manner.
We need better paratransit for disabled when I had to use this and others we were left we were dropped off but refusal to pick up, my sister is neurologically& mentally disabled and left and could not receive the help and was left there without the ability to get home she wondered for hours and rode buses not getting the help she needed she stopped using paratransit this happened twice and left her badly frightened and shaken, if this happened to her and once for me but I was able to help myself she unfortunately can't and paratransit knew this and it was handled so badly I think the paratransit need an overhaul. They left her so vulnerable and twice only the answer we are investigating. God Help the disabled and mentally disabled in Albuquerque NM.
We need better pick up for the disabled. I saw a lady recently who had been waiting two hours to be picked up from the dr. She was well into her 80;s and wheel chair bound with no family to depend on, and was exhausted. Not very humane treatment is it?
We need express trains between Santa Fe and Albuquerque. The addition of Montano, Sandia Pueblo, Santo Domingo Pueblo and Zia are going to make the commute almost 2 hours one way.
WE NEED LIGHT RAIL. I WOULD USE IT CONSTANTLY. I DON'T LIKE DRIVING, IT IS EXPENSIVE, DANGEROUS, WASTEFUL, AND MILDLY ANTI-SOCIAL. WE NEED LIGHT RAIL. WE NEED LIGHT RAIL.
We need more and expanded services. I used to work on the Health Council and one of the biggest complaints was not enough available public transportation to help people meet basic needs and medical needs.
We need more bike lanes and walking surfaces and greater connectivity of those same facilities
WE NEED MORE BRIDGES TO CROSS THE RIVER AND UPDATE OUR FREEWAYS.
We need more dedicated bike paths and lanes.
We need more frequent buses to and from ATC and CNM on a daily basis. Please one bus an hour is not enough?
We need more north and south roads in the South Valley of Albuquerque
We need more river crossings. More and wider roads.

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<p>We need much safer ways for cyclists to get across I-25 from the downtown area to the rest of the city (University, Nob Hill and beyond). None of the current routes are safe - simply too much car traffic entering and leaving the interstate. I would like to see some safe passages, perhaps a tunnel or bridge from Highland Park to Silver St.</p>
<p>WE NEED PHONES ON THE HIWAY 4 EMERGENCYS N LIGHTS 4 SAFTEY</p>
<p>We need sidewalks in Rio Rancho. I have almost been hit walking in residential areas because we have no sidewalks.</p>
<p>WE NEED SUB WAY SYSTEM TO SANTA FE OR BELEN</p>
<p>We need to expand or widen paseo Del Norte West and add Bicycle lanes so we can access the river trails more easily. Get the roads on in the west side widened and paved with Bicycle trails</p>
<p>We need to plan for transit and mobility for kids and elders. Aging in place needs to be a viable option. Kid between 10 - 16 need to be able to get to after school activities with out some one to drive them individually .</p>
<p>We need to stop catering to drivers. There are alternatives. Personally i think we should raise the driving age to 35 so that people learn how to do without automobiles.</p>
<p>we really need a rapid ride stop at Broadway & Lomas</p>
<p>We really need more public transportation in Rio Rancho - buses criss-crossing the city would be wonderful!</p>
<p>We use the bosque bike trails for recreation, and they are the best thing about Albuquerque; however, once our truck was stolen in the parking lot there. Some places I would ride my bike to do not have bike racks. Crime prevention is another topic, but it has an impact on transportation. The Rapid Ride to UNM is great!</p>
<p>Well growth is progress for our city and this is a good thing when we have a balanced budget there is money for expansion, but in these difficult economic times we need to look at where we spend out tax dollars carefully.</p>
<p>well the busses are really dirty. if they were cleaner it be much better...</p>
<p>When getting older, I would like public transport to be much more convenient. Please note that the aged are becoming more prevalent.</p>
<p>When I currently take a city bus to work, it takes me more than twice as long to commute. This is due to the poor connection times (too few busses run/not frequently enough) of the busses. It is quite frustrating as I would love to use public transportation more regularly.</p>
<p>When I decided to go to school and decided that there was no way i could afford a car to get me there every day I moved walking distance away from the school. That works fine but I find it very difficult to go anywhere BUT school without a car. All the grocery stores are over a mile away. That is a long way to carry groceries while cars zoom right beside you and the bus that could take me there runs so infrequently as to be completely useless. If I didn't have access to a car once a week I wouldn't make it.</p>
<p>When I do take public transportation it takes more than twice as long to get to work/home.</p>
<p>When I was still riding the bus it took me about 45 minutes to 1 hour each way for work. Also in the summer busses died and were not replaced so that it might take 2 to 3 hours. Many times the heaters didn't work in the winter. There can be " strange" people hanging around bus stops and riding the bus. It's scary riding after dark.</p>
<p>When it snows the plows push snow into the bike lanes, where they exist, and make it even more difficult and dangerous to ride.</p>
<p>When road repair is necessary, it is helpful to have alternate access means available. Sometimes all adjacent areas are also closed.</p>
<p>When there are accidents on the freeways or other main thoroughfares--the lights need to be adjusted on other routes (frontage roads) so that traffic can move easily instead of going from one red light to another.</p>

