

EXECUTIVE SUMMARY

In January and February 2010, the Mid-Region Council of Governments conducted a survey to gather people's views on transportation in the Albuquerque Metropolitan Planning Area. This area includes southern Sandoval County (from Algodones continuing south), all of Bernalillo County and Los Lunas in Valencia County. Results from this survey will be incorporated in the 2035 Metropolitan Transportation Plan.

The survey was conducted mostly online. English and Spanish versions of the survey were available, as well as a paper/postal mail version. The wide-spread participation in the survey can be attributed to outreach to member governments, business and neighborhood associations, educational institutions, special interest groups and the mass media. There were 3,648 respondents to the survey. More than 83% of people who took the survey have never provided their views for a transportation plan previously. The majority of people who took the survey (67.4%) report driving alone as their predominant mode of travel to work or school. However, people who take public transit, walk, and bicycle as their predominant mode of travel to work or school were well represented.

Overall people's views on how the current transportation system meets their needs are fairly well-balanced. Nearly equal numbers fall into three categories of the transportation system meeting their needs (30.4%), not meeting their needs (32.3%), or not having a strong opinion (37.2%). How well needs are met corresponds to how people view traffic congestion and travel options. Of those who respond that traffic congestion is a serious problem, 50.1% report that the transportation system does not meet their needs. This percentage drops to 22.8% for those who do not see traffic congestion as a serious problem. The difference is more dramatic when separating responses by how many travel options people report having. Of those who report that they have many different travel options, 60.2% report that the transportation system meets their needs. This percentage drops to 12.9% for those who report having very few travel options.

Retired people, people that take the Rail Runner Express for work or school, and people who live in Valencia County and commute to Albuquerque's Eastside for work or school also report the transportation system meets their needs at relatively high rates. Many from this last group from Valencia County report using the Rail Runner Express for their commute. Respondents from Albuquerque's Westside/West Bernalillo County or Sandoval County report relatively low rates of satisfaction with the current transportation system for both those who commute within their area and commute to Albuquerque's Eastside.

Most survey takers want better access to the bus. Of the total survey takers, 60.4% would like better bus access, followed by better access to: the train (49.6%); bicycle (35.7%); walking (24.8%); and the automobile (14.4%). Students, in particular, would like better bus access.

Survey takers were asked to prioritize a list of planning issues. The highest priority planning issue is "Develop the system so that people can travel to centers of employment, education and commerce easily by public transit, bicycle and walking." This is followed by "Expand and enhance public transit," and then "Reduce traffic congestion." People from Albuquerque's Eastside rate highly "Maintain and repair the existing transportation system." Whereas, people from Sandoval County and Valencia County tended to rate highly "Expand and enhance the transportation system to better serve outlying areas."

The information collected as part of this survey will be invaluable for use in the regional transportation planning process led by MRCOG, which includes the development of the 2035 Metropolitan Transportation Plan (MTP). MRCOG would like to thank all the survey participants for taking the time to make their voices heard. Further opportunities for participation in the MTP process will be publicized on the MRCOG website (www.mrcog-nm.gov).

TABLE OF CONTENTS

Executive Summary	1
Table of Contents	2
List of Figures	3
List of Charts	3
List of Tables	4
Survey Background	5
Who Took the Survey	5
Demographic Results	6
Travel Mode	7
Home and Workplace/School Location	9
General Transportation	11
Commuter Groups	16
Groups Commuting to Albuquerque’s Eastside	17
Groups Commuting within Their Area	19
Modes People Want Better Access To	20
Traffic Congestion	24
Commuter Groups	27
Public Transit	28
Planning Priorities	31
Home Location and Land Use	35
Travel Condition Information	38
Origin and Destination	39
UNM/CNM	40
Downtown Albuquerque	41
Kirtland Air Force Base	42
General Comments	46
Appendix A: Groups Contacted to Participate in the Survey	48
Appendix B: Write-In Responses for Better Transportation Access	49
Appendix C: Write-In Responses for Avoiding Traffic Congestion	59
Appendix D: Write-in Responses for Destination when Using Public Transit	65
Appendix E: Write-in Responses for Travel Information	70
Appendix F: Open-Ended Question Responses for Public Transit Improvements	79
Appendix G: Open-Ended Question Responses for Transportation Planning Issues	235
Appendix H: Open-Ended Question Responses for General Comments	332
Appendix I: Survey Instrument	409

List of Figures

Figure 1: Number of People Participating in the Survey Based on Reported Home Zip Code	10
Figure 2: How Survey Takers Evaluated the Land Use & Transportation Options of where by Currently Live	36
Figure 3: Home Locations of Survey Takers Working in UNM/CNM Area	40
Figure 4: Home Locations of Survey Takers Working in Downtown Albuquerque	41
Figure 5: Home Locations of Survey Takers Working in Kirtland Air Force Base	42

List of Charts

Chart 1: Demographic Results	6
Chart 2: Overall Results for Satisfaction with Regional Transportation System	11
Chart 3: Severity of Congestion by Satisfaction with the Transportation System	12
Chart 4: Amount of Travel Options by Satisfaction with the Transportation System	12
Chart 5: Gender by Satisfaction with the Transportation System	13
Chart 6: Age by Satisfaction with the Transportation System	13
Chart 7: Employment Status by Satisfaction with the Transportation System	14
Chart 8: Predominant Mode of Travel to Work or School by Satisfaction with the Transportation System	15
Chart 9: People Commuting to Albuquerque’s Eastside from Major Geographies by Satisfaction with the Transportation System	17
Chart 10: People Living and Commuting in Same Area by Satisfaction with the Transportation System	19
Chart 11: What types of transportation would you like better access to?	20
Chart 12: Severity of Traffic Congestion	24
Chart 13: Which of the following have you done to avoid traffic congestion?	25
Chart 14: Congestion Severity by Predominant Mode of Travel	26
Chart 15: Most Common Responses to the Types of Public Transit Taken Last Year	28
Chart 16: Type of Transportation Taken Last Year by Public Transit Trip Destination	29
Chart 17: Top Three Planning Priorities for Different Groups	33
Chart 18: Overall Average Responses for Where People Live Currently and Where They Would Like to Live in the Future	37

List of Tables

Table 1: Reported Modes of Travel to Work or School Over the Past Year	7
Table 2: 2006-2008 American Community Survey Estimate for Bernalillo, Sandoval, Valencia & Tarrant Counties – Means of Travel to Work for the Population 16 years and Older	8
Table 3: Where Respondents Live and Work/Go to School	9
Table 4: Consolidated Groups for How Well Transportation System Meets Needs (Satisfaction)	11
Table 5: Public Transit Taken Last Year by People Who Use Transit as Predominant Mode by Satisfaction with the Transportation System	16
Table 6: Major Commuting Groups	17
Table 8: Percent Responding that They Have Taken the Rail Runner in the Past Year & They Have Used Public Transportation for Work or School in the Past Year	18
Table 9: Desire for Train Access by Train Usage	21
Table 10: Those wanting better Bus Access by Predominant Mode of Travel	22
Table 11: Those wanting better Train Access by Predominant Mode of Travel	23
Table 12: Those wanting better Walking Access by Predominant Mode of Travel	23
Table 13: Those wanting better Bicycle Access by Predominant Mode of Travel	23
Table 14: Those wanting better Bus Automobile by Predominant Mode of Travel	24
Table 15: Frequency of Encountering Traffic Congestion (Morning/Evening)	24
Table 16: Congestion by Severity by Major Commuting Groups	27
Table 17: Complete List of Public Transit Taken Last Year	28
Table 18: Complete List of Public Transit by Destination	30
Table 19: Most Common Responses to: What improvements to public transit do you see needed?	30
Table 20: Overall Rank of Planning Priorities	31
Table 21: Most Common Responses to : What else do you think is very important concerning transportation planning for the next 20 years?	34
Table 28: Travel Condition Information	39
Table 29: Employment Centers That Have a Good Zip Code Boundary Match	43
TABLE 30: Employment Centers Satisfaction with the Transportation System	43
TABLE 31: Employment Centers – How serious a problem is congestion?	44
TABLE 32: Predominant Mode of Travel to Work/School for Employment Centers	44
TABLE 33: Those wanting better Bus Access by Employment Center	44
TABLE 34: Those wanting better Train Access by Employment Center	44
TABLE 35: Those wanting better Bicycle Access by Employment Center	44
TABLE 36: Those wanting better Walking Access by Employment Center	45
TABLE 37: Those wanting better Access for Their Car by Employment Center	45
TABLE 38: Most Common Responses to General Comments	46

SURVEY BACKGROUND

The Mid-Region Council of Governments (MRCOG) updates the Metropolitan Transportation Plan (MTP) every four years. The process of updating the plan for the 2035 year time frame began in August 2009 and will be completed in June 2011. From January 2010 to February 2010 a survey was conducted to gather public input on transportation issues. Information collected from the survey will be used to inform the goals and priorities of the 2035 MTP. Anyone who travels in the Albuquerque Metropolitan Planning Area (AMPA) was encouraged to take the survey. The AMPA boundaries include southern Sandoval County (from Algodones continuing south), all of Bernalillo County, and Los Lunas in Valencia County. The survey intended to capture more responses in a more systematic fashion than what would usually result from a standard public meeting. Taking advantage of electronic means of communication, the survey was widely distributed through e-mail. Several larger entities such as the City of Albuquerque, the City of Rio Rancho, Bernalillo County and others made the survey available on their websites. The survey was available in English and Spanish as well as in a paper format.

WHO TOOK THE SURVEY

There were 3,648 respondents to the survey. Most of the surveys were taken online. The survey had 24 questions including three questions asking for open-ended responses. A little over 93% of participants completed 90% or more of questions that did not require open-ended responses. There were over 4,600 write in comments collected. These comments have been carefully read over and common themes were pulled out and categorized. All open-ended responses are available in the appendices.

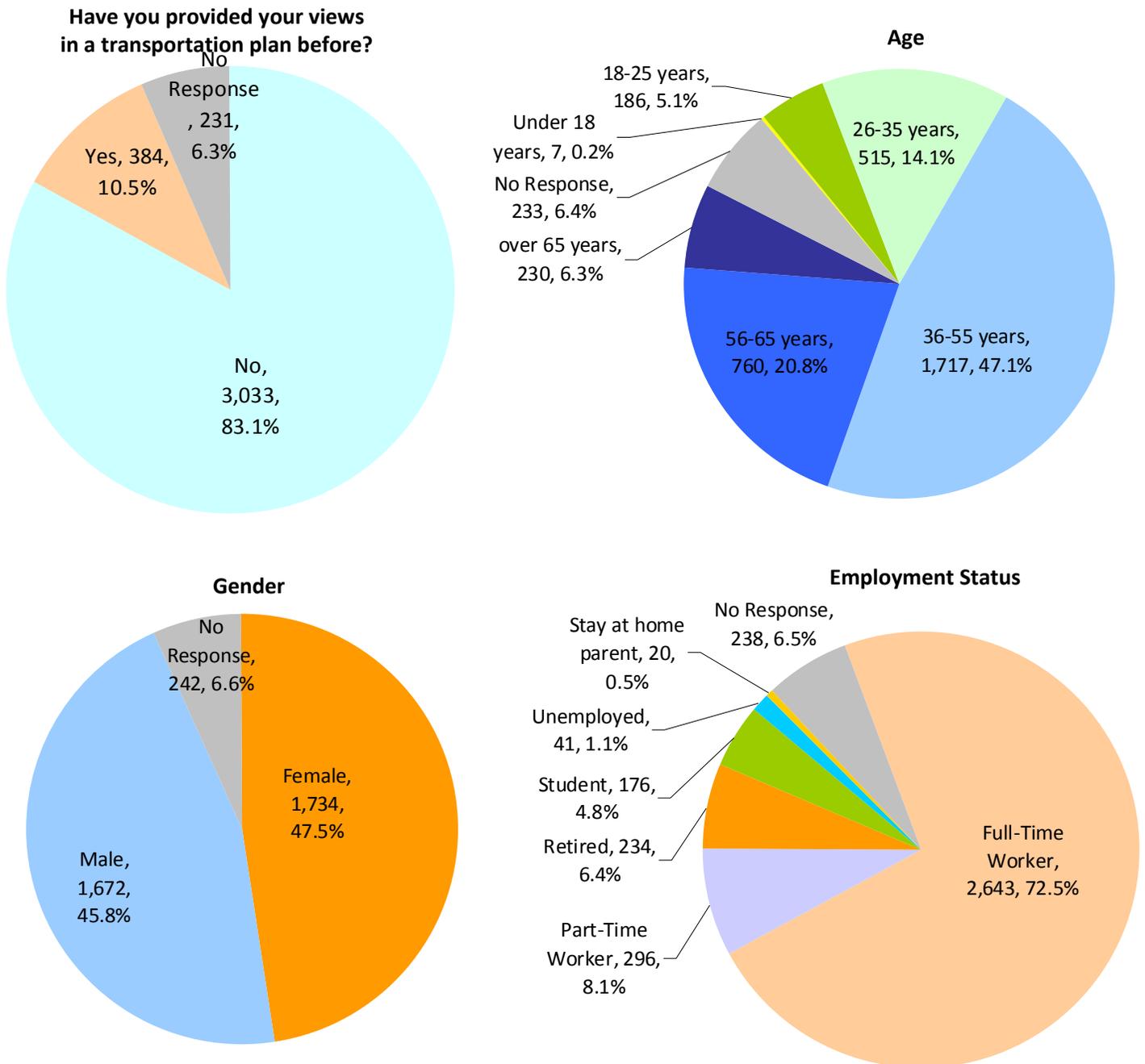
A list of the agencies and groups that were directly contacted to participate in the survey can be found in Appendix A. MRCOG always welcomes public comments. If you or your organization would like to be notified of public meetings, survey opportunities, and similar initiatives, please contact MRCOG at MTPCComments@mrcog-nm.gov or Eric Webster at 505-724-3602.

With any survey, there is concern about people taking the survey more than once in order to over-represent their point of view. The survey was anonymous; however, computer IP addresses were collected and reviewed to determine if multiple surveys were taken by the same person. Several surveys were completed from similar IP addresses. Many workplaces have computers using the same public IP address. Most of the respondents with duplicate IP addresses also indicate that they work in zip codes specific to Kirtland Air Force Base and the University of New Mexico. Responses with the same IP address were reviewed to see if key questions were answered the same. This review led to the removal of a few responses. In addition, the differences between how respondents with duplicate IP addresses and unique IP addresses were reviewed. There were only very small, non-significant, differences between the two groups. Through these checks, MRCOG feels comfortable that the survey contains few, if any, multiple responses from the same individual.

