



## Goal 3: Public Infrastructure

**Desired Community Condition: Residents have safe and affordable transportation options that meet the public’s needs.**



**Indicator: Journey to Work Mode Split and Mean Travel Time to Work**

**Progress Rating:    Local Trend: STABLE    Regional Comparison: SIMILAR**

### Indicator Description

This indicator shows the percentage of people traveling to work using various means of transportation (known as modes), as determined by the U.S. Census (1990 and 2000) and from responses to large sample surveys, conducted by the U.S. Census, as part of the American Community Survey. The data are compared to data from other similar cities in the west. Also, commute to work time, collected in the same manner, is provided and compared to the same western cities.

### Why is this indicator important?

Many U.S. cities, including Albuquerque, experience problems of traffic congestion and air pollution, which peak during normal commuting hours. To a great degree, these problems stem from access to and the convenience created by individual use of automobiles, also known as single occupancy vehicles. Low-density development patterns exacerbate these problems, requiring people to drive longer distances to jobs, shopping and services. A popular response to these conditions is to encourage people to switch from the dominant single-occupant automobile, especially for their work commute, to other modes such as carpooling, mass transit, bicycles, and walking. To the extent they make such a switch, the problems of traffic congestion and air pollution can be lessened. Less traffic congestion and air pollution can result in a healthier and happier population. Less traffic may also reduce public infrastructure costs. This indicator measures the extent to which that change is being made or not by measuring the rate of use of the various modes over time.

This indicator is affected by other indicators of transportation patterns and with indicators of building permits by type and area, and with economic vitality, since people travel to work primarily by driving.

### Data Sources

U.S. Census and the American Community Survey by U.S. Census Bureau, U.S. Department of Commerce

### What can we tell from the data?

- The overwhelmingly dominant mode has remained the same - the single-occupant vehicle – at about the same rate.
- Car pooling rebounded to earlier rates after a drop in 2000 (may be within survey margin of error).
- Those using public transportation remained steady at a very modest rate of about two and one half percent.

- The work at home trend seems to be increasing.
- Mean travel time to work increased slightly in 2002 and is relatively comparable to other western cities.
- Albuquerque consistently ranks in the middle of these cities.

COMMUTING TO WORK and MEAN TRAVEL TIME TO WORK										
City of Albuquerque	2002		2001		2000		1999		1990	
<b>Workers 16 years and over</b>	<b>213,681</b>		<b>223,596</b>		<b>211,575</b>		<b>215,222</b>		<b>187,368</b>	
Car, truck, van -- drove alone	165,755	77.6%	173,265	77.5%	168,167	79.5%	167,203	77.7%	146,142	78.0%
Car, truck, van -- carpooled	26,028	12.2%	28,721	12.8%	20,870	9.9%	26,927	12.5%	22,738	12.1%
Public transport (incl taxicab)	5,205	2.4%	4,799	2.1%	5,217	2.5%	3,622	1.7%	3,686	2.0%
Walked	3,719	1.7%	5,053	2.3%	5,422	2.6%	5,785	2.7%	5,358	2.9%
Other means	3,935	1.8%	4,124	1.8%	5,142	2.4%	3,887	1.8%	4,315	2.3%
Worked at home	9,039	4.2%	7,634	3.4%	6,757	3.2%	7,798	3.6%	5,129	2.7%
Mean travel time to work (min)	21.5		19.0		19.5		20.4		20.0	