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<p>when walking it is helpful when the light are working properly to use the cross walk, sometimes they do not work and you are running trying not to get run over. Helpful maybe a bridge that go over the pedestrian walk way to avoid being hit by a car easy access for people to be for active and confident, cars will not run them over</p>
<p>When we moved to the SW area, there was not a lot of housing, so it was pretty easy to get around. Now, lots of housing and no shopping, etc and sketchy public transportation. I spend a lot of time driving and polluting the air just to shop, not to mention the time involved.</p>
<p>Where I live in South Martineztown is very convenient for access to my work, hospitals, some services and restaurants the Rail Runner and public transportation. My primary inconvenience in living in this area is that there are no major national grocery stores within 3 miles of my home. I must drive my car to do all my grocery purchasing.</p>
<p>While I am retired I pick up my grandson every day from school, so in that fashion my commute varies significantly depending on congestion on freeway.</p>
<p>While I appreciate the efforts to provide bicycle lanes, I feel bicyclists use of main road creates a danger to themselves and to auto/truck drivers. Too many cyclist act as though they own the road.</p>
<p>WHILE I UNDERSTAND THAT PUBLIC TRANSPORTATION IS USED BY EVERYONE AND EFFORTS ARE MADE TO KEEP THE SEATING CLEAN, I WOULD LIKE TO SEE THAT THIS IS ENFORCED AND ENCOURAGED BY ALL PERSONS WORKING AND RIDING PUBLIC TRNASPORTATION. MANY PEOPLE DON'T CARE BECAUSE THEY DON'T HAVE TO CLEAN IT OR PAY FOR THE REPAIRS TO THE DAMAGED PROPERTY. MAYBE CAMERAS ARE THE WAY TO ACCOMPLISH THIS. SMILE!</p>
<p>While I work from home, I have clients throughout the region and greatly appreciate the availability of The Rail Runner and transit options other than driving a car.</p>
<p>While planning expansions and improvements, consider having a disabled person as a consultant about mobility issues with the current sidewalks, especially in older parts around downtown. Even Central is very difficult to travel on for wheelchairs or scooters.</p>
<p>While primarily working from the house, trips into town can be hampered by weather. Weather is also a consideration when it comes to medical emergencies. These aren't the primary purpose of this survey, but might deserve a mention, perhaps regarding road maintenance at least.</p>
<p>Why are there no other exits off of Paseo in case of an accident? If you miss the 2nd street exit, there is no place else to go.</p>
<p>Why does everyone who works has to be at work at 8:00 a.m. and leave at 5:00 p.m. It would make more sense if there were flexible hours!!!!</p>
<p>Why not have a bus that goes from the Nw transportation center, to the alvarado transportation center, to uptown center to balloon park and back to the NW center</p>
<p>Why run two or three duplicate busses on the same route, some of which are so large they impeded traffic and are usually less the 10% capacity? This is a waste of operating money, increases traffic congestion, wastes fuel of both the busses and the auto traffic.</p>
<p>widen I-25, more river crossings, build an outerbelt</p>
<p>Widen Unser from cherry to 550 and include bike lane. Lengthen decel lane on 550 westbnd to northwest loop (way to short)</p>
<p>wider bike lanes that provide the 5" of clearance between bikes and vehicles mandated by city ordinance.</p>
<p>wish people shared the road with cyclists better and that more people rode their bikes in general, seems like too many people do short trips by car</p>
<p>wish there was a more lanes or there was a double deck bridge from coors to I-25 on rio bravo blvd that is express only road (maybe toll) for commuters to the south valley to businesses and work to the rest of abq.</p>