Demographic Results

Responses to demographic questions helped to provide insight about who participated in the survey. The survey did a good job reaching out to people who have not provided their views in a transportation survey previously. More than 83% of respondents have never participated in transportation planning efforts before. Demographic data is listed below. The demographic questions were at the end of the survey. People were more likely to complete questions at the beginning of the survey. This was a factor in the fairly high “No Response” rate on the demographic questions.

CHART 1: Demographic Results



Travel Mode

Collecting information about modes of transportation people use was an important element to this survey. The Census Bureau collects means of transportation to work through their annual American Community Survey (ACS) for the population aged 16 years and older. The ACS only allows people to report their predominant mode of travel. Key concerns for the Metropolitan Transportation Plan are providing people with travel alternatives and mitigating congestion. Trips to work and school are the largest contributors to everyday congestion. Similar to the ACS, the MRCOG survey asked how people go to work and/or school. However, unlike the ACS, people taking the MRCOG survey could select more than one mode of travel and the frequency they use that mode. Most people responded that they use more than one mode of travel to work and school. Although the majority report “Drive Alone” as their predominant mode of travel over the past year, most of this group also report using other modes at least once in a while. Not surprisingly, people who use predominant modes of travel other than driving alone also report using more than one mode.

TABLE 1

Reported Modes of Travel to Work or School Over the Past Year

Predominant Mode:		Count	Percent
Drive Alone	Also Use Other Modes	1,456	39.9%
	Single Mode	1,002	27.5%
	Drive Alone Total	2,458	67.4%
Carpool/Vanpool	Also Use Other Modes	208	5.7%
	Single Mode	29	0.8%
	Carpool/Vanpool Total	237	6.5%
Walk	Also Use Other Modes	138	3.8%
	Single Mode	18	0.5%
	Walk Total	156	4.3%
Public Transit (Rail Runner, Rapid Ride, bus)	Also Use Other Modes	274	7.5%
	Single Mode	45	1.2%
	Public Transit Total	319	8.7%
Bicycle	Also Use Other Modes	137	3.8%
	Single Mode	18	0.5%
	Bicycle Total	155	4.2%
	Worked at Home	100	2.7%
	No Response	223	6.1%
	Grand Total	3,648	100%

The responses from this survey can be loosely compared to the 2006-2008 American Community Survey.

TABLE 2

2006-2008 American Community Survey Estimate For Bernalillo, Sandoval, Valencia & Torrance Counties						
Means of Travel to Work for the Population 16 years and older						
	Estimate	Margin of Error	Percent based on Estimate	Percent Range based on Margin of Error		
Drive alone	305,043	+/-3,834	78.2%	80.0%	76.5%	
Carpooled	47,164	+/-2,198	12.1%	12.8%	11.4%	
Walked	7,284	+/-797	1.9%	2.1%	1.6%	
Public transportation (excluding taxicab):	6,113	+/-1,019	1.6%	1.8%	1.3%	
Taxicab, motorcycle, or other means	5,241	+/-872	1.3%	1.6%	1.1%	
Bicycle	3,287	+/-624	0.8%	1.0%	0.7%	
Worked at home	15,835	+/-1,055	4.1%	4.4%	3.8%	
Total	389,967	+/-3,743				

Although the American Community Survey covers a different time frame, targets only trips to work, and includes a larger geography than the intended audience for our transportation survey it is safe to say that the MRCOG transportation survey had good representation from people who took public transit, walk and bicycle in the past year. There was slightly less representation from those that drive alone, carpool and work from home. One lesson learned from conducting the transportation survey was to include a question of this nature earlier in the survey in order to reduce the number of people skipping the question.

Perhaps the most important difference between the ACS survey and the MRCOG survey was that people taking the MRCOG survey were not a simple random sample. Conducting a survey where participants are randomly selected and required to complete the survey is an excellent method, but can be extremely costly on many levels. The MRCOG survey is part of an ongoing process to expand and improve conversations concerning transportation. These survey results are part of many data elements that go into the Metropolitan Transportation Plan in an effort to make the plan as reliable and accurate as possible.

Home and Workplace/School Location

In order to get a sense of where people live and where they work survey takers were asked to provide their home and work zip codes. These were grouped into larger geographies. Most people (67%) responding to the survey work on the Eastside of Albuquerque.

TABLE 3: Where Respondents Live and Work/Go to School (Percentages out of Total Survey Participants: 3,648. Yellow highlighted cell are considered major commuter groups.)

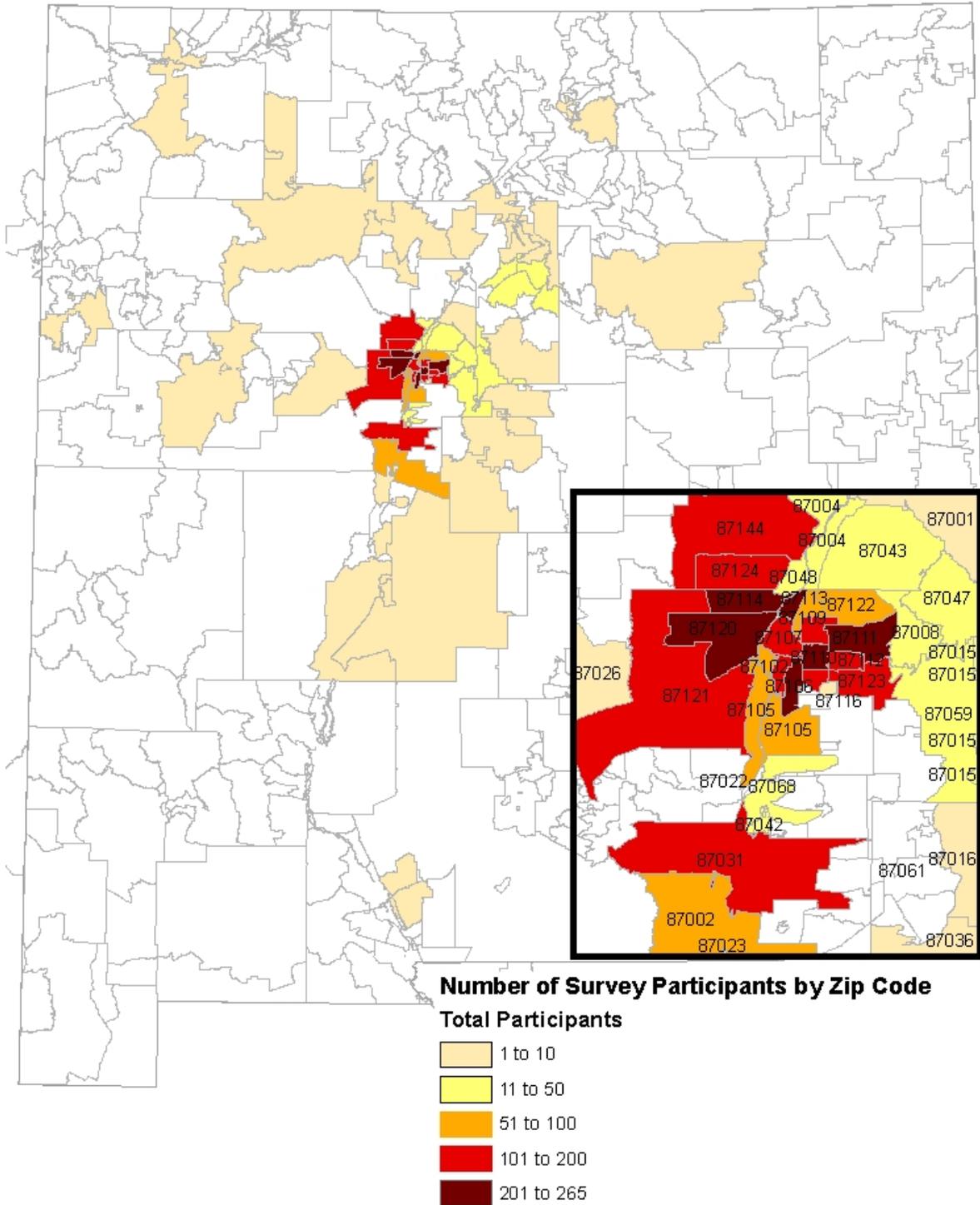
Home	Work/School								Home Total
	East Albuquerque	West Albuquerque & West Bernalillo County	Sandoval County	East Bernalillo County	Valencia County	Torrance & Santa Fe Counties	Other NM Location	Other ¹	
East Albuquerque	1,373 37.6%	57 1.6%	53 1.5%	34 0.9%	11 0.3%	22 0.6%	13 0.4%	112 3.1%	1,675 45.9%
West Albuquerque & West Bernalillo County	489 13.4%	98 2.7%	45 1.2%	11 0.3%	11 0.3%	12 0.3%	1 0.0%	36 1.0%	703 19.3%
Sandoval County	223 6.1%	16 0.4%	123 3.4%	6 0.2%	3 0.1%	11 0.3%	4 0.1%	19 0.5%	405 11.1%
East Bernalillo County	177 4.9%	4 0.1%	1 0.0%	44 1.2%	0 0.0%	2 0.1%	3 0.1%	20 0.5%	251 6.9%
Valencia County	129 3.5%	13 0.4%	2 0.1%	4 0.1%	96 2.6%	0 0.0%	1 0.0%	6 0.2%	251 6.9%
Torrance & Santa Fe Counties	53 1.5%	2 0.1%	3 0.1%	2 0.1%	1 0.0%	32 0.9%	4 0.1%	5 0.1%	102 2.8%
Other NM Location	5 0.1%	0 0.0%	1 0.0%	0 0.0%	1 0.0%	3 0.1%	10 0.3%	4 0.1%	24 0.7%
Other ²	6 0.2%	2 0.1%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	229 6.3%	237 6.5%
Work Total	2,455 67.3%	192 5.3%	228 6.3%	101 2.8%	123 3.4%	82 2.2%	36 1.0%	431 11.8%	3,648

¹ This group includes : No response, Variable work location, Not applicable (retired, unemployed, etc), Invalid zip (6), and Out-of-state zip (10)

² This group includes : No response, Invalid zip, and Out-of-state zip

The focus area for the Metropolitan Transportation Plan is the Albuquerque Metropolitan Planning Area which is roughly southern Sandoval County from Algodones continuing south, all of Bernalillo County and Village of Los Lunas in Valencia County. Anyone traveling in these areas was encouraged to complete the survey. Below is a map showing the number of people participating in the survey based on their home zip code.

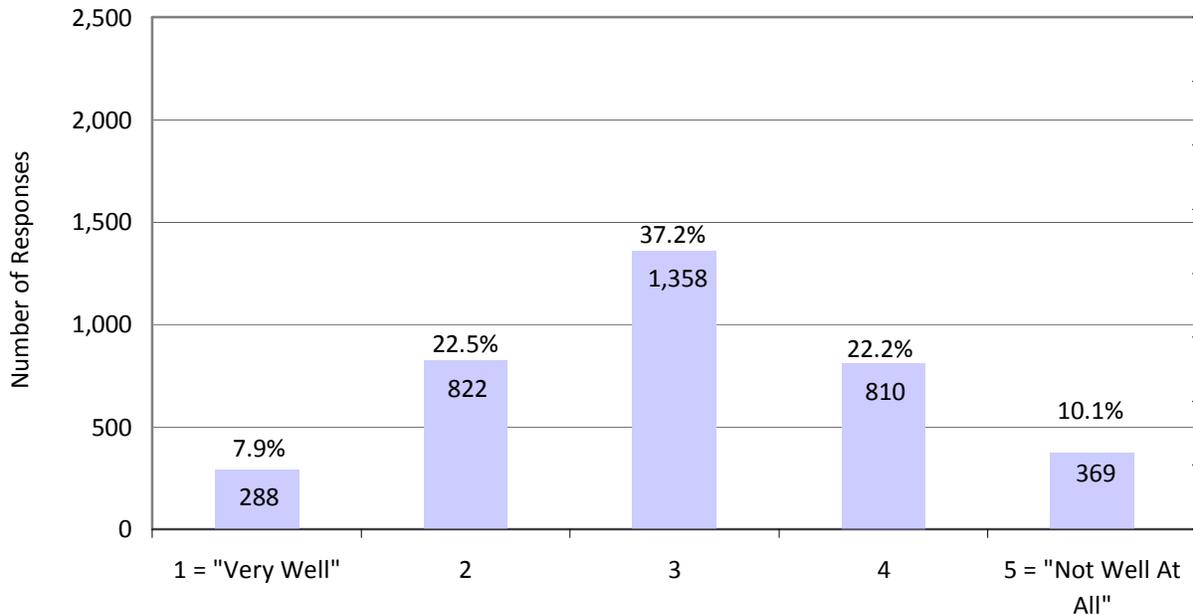
FIGURE 1: Number of People Participating in the Survey Based on Reported Home Zip Code



GENERAL TRANSPORTATION

The transportation system in our region consists of roads, buses, trains, sidewalks, trails and bicycle lanes and routes. People were asked how well they feel the transportation system meets your travel needs on a scale of 1 to 5 with 1 being “very well” and 5 being “not well at all.”

