

2024 CITY OF ALBUQUERQUE BIKEWAY AND TRAIL FACILITIES PLAN

APPENDIX B: COMMUNITY SURVEY SUMMARY (SPRING 2023)





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Background

The City of Albuquerque and its planning partners developed a survey and interactive map to gather feedback about bicycling conditions, habits, and preferences to support both Bike to Wherever Day and the 2024 *Bikeway and Trail Facilities Plan*. The survey was open from May 1 to June 16, 2023 and coincided with Bike to Wherever Day on May 19, 2023 a major City-sponsored event to promote bicycling and encourage trips to local businesses. This survey mirrors past surveys distributed annually in conjunction with the Bike to Wherever Day surveys.

Input from the survey will inform the *Bikeway and Trails Facilities Plan Update* as well as general bicycle planning for the City and partner agencies, including the Mid-Region Council of Governments (MRCOG). In total, 679 people participated in the survey, 36 of whom completed paper surveys at one of the Bike to Wherever Day pop-up events. This document summarizes the results of the survey and highlights key findings from the interactive input map.



Key Takeaways

Below are several key takeaways from the survey results.

- Survey respondents were generally positive about the trajectory of bikeway improvements and bicycling conditions in Albuquerque, though not as positive as they had been in past surveys. Reasons that respondents feel positive about bicycling in Albuquerque include pleasant weather, a high-quality network of paved multi-use trails, and a growing culture of biking.
- Survey respondents emphasized safety as a priority, which is consistent with previous Bike to Wherever Day and Bike to Work Day surveys. Respondents frequently cited a lack of separation from motorists as a barrier to bicycling, and likewise indicated that increased separation from motorists was the best strategy for improving safety. Crossing major streets and the high speeds of motor vehicles were also identified as major barriers to bicycling in Albuquerque.
- When asked to rate different bikeway facility types, respondents' level of comfort rises significantly along bikeways with greater physical and spatial separation from motor vehicles.
- The vast majority of survey respondents' trips continue to be for recreational purposes, though many respondents indicated a desire to bike for more utilitarian purposes.
- Compared to the general population, participants were disproportionately likely to be confident bicyclists, yet they still expressed significant safety concerns and a preference for greater separation from motorists and slower vehicle speeds. Less confident bicyclists, who are underrepresented in the survey results, are even more likely to require quality bikeways and low-stress conditions to consider bicycling as a regular transportation option.

Methodology

The survey and interactive map were available online on the project website (www.abqbikeplan.com) and in-person at Bike to Wherever Day pop-up tables. The Bike to Wherever Day tables also featured giveaway items and general information about bicycling in Albuquerque.

The survey was advertised primarily through the Bike Thru Burque website, email list, and social media platform, as well as the City of Albuquerque and partner agency newsletters and outreach platforms. Survey flyers were distributed throughout May at the Downtown Growers' Market and additional pop-up events at Bike In Coffee.

Survey Content

The survey was offered in both English and Spanish and solicited feedback on a range of topics:

- General bicycling conditions
- Comfort level bicycling along different facility types
- Respondents bicycling habits
- Perspectives on e-bikes
- Demographic Information

While a survey is administered every year as part of Bike to Wherever Day, the 2023 online survey featured an interactive input map that allowed participants to identify locations where they feel unsafe and where additional facilities are desired. Pop-up events included poster-sized maps where individuals could place stickers on the map that corresponded with the online input options.

Connection to Bike To Wherever Day

Bike to Wherever Day is an annual event organized by the City of Albuquerque in partnership with MRCOG, local bicycling advocates, and numerous volunteers and local businesses. This year's event returned to the pre-pandemic format centered around in-person pop-up tables and information booths with giveaway items that were set up at public places and along trails across the city to encourage participation. A survey on bicycling needs and preferences is typically administered as part of Bike to Wherever Day. Information on Bike to Wherever Day is available on the Bike Thru Burque website.

Changing travel patterns and a greater emphasis on biking for a range of everyday activities, not just commuting to work, are consistent with the newer theme of "bike to wherever" rather than the pre-pandemic "bike to work" event title.

Survey Results

Survey Respondents' Bicycling Habits

Bicycling Confidence Levels Among Respondents

Survey respondents are disproportionately likely to consider themselves "advanced" or "expert" bicyclists compared to the overall population. Overall, more than three-quarters of respondents indicated they are an "advanced" or "expert," while about one-fifth (19 percent) consider themselves "intermediate" bicyclists. By

Figure 1. Bike to Wherever Day Pop-Up Table





contrast, national surveys indicate that 50 to 60 percent of adults consider themselves “interested but concerned” bicyclists, which is analogous to the “intermediate” category utilized in past Bike to Work Day and Bike to Wherever Day surveys.

Notably, an even higher share of respondents indicate they are highly confident bicyclists than in recent surveys. Whereas 60 to 67 percent of respondents in surveys from 2020 to 2022 indicated they are “advanced” or “expert,” about 76 percent of respondents to the 2023 survey indicated they are highly confident.

Figure 2: Respondents’ Level of Experience as a Bicyclist

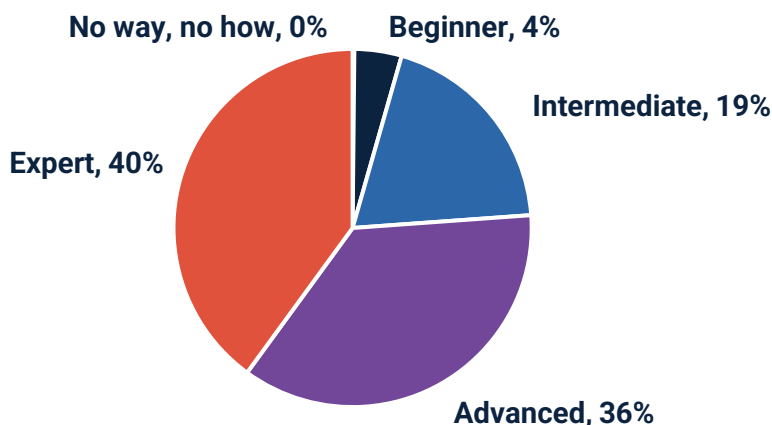
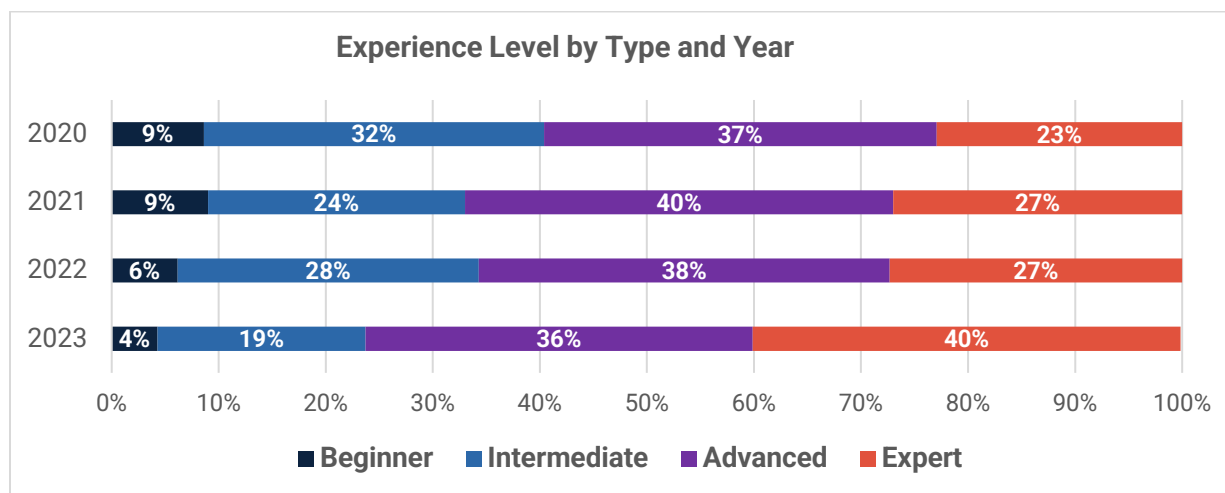


Figure 3: Respondents’ Experience Level Over Time, 2020-2023



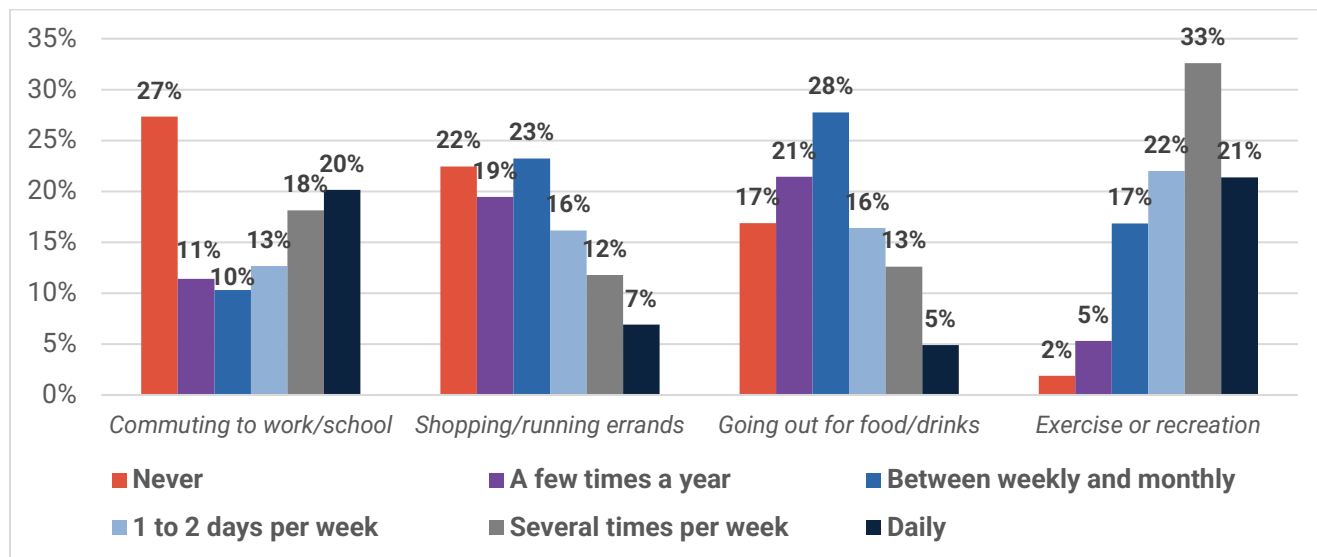
Frequency of Bicycling Trips by Type

Among survey respondents – who skew toward the more confident and dedicated end of the bicycling spectrum – the most common trip types are for exercise or recreation, with more than half (54 percent) of respondents indicating they bike for exercise or recreation daily or several times per week. About one fifth of respondents indicated they bike to work, compared to about one percent of the overall Albuquerque population.



Respondents also indicated they regularly bike (i.e., at least once a week) for discretionary trips, with about one third indicating they bike for shopping or running errands (combined 35 percent) and for going out for food or drinks (34 percent).

Figure 4. Frequency of Bicycling Trips by Type



General Bicycling Conditions in Albuquerque

The survey asked several questions related to general bicycling conditions across the City of Albuquerque, including questions about perceptions of conditions over time, barriers and challenges to bicycling, positive aspects of bicycling in Albuquerque, and strategies for improving bicycle safety.

Bicycling Conditions Over Time

Nearly half of survey participants believe that conditions for people biking are improving over time (48 percent), while a third believe conditions are staying about the same (36 percent). Seventeen percent believe conditions are worsening. While generally positive, survey respondents were less optimistic than in past surveys. When asked the same question, nearly three quarters of survey respondents in 2017 and 2018 indicated that conditions were getting better over time (see Figure 2). Beginning in 2020, the share of respondents who say conditions are improving has decreased over time, while those saying that conditions are staying the same or getting worse rose considerably, despite the expansion of on-street bikeways as part of the Annual Complete Streets Maintenance Program during this period.