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<p>With all of the open space that Albuquerque had to work with, it is truly criminal that the rule of avarice was the only guiding principal for the development of neighborhoods and roadway infrastructure. The opportunity to make Albuquerque a great city has been lost to greed and stupidity.</p>
<p>With the scare on the DUI Laws- it is really important for people to feel safe on the roads. Maybe longer bus hours, more taxi's, - more options to get home - safely. No one wants to spend 3 nights in Jail. Also, I really think that some consideration needs to be made in the University PIT/ Football/ Isotopes area as far as coordinating traffic in and out from games starting time and games ending time- so that traffic isn't really congested in this small area. For example, 1 hour after a game gets out - allowing traffic to move out, then move traffic back in for the next game. They seem to do it in big city's alright. This is the same for all other events here in the City. Thoughts like these make visitors want to return back to ALB.</p>
<p>Work assignments often requires travel to Albuquerque or other cities in NM. Often times, I would prefer to take train to Albuquerque. The train is a great alternative during bad weather.</p>
<p>Work commutes are just a small fraction of my trips. I'd like to be able to do more without a car in a reasonable amount of time.</p>
<p>work for city and cannot get service to rail runner to work (too long I had suntran look into for me)</p>
<p>Work on getting signals timed. Do something to keep a signal from switching when a car turns right on red and there is no need for a signal change.</p>
<p>Working with the Air Force Base and Sandia Labs should be a priority. Tens of thousands of people work there. In my case, I am forced to drive because I work in a remote area of the base, which is many miles across. I could easily reach the entrances to the base via public transportation or bicycle, but I would still have several miles to travel - on very cyclist-unfriendly roads -once got there.</p>
<p>Would anyone seriously ride their bike on Academy? What a waste of money and the paving is abhorrent.</p>
<p>Would like public transportation - Rail runner to the airport.</p>
<p>Would like to see Better Sidewalks in the Journal Center Area. Not all of Jefferson has sidewalks that are available for the handicapped. Currently the West side of Jefferson and Masthead does not have a paved sidewalk to get to the bus stop. Makes it hard for the handicap to catch the bus at this location.</p>
<p>Would like to see better/safer ways to cross busy multi-lane roadways (ex. Coors Rd.) by foot and or bike. I understand there are crosswalks and crossing signals but I don't think drivers always see pedestrians or cyclists or they don't respect them and often cut them off while they are crossing. Also, many drivers run red lights and red turning arrows, often while people are in the crosswalk areas.</p>
<p>Would like to use Public Transportation from Home to work if feasible</p>
<p>Would use the Rail Runner as a primary commute option for work if there were more travel times. Use limited by schedule before, during, or after work in areas of town unconnected to a walkable/transit system or with limited travel time options. If it takes too long to piece the trip together, it becomes not feasible. Also, for certain facilities to be/feel safe to use, they need to be well-lit and well-used.</p>
<p>Yes, I love living in the Rio Rancho / Albuquerque area, however the public transport system here is lacking.</p>
<p>You ask about how long getting TO work, you should also ask about FROM. I leave at 6:30am so not a lot of traffic. But anytime after 3pm and it sucks every where. Get a decent bus system.</p>
<p>You don't need more lanes on the interstate, you just need to put 99% of the drivers back through drivers education and teach them that driving under the speed limit on the interstate is not safe nor is slamming on their brakes on the interstate safe.</p>
<p>You need direct East West Bus Transit Routes on East side of river</p>