CHART 2: Overall Results for Satisfaction with Regional Transportation System
(1 = meets needs very well, 5 = does not meet needs well at all)



Overall, people’s responses resembled a bell curve. There are nearly equal numbers of numbers of people who chose below the centerline (3) and above it. In terms of the further analysis for results it helps that the data is distributed in this fashion. In order to facilitate interpretation, the five categories are consolidated into three groups as shown in below in Table 5:

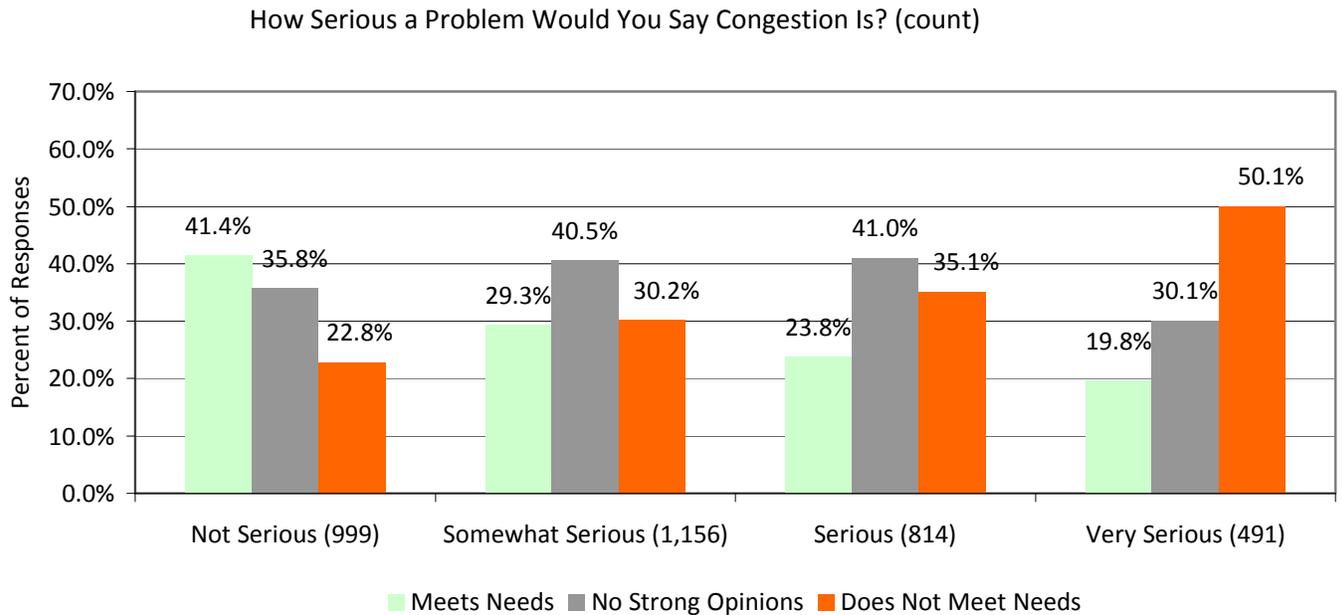
TABLE 4: Consolidated Groups for How Well Transportation System Meets Needs (Satisfaction)

Original Response Options	New Consolidated Groups	Count of Responses	Percent of Total
1 = “Very Well”, 2	Meets Needs	1,110	30.4%
3	No Strong Opinion	1,358	37.2%
4, 5 = "Not Well at All"	Does Not Meet Needs	1,179	32.3%

This was the first question in the survey. Also, it serves as a useful tool to compare how people’s other responses relate to how well the transportation system meets their needs.

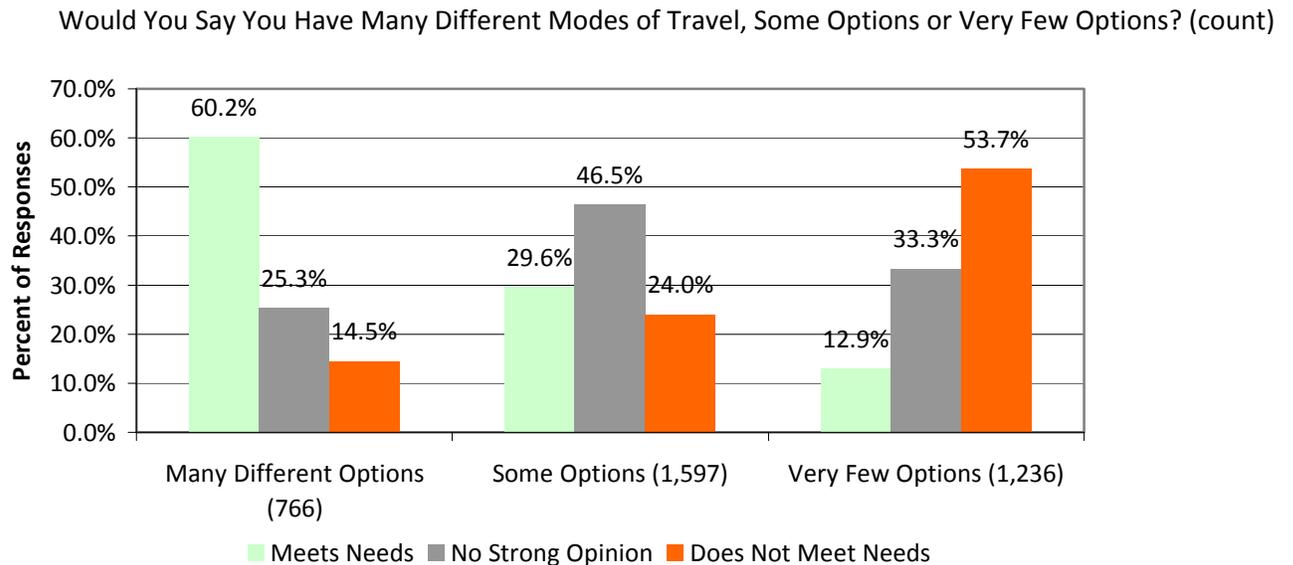
For example, how people view congestion, transportation options, their gender, age, and, subsequently, their employment status affected how people rated the current transportation system meeting their needs. Not surprisingly, people who say congestion is a serious problem are more likely to be less satisfied with the transportation system. It helps to compare these numbers to the overall response that 30.4% of the entire survey group reported having needs met and at the opposite end, 32.3% respond that their needs are not met. This gives a baseline to compare the percentages within the following charts (Charts 3-10).

CHART 3: Severity of Congestion by Satisfaction with the Transportation System



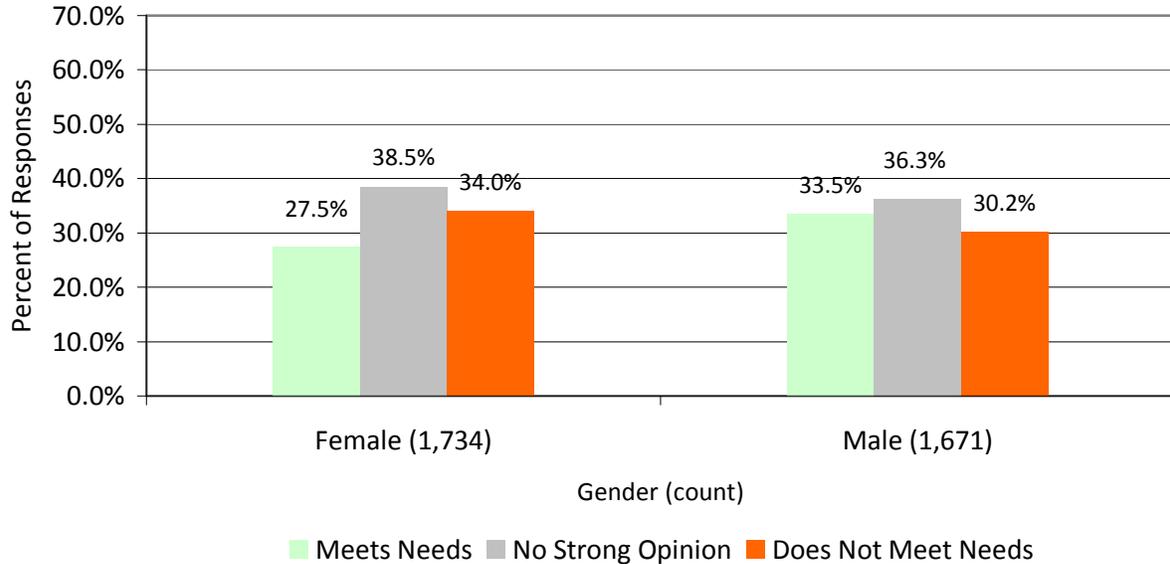
Likewise, the amount of transportation options people feel they have also has a significant impact on people’s reported satisfaction with the transportation system.

CHART 4: Amount of Travel Options by Satisfaction with the Transportation System



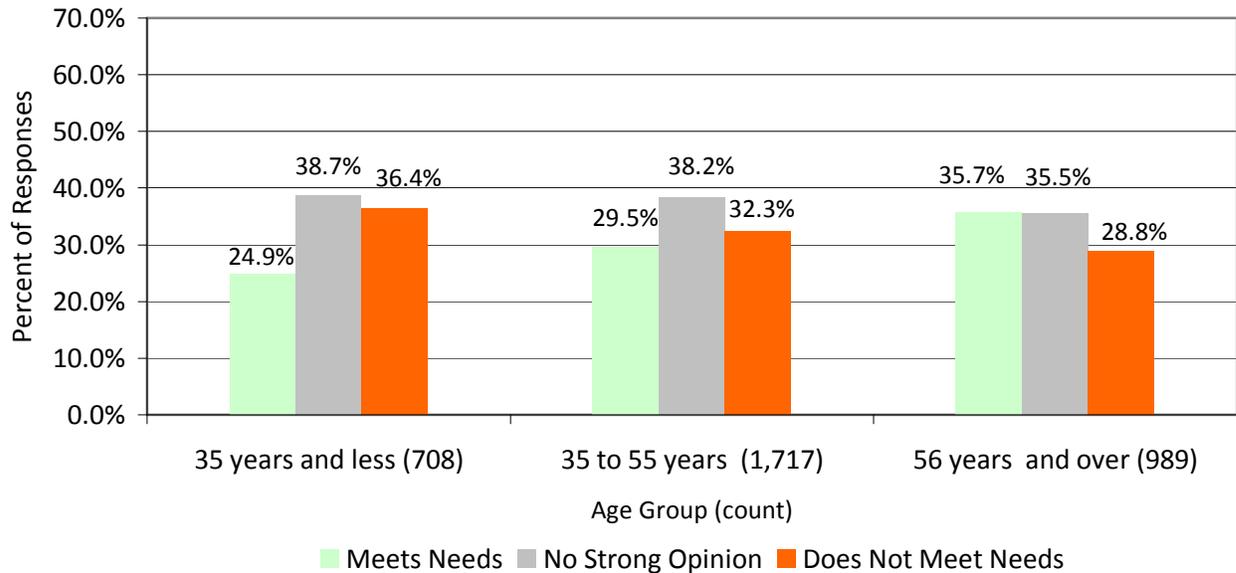
Women are less likely to say that the transportation system meets their needs than men.

CHART 5: Gender by Satisfaction with the Transportation System



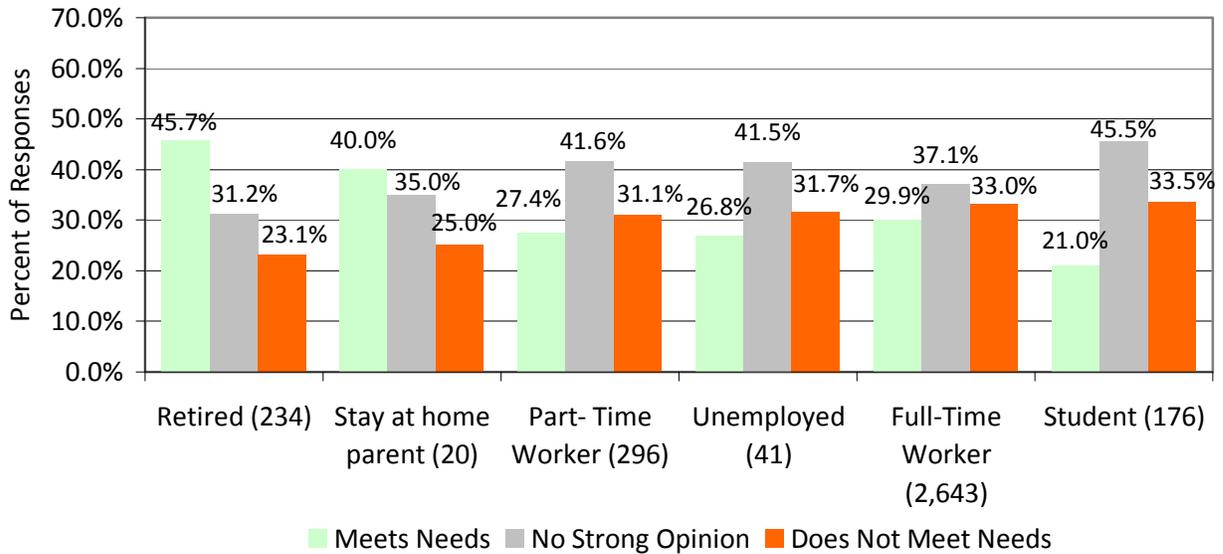
People 35 years and under are the least satisfied with the transportation system meeting their needs. The older the population, the more likely they are to report that system meets their travel needs.

CHART 6: Age by Satisfaction with the Transportation System



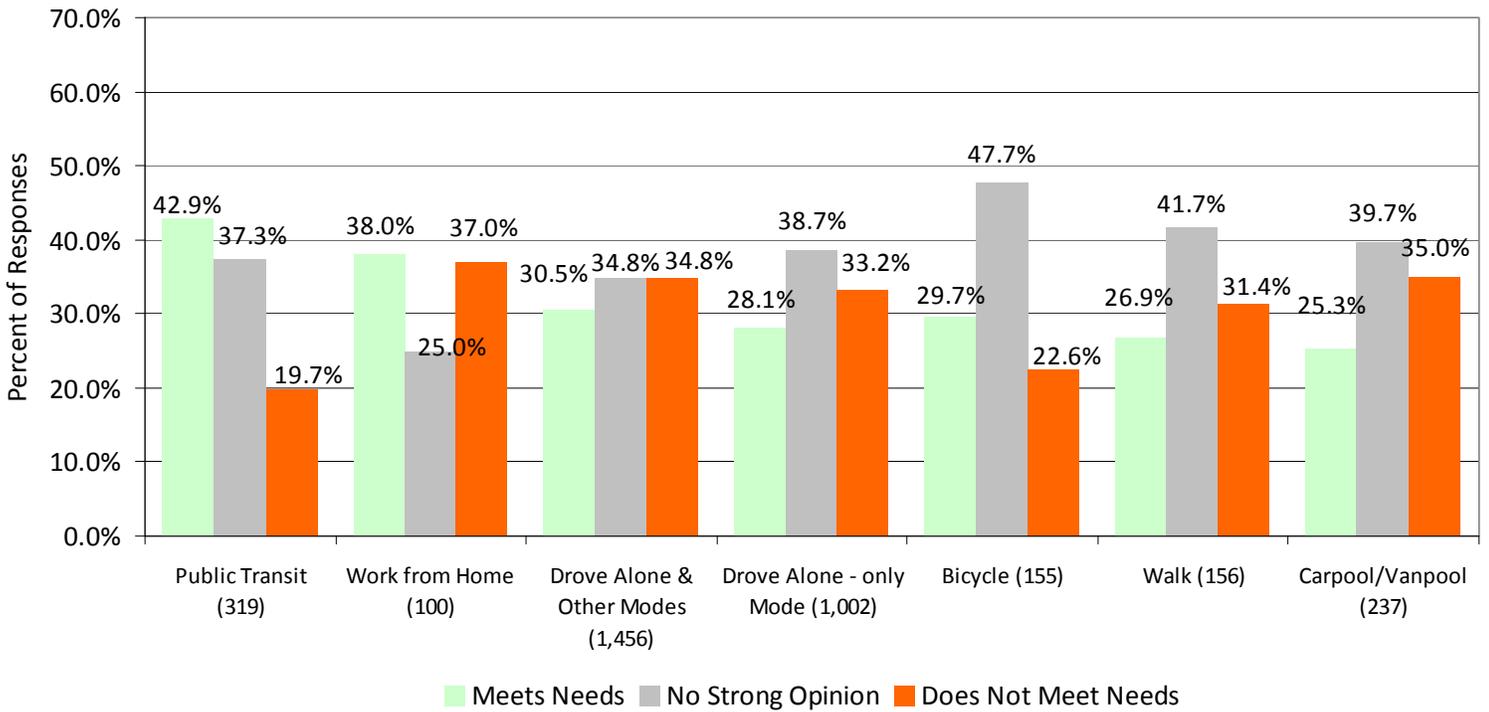
Unfortunately, given the survey questions, it is impossible to say why older people tend to report that the transportation system meets their needs. Reflected in the age results, people who are retired are more likely to report that their needs are met. Another group that is fairly satisfied with the current transportation system is stay-at-home parents. These two groups probably do not share the traditional commute of those working full-time. Students report the least satisfaction with the transportation system which is consistent with younger people reporting that the system does not meet their needs.