Figure 5. Perspectives on Bicycling Conditions Over Time

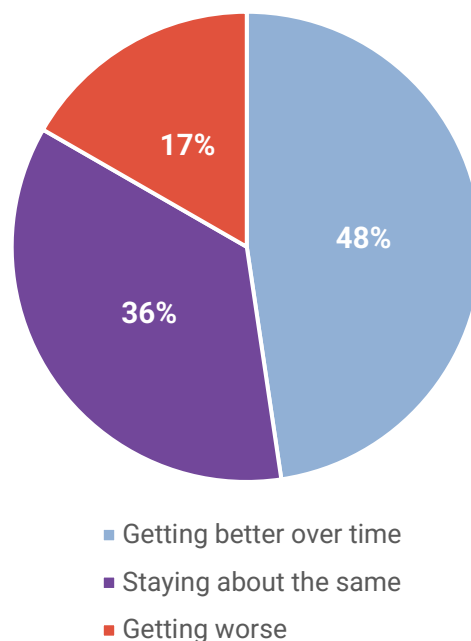
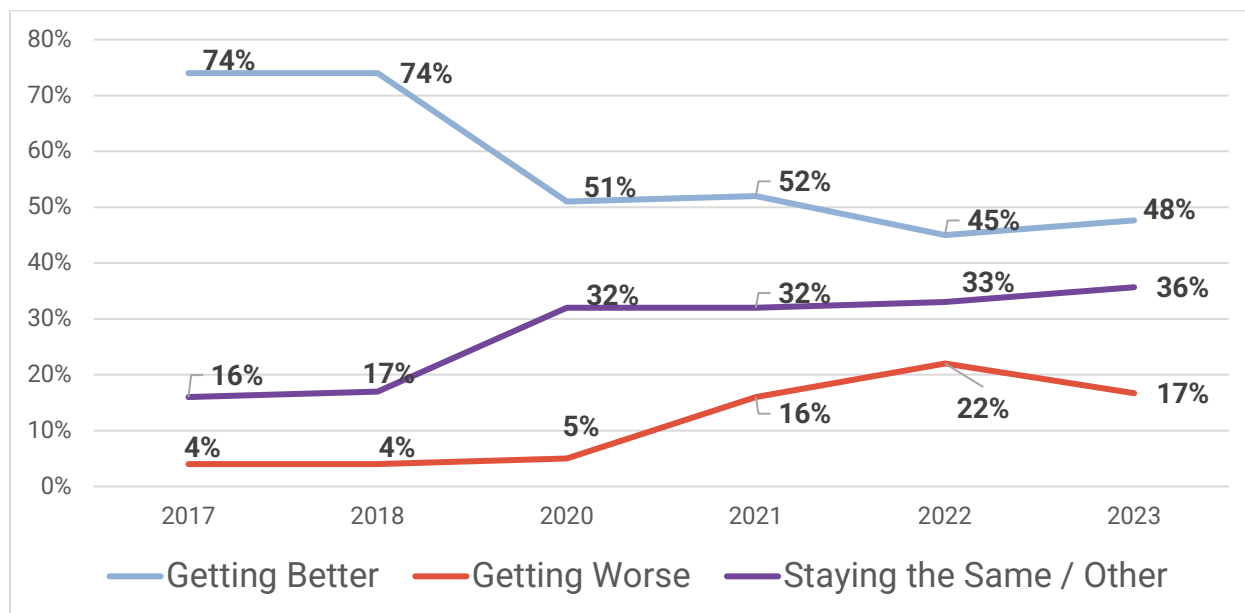




Figure 6: Perspectives on Bicycling Conditions Over Time, 2017-2023

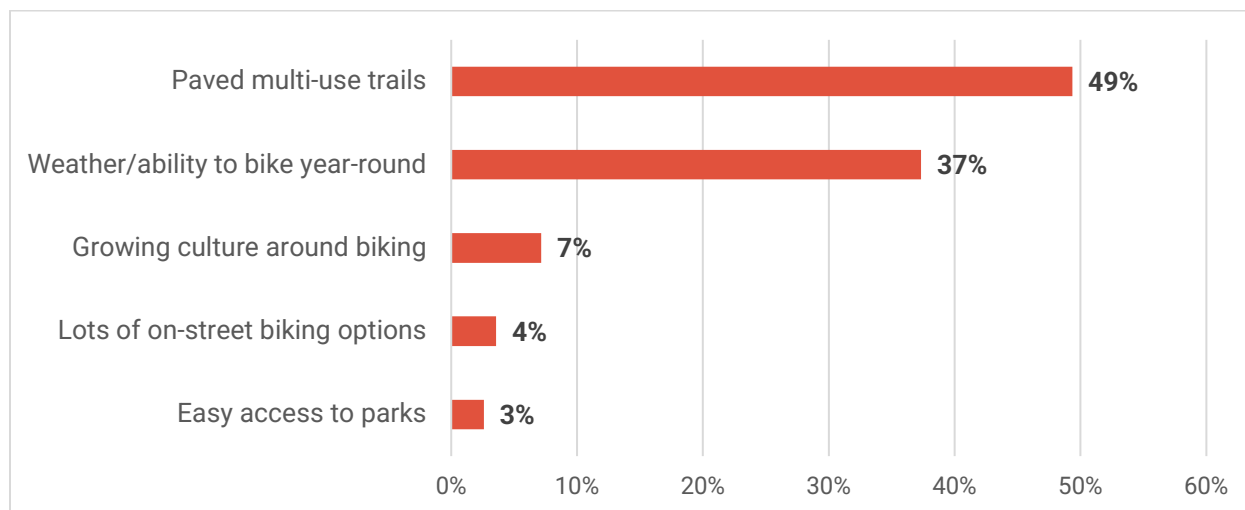


Note: This question was not asked in 2019.

Best Parts of Bicycling

Nearly half of respondents (49 percent) indicated that paved multi-use trails were the best part of bicycling in Albuquerque, while over a third (37 percent) selected weather and the ability to bike year-round. In addition to their top reason, respondents could provide comments about additional highlights related to bicycling in Albuquerque. A total of 139 respondents provided further comments. Nice weather (56 comments) and a growing culture of biking (38 comments) were the most frequently cited, followed by paved trails (31) and on-street biking options (24).

Figure 7: Best Parts of Bicycling in Albuquerque

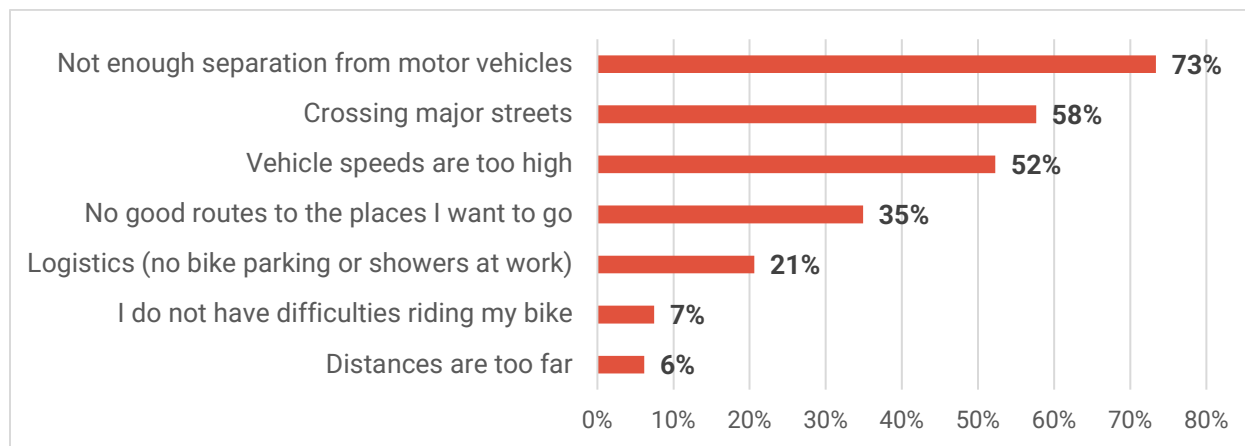




Barriers or Challenges

When asked about the greatest barriers or challenges when bicycling in Albuquerque, the top three concerns were all related to general roadway design. Nearly three in four respondents (73 percent) selected “not enough separation from motor vehicles” as a concern. The second and third most selected barriers, respectively, were “crossing major streets” (58 percent) and “vehicle speeds are too high” (52 percent). By contrast, distance was not a commonly identified barrier to bicycling, which may be related to the fact that most respondents identified as either advanced or expert bicyclists (see “Bicycling Skills” section). Respondents were allowed to select up to three barriers or challenges.

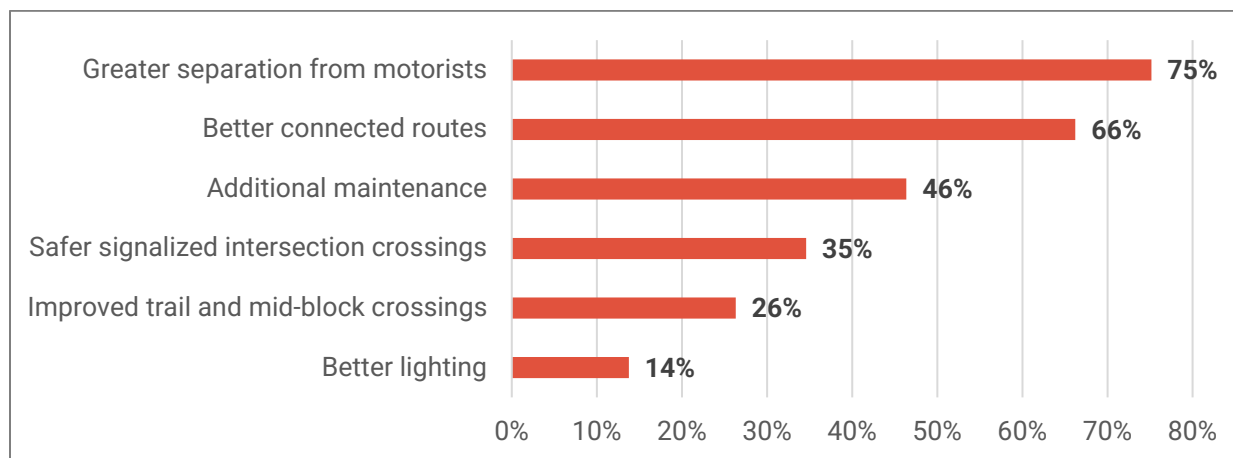
Figure 8: Major Barriers of Challenges When Bicycling in Albuquerque



Strategies for Improvement

Mirroring responses from the question on barriers or challenges, three quarters of respondents (75 percent) indicated that greater separation from motorists was among their preferred strategies for improving safety for people biking. Better connected routes that link people to their destinations was the second most frequently selected strategy (66 percent). Other responses included additional maintenance of both bikeways and paved multi-use trails (46 percent), safer signalized intersection crossings (35 percent), and improved trail and mid-block crossings (26 percent). Respondents were allowed to select up to three strategies for enhancing safety.

Figure 9: Preferred Strategies to Enhance Safety for People Biking





Bicycling Habits

Several survey questions focused on respondents' bicycling habits, including as frequency of biking, their top reasons for biking, their experience as a rider, and attitudes towards e-bikes.

Bicycling Trips

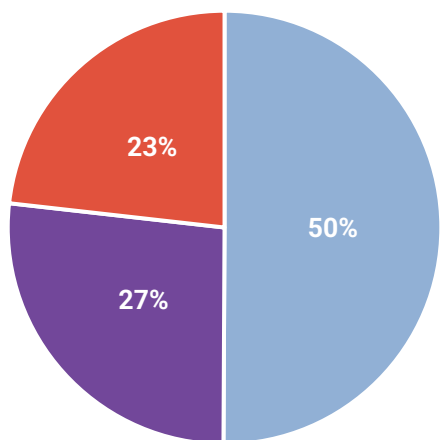
The survey asked respondents how frequently they make four different types of trips by bike: commuting, shopping, going out for food/drinks, and exercise or recreation. Over half of respondents say they ride for recreation or exercise at least several times per week (33 percent), if not daily (21 percent). Over a third of respondents say they commute to work or school at least several times per week.

Survey respondents also indicate that they are more likely to ride for recreation several times a week rather than for other types of trips (commuting, shopping, or going out). While only two percent of survey respondents say they never ride for exercise or recreation, significant portions of respondents say they never ride their bike for certain types of transportation trips (commuting, shopping/running errands, and going out for food/drinks).

Bicycling Over Time

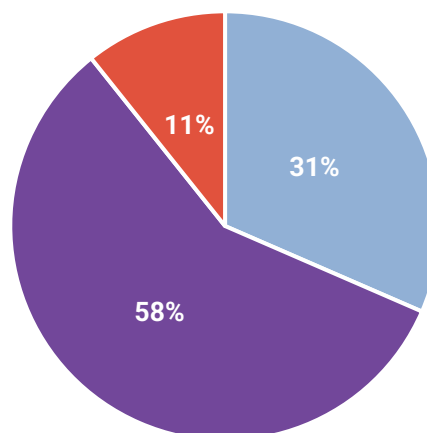
Survey respondents generally indicated they bike more than in the past. About one-half (50 percent) of respondents stated they ride more than they did 10 years ago, compared to less than one quarter (23 percent) who ride less than they did 10 years ago. Compared to before the pandemic, about one-third (31 percent) indicated they ride more (32 percent), compared to only 11 percent who ride less.