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<p>Your questionnaire doesn't allow for retired people to comment accurately about their needs. I drive a car most of the time but still do a lot of walking and also use a bus occasionally to get somewhere. As I get older I may notice a need for more transportation for the elderly but I'm not there yet. Anyway, since Albuquerque has lots of 'retired' people it would be nice to see a questionnaire designed for the transportation needs of the retired.</p>
<p>Your questions have only the commuter in mind. I work only part of the year and carpool but the rest of live involves lots of personal driving all over the city and it would be really nice to have access to bus and light rail instead of always using a car.</p>
<p>Zoning. Change it. To allow much higher density, especially Downtown. Politely tell the Neighborhood Associations and other status quo / sprawl advocates that the cost of public infrastructure for sprawl is too high.</p>
<p>Oak St N of Central Ave S. of MLK is in dire need of reorganization. Constantly congested even during regular hours. Off ramp of I-25 NB to MLK and one lane use is all that keeps traffic backed up to Central. Major use to downtown, UNM, UNMH, Freeway, Pres Hosp. Etc. Please Help.</p>
<p>Pues creo que de forma simple he explicado mi posicion frente a la transportacion en general en la ciudad. realmente tenemos que poner atencion en este punto. Es crucial para las ciudades importantes y que quieran un crecimiento importante. Facilitando la transportacion en cualquiera de sus rubros es y debe ser prioridad del gobierno. [Well I think I have explained my views about transportation in the city in general in a simple fashion. We have to pay attention to this point. It is crucial for important cities [and growth is important. Transportation should be a government priority.]]</p>

Appendix H: Open-Ended Question Responses for General Comments

I'd like to see one additional train on SUNDAYS from Santa Fe to Abq, for those of us who might like to attend an event/concert without having to drive. Right now there are no evening trains. Most Sunday events don't get out until about 9:30, so a train that leaves by 9:45 or 10:00 pm would work. If it's possible, adding a second train around 8 would give those who want to have dinner but not stay as late, a chance to take the train as well. In my survey I suggested that the LAST train from Santa Fe to Abq every day be an Express, and only make a couple of stops (to decrease the travel time a bit).

1) bicyclists need to only be on roads with a bike lane or on less used streets--not highly used and they need to GIVE cars 5 feet clearance instead of making the cars go into the on-coming traffic lane for the five foot clearance. They also should be accountable when not following the rules/laws as cars are required to. I understand they aren't allowed to go on sidewalks but they cause problems when they are where there is high traffic. It's about physics. If skateboards, blades, and roller skates aren't allowed on streets in traffic then neither should bikes.

2) I believe the buses could be smaller. They would be more cost effective and able to go on and be less destructive on smaller sensitive streets (like 12th street) giving more access to the public.

I ride the NM Park & Ride bus (blue route), the city bus in Santa Fe, the city bus in Albuquerque (route 66), the Railrunner, and I use bike trails in Santa Fe and Albuquerque.

The bike/running trails along the Rio Grande in Albuquerque is great for getting between the N and S sides via bike but the trails need to be repaved and general maintenance is an issue.

The Railrunner train route between SF depot and downtown Alb is a 90-min ride via train, whereas it is a 45-min ride via car (or the old Park&Ride bus). Why is the train so slow? I imagine this will only deteriorate as new stops are added. The train needs to go faster - I know that it is a source of much frustration for many commuters. Weekend service should be continued. The more convenient the train, the more people will want to use it.

Another problem with the train is that it sometimes arrives late in downtown Alb after the city bus stops running. The late route is super and should be maintained. How can people living in Alb go to SF for dinner, art shows, etc. and get back without a late route? Late routes should be maintained and the city bus should be running at these times, not only for connectivity with the railrunner but also because a lot of people out at bars downtown need safe transportation home.

The blue route park & ride bus should run during the day, so that people can work a half day if necessary, for a doctor appt. etc.

Thanks for considering these comments.