CHART 7: Employment Status by Satisfaction with the Transportation System



People responding to the survey who take public transit are the most likely to say that the transportation system meets their needs.

CHART 8: Predominant Mode of Travel to Work or School by Satisfaction with the Transportation System



There are several services for people who use public transit as their predominant travel mode. Below these services are broken out.

Bold items are the most common response per transit service.

TABLE 5: Public Transit Taken Last Year by People who Use Transit as Predominant Mode by Satisfaction with the Transit System

Public Transit Taken Last Year (People with Public Transit as Predominant Mode)	Meets Needs	No Strong Opinion	Does Not Meet Needs	Row Total
NM Rail Runner Express	89	67	38	194
% of NM Rail Runner Total	45.9%	34.5%	19.6%	100%
Both ABQ Rapid Ride & Regular Service	71	76	40	187
% of ABQ Ride Services	38.0%	40.6%	21.4%	100%
ABQ Rapid Ride Only	17	16	6	39
% of Rapid Ride	43.6%	41.0%	15.4%	100%
ABQ Ride Regular Bus Service Only	26	18	8	52
% of ABQ Ride Regular Service	50.0%	34.6%	15.4%	100%
NM Park & Ride bus	27	29	14	70
% of NM Rail Runner Total	38.6%	41.4%	20.0%	100%
Los Lunas Transit	3	5	3	11
% of NM Rail Runner Total	27.3%	45.5%	27.3%	100%
Sandoval Easy Express	3	1	1	5
Belen Transit	2	2	1	5
Torrance County TOGO	2	-	-	2
SunTran, Rio Transit or other paratransit for people with disabilities or senior citizens.	2	-	2	4

Commuter Groups

Finally, commuting subgroups were examined. There are eight major commuting subgroups. They were determined by major geographic locations: Albuquerque Eastside, Albuquerque Westside & West Bernalillo County, East Bernalillo County, Sandoval County and Valencia County. All of these groups have over 90 survey participants. All together they comprise 74% of survey participants.

The following table shows the different commuter groups for further analysis. Most groups come in pairs: people commuting from their area to Albuquerque’s Eastside and people commuting within their area. There were only 44 people responding to the survey that live and commute to work or school in East Bernalillo County. This number was too small to include for further analysis. To view all groups please refer to Table 3.

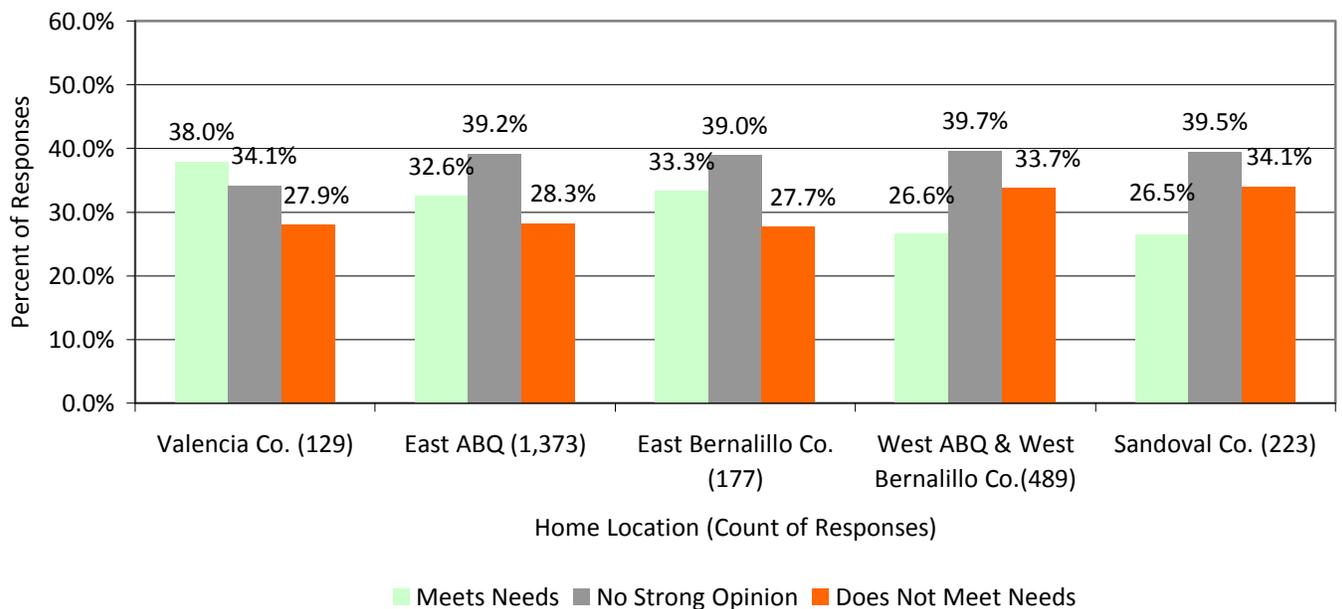
TABLE 6: Major Commuting Groups

Home Location	Work/School Location	Number of Survey Participants	% of Total Survey Participants
Albuquerque Eastside	Albuquerque Eastside	1,373	37.6%
Albuquerque Westside & West Bernalillo County	Albuquerque Eastside	489	13.4%
	Albuquerque Westside & West Bernalillo County	98	2.7%
Sandoval County	Albuquerque Eastside	223	6.1%
	Sandoval County	123	3.4%
East Bernalillo County	Albuquerque Eastside	177	4.9%
Valencia County	Albuquerque Eastside	129	3.5%
	Valencia County	96	2.6%

Groups Commuting to Albuquerque’s Eastside

People commuting from Valencia County to Albuquerque’s Eastside indicate the most satisfaction with the transportation system and those commuting from Sandoval County to Albuquerque’s Eastside are the least satisfied.

CHART 9: People Commuting to Albuquerque’s Eastside from Major Geographies by Satisfaction with the Transportation System



People commuting from West Albuquerque & West Bernalillo County and Sandoval County need to cross the Rio Grande River. People commuting from Valencia County do not necessarily have to cross the Rio Grande River, and they have the option of taking the New Mexico Rail Runner Express. Below is a chart showing the percentage of survey takers that responded that they use the Rail Runner Express and they have used public transportation for work or school in the last year. For example, there were 129 survey takers that commute from Valencia County to Albuquerque’s Eastside. Of those 129 people, 49 report that the transportation system meets their needs. Of these 49 people, 75.5% or 37 people report taking the Rail Runner Express in the past year and using public transportation for work or school - commuting. In essence, the percentage in each cell shows extent to which the people in that group use the Rail Runner Express for commuting.

TABLE 8: Percent Responding that They Have Taken the Rail Runner in the Past Year & They Have Used Public Transportation for Work or School in the Past Year

How Well the Regional Transportation System Meets Person's Needs	Home Location of People Commuting to East Albuquerque for Work or School				
	Valencia Co. (129)	East ABQ (1,373)	East Bernalillo Co. (177)	West ABQ & West Bernalillo Co.(489)	Sandoval Co. (223)
Meets Needs	75.5%	21.5%	13.6%	20.8%	42.4%
No Strong Opinion	61.4%	25.8%	13.0%	24.7%	26.1%
Does Not Meet Needs	52.8%	21.4%	18.4%	17.0%	26.3%

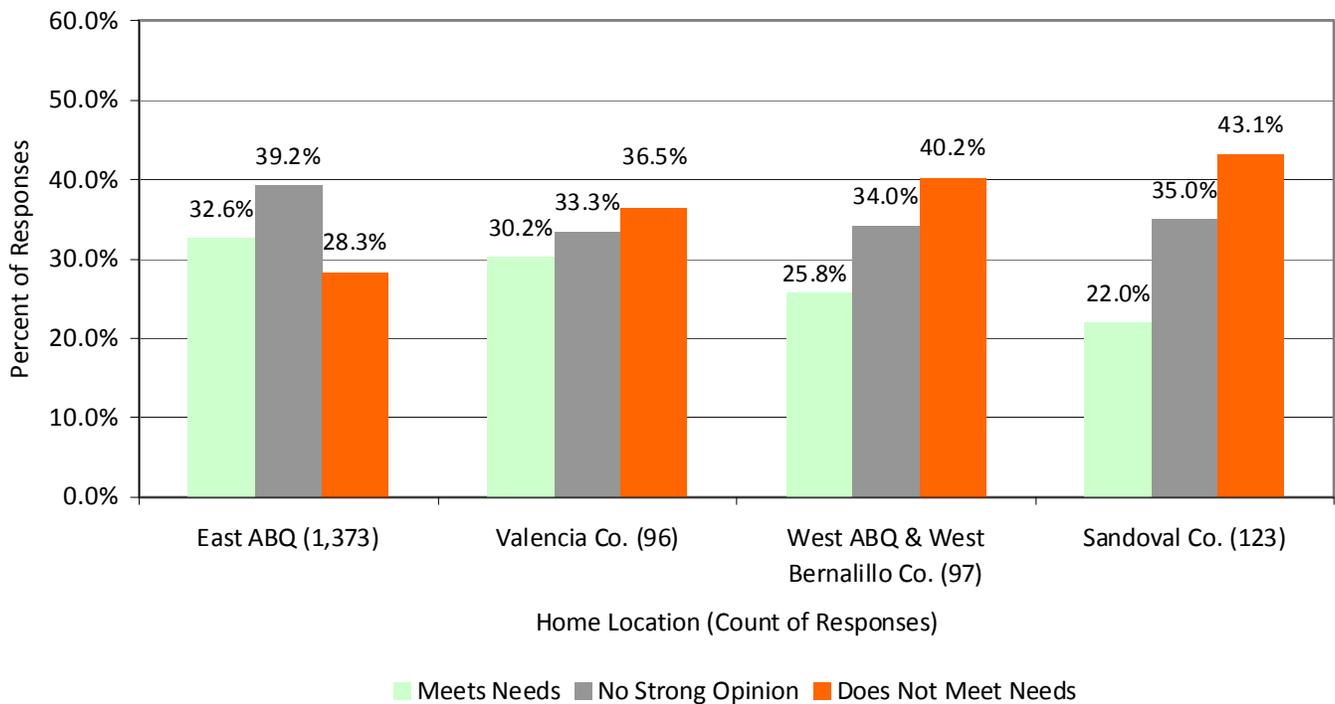
Looking at the columns showing Albuquerque’s Eastside (East ABQ), East Bernalillo County, West Albuquerque & West Bernalillo County, no trends appear in relation to how much these groups have taken the Rail Runner Express for commuting. This is not so for the survey takers from Valencia County and Sandoval County. Over half of each group in Valencia County reports having taken the Rail Runner Express for commuting in the past year. The cell with the highest percentage Rail Runner Express usage (75.5%) also belongs to the group reporting the most satisfaction with the transportation system. To a lesser extent this same trend applies for those living in Sandoval County and commuting to Albuquerque’s Eastside in the far right-hand column.

Commuting Within Their Area

People who both live and commute within Albuquerque’s Westside & West Bernalillo County do not have to cross the Rio Grande River. Those living and commuting in Sandoval County have a low likelihood of needing to cross the river too. Although the river barrier is mostly removed for these groups they tend to not be satisfied with the transportation system.

People who live in Valencia County and commute to work or school within that area did not feel as satisfied with the transportation system as their fellow Valencianos who travel to Albuquerque.

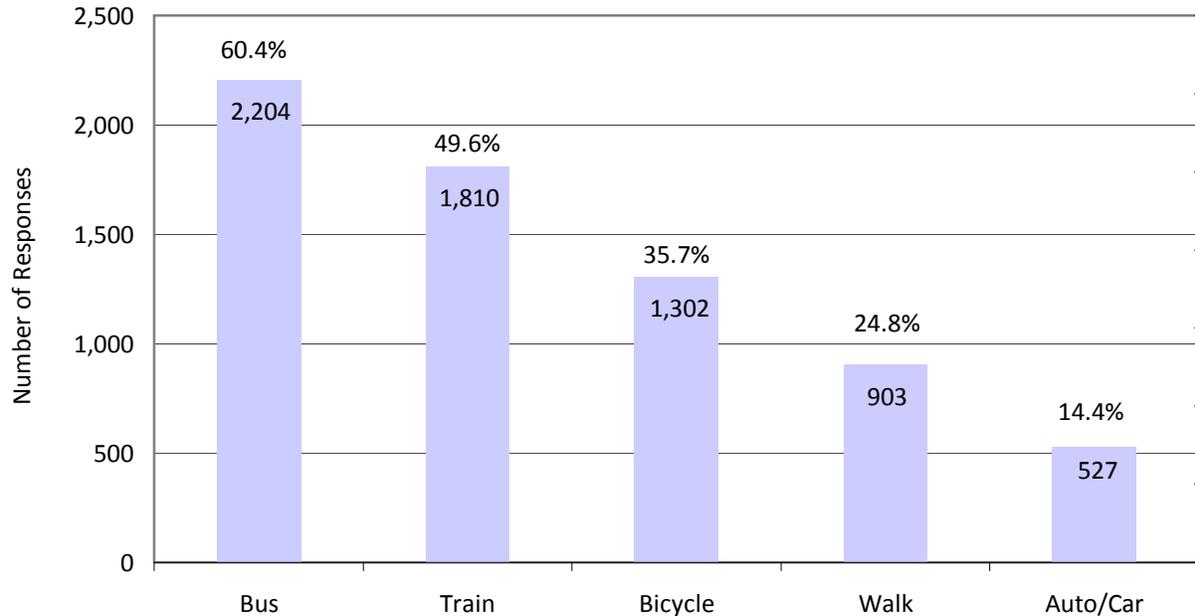
CHART 10: People Living and Commuting in Same Area by Satisfaction with the Transportation System



MODES PEOPLE WANT BETTER ACCESS TO

Overall, survey takers report wanting better access to the bus.