Figure 10: Respondents' Bicycling Habits Compared to 10 Years Ago



- I ride more than 10 years ago
- About the same as 10 years ago
- I ride less than 10 years ago

Figure 11: Respondents' Bicycling Habits Compared to Before the Pandemic



- I ride more than before than pandemic
- About the same as before
- I ride less than before than pandemic



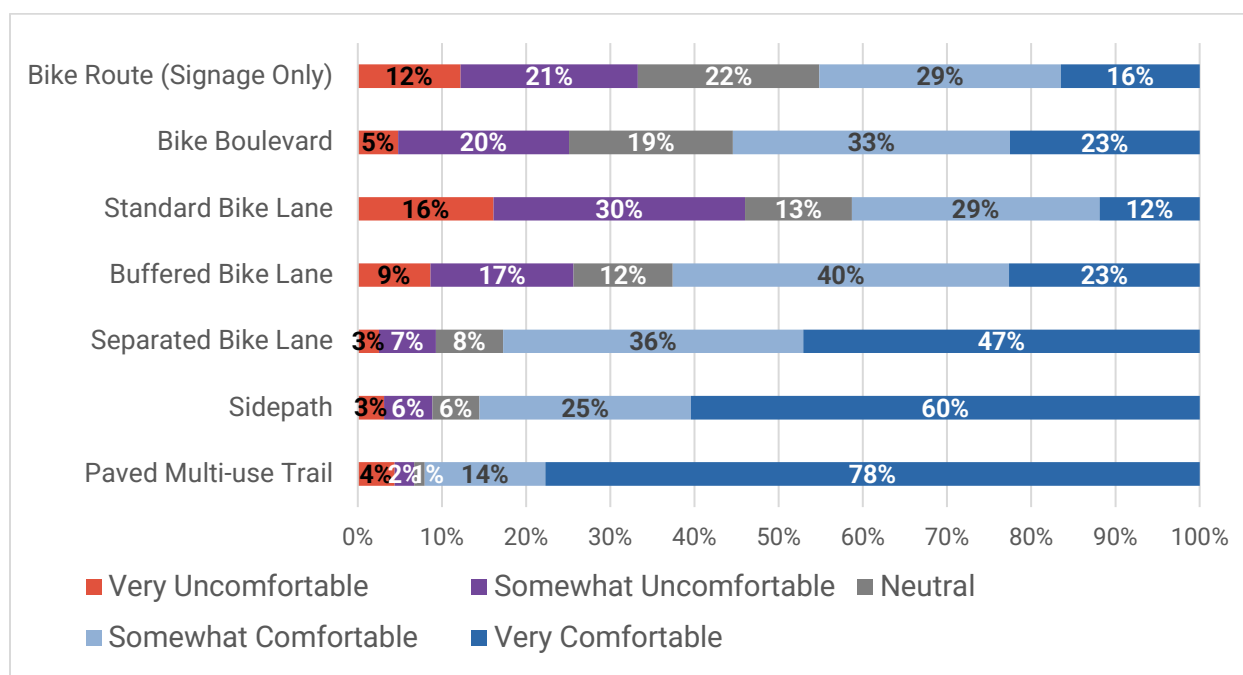
Reasons for Bicycling

Respondents selected reasons they choose to bike, with responses focused on both intrinsic motivators, such as, “It’s good exercise,” “It saves me money,” and “It’s the easiest/quickest way for me to travel,” and extrinsic motivators such as “It’s better for the environment,” and “I don’t have a car or good public transit options.” Respondents indicated the top three reasons they chose to bike are for exercise (90 percent), for their mental health (69 percent), and for the environment (59 percent). The least common reason selected by respondents was the lack of a personal vehicle or good public transit options (five percent).

Level of Comfort by Bicycle Facility Type

Respondents were asked to rate their level of comfort based on images of seven different bikeway facility types. These bikeways can be grouped into three categories: shared streets, bike lanes, and off-street facilities. In general, respondents expressed a preference for greater separation from motorists and slower vehicle speeds alongside bikeways. Although respondents were disproportionately likely to be confident bicyclists, they expressed significant safety concerns and a clear preference for higher-comfort bikeway facilities. National research indicates that less confident bicyclists are even more likely to require quality bikeways and low-stress conditions to consider bicycling as a regular transportation option.

Figure 12: Respondents Level of Comfort by Bicycle Facility Type



Shared Streets: Along a designated bike route with signage only, slightly less than half (45 percent) of respondents indicated they would feel somewhat or very comfortable biking, while about one-third (33 percent) indicated they would feel somewhat or very uncomfortable.

Respondents had somewhat more positive responses when asked to rate a bike boulevard with additional signage and pavement markings, as more than half of respondents indicated they would feel somewhat (33 percent) or very (23 percent) comfortable, while about one-quarter indicated they would feel somewhat (20 percent) or very (five percent) uncomfortable.

Figure 13. Shared Street Facilities: Bike Route (left) and Bike Boulevard (right)



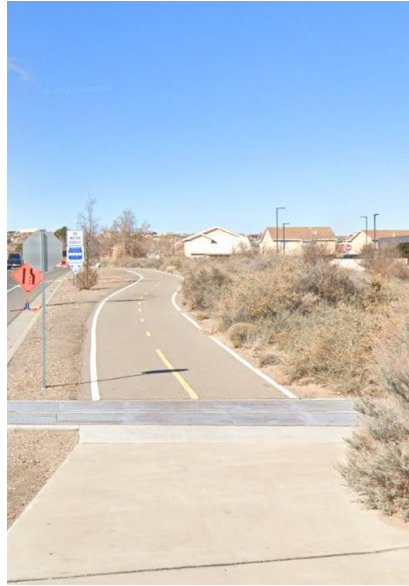
Bike Lanes: The level of comfort along on-street bike lanes increases with greater spatial and physical separation from motor vehicles. Almost half (46 percent) said standard bike lanes were very or somewhat uncomfortable, compared to 41 percent who indicated standard bike lanes were very or somewhat comfortable. By contrast, 63 percent of respondents indicated they were very or somewhat comfortable riding along a buffered bike lane, while 83% of respondents indicated they were very or somewhat comfortable riding along a separated bike lane. Standard bike lanes were the facility type that the fewest respondents indicated they felt very comfortable riding along (12 percent).

Figure 14. Bike Lane Facilities: Standard Bike Lane (Left), Buffered Bike Lane (Center), and Separated Bike Lane (Right)



Off-Street Facilities: The vast majority of respondents indicated they would feel comfortable on off-street facilities, including paved multi-use trails and sidepaths. Overall, 92 percent of participants indicated they were very or somewhat comfortable on a paved multi-use trail (78 percent and 14 percent respectively), while 85 percent indicated they would feel either very or somewhat comfortable on a sidepath.

Figure 15. Off-street Facilities: Multi-use Trail (Left) and Sidepath (Right)





E-Bikes

Most participants responded positively about e-bikes. About 40 percent of respondents indicated they have ridden an e-bike, whether they own one (17 percent) or not (22 percent), and a total of 65 percent of respondents indicated some level of interest in owning or using an e-bike. By contrast, only 35 percent of respondents indicated they have no interest in riding or owning an e-bike.

An even larger share of respondents – over 80 percent – indicated that e-bikes should be allowed on paved multi-use trails. Of those, 57 percent indicated e-bike speeds should be limited, while 24 percent said all speeds are fine. Only 10 percent of respondents explicitly stated that e-bikes should not be allowed on paved multi-use trails.

Figure 16: Respondents' Experience with E-bikes

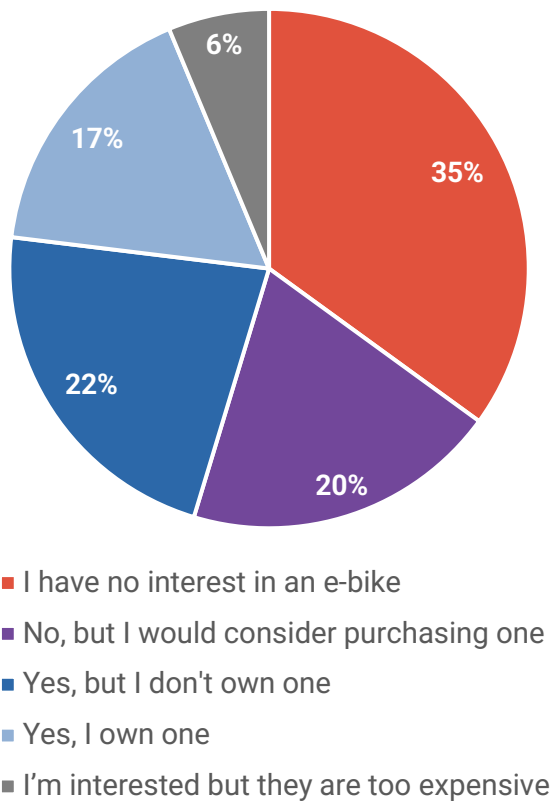
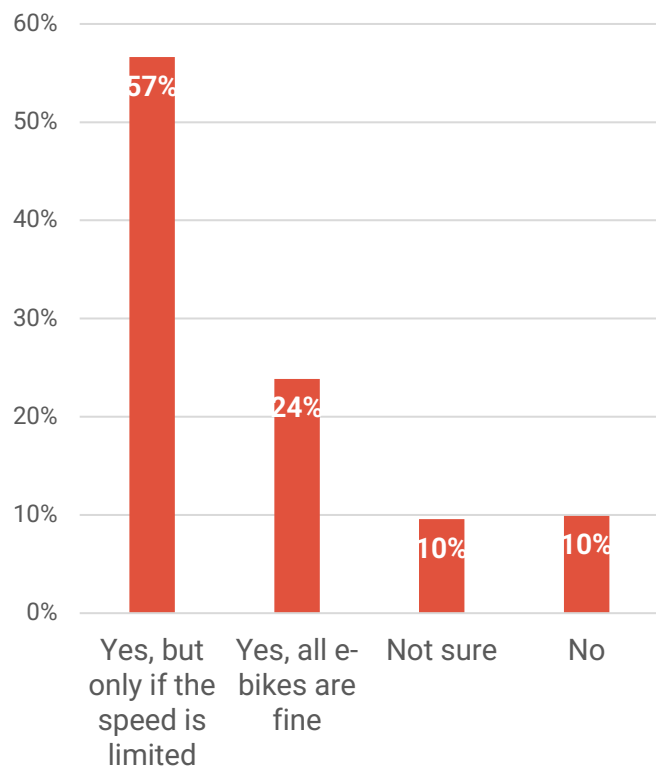


Figure 17: Perspectives on Whether E-Bikes Should be Allowed on Paved Multi-use Trails





Open-Ended Comments

Participants provided more than 1,000 open-ended comments across various questions in the survey. Open-ended comments focused heavily on the desire for safer bicycling conditions and a preference for separated/protected bike lanes and facilities with greater separation from motor vehicle traffic. Other frequently mentioned topics in the comments included:

- Network connectivity, including the need for well-connected and continuous bikeways
- Perceived/actual threats to physical safety, including reckless drivers and concerns about vehicle speeds and challenges crossing busy streets
- Need for enhanced maintenance along trails and on-street bikeways, including poor pavement conditions and debris becoming obstacles
- Concerns about personal security
- Better integration with transit, including bicycle parking at ART stations

See Appendix C for a complete inventory of comments collected through the online survey.

Demographics of Survey Respondents

Similar to past Bike to Work Day/Bike to Wherever Day surveys, respondent demographics do not align with typical Albuquerque residents; overall, survey respondents were somewhat more likely to be male, white, and higher income than the overall population of the City of Albuquerque. The profile of survey respondents should be considered when interpreting results.

Race: A significant majority (68 percent) of survey respondents were white/Caucasian, followed by Hispanic/Latino/a, representing 17 percent of survey respondents. This percentage under-represents the City’s racial makeup, as nearly half of residents identify as Hispanic or Latino. Respondents could not select multiple race/ethnicity types due to survey malfunction, even though they were given that prompt within the question, and only the respondents’ first choice were recorded.

Gender: Over half (54 percent) of respondents identified as male, while 39 percent identified as female. The gender split for past Bike to Work/Wherever surveys has fluctuated, with high rates of male respondents before 2020 when the survey was primarily administered in person.

| Year | Number of Responses | Male | Female |
|------|---------------------|------|--------|
| 2023 | 581 | 54% | 39% |
| 2022 | 464 | 53% | 43% |
| 2021 | 281 | 45% | 53% |
| 2020 | 819 | 44% | 53% |
| 2019 | 941 | 67% | 32% |
| 2018 | 930 | 66% | 33% |
| 2017 | 766 | 65% | 33% |

Income: Respondents’ income skewed much higher than the city’s median household income of \$56,366 (2017-2021 ACS). Nearly half of respondents (48 percent) reported their annual household income as over \$100,000, while only about 15 percent of respondents had annual household incomes of \$50,000 or less.

Age: The survey featured a generally even distribution of age among respondents 25 years old and above; about one quarter (24 percent) of respondents were between 35 and 44 years old, representing the largest age group of survey participants. Only about one percent of respondents were age 24 or younger.