CHART 11: What types of transportation would you like better access to?



Survey takers had an opportunity to write in other services or facilities to which they would like to have better access. There were 361 written-in ideas. These were carefully read over and the most common themes were categorized. All of these responses are available in Appendix B. Not in any particular order, the most common responses were:

- ~ Light rail or streetcar or elevated train
- ~ Trolley
- ~ Subway
- ~ The airport
- ~ Carpools or vanpools
- ~ Equestrian
- ~ Motorcycles or scooters
- ~ Park and Rides
- ~ Freeway
- ~ Shuttles

BUS: Who wants better access to the bus?

- ~ Women. Of women responding to the survey, 66.3% report wanting better access to the bus. Of men responding, 54.7% want better access to the bus.
- ~ Students and young people. Of students, 76.1% report wanting better access to the bus. Of people from other occupations, 59.9% report wanting better bus access. Of people 25 years

old and under, 69.9% report wanting better access to the bus. Of people over 25 years, 60.1% want better bus access.

- ~ There are no significant differences in the desire for bus access for Albuquerque’s Eastside, Albuquerque’s Westside & West Bernalillo County, East Bernalillo County, Sandoval County and Valencia County.

TRAIN: Who wants better access to the train?

- ~ People 35 years old and under. Of people 35 years old and under, 59.5% want better access to the train. Of those over than 35 years, 47.5% report wanting better train access.
- ~ People living in Valencia and Sandoval Counties and commuting to Albuquerque’s Eastside. People in these two groups also report the highest usage of the Rail Runner Express. There were no significant differences in people’s desire for access to the train for those commuting within their respective areas.

TABLE 9: Desire for Train Access by Train Usage

Home Location of People Commuting to Albuquerque’s Eastside	% that want better access to the train	% that take the Rail Runner & take public transportation to work	% that take the Rail Runner for non-work reasons
Valencia Co.	65.9%	64.3%	14.0%
Sandoval Co.	61.0%	28.7%	16.1%
East Albuquerque	49.5%	23.2%	25.8%
West Albuquerque & West Bernalillo	43.6%	19.6%	17.0%
East Bernalillo	40.7%	14.7%	16.4%

- ~ Men and women have no significant differences in their desire for better train access.
- ~ There are no significant differences in people’s desire for train access by employment status.

BICYCLE: Who wants better bicycle access?

- ~ People living and commuting in Albuquerque’s Eastside. Of people in this group, 44.4% want better bicycle access. Of those living in Albuquerque’s Westside and West Bernalillo County, 33.1% want better bicycle access.
- ~ Men. Of men, 39.7% want better bicycle access. Of women, 32.9% want better bicycle access.
- ~ People 35 years old and under. Of people 35 years old and under, 42.1% want better bicycle access. Of those over 35 years, 34.8% want better bicycle access.
- ~ There are no significant differences in people’s desire for bicycle access by employment status.

WALK: Who wants better access to walking?

- ~ People living and commuting in Albuquerque’s Eastside. Of people in this group, 31.2% report wanting better access to walking. Of those living in Albuquerque’s Westside and West Bernalillo County, 20.7% want better walking access.

- ~ People 35 years old and under. Of people 35 years old and under, 30.5% want better walking access. Of those over 35 years, 23.2% report wanting better walking access.
- ~ Stay-at-home parents. Of stay-at-home parents, 40.0% want better access to walking. Of people that are unemployed, 31.7% reported wanting better walking access.
- ~ Men and women have no significant differences in their desire for better walking access.

AUTOMOBILE/CAR: Who wants better access for their car?

- ~ People living in Sandoval County and commuting to Albuquerque’s Eastside. Of this group, 21.1% want better access for their car.
- ~ People living and commuting in Albuquerque’s Westside and West Bernalillo County. Of this group, 21.4% want better access for their car.
- ~ Men. Of men, 18.3% report wanting better access for their car. Of women, 10.7% want better automobile access.
- ~ People from different age groups and employment status do not have significant differences in their desire for better automobile access.

People tended to want better access for the travel mode that they use. This is shown in the following series of tables. Data within each table is ordered by percent that wants better access to that mode.

TABLE 10: Those wanting better Bus Access by Predominant Mode of Travel

Predominate Mode of Travel to Work/School	Number that would like better access to the bus	Total	Percent that would like better access to the bus
Public Transit	240	319	75.2%
Walk	106	156	67.9%
Carpool/Vanpool	158	237	66.7%
Drive Alone (and use other modes)	899	1,456	61.7%
Drive Alone (only mode)	546	1,002	54.5%
Bicycle	77	155	49.7%

TABLE 11: Those wanting better Train Access by Predominant Mode of Travel

Predominate Mode of Travel to Work/School	Number that would like better access to the train	Total	Percent that would like better access to the train
Bicycle	85	155	54.8%
Walk	85	156	54.5%
Carpool/Vanpool	128	237	54.0%
Drive Alone (and use other modes)	737	1,456	50.6%
Public Transit	160	319	50.2%
Drive Alone (only mode)	454	1,002	45.3%

TABLE 12: Those wanting better Walking Access by Predominant Mode of Travel

Predominate Mode of Travel to Work/School	Number that would like better walking access	Total	Percent that would like better walking access
Walk	70	156	44.9%
Bicycle	58	155	37.4%
Drive Alone (and use other modes)	368	1,456	25.3%
Public Transit	76	319	23.8%
Carpool/Vanpool	56	237	23.6%
Drive Alone (only mode)	192	1,002	19.2%

TABLE 13: Those wanting better Bicycling Access by Predominant Mode of Travel

Predominate Mode of Travel to Work/School	Number that would like better bicycling access	Total	Percent that would like better bicycling access
Bicycle	132	155	85.2%
Walk	62	156	39.7%
Drive Alone (and use other modes)	577	1,456	39.6%
Carpool/Vanpool	81	237	34.2%
Drive Alone (only mode)	260	1,002	25.9%
Public Transit	94	319	29.5%

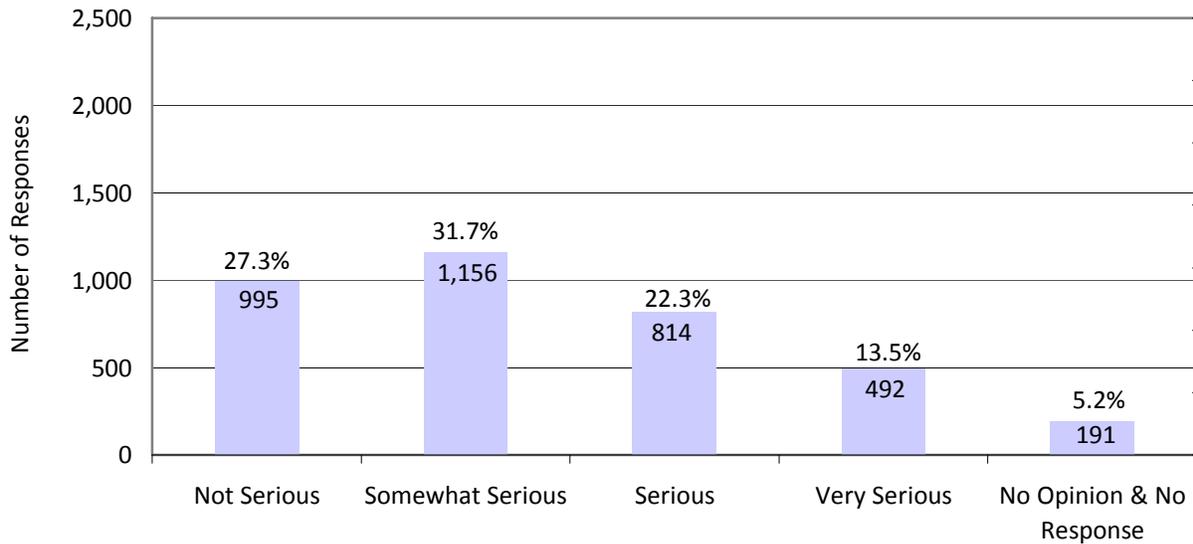
TABLE 14: Those wanting better Automobile Access by Predominant Mode of Travel

Predominate Mode of Travel to Work/School	Number that would like better automobile access	Total	Percent that would like better automobile access
Drive Alone (only mode)	222	1,002	22.2%
Drive Alone (and use other modes)	198	1,456	13.6%
Carpool/Vanpool	26	237	11.0%
Public Transit	25	319	7.8%
Walk	10	156	6.4%
Bicycle	2	155	1.3%

TRAFFIC CONGESTION

Survey participants were asked how serious a problem they consider traffic congestion in their daily commute.

CHART 12: Severity of Traffic Congestion



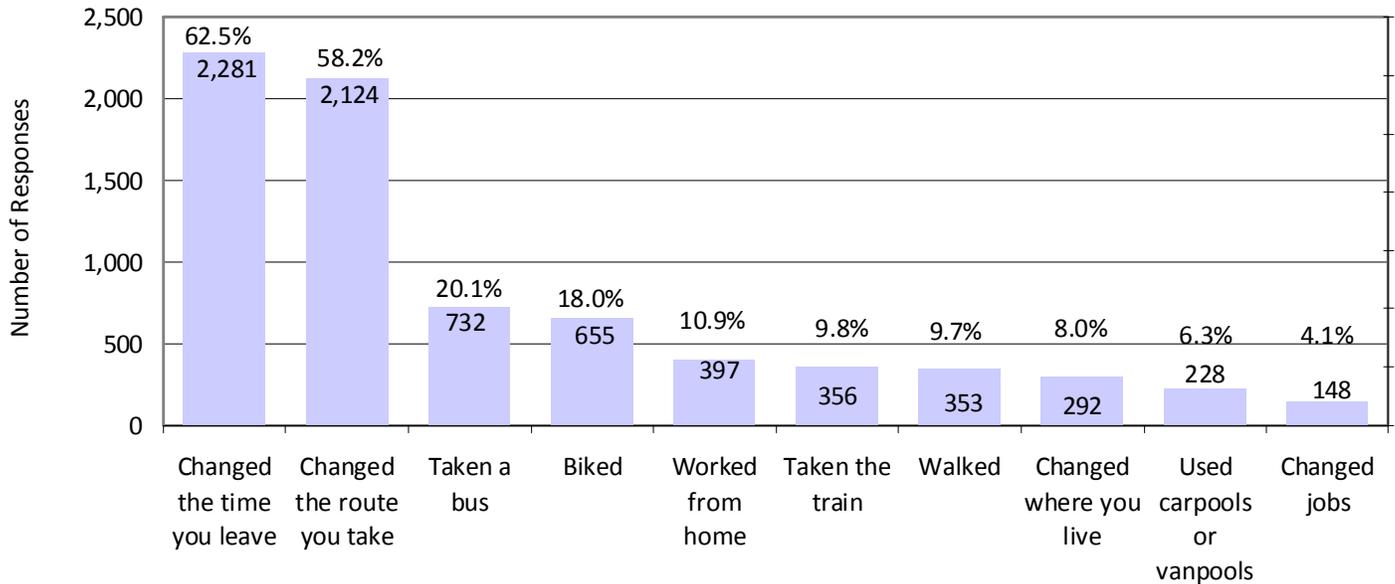
In general, survey participants reported traffic congestion to be worse in the evening than in the morning.

TABLE 15: Frequency of Encountering Traffic Congestion (Morning/Evening)

	Rarely	Sometimes	On a Regular Basis	Very Frequently	No Opinion or No Response	Total
In the Morning	949 26.0%	1,007 27.6%	924 25.3%	539 14.8%	229 6.3%	3,648 100.0%
In the Evening	529 14.5%	913 25.0%	1,146 31.4%	851 23.3%	209 5.7%	3,648 100.0%

In order to avoid traffic congestion, most survey participants report changing the time they leave (62.5%) and changing the route they take (58.2%). Changing one’s route is a fundamental traffic demand management strategy.

CHART 13: Which of the following have you done to avoid traffic congestion?



Some people chose to write in what they have done to avoid traffic congestion. Not in any particular order, the most common responses were:

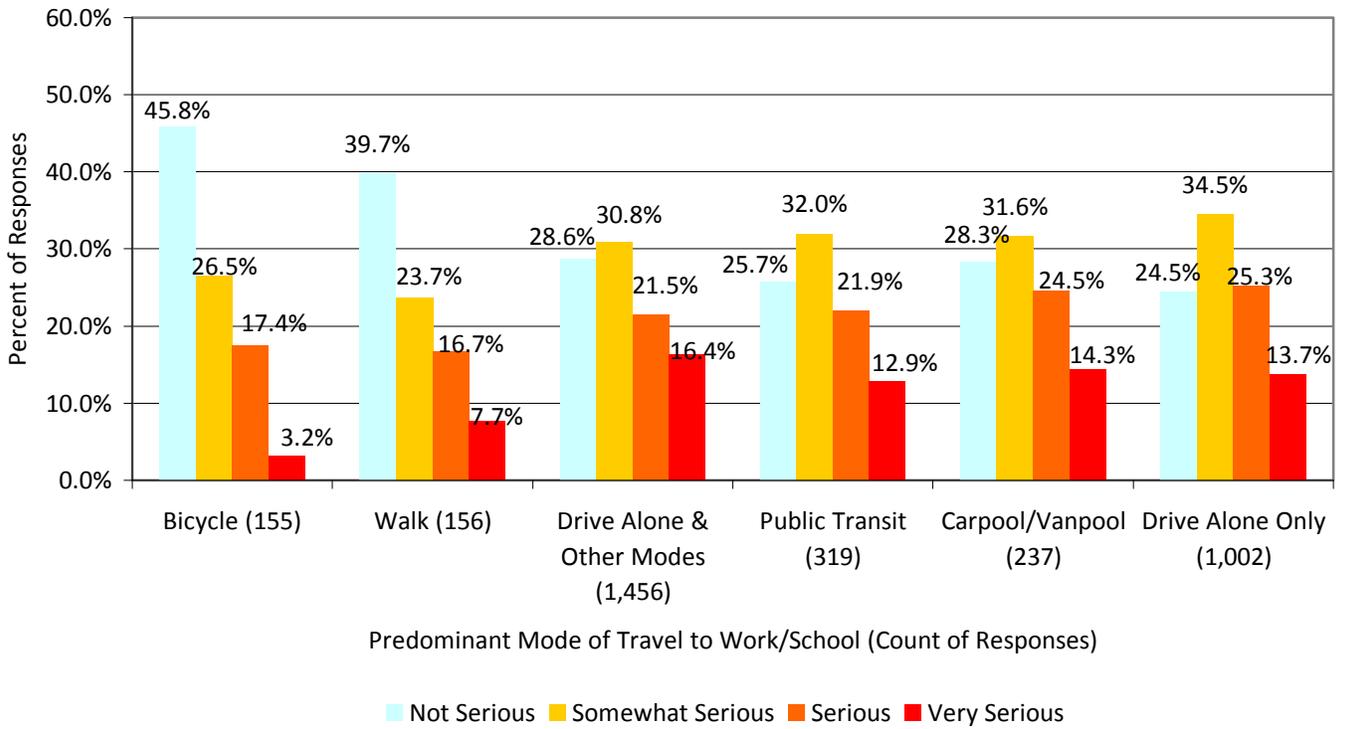
- ~ It is not possible to avoid
- ~ Avoid driving
- ~ Avoid rush hour
- ~ Taxi
- ~ Carpool
- ~ Motorcycle/scooter
- ~ Live with it
- ~ No Options
- ~ Listen to the radio
- ~ I’m retired

A complete list of these responses is in Appendix C.

There are no significant differences between how men and women perceived the severity of traffic congestion. People working full-time, part-time, students and retirees also have similar views on congestion. People age 35 years or under do not perceive congestion as serious a problem as people do in older age categories. Of those 35 years and under, 55.0% do not see traffic congestion as a serious problem. In comparison, 28.0% of those over 35 years do not see congestion as a serious problem.

Those with either bicycling or walking listed their predominant modes do not see traffic congestion as a serious problem.

CHART 14: Congestion Severity by Predominant Mode of Travel



Commuter Groups

People commuting from East Bernalillo County (east of the Sandia Mountains) to Albuquerque's Eastside are least likely to say congestion is a serious or a very serious problem. Those commuting from west of the Rio Grande River are more likely than their counterparts that commute within their area to say congestion is a serious or very serious problem. Interestingly, those who live and commute within Sandoval County are relatively positive about congestion. As seen earlier concerning satisfaction with the transportation system, those from Valencia County commuting to Albuquerque's Eastside view congestion as less severe than those commuting within their area.

TABLE 16: Congestion Severity by Major Commuting Group

Home	Work/School	Not Serious or Somewhat Serious	Serious or Very Serious
East Bernalillo County	Albuquerque Eastside	76.3%	22.0%
Albuquerque Eastside	Albuquerque Eastside	68.5%	27.2%
Sandoval County	Sandoval County	66.7%	31.7%
Valencia County	Albuquerque Eastside	54.3%	42.6%
Valencia County	Valencia County	44.8%	52.1%
Albuquerque Westside & West Bernalillo County	Albuquerque Eastside	44.8%	53.8%
Albuquerque Westside & West Bernalillo County	Albuquerque Westside & West Bernalillo County	43.9%	48.0%
Sandoval County	Albuquerque Eastside	40.8%	58.7%

PUBLIC TRANSIT

Many people participating in the survey have taken some form of public transit within the last year.

CHART 15: Most Common Responses to the Types of Public Transit Taken Last Year

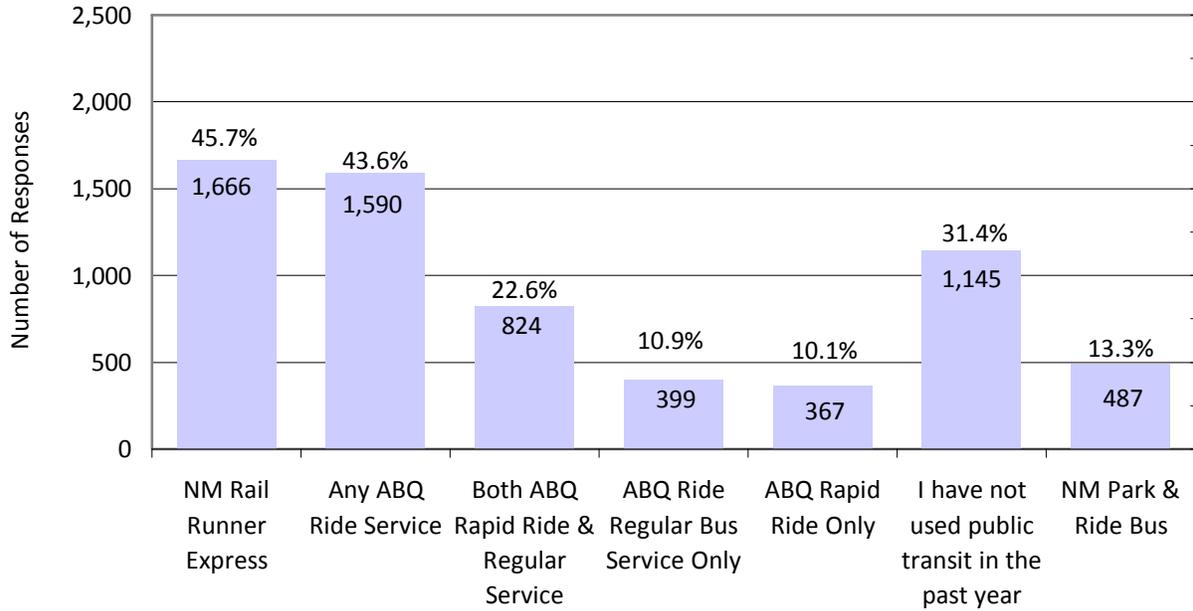


TABLE 17: Complete List of Public Transit Taken Last Year

Public Transit Taken Last Year	Count	% of Total Survey Takers
NM Rail Runner Express	1,666	45.7%
Any ABQ Ride Service	1,590	43.6%
Both ABQ Rapid Ride & Regular Service	824	22.6%
ABQ Ride Regular Bus Service Only	399	10.9%
ABQ Rapid Ride Only	367	10.1%
I have not used public transit in the past year	1,145	31.4%
NM Park & Ride Bus	487	13.3%
Los Lunas Transit	50	1.4%
Sandoval Easy Express	41	1.1%
SunTran, Rio Transit or other paratransit for people with disabilities or senior citizens.	34	0.9%
Belen Transit	24	0.7%
Torrance County TOGO	11	0.3%

People could write in the type of public transit they have taken in the past year. The complete list is in Appendix D. In no particular order, the most common responses were:

- ~ Taxi
- ~ Amtrak
- ~ Multi-modal trips
- ~ Transit systems in other cities
- ~ Commercial flights
- ~ UNM Shuttle
- ~ Vanpool
- ~ Paratransit
- ~ Safe Ride Home
- ~ Special event bus

In a separate question, people were asked what was the purpose of their transit trip. People who responded that they have taken the NM Rail Runner Express are more likely to respond that they have taken public transportation for recreational or entertainment purposes. Those who indicate having taken ABQ Ride services are more likely to respond that they have taken public transportation for work or school reasons.

CHART 16: Type of Public Transportation Taken Last Year by Public Transit Trip Destination

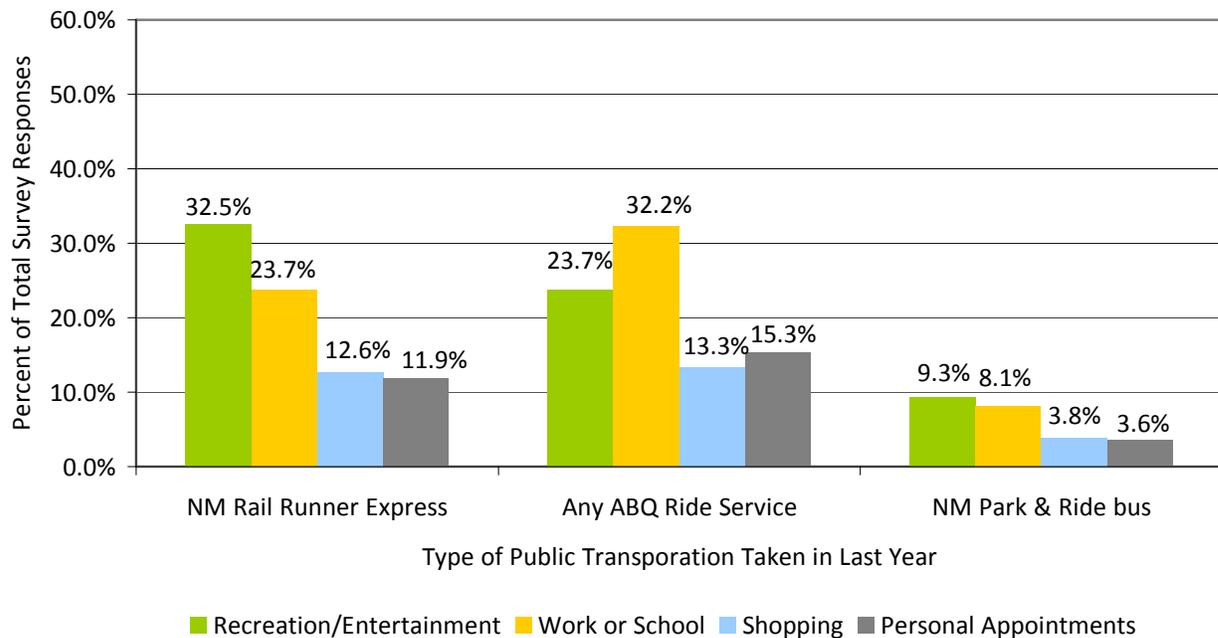


TABLE 18: Complete List of Public Transit by Destination (Percentages of Total Survey Takers)

Type of Public Transit Taken in Last Year	Destination when Using Public Transit Last Year			
	Recreation / Entertainment	Work or School	Shopping	Personal Appointments
NM Rail Runner Express	32.5%	23.7%	12.6%	11.9%
Any ABQ Ride Service	23.7%	32.2%	13.3%	15.3%
NM Park & Ride bus	9.3%	8.1%	3.8%	3.6%
Los Lunas Transit	0.9%	0.8%	0.3%	0.3%
Sandoval Easy Express	0.6%	0.8%	0.4%	0.4%
SunTran, Rio Transit or other paratransit for people with disabilities or senior citizens.	0.5%	0.6%	0.6%	0.6%
Belen Transit	0.4%	0.4%	0.2%	0.2%
Torrance County TOGO	0.1%	0.3%	0.1%	0.1%

People were asked what improvements they see need to public transit. There were 2,122 written responses to this question. Eighteen common themes surfaced from these comments and are summarized below. All 2,122 comments are included in Appendix F.

TABLE 19: Most Common Responses to: What improvements to public transit do you see needed?

COMMENT IN REGARD TO:	Number of Common Comments	% of All Comments
Better service coverage. Example: "We need more bus routes throughout the city."	543	25.6%
More frequent service. Example: "The bus only comes once an hour but should come at least twice per hour."	515	24.3%
Better routes, including connections. Examples: "We need a route from CNM to the Wyoming/Paseo area" and "I have to transfer three times on my commute."	378	17.8%
Later/earlier timetable. Example: "My train leaves the city too early and I can't take it home after work."	369	17.4%
Bicycle/Pedestrian network improvements. Examples: "We need more bike trails" and "There is no sidewalk on my way to the station."	222	10.5%
Other. Example: "We need better trained bus drivers."	220	10.4%

Reliability and travel time. Examples: "Need buses that show up on time" and "My route takes three hours."	182	8.6%
More transportation options, including different modes. Example: "We need light rail."	181	8.5%
Facilities and equipment. Examples: "Need bus shelters" and "Need clean buses."	180	8.5%
Support of existing transit routes. Example: "My bus does not get me to the Rail Runner on time."	155	7.3%
Weekend and/or holiday service. Example: "I work public holidays but can't use the bus to get to work that day."	142	6.7%
Better access. Example: "I cannot get to a bus stop without driving."	101	4.8%
Safety. Example: "The park and ride station is not safe."	79	3.7%
Better information (maps, posted schedules, signage, website). Example: "We need printed schedules at the stops."	66	3.1%
Special needs service (people with disabilities, low-income, elderly). Example: "Need more service to low-income areas."	34	1.6%
No improvements needed. Example: "The system is fine and works well."	34	1.6%
Affordability. Example: "The fares are too high."	27	1.3%
Less transit. Example: "We don't need the Rail Runner."	15	0.7%

PLANNING PRIORITIES

Survey takers were given a list of nine important issues in transportation planning. They were asked to select their top four issues from this list. Overall, the highest priority is: "Develop the system so that people can travel to places of employment, education and commerce easily by public transit, bicycle and walking." Issues that were not as specifically stated such as "reduce air pollution" or "improve the system to better serve the elderly and disabled" did not score as well. It is important to note that people 65 years and older comprised 6.3% of survey takers.

TABLE 20: Overall Rank of Planning Priorities (Percentages are out of total survey takers)

Planning Issue	Abbreviation	1st Priority	2nd Priority	3rd Priority	4th Priority	Average Rank*
Develop the system so that people can travel to centers of employment, education and commerce easily by public transit, bicycle and walking.	Focused Multi-Modal	1,104 30.3%	634 17.4%	454 12.4%	338 9.3%	2.07
Expand and enhance public transit.	Improve Transit	523 14.3%	606 16.6%	481 13.2%	393 10.8%	1.44
Reduce traffic congestion.	Reduce Congestion	417 11.4%	406 11.1%	352 9.6%	369 10.1%	1.09
Maintain and repair the existing transportation system.	Repair Existing System	331 9.1%	409 11.2%	431 11.8%	417 11.4%	1.05
Expand and enhance the transportation system to better serve outlying developing areas.	Better Serve Outlying Areas	288 7.9%	334 9.2%	417 11.4%	359 9.8%	0.92
Reduce air pollution.	Reduce Pollution	207 5.7%	319 8.7%	396 10.9%	436 12.0%	0.83
Preserve open space and farmland.	Preserve Open Space	259 7.1%	278 7.6%	340 9.3%	367 10.1%	0.80
Improve safety so that crashes are less severe and fewer.	Safety	230 6.3%	238 6.5%	233 6.4%	292 8.0%	0.66
Improve the transportation system to better serve the elderly and disabled.	Better Serve Elderly & Disabled	123 3.4%	189 5.2%	265 7.3%	282 7.7%	0.51

Average rank is calculated by (4 number replying 1st priority + 3 * number replying 2nd priority + 2 * number replying 3rd priority + number replying fourth priority)/3,648.

Different groups rank issues slightly differently. The following chart shows the differences between groups for the top three ranked issues. The ranking for most groups match the overall ranking fairly well, but with a few differences.