Figure 18. Race of Survey Respondents

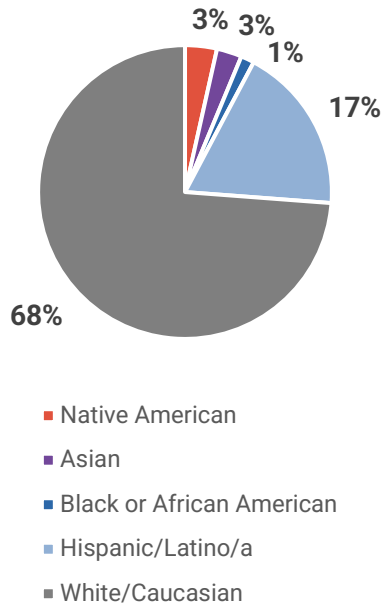


Figure 19: Gender of Survey Respondents

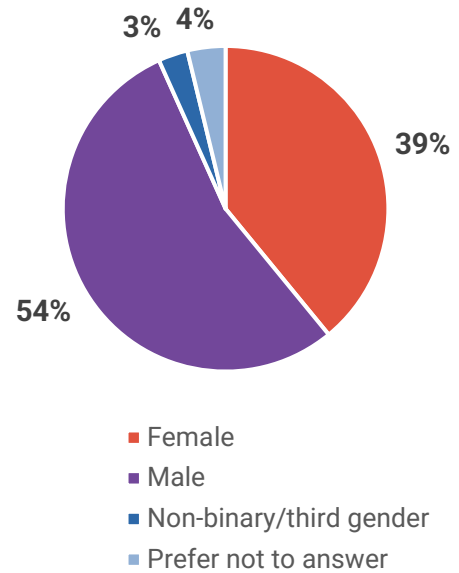


Figure 20. Household Income Among Survey Respondents

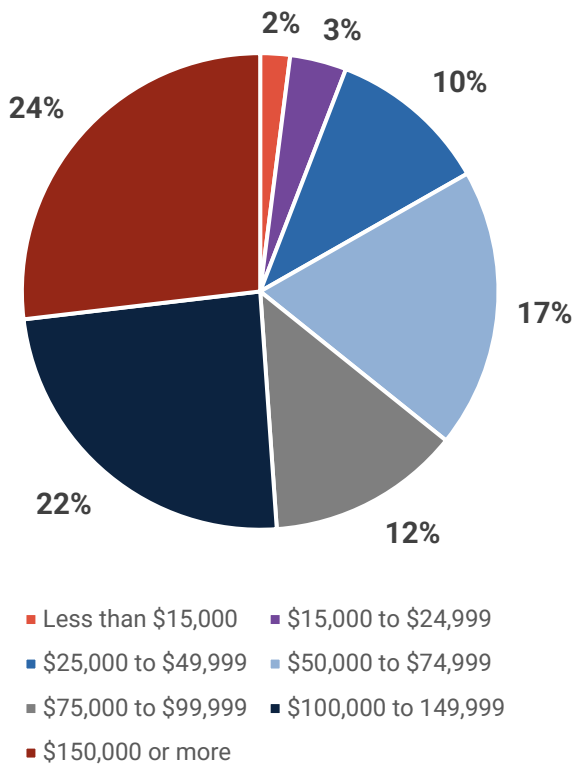
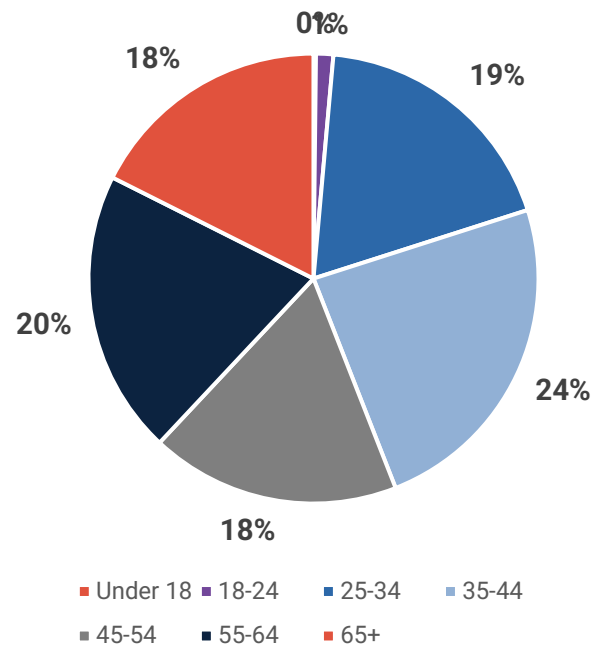


Figure 21. Age of Survey Respondents





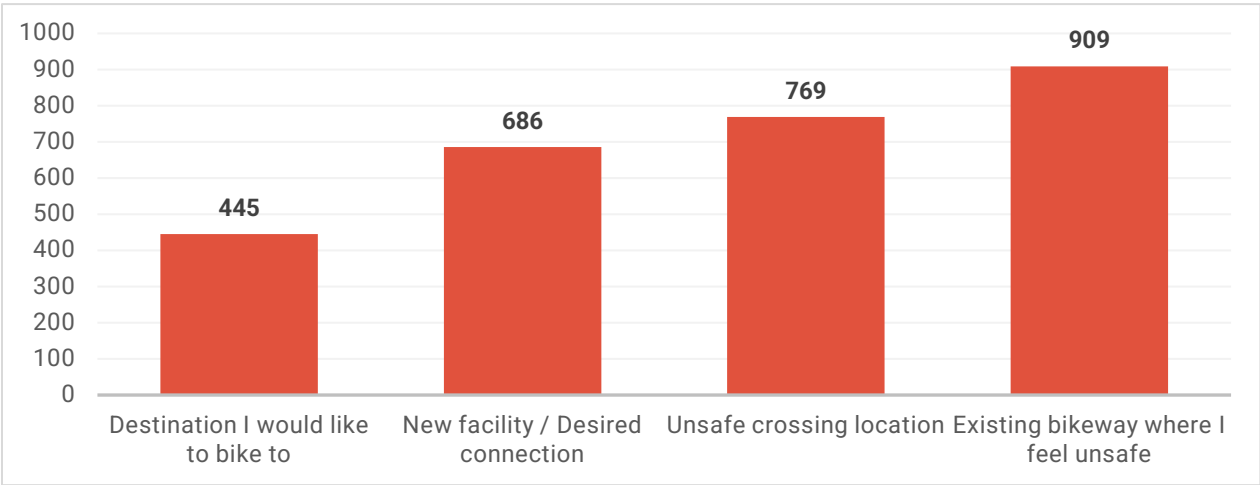
Interactive Map

The interactive input map allowed participants an opportunity to provide location-specific comments and feedback. Information solicited through the interactive map included:

- Destinations that respondents would like to be able to better access by bicycle
- Routes where a new facility or connection is needed
- Unsafe crossing locations
- Existing bikeways where respondents feel unsafe

The input map, including online users and stickers placed on board at pop-up events, resulted in an inventory of more than 2,800 points. See Figure 19 for comments by type and Figure 20. See Appendix B for detailed maps by input type.

Figure 22: Interactive Map Input by Type



Several common themes and recurring types of safety concerns emerged from the interactive input map.

Desired destinations: Common destinations where respondents would like to bike if more (and safer) connections were present include major commuting destinations, such as Downtown and UNM, and regional tourism centers such as Old Town and Sawmill. Other responses to desired destinations to access by bicycle were geographically spread across the city.

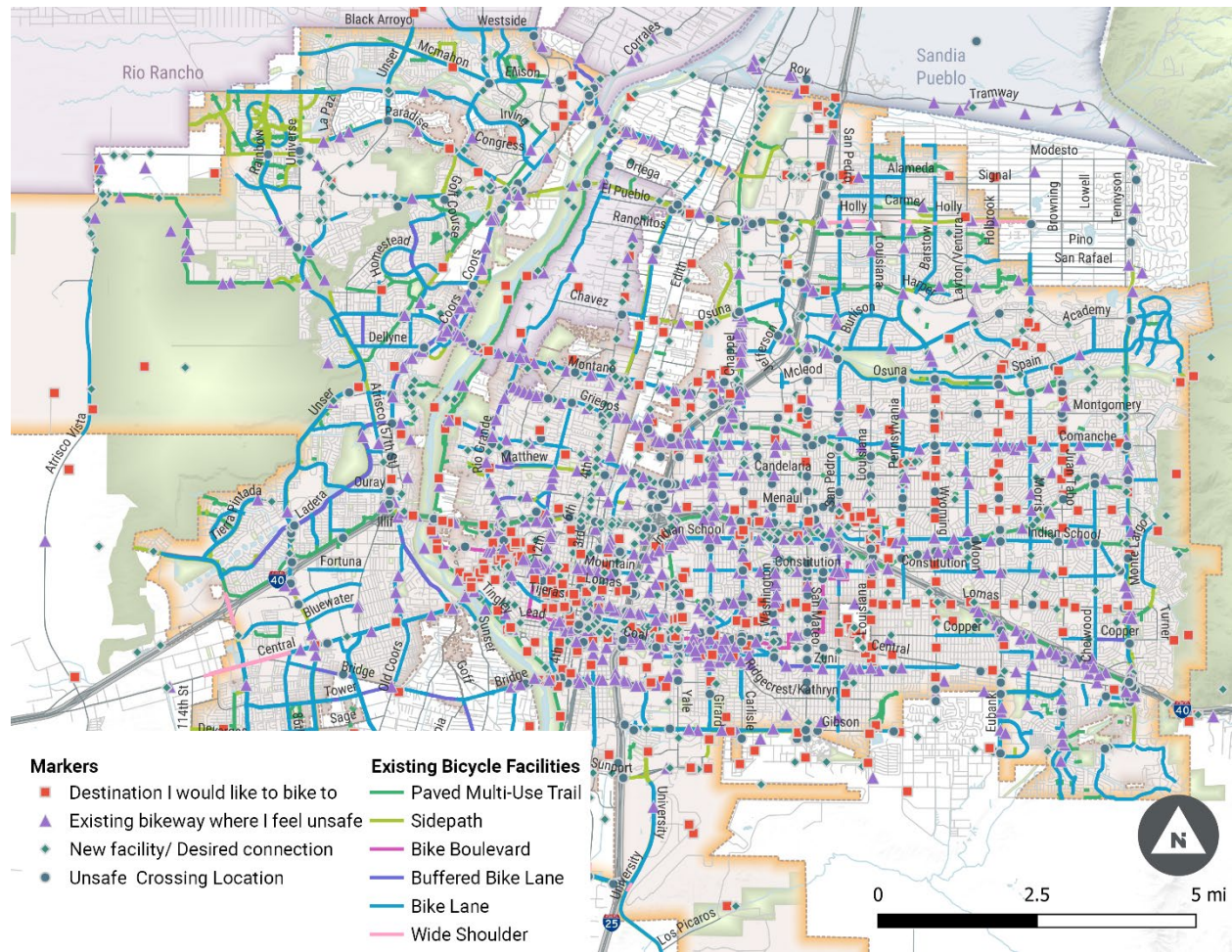
New facilities / desired connections: Common responses included locations where there are gaps between existing bikeways, including Paseo del Norte and Unser Blvd, and corridors that provide critical east-west connections, including Candelaria Rd and Alameda Blvd to the west of I-25. Other desired connections would support access to major destinations, including Silver Ave Bike Boulevard through Downtown and Broadway Blvd on the east side of Downtown from Lead Ave to Mountain Rd.

Unsafe crossing locations: Commonly cited unsafe crossing locations include where bike lanes intersect with I-25 and I-40 and numerous places where paved trails require an at-grade crossing at major streets. San Mateo Blvd is particularly noteworthy as a corridor where many individuals indicated they feel unsafe crossing the street.

Existing bikeways where respondents feel unsafe: Existing bikeways where people feel unsafe generally included higher speed and volume roadways with relatively narrow bike lanes. These include key east-west corridors such as Candelaria Rd, Comanche Rd, and Montañó Rd. Lead Ave and Coal Ave were also frequently identified as feeling unsafe, particularly in the stretches east of I-25 where there are bike lanes but no buffers.

While paved multi-use trails are among the best parts about bicycling in Albuquerque, according to survey respondents, there were numerous comments related to personal security along these facilities, particularly along the North Diversion Channel Trail and the arroyo trails across east Albuquerque.