CHART 17: Top Three Planning Priorities for Different Groups

TOP THREE PRIORITIES OF VARIOUS GROUPS

<p>People who report that the transportation system meets their needs</p> <hr/> <p>1st Focused Multi-Modal 2nd Repair Existing System 3rd Improve Transit</p>		<p>People who report that the transportation system does not meet their needs</p> <hr/> <p>1st Focused Multi-Modal 2nd Improve Transit 3rd Reduce Congestion</p>	
<p>People who report congestion is not a serious problem</p> <hr/> <p>1st Focused Multi-Modal 2nd Improve Transit 3rd Repair Existing System</p>		<p>People who report congestion is a very serious problem</p> <hr/> <p>1st Reduce Congestion 2nd Focused Multi-Modal 3rd Improve Transit</p>	
<p>People who report having many different travel options</p> <hr/> <p>1st Focused Multi-Modal 2nd Repair Existing System 3rd Improve Transit</p>		<p>People who report having very few travel options</p> <hr/> <p>1st Focused Multi-Modal 2nd Improve Transit 3rd Reduce Congestion</p>	
<p>Women</p> <hr/> <p>1st Focused Multi-Modal 2nd Improve Transit 3rd Reduce Congestion</p>		<p>Men</p> <hr/> <p>1st Focused Multi-Modal 2nd Improve Transit 3rd Repair Existing System</p>	
<p>Those 35 years & under and those 36-55 years</p> <hr/> <p>1st Focused Multi-Modal 2nd Improve Transit 3rd Reduce Congestion</p>		<p>Those 56 years & over</p> <hr/> <p>1st Focused Multi-Modal 2nd Improve Transit 3rd Repair Existing System</p>	
<p>Full time Workers</p> <hr/> <p>1st Focused Multi-Modal 2nd Improve Transit 3rd Repair Existing System</p>		<p>Part time Workers</p> <hr/> <p>1st Focused Multi-Modal 2nd Improve Transit 3rd Repair Existing System</p>	
<p>People who are retired</p> <hr/> <p>1st Focused Multi-Modal 2nd Improve Transit 3rd Repair Existing System</p>		<p>Students</p> <hr/> <p>1st Focused Multi-Modal 2nd Improve Transit 3rd Reduce Pollution</p>	

Survey takers had the opportunity to write in what they think is very important concerning transportation planning in the region for the next 20 years in the region. There were 1,479 written comments. These are all available in Appendix G. From these 1,479 comments, 22 common themes emerged. These common themes are summarized below.

TABLE 21: Most Common Responses to: What else do you think is very important concerning transportation planning for the next 20 years?

COMMENT IN REGARD TO:	Number of Common Comments	% of All Comments
Public transportation. Example: "The public transportation system needs improvement."	532	36.0%
Bicycle network. Example: "Add more bike lanes."	199	13.5%
Adding roadway capacity. Example: "We need more lanes on I-25."	198	13.4%
Roadway design/efficiency/traffic engineering/ITS. Example: "Synchronize traffic lights."	143	9.7%
Safety and health. Example: "Use public transportation resources to help reduce drunk driving."	137	9.3%
Planning practice and policies. Example: "Outlying areas should not continue to develop without plans for transport other than cars."	110	7.4%
Other. Example: "Beautification on the highways."	97	6.6%
Pedestrian network. Example: "The sidewalks also need improvement."	89	6.0%
Land use. Example: "Encourage neighborhood commercial development over sprawl."	87	5.9%
Funding issues. Example: "Spend the tax payers' money wisely."	64	4.3%
Air quality/environmental issues. Example: "Keep in mind the need to reduce carbon emissions."	62	4.2%
Promoting public transportation/non-motorized transportation. Example: "Inform the public on the importance of public transportation."	61	4.1%
Enforcement. Example: "Better enforcement for speeding on the highways."	54	3.7%
Roadway network maintenance and preservation. Example: "Better maintenance of existing roads."	41	2.8%
Education. Example: "Educate young people about the benefits of multi-modal transportation."	40	2.7%
Focusing on people with special needs (elderly, people with disabilities, low-income). Example: "It will be important to keep the elderly mobile."	36	2.4%
Less roadway capacity. Example: "Avoid induced demand by creating more highways."	29	2.0%

Transportation demand management (TDM). Example: "Businesses starting an hour earlier or later would help with traffic control."	27	1.8%
Keeping the status quo or having less public transportation. Example: "Don't overdo transit."	23	1.6%
Focusing on urbanized areas. Example: "Further expansion into rural areas is not cost effective."	20	1.4%
Using/soliciting public input. Example: "Develop better practices at community engagement."	12	0.8%
All of the above or as noted above (in the previous survey question, #12). Example: "The items above were difficult to prioritize. All are important."	11	0.7%

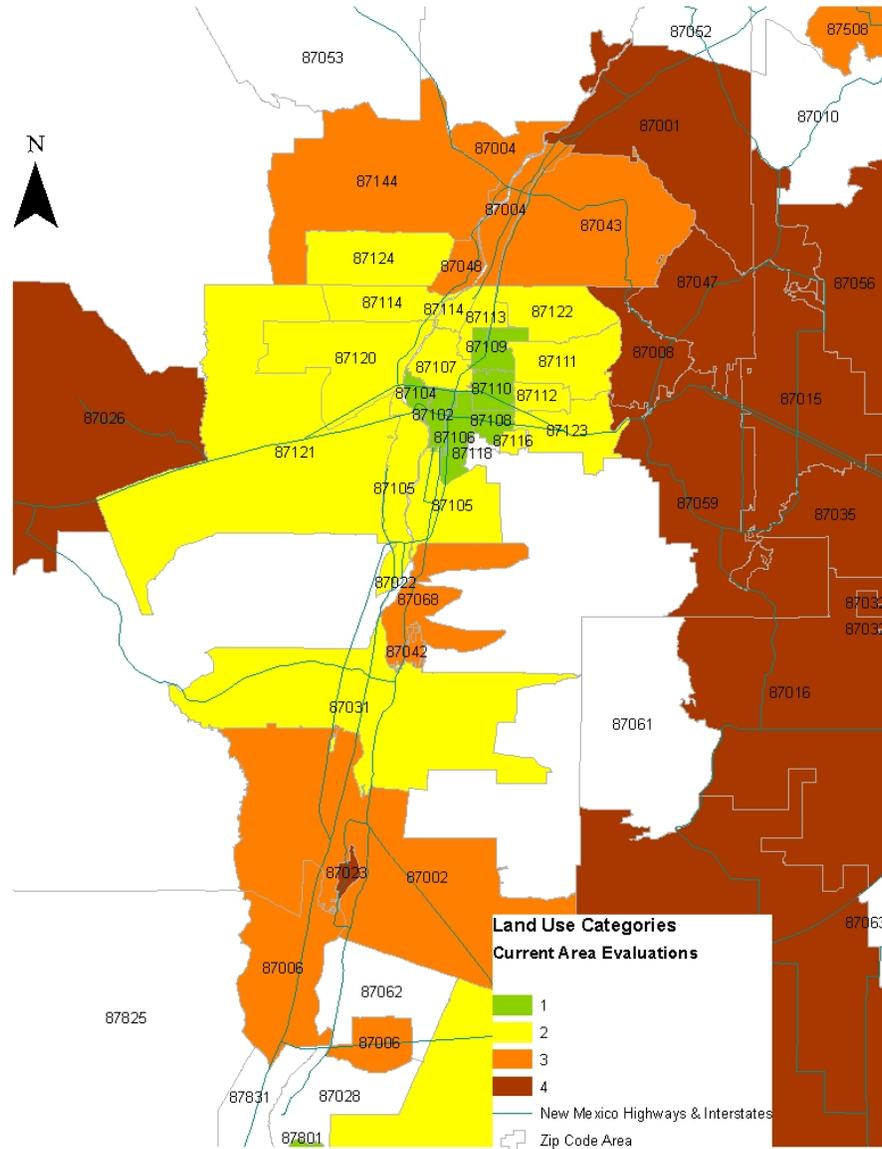
HOME LOCATION AND LAND USE

There was a question connecting land use and transportation which asked people to select one of four scenarios that best describe where they currently live and where they would like to live in the future. The four scenarios each describe a different type of land use that is most conducive to different modes of transportation. The scenarios were:

1. In an area that fully integrates employment, schools, shopping etc. Public transit, walking and bicycling provide easy access for all daily needs. It is not necessary to own a car. (Assigned value = 1)
2. In an area that includes some employment, schools, shopping etc. Some daily needs are accessible by public transit, walking and bicycling. A car is used for some trips. (Assigned value = 2)
3. In a residential area that is separate from employment, schools, shopping, etc. A car provides the best access for daily needs. Public transit, walking and bicycling are limited. (Assigned value = 3)
4. In an outlying area that is distant from work schools, shopping, etc. A car is necessary for daily needs. Public transit, walking and bicycling are not transportation options. (Assigned value = 4)

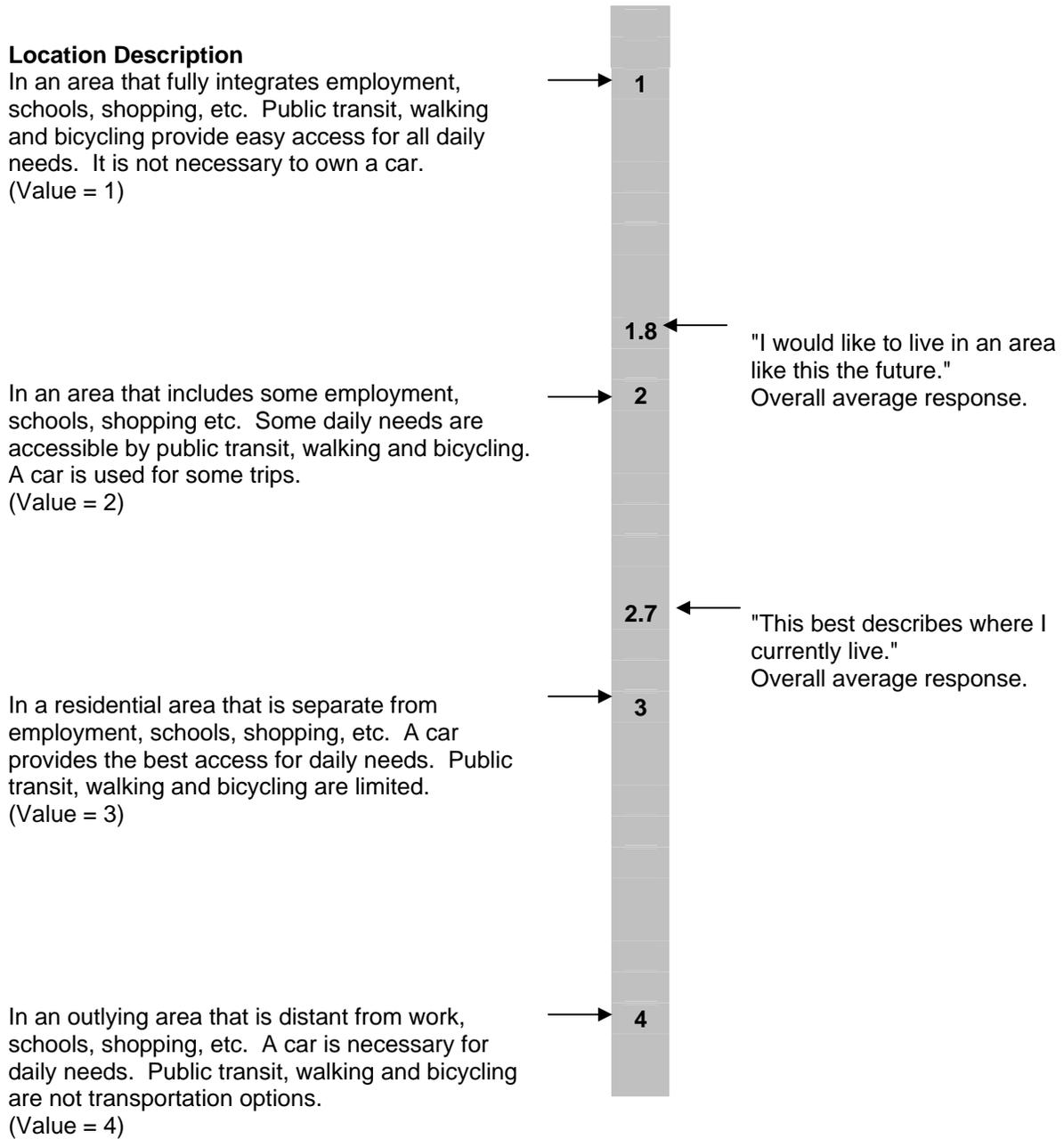
This evaluation is highly subjective. Survey takers' average evaluation for where they currently live was mapped to see how they view their area. A fairly good match surfaced. Those with more transportation options are more likely to assign their area a 1 and those in outlying areas are more likely to assign their area a 4.

FIGURE 2: How Survey Takers Evaluated the Land Use & Transportation Options of Where they Currently Live



Overall, survey takers indicate a desire to live in an area in the future where homes and services are better integrated with more transportation options. This will be an important topic to continue exploring as the region grows. The average rating for where people currently live is 2.7 and the average score where they would like to live in the future is 1.8.

CHART 18: Overall Average Responses for Where People Live Currently and Where They Would Like to Live in the Future



TRAVEL CONDITION INFORMATION

Intelligent Transportation Systems (ITS) is a multi-faceted approach to improve the traffic flow through the use of technology. One aspect of ITS is providing travel information to people. People report that they most commonly use local radio stations as a means of receiving travel condition information.

TABLE 28: Travel Condition Information

	I use on a regular basis.	% of Total Survey Takers	I use once in a while.	% of Total Survey Takers
Local radio station traffic reports	1,596	43.8%	1,353	37.1%
Overhead dynamic message sign	803	22.0%	1,741	47.7%
Television news traffic reports	934	25.6%	1,357	37.2%
Accessing NMROADS.com or other travel condition websites	207	5.7%	967	26.5%
Personal Digital Assistant (PDA) travel routing applications and/or services with cell phones	129	3.5%	267	7.3%
E-mail or text-message notifications from NMROADS.com listserve	64	1.8%	96	2.6%

People could write in how they get their travel time information. A complete list is in Appendix E. In no particular order, below is a list of the most common responses.

- ~ Calling 311 (Citizen Contact Center)
- ~ Calling 511 (New Mexico Road Conditions)
- ~ ABQ Ride Schedule
- ~ APD Twitter feed
- ~ Local government and agency websites
- ~ Word of mouth
- ~ Other websites
- ~ GPS

ORIGIN & DESTINATION

Survey takers provided the zip codes of where they live and where they work or go to school. MRCOG identifies areas of high employment in the region as part of its transportation planning process. Often the areas identified by MRCOG do not match well with zip code boundaries; however, the zip code boundaries for the UNM/CNM area, Downtown Albuquerque, and Kirtland Air Force Base are very similar to three of MRCOG’s employment centers. Therefore, these areas were investigated to see where people live (origin) who commute these work locations (destination). This helps to see is large numbers of people who work in these areas have to cross the river or if many live close by.