Figure 23: Interactive Input Map Comments by Type and Location





Desired Destinations

- Downtown
- Old Town
- Sawmill
- UNM Main Campus
- CNM campuses
- Isotopes Park / UNM South Campus
- State Fairgrounds
- Cottonwood Mall
- Bosque Trail access points
- Lomas Blvd - East of Louisiana Blvd
- Wyoming Blvd - North of I-40
- Eubank Blvd / Juan Tabo Blvd - North of Indian School Rd

New Facility / Connection Desired

- Atrisco Vista - northern section
- Montañó Rd - 4th St to 2nd St
- Paseo del Norte - Universe Blvd to Calle Norteña
- Unser Blvd - Rosa Parks Rd to Paradise Blvd
- Silver Ave – Downtown and I-25 crossing
- Rio Grande Blvd - Central Ave to I-40
- I-40 Trail - East of 8th St
- 4th St - North of Downtown
- Candelaria Rd - Broadway Blvd to I-40
- Candelaria Rd - East of I-25
- Griegos Rd - 4th St to 2nd St
- North Diversion Channel - North of Balloon Museum
- Bear Canyon Arroyo - Juan Tabo Blvd to Tramway Blvd
- Alameda Blvd - Balloon Museum to I-25
- San Pedro Dr - North of I-40
- Broadway Blvd - Lead Ave to Mountain Rd

Unsafe Crossing

- Louisiana Blvd - I-40 area
- San Mateo Blvd corridor
- Lomas Blvd - UNM area
- Carlisle Blvd / Lomas Blvd
- Carlisle Blvd / I-40 area
- Lead Ave & Coal Ave at I-25
- Along Lead Ave & Coal Ave corridors
- Along Paseo del Nordeste Trail
- Along Paseo de las Montañas Trail
- Central Ave / Tramway Blvd / I-40 area
- Central Ave / Girard Blvd
- Martin Luther King Jr Blvd / I-40
- Bosque Trail access at Alcalde Pl
- Rio Grande Blvd / I-40
- 12th St / I-40
- Comanche Rd / I-25
- Candelaria Rd / I-25
- San Mateo Blvd / Osuna Rd

Unsafe Existing Bikeway

- Diversion Channel - Various underpasses
- Griegos Rd / Comanche Rd - Rio Grande Blvd to Carlisle Blvd
- Candelaria Rd - Rio Grande Blvd to Carlisle Blvd
- Comanche Rd - east of San Pedro Dr
- Alameda Blvd - west of I-25
- Coors Blvd
- I-40 Trail around Coors Blvd
- Unser Blvd - Central Ave to I-40
- Bridge Blvd / Avenida Cesar Chavez
- Lead Ave & Coal Ave - I-25 interchange
- Lead Ave & Coal Ave
- Gibson Blvd - east of I-25
- Lead Ave & Coal Ave
- Mountain Rd - Rio Grande to I-25
- Zuni Rd
- Indian School Rd
- Tramway Blvd / Roy Ave
- 4th St - North of Alameda Blvd
- Rio Grande Blvd - Mountain Rd to I-40
- 12th St - south of I-40 to Matthew Ave
- Washington St - Lomas Blvd to Constitution Rd



Survey Questions and Data Tables

| 1. In general, how often do you ride a bike for these trip purposes? | | | | | | | | |
|---|---------------------------------|--------------|---------------------------------|--------------|----------------------------------|--------------|-------------------------------|--------------|
| | Commuting to work/school | | Shopping/running errands | | Going out for food/drinks | | Exercise or recreation | |
| | Total | Share | Total | Share | Total | Share | Total | Share |
| <i>Daily</i> | 129 | 20% | 44 | 7% | 31 | 5% | 137 | 21% |
| <i>Several times per week</i> | 116 | 18% | 75 | 12% | 80 | 13% | 209 | 33% |
| <i>1 to 2 days per week</i> | 81 | 13% | 103 | 16% | 104 | 16% | 141 | 22% |
| <i>Between weekly and monthly</i> | 66 | 10% | 148 | 23% | 176 | 28% | 108 | 17% |
| <i>A few times a year</i> | 73 | 11% | 124 | 19% | 136 | 21% | 34 | 5% |
| <i>Never</i> | 175 | 27% | 143 | 22% | 107 | 17% | 12 | 2% |
| Total | 640 | 100% | 637 | 100% | 634 | 100% | 641 | 100% |

| 2. What are the top reasons you choose to ride a bike? Select up to three responses. | | |
|---|--------------|--------------|
| | Total | Share |
| It's good exercise | 561 | 90% |
| It helps my mental health | 428 | 69% |
| It's better for the environment | 368 | 59% |
| It saves me money | 176 | 28% |
| It's the easiest/quickest way for me to travel | 111 | 18% |
| I don't have a car or good public transit options | 28 | 5% |
| Total | 622 | |

| 3. How would you describe your experience as a bicycle rider? | | |
|--|--------------|--------------|
| | Total | Share |
| <u>Beginner</u> – I am only comfortable riding on separated multi-use trails and residential roads | 27 | 4% |
| <u>Intermediate</u> – I feel somewhat comfortable getting around but prefer multi-use trails for riding | 123 | 19% |
| <u>Advanced</u> – I am comfortable riding on multi-use trails and on most streets | 229 | 36% |
| <u>Expert</u> – I feel comfortable riding almost anywhere | 253 | 40% |
| <u>No way, no how</u> – I have absolutely no interest in bicycling now or ever regardless of conditions. | 1 | 0% |
| Total | 633 | 100% |



| 4. Do you ride more, less, or the same amount as ten years ago? | | |
|--|--------------|--------------|
| | Total | Share |
| I ride more than 10 years ago | 315 | 50% |
| About the same as 10 years ago | 168 | 27% |
| I ride less than 10 years ago | 146 | 23% |
| Total | 629 | 629 |

| 5. Do you ride more, less, or the same amount before the COVID-19 pandemic? | | |
|--|--------------|--------------|
| | Total | Share |
| I ride more than 10 years ago | 315 | 50% |
| About the same as 10 years ago | 168 | 27% |
| I ride less than 10 years ago | 146 | 23% |
| Total | 629 | 100% |

6. (Optional). Please provide any additional comments on how your individual bicycling habits have changed.

| 7. Do you feel that bicycling conditions in Albuquerque are: | | |
|---|--------------|--------------|
| | Total | Share |
| Getting better over time | 294 | 48% |
| Staying about the same | 220 | 36% |
| Getting worse | 103 | 17% |
| Total | 617 | 100% |

8 (Optional). Please provide any additional comments on how bicycling conditions are changing.

| 9. What are the main barriers or challenges you encounter when riding your bike around Albuquerque? Select up to three responses. | | |
|--|--------------|--------------|
| | Total | Share |
| Not enough separation from motor vehicles | 452 | 73% |
| Crossing major streets | 355 | 58% |
| Vehicle speeds are too high | 322 | 52% |
| No good routes to the places I want to go | 215 | 35% |
| Logistics issues (no bike parking, no showers at work, etc.) | 127 | 21% |
| I do not have difficulties riding my bike | 46 | 7% |
| Distances are too far | 38 | 6% |
| Total | 616 | 100% |



| 10. What is the best part about riding a bike in Albuquerque? | | |
|---|--------------|--------------|
| | Total | Share |
| Paved multi-use trails (e.g., Bosque Trail and Diversion Channel Trail) | 304 | 49% |
| Nice weather/ability to bike year-round | 230 | 37% |
| Lots of on-street biking options | 22 | 4% |
| Easy access to parks and recreational areas | 16 | 3% |
| Growing culture around biking | 44 | 7% |
| Total | 616 | 100% |

Note: Respondents could provide supplemental comments.

| 11. Which of the following design improvements would most improve safety for people bicycling around Albuquerque? (Select your top three strategies.) | | |
|--|--------------|--------------|
| | Total | Share |
| Better lighting | 83 | 14% |
| Improved trail and mid-block crossings | 159 | 26% |
| Safer signalized intersection crossings | 209 | 35% |
| Additional maintenance | 280 | 46% |
| Better connected routes | 400 | 66% |
| Greater separation from motorists | 454 | 75% |
| Total | 604 | 100% |

| 12. Have you ridden an e-bike? | | |
|---|--------------|--------------|
| | Total | Share |
| I have no interest in an e-bike | 217 | 35% |
| No, but I would consider purchasing one | 122 | 20% |
| Yes, but I don't own one | 138 | 22% |
| Yes, I own one | 104 | 17% |
| I'm interested but they are too expensive | 39 | 6% |
| Total | 620 | 100% |

| 13. Should e-bikes be allowed on paved multi-use trails along with people walking and riding regular bicycles? | | |
|---|--------------|--------------|
| | Total | Share |
| Yes, but only if the speed on e-bikes is limited | 337 | 57% |
| Yes, all e-bikes are fine | 142 | 24% |
| Not sure | 57 | 10% |
| No | 59 | 10% |
| Total | 595 | 100% |



14. What is your level of comfort biking on the following facilities?

| | Very Uncomfortable | Somewhat Uncomfortable | Neutral | Somewhat Comfortable | Very Comfortable | Total |
|---------------------------|--------------------|------------------------|---------|----------------------|------------------|------------|
| | Total | Total | Total | Total | Total | |
| Paved Multi-use Trail | 28 | 15 | 8 | 92 | 499 | 642 |
| Sidepath | 19 | 35 | 34 | 153 | 368 | 609 |
| Standard Bike Lane | 103 | 191 | 81 | 188 | 76 | 639 |
| Buffered Bike Lane | 55 | 108 | 75 | 254 | 144 | 636 |
| Separated Bike Lane | 16 | 43 | 51 | 227 | 300 | 637 |
| Bike Route (Signage Only) | 77 | 133 | 136 | 181 | 104 | 631 |
| Bike Boulevard | 30 | 127 | 122 | 206 | 141 | 626 |

| | Very Uncomfortable | Somewhat Uncomfortable | Neutral | Somewhat Comfortable | Very Comfortable | Total |
|---------------------------|--------------------|------------------------|---------|----------------------|------------------|-------------|
| | Share | Share | Share | Share | Share | |
| Paved Multi-use Trail | 4% | 2% | 1% | 14% | 78% | 100% |
| Sidepath | 3% | 6% | 6% | 25% | 60% | 100% |
| Standard Bike Lane | 16% | 30% | 13% | 29% | 12% | 100% |
| Buffered Bike Lane | 9% | 17% | 12% | 40% | 23% | 100% |
| Separated Bike Lane | 3% | 7% | 8% | 36% | 47% | 100% |
| Bike Route (Signage Only) | 12% | 21% | 22% | 29% | 16% | 100% |
| Bike Boulevard | 5% | 20% | 19% | 33% | 23% | 100% |

| 15. My top three priorities when selecting improvement projects are: | | |
|---|------------|-------|
| | Total | Share |
| Safety | 555 | 90% |
| Network Connectivity | 489 | 80% |
| Facility Improvements | 337 | 55% |
| Economic Activity | 191 | 31% |
| Level of Use | 123 | 20% |
| Total | 615 | |

| 17. What is your gender? | | |
|---------------------------------|-------|-------|
| | Total | Share |
| Female | 227 | 39% |
| Male | 315 | 54% |
| Non-binary/third gender | 17 | 3% |
| Prefer not to answer | 22 | 4% |
| | 581 | 100% |



| 18. What is your approximate annual household income? | | |
|--|--------------|--------------|
| | Total | Share |
| Less than \$15,000 | 10 | 2% |
| \$15,000 to \$24,999 | 19 | 3% |
| \$25,000 to \$49,999 | 54 | 10% |
| \$50,000 to \$74,999 | 94 | 17% |
| \$75,000 to \$99,999 | 65 | 12% |
| \$100,000 to 149,999 | 120 | 22% |
| \$150,000 or more | 133 | 24% |
| Prefer not to answer | 57 | 10% |
| Total | 552 | 100% |

| 19. Which age group are you in? | | |
|--|--------------|--------------|
| | Total | Share |
| Under 18 | 1 | 0% |
| 18-24 | 7 | 1% |
| 25-34 | 105 | 19% |
| 35-44 | 135 | 24% |
| 45-54 | 101 | 18% |
| 55-64 | 115 | 20% |
| 65+ | 99 | 18% |
| Total | 563 | 100% |

| 21. Which race/ethnicity best describes you? (Check all that apply) | | |
|--|--------------|--------------|
| | Total | Share |
| Asian | 15 | 3% |
| Black or African American | 8 | 1% |
| Hispanic/Latino/a | 100 | 17% |
| Native American | 19 | 3% |
| White/Caucasian and not Hispanic or Latino/a | 400 | 68% |
| Prefer not to answer | 44 | 8% |
| Total | 586 | 100% |