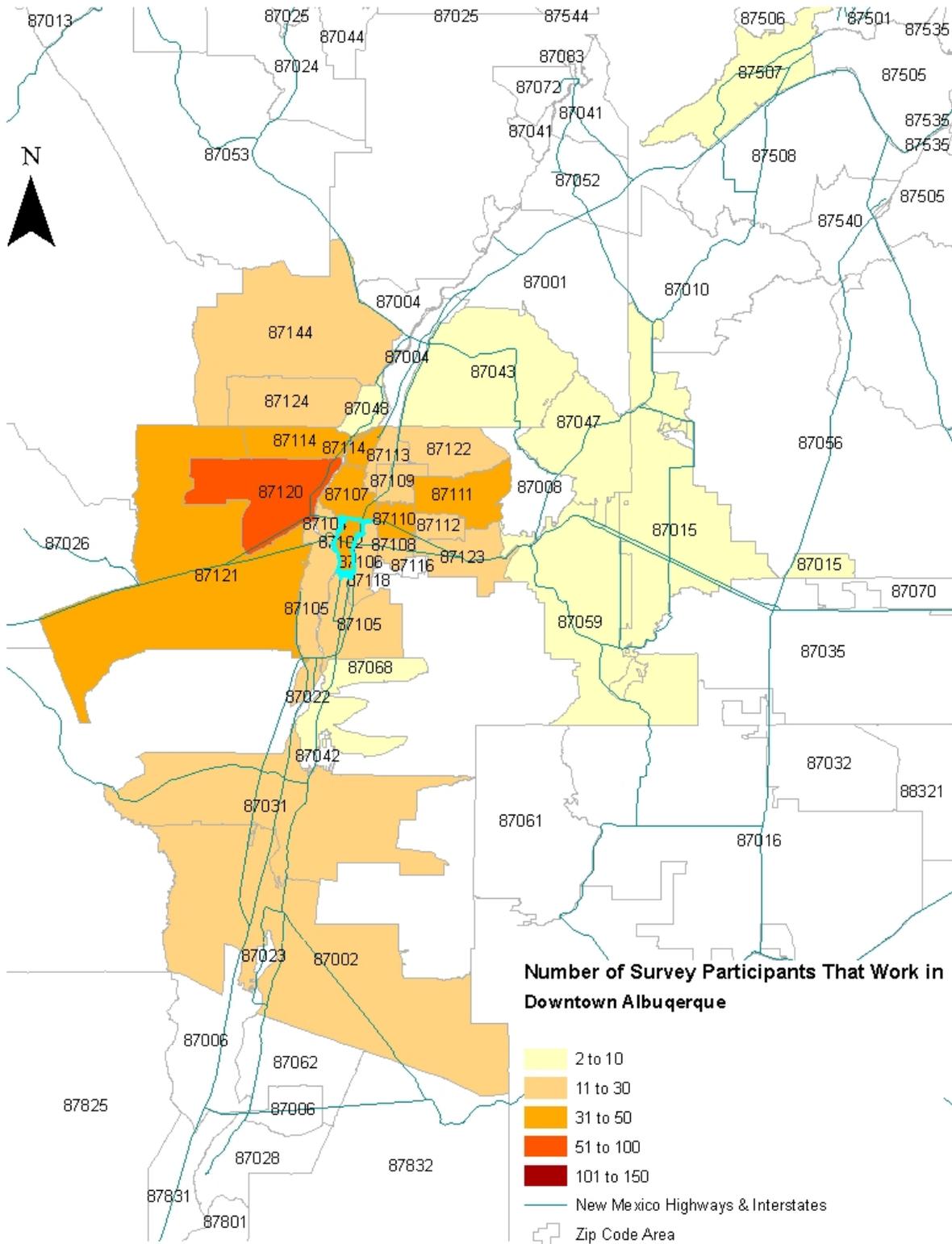
These locations have the following numbers of jobs according to 2008 employment data collected by the Census Bureau:

TABLE 29: Employment Centers That Have a Good Zip Code Boundary Match

	2008 Census Bureaus Employment Data based on MRCOG Employment Center		MRCOG Survey Reported Work Location
	Total Jobs	Jobs per Acre	Number of Survey Participants
UNM/CNM Area	22,000	23	724
Downtown Albuquerque	24,000	50	576
Kirtland Air Force Base	30,000	1	179

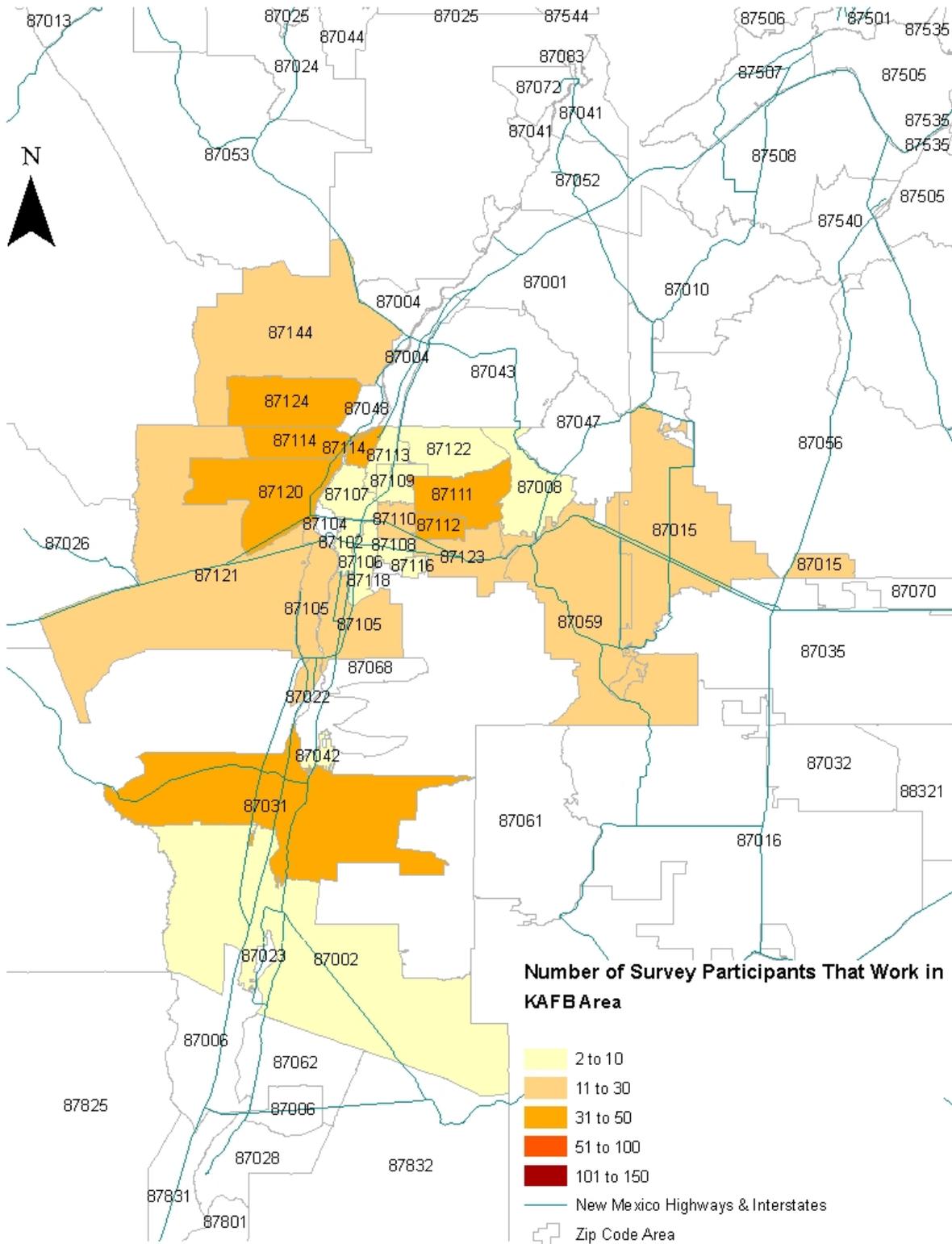
The following maps highlight the zip code boundaries of home locations of the people who work in areas of high employment.

FIGURE 4 : Home Locations of Survey Takers Working in Downtown Albuquerque



For Downtown Albuquerque the most concentrated group lives on the other side of the Rio Grande River in the 87120 zip code area.

FIGURE 5 : Home Locations of Survey Takers Working in Kirtland Air Force Base



People from all over the region work at Kirtland Air Force Base. However, they tend not to live in more densely populated areas.

People who work or go to school at these three different employment areas have fairly different patterns looking at where people live. People tend to live close that commute to UNM/CNM. The highest density home location of people that commute to Downtown Albuquerque are across the Rio Grande River. Finally, those commuting to Kirtland Air Force Base come from all over the region.

Here is how these three groups responded concerning how well the transportation system meets their needs, their views on congestion, predominant mode of travel and to which modes they would like better access.

TABLE 30: Employment Centers Satisfaction with the Transportation System

Work/School Location	Meets Needs	No Strong Opinion	Does Not Meet Needs	Work/School Location Total
UNM/CNM	214	298	212	724
% of UNM/CNM	29.6%	41.2%	29.3%	100%
Downtown Albuquerque	206	215	155	576
% of Downtown	35.8%	37.3%	26.9%	100%
Kirtland Air Force Base	55	67	57	179
% of KAFB	30.7%	37.4%	31.8%	100%

TABLE 31: Employment Centers – How serious a problem is congestion?

Work/School Location	Not Serious	Somewhat Serious	Serious	Very Serious	No Opinion or No Response	Work/School Location Total
Kirtland Air Force Base	54	58	47	20	0	179
% of KAFB	30.2%	32.4%	26.3%	11.2%	0.0%	100%
Downtown Albuquerque	157	176	135	86	22	576
% of Downtown	27.3%	30.6%	23.4%	14.9%	3.8%	100%
UNM/CNM	210	259	141	84	30	724
% of UNM/CNM	29.0%	35.8%	19.5%	11.6%	4.1%	100%

TABLE 32: Predominant Mode of Travel to Work/School for Employment Centers

Work/School Location	Drive Alone & Use Other Modes	Drive Alone Only	Public Transit	Carpool/ Vanpool	Bicycle	Walk	Work from Home	Total
UNM/CNM	279	148	96	64	63	61	12	724
% of UNM/CNM	38.5%	20.4%	13.3%	8.8%	8.7%	8.4%	1.7%	100%
Downtown Albuquerque	244	154	79	48	22	25	4	576
% of Downtown	42.4%	26.7%	13.7%	8.3%	3.8%	4.3%	0.7%	100%
Kirtland Air Force Base	78	63	9	19	9	1		179
% of KAFB	43.6%	35.2%	5.0%	10.6%	5.0%	0.6%	0.0%	100%

TABLE 33: Those wanting better Bus Access by Employment Center

Work/School Location	Number that would like better access to the bus	Total	Percent that would like better access to the bus
UNM/CNM	486	724	67.1%
Downtown Albuquerque	330	576	57.3%
Kirtland Air Force Base	112	179	62.6%

TABLE 34: Those wanting better Train Access by Employment Center

Work/School Location	Number that would like better access to the train	Total	Percent that would like better access to the train
UNM/CNM	373	724	51.5%
Downtown Albuquerque	287	576	49.8%
Kirtland Air Force Base	99	179	55.3%

TABLE 35: Those wanting better Bicycle Access by Employment Center

Work/School Location	Number that would like better bicycle	Total	Percent that would like better bicycle
UNM/CNM	300	724	41.4%
Downtown Albuquerque	193	576	33.5%
Kirtland Air Force Base	71	179	39.7%

TABLE 36: Those wanting better Walking Access by Employment Center

Work/School Location	Number that would like better walking access	Total	Percent that would like better walking access
UNM/CNM	213	724	29.4%
Downtown Albuquerque	128	576	22.2%
Kirtland Air Force Base	25	179	14.0%

TABLE 37: Those wanting better Access for Their Car by Employment Center

Work/School Location	Number that would like better access for the car	Total	Percent that would like better access for the car
UNM/CNM	70	724	9.7%
Downtown Albuquerque	85	576	14.8%
Kirtland Air Force Base	27	179	15.1%

GENERAL COMMENTS

At the end of the survey, people were given the opportunity to comment about anything else that they think is important concerning transportation that they had not shared earlier. There were 1,099 comments including a few that came through e-mail. The most common themes to these responses are listed below. The entire list of general comments is in Appendix H.

TABLE 38: Most Common Responses to General Comments

COMMENT IN REGARD TO:	Number of Common Comments	% of All Comments
Bus improvements. Example: "The buses need to run more often."	181	16.5%
Safety. Example: "I would ride the Park and Ride if felt my car was safe there."	172	15.7%
Bike improvements. Example: "We need more bike paths."	165	15.0%
Public transport improvements needed. Example: "We need better public transport in the region."	165	15.0%
Roadway design/roadway network improvements and maintenance. Example: "Improve I-25 and Paseo del Norte."	107	9.7%
More capacity needed. Example: "Build another bridge over the river."	78	7.1%
Rail Runner improvements. Example: "The train takes too long."	72	6.6%
Walking infrastructure improvements. Example: "My neighborhood is not pedestrian-friendly."	70	6.4%
Other. Example: "Allow dogs on buses."	61	5.6%
Satisfied with status quo or recent improvements. Example: "The train works great for me."	61	5.6%
Education and information dissemination. Example: "We need to educate people about the benefits of public transportation" or "The bus schedules need to be more readily available."	55	5.0%
Congestion. Example: "Driving home is terrible because there's always bad congestion."	44	4.0%
Land use. Example: "We need to start building more infill development and mixed use neighborhoods."	41	3.7%
Special needs (elderly, people with disabilities, low-income). Example: "People who cannot drive cannot get around easily enough."	38	3.5%
Other transit modes. Example: "This region needs light rail."	34	3.1%

Funding. Example: "I do not agree with the way funding is allocated for certain transportation projects."	33	3.0%
Planning. Example: "We need to do a better job planning for transportation in the future."	19	1.7%
Accident removal/notification/response. Example: "It takes too long to clear cars after accidents."	16	1.5%
Transportation demand management (TDM). Example: "We should stagger work times so the roads do not become so congested around 8am and 5pm."	15	1.4%
Additional information to the previous survey question, #17. Example: "My drive is less than 10 minutes only because I work at home."	15	1.4%
Air Quality/environmental issues. Example: "The most important issue is air quality."	13	1.2%
Public Input. Example: "You need to get the public's opinion on these matters."	7	0.6%