Interactive Map – Results by Input Type

Destination Respondents Would Like to Bike To – East Albuquerque



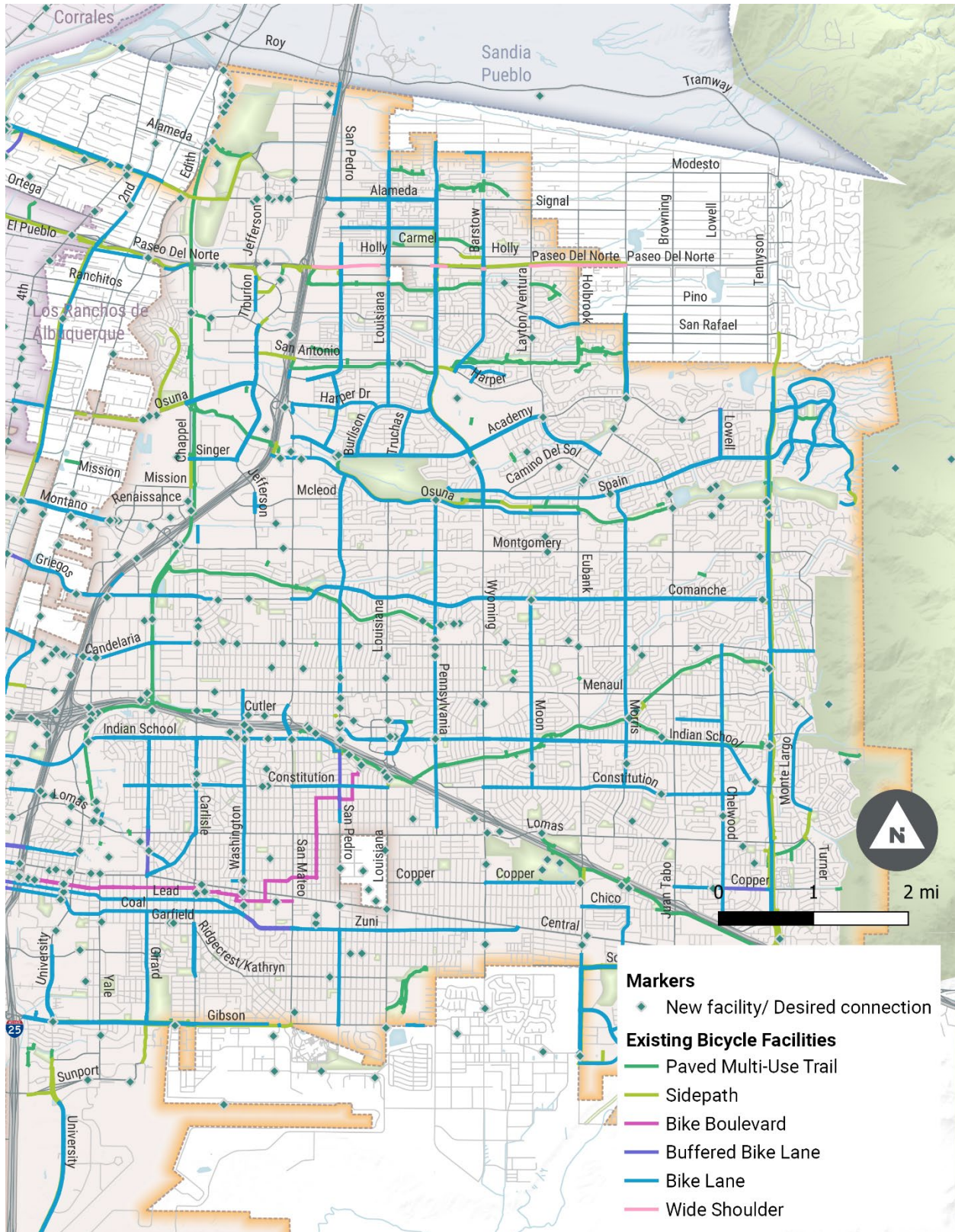


Destination Respondents Would Like to Bike To – West Albuquerque





Routes Where a New Facility or Connection is Needed – East Albuquerque



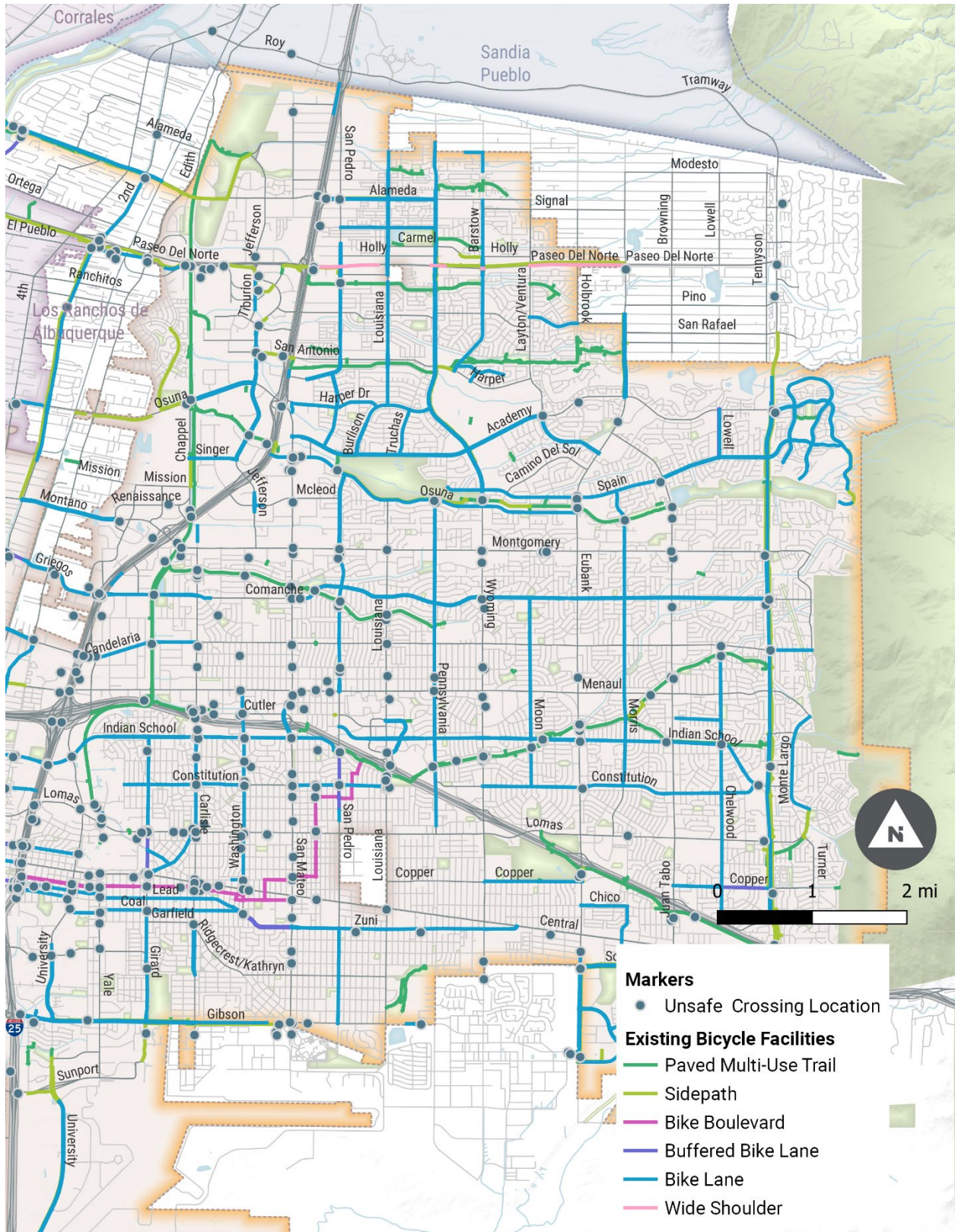


Routes Where a New Facility or Connection is Needed – West Albuquerque



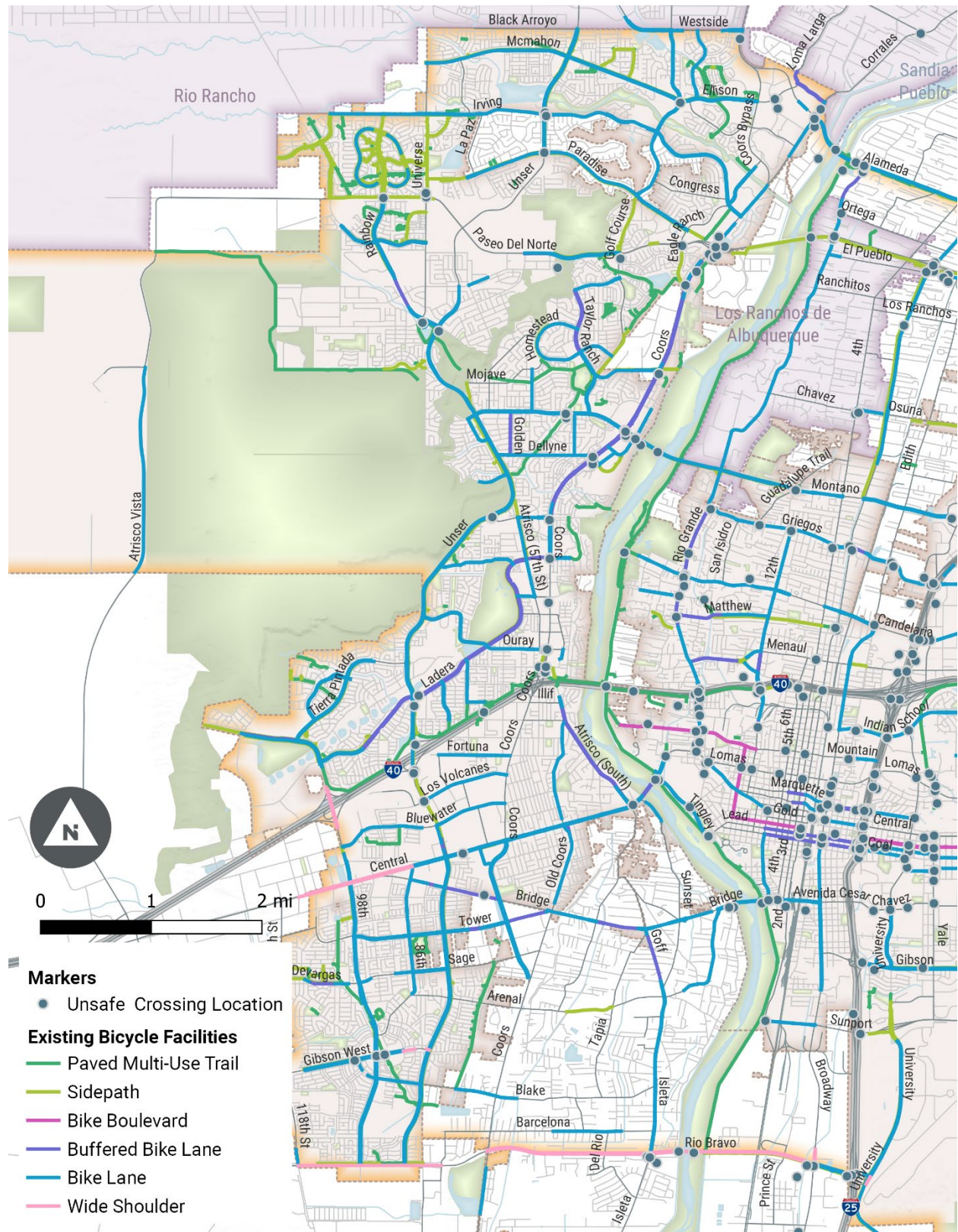


Unsafe Crossing Location – East Albuquerque



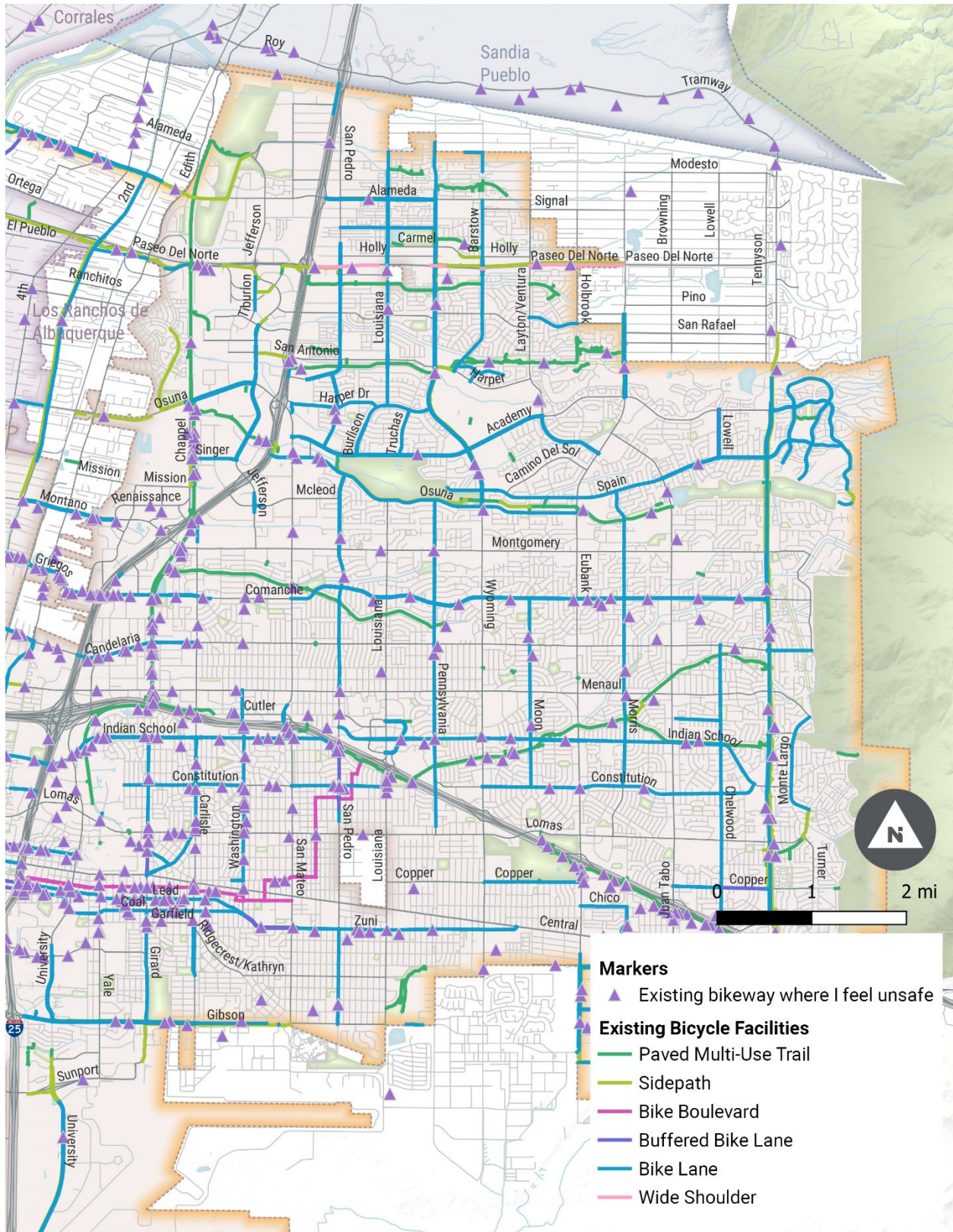


Unsafe Crossing Location – West Albuquerque



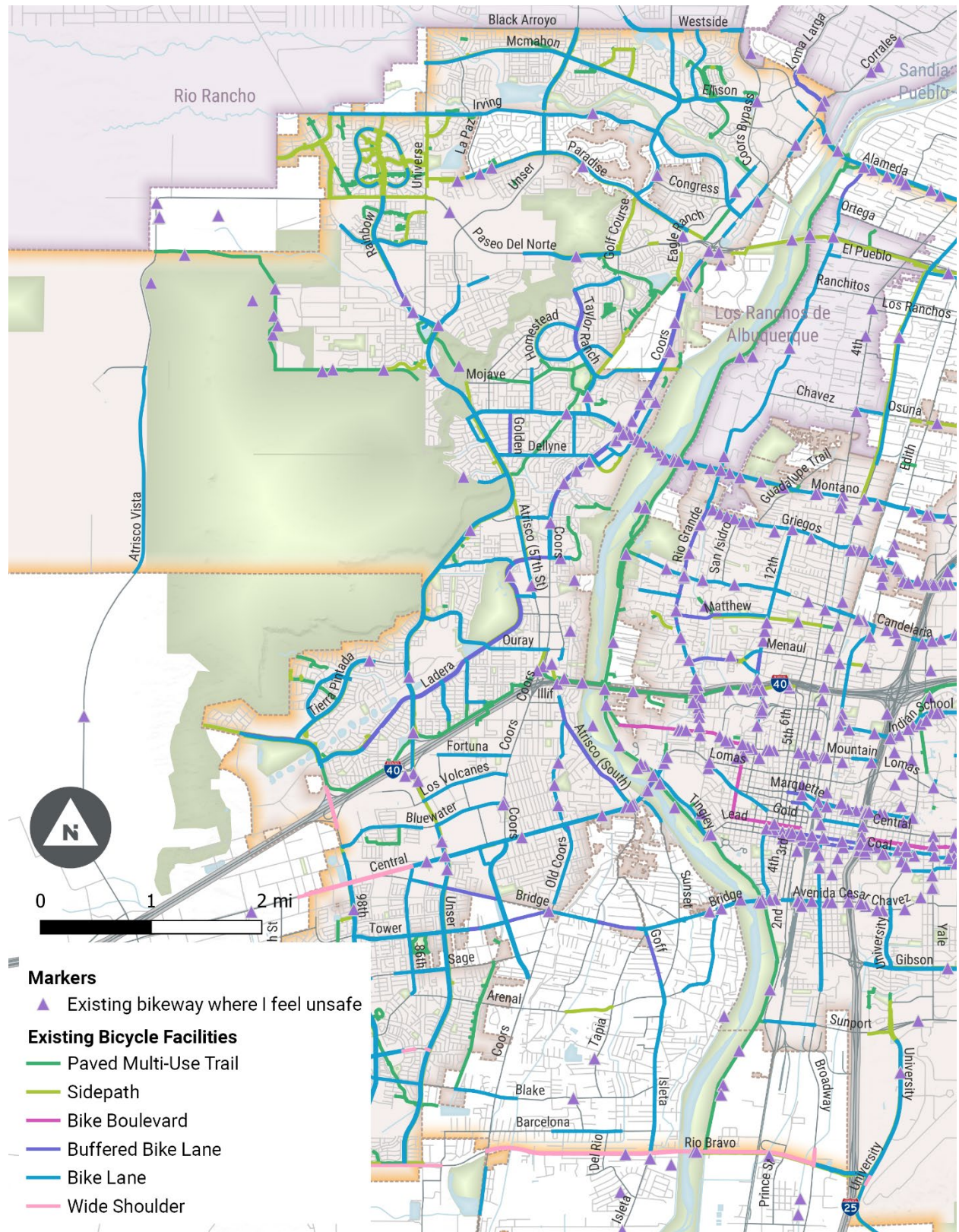


Existing Bikeways Where Respondents Feel Unsafe – East Albuquerque



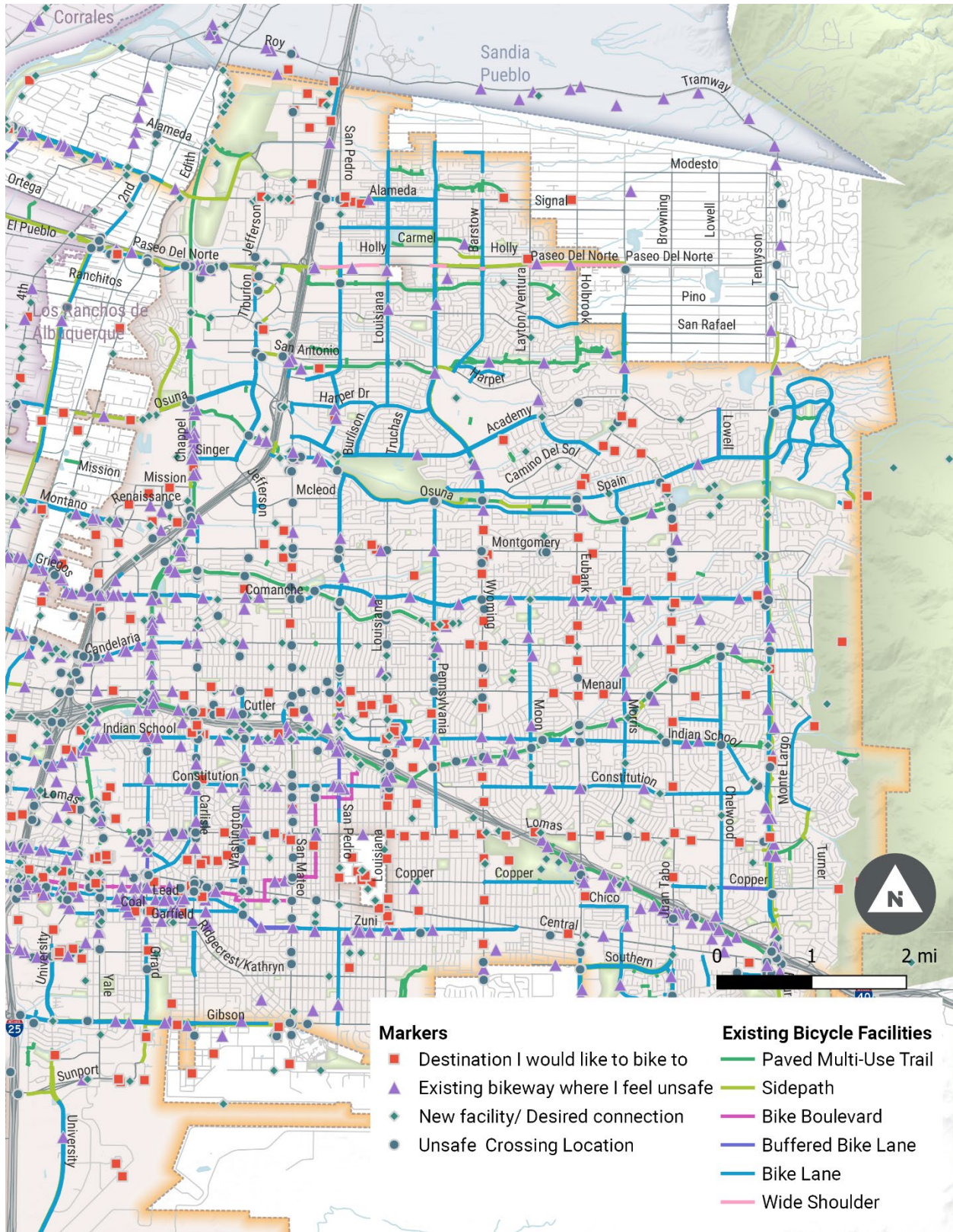


Existing Bikeways Where Respondents Feel Unsafe – West Albuquerque



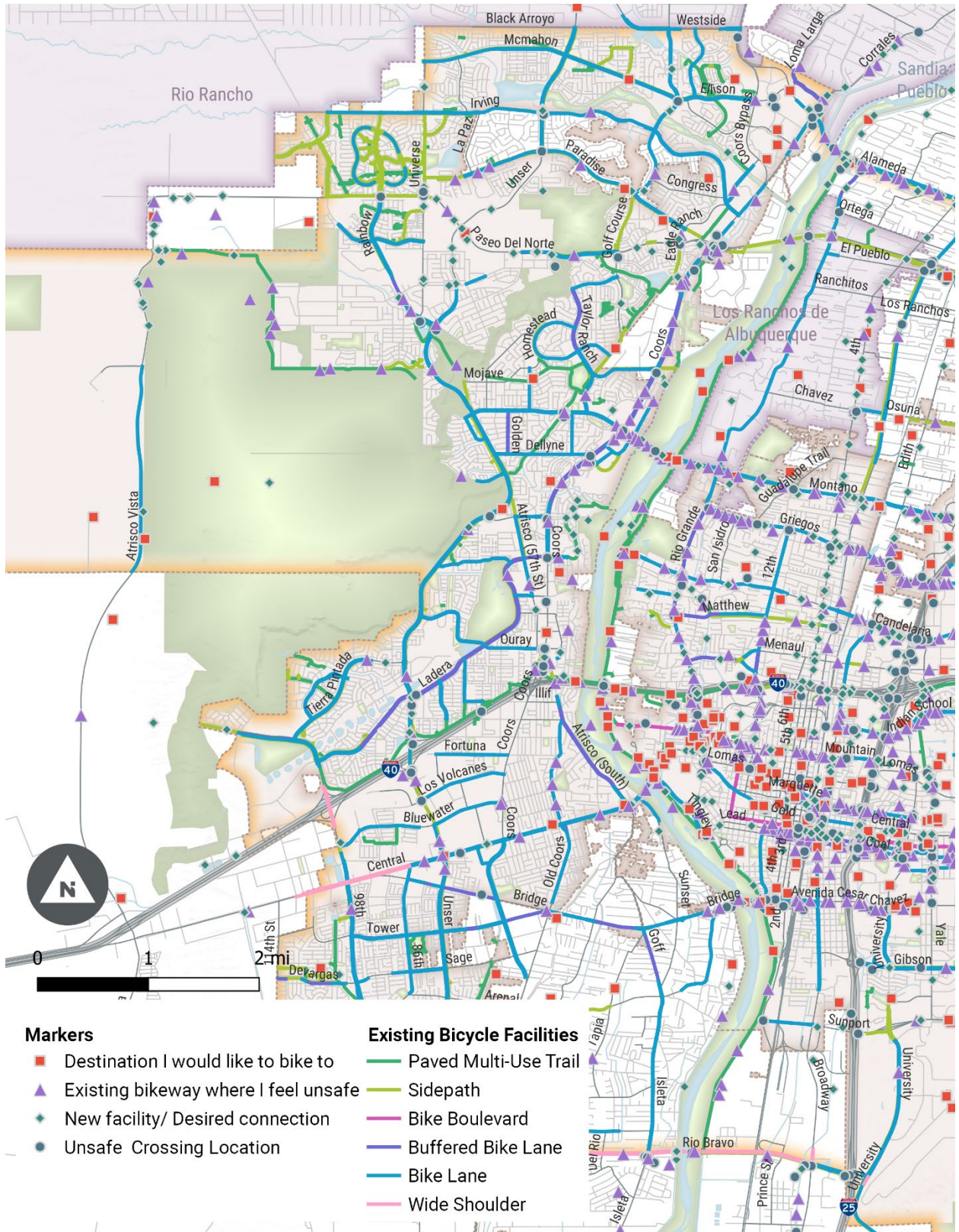


All Markers – East Albuquerque





All Markers – West Albuquerque





Open-Ended Survey Comments

Open-Ended Comment Summary

The comment summary reflects input collected from both the MetroQuest survey and paper surveys collected by MRCOG. All comments received were compiled and grouped into similar themes. The Project Team received a total of 1,021 comments through 679 separate survey submissions. All comments received were read, compiled, evaluated, and grouped by topic or theme.

To indicate the frequency of key themes and messages, the Project Team used the terms “many,” “several,” “some,” and “few.”

- “Many” is used to indicate that a theme was expressed in more than 50 percent of the comments within a topic area.
- “Several” indicates approximately 30 to 50 percent.
- “Some” indicates approximately 10 to 30 percent.
- “Few” means it was mentioned more than once in up to approximately 10 percent of comments.

Comments by Theme

Ability/Comfort/Lifestyle

A total of 139 submissions addressed ability, comfort, and/or lifestyle, which was defined as how one’s lifestyle, physical abilities, or comfort level affects their biking behavior. Comments included information about the intersection between the respondent’s physical ability, such as age, injury, etc., and their biking behavior (including commuting, recreation, etc.). Beyond comments about the respondent’s lifestyle, these concerns often touched on the comfort and experience level of cyclists.

- Several comments related to how the respondent's comfort level influenced their biking behavior. These comments included mentions of safety for women and children and were often co-coded with safety concerns in terms of infrastructure.
- Several comments related to how changes in the respondent's lifestyle, such as retirement or expanding their family, affected their biking behavior, often indicating that they ride more or less than before the lifestyle change.
- Some comments related to how the ability of the respondents affected their biking behavior. Age and biking experience were most frequently mentioned for this topic area.

EXAMPLES OF COMMENTS ABOUT ABILITY/COMFORT/LIFESTYLE

- *I am more than an "intermediate" cyclist. I am an "advanced," but I do not always feel comfortable biking around town, because it's not just me and my abilities that give me confidence. Drivers and poor infrastructure will always make biking difficult.*
- *Since having a kid, I bike less and feel less comfortable biking in Albuquerque.*
- *Because many of the things that I need to do are within 4 miles of me which is (should be) a quick bike ride. However, it's very difficult to get to those places safely and comfortably, so I end up driving my car almost all the time.*

Electric Bikes

A total of 30 submissions addressed the topic of electric bikes. Any comments with the mention of electric bikes or e-bikes were included in the electric bike code. Comments included information



about the respondent's feelings towards electric bikes (positive or negative), comments regarding the use of electric bikes on trails and bike paths, and the practicality of using an electric bike for commuting purposes.

- Several comments focused on the practicality of using an electric bike for easier commuting.
- Several comments addressed the need for specific rules for electric bikes, such as having posted speed limits or safety concerns with electric bikes around other multimodal users of trails and bikeways.
- Some comments addressed positive views of electric bikes for increasing mobility around the city.
- A few comments indicated negative views about electric bikes, such as the unsafe biking behavior of those who use electric bikes.

EXAMPLES OF COMMENTS ABOUT ELECTRIC BIKES

- *I got a pedal-assist e-bike so I can commute with my kids, as we had to move farther from work/school. I feel most comfortable with them when we can take protected/separated bike lanes or bike paths.*
- *Retired, live in Nob Hill. After my car was stolen in 2012, I bought a bike trailer instead of getting another car. Bought an e-bike in 2020. I love getting around on my e-bike and using the trailer when I buy groceries. I'll never buy another car.*
- *I don't like e-bikes that are speeding. I have also seen and heard motorized scooters on the bosque bike path in the evenings. I don't bother to report this anymore.*

Environment Conducive to Biking

A total of 90 submissions addressed the environment and whether it is conducive to biking. This topic code includes comments about Albuquerque's weather or other environmental conditions, such as landscaping/shade and access to nature.

- Several comments focused on Albuquerque's weather which is conducive to biking and commuting year-round.
- Some comments addressed access to nature, parks, and landscapes that make for a pleasant biking experience.
- A few comments addressed the need for improvement of landscaping, especially shade around bike paths and bikeways.

EXAMPLES OF COMMENTS ABOUT ENVIRONMENT CONDUCTIVE TO BIKING

- *Relocating to Albuquerque has made year-round biking much easier due to better weather and fewer hills; am impressed with the paths too - it's the glass and other debris that I find the most problematic, and that is heaviest in standard street lanes.*
- *Nice weather year-round.*
- *Vegetation along bike paths to make them ecologically viable and pleasant.*



Expand Bike Facility Capacity/Network

A total of 43 submissions addressed the need to expand the capacity of existing bike facilities and the network overall. Comments included information regarding the need or desire to expand bike lanes, lane miles, or the need or desire to improve existing bike paths or other facilities.

- Several commenters indicated that more dedicated bike lanes should be constructed or expanded.
- Some commenters suggested that existing bike lanes should be widened for improved safety.
- Some respondents indicated that existing bike lanes were not constructed in a way that improved network connections throughout the city.

EXAMPLES OF COMMENTS ABOUT EXPAND BIKE FACILITY CAPACITY/NETWORK

- *I ride my bike less in ABQ than my previous city because it's not safe to ride to where I work - narrow two-lane roads, no bike facilities, high-traffic speeds.*
- *The city is making some areas better and more bike accessible, but this is not universally true and I still see many areas where bike lanes are not part of new street designs or redos of existing streets.*
- *It sure would be nice to be able to cross Central at any point I want. Cut outs in the median would allow bikes to cross, but not cars. Whomever designed the "improvements" to Central has never spent a minute on a bike.*

Location Specific Comments

A total of 161 comments included information that was location specific. This comment code was used for comments that included reference to a specific location(s) and was usually used in conjunction with another code(s). Comments generally described areas that need improvement or areas that are used for commuting or recreational purposes. All areas mentioned are listed on the following page.

EXAMPLES OF COMMENTS ABOUT SPECIFIC LOCATIONS

- *Many crossings at large intersections seem designed by people who don't bike. Weird angles to reach the crossing buttons and then actually crossing. Crossings at small streets where one can't see cross traffic until almost out in the intersection. Path along 2nd street has many examples of this. Bike it someday and experience it yourselves.*
- *We need an open space mountain bike trail connecting south foothills and north foothills and it would be incredible to create bike only, one direction loop of trails on the north side of the river or north of Montañito.*
- *Moved to ABQ 2 years ago from Denver; I was much more comfortable riding my bike there. The Bosque Trail is one of the few places I feel safe riding my bike in ABQ. There is no good connection between the east side of town to the Bosque.*



- 14th Street Bike Blvd
- Second Street Overpass
- Altura Park
- AMAFCA/Arroyo Trails
- Atrisco Vista
- Bosque and Bosque Trails
- Bridge Blvd
- Carlisle/Hahn Arroyo
- Cedar Street between Coal and Silver
- Central Ave
- Central Ave/Zuni Rd
- Claremont Ave to the North Diversion Channel Overpass
- San Mateo Blvd/Constitution Rd
- Coors Blvd/Montaño Rd
- Downtown Albuquerque
- Elena Gallegos Trails
- Foothills
- Highway 165 in Placitas
- Highway 550
- I-25/Gibson Blvd
- I-40 East of Wyoming Blvd
- Jefferson Journal Business Park to San Mateo Blvd
- Juan Tabo Blvd South of Southern Boulevard
- Jefferson Journal Business Park to San Mateo
- Kirtland Air Force Base
- "La Esperanza Bike Center" [Esperanza Bicycle Safety Education Center]
- Lead Ave-Coal Ave Corridor
- Lomas Blvd/Central Ave Intersection
- Lomas Blvd/Alvarado Dr Intersection
- Louisiana/Constitution
- Malls (Coronado, Cottonwood, Uptown, and Winrock) Montaño Rail Runner Station
- Montgomery Blvd/San Mateo Boulevard
- Montgomery Blvd Interchange
- Nob Hill
- North Diversion Channel
- North Second St
- Paseo del Norte
- Pennsylvania Rd/San Pedro Dr
- Rio Bravo Blvd
- Rio Grande Blvd
- San Mateo Blvd
- Sandia Science & Technology Park
- Sandia Mountains
- Silver Ave
- South Eubank Blvd
- Sunport Blvd Bridge
- Tingly Beach Area
- Tom Bolack Park Underpass
- Town of Bernalillo
- Trail in front of old Encore Building on South Eubank
- Tramway Blvd
- Tramway Blvd/Eubank Blvd
- Trails from the University of New Mexico to Balloon Fiesta Park
- Unser Blvd
- Village of Los Lunas
- West Mesa Volcanoes
- Wyoming Blvd
- Zuni Rd

Maintenance/Condition of Bike Facilities

A total of 121 comments addressed maintenance/conditions of bike facilities. This comment code was used for comments that referenced pavement condition, maintenance needs, and needed repairs of existing bike facilities. Comments generally described areas that need improvement or the current conditions of existing bike lanes, bike boulevards, trails, etc. The most common theme of these comments is the garbage, glass, and debris in bike lanes or on trails, as well as the cracks and potholes in bike facility pavement.

- Several comments included mentions of broken glass, debris, and garbage in the bike lanes, trails, bike boulevards, and other bike facilities.
- Several comments included mentions of cracked and potholed pavement that affect the biking conditions in Albuquerque.
- Several comments addressed the need for maintenance of the bikeways, including comments about poorly maintained landscaping in several areas. Commenters also expressed the need for proper cleaning of public restrooms located along bike trails. Some comments in this topic code address a general need for maintenance but did not include any specific details.



- A few comments suggested the need for full re-pavement of facilities instead of only filling cracks to avoid uneven surfaces.

EXAMPLES OF COMMENTS ABOUT MAINTENANCE/CONDITION OF BIKE FACILITIES

- *Improvement and expansion of bike infrastructure in town in general is really necessary. There are places on the Northern Diversion trail that have nasty cracks and bumps and a lot of roadside bike lanes are worse, not to mention the debris that gets knocked into the bike lane.*
- *Bike lanes filled with debris/glass. Especially heavy traveled areas like 165 in Placitas and 550. Several tire popping holes on Rio Grande.... Tar gaps on diversion trails still. City/Cities should take care of heavily traveled routes.*
- *It is actually a great town cycle around in... pretty safe ways to get just about anywhere. The most pressing problem I see is that existing bike trails and lanes are not being maintained and are deteriorating making them dangerous.*

Miscellaneous/Other Comments

A total of 178 comments were labeled as miscellaneous, which includes comments that do not fit into any other code. Comments coded as miscellaneous/other most frequently included references to the growing bike culture in Albuquerque, awareness of climate change, and the positive effects of biking on mental health.

- Many comments praised the increasing bike community, culture, and social aspect in Albuquerque.
- Some comments were about the mental health benefits of riding bicycles.
- A few comments were about the positive impact of bike commuting on climate change.
- A few comments mention Vision Zero.
- A few comments were about bringing back the bike share program.
- A few comments were regarding the nexus between bike infrastructure and economic development.

EXAMPLES OF MISCELLANEOUS/ OTHER COMMENTS

- *We need Vision Zero!*
- *[Albuquerque has an] excellent community of cyclists.*
- *I miss the bike share. I used to not have a car but after the pandemic, with the buses and bike share gone, I felt like I had to prioritize getting a car so now I have one and bike a lot less.*

Multimodal Transportation Connections

A total of 38 comments addressed multimodal transportation connections. Comments included those about the respondent's use of public transportation options or other modes of transportation like walking.

- Some comments referred to the use of public transportation over biking. Generally, these comments noted safety concerns with biking and how the Albuquerque Rapid Transit (ART) system is safer for commuting.



- Some comments referenced the respondent's use of public transportation *in addition* to commuting by bicycle. Generally, these comments were positive and referred to bike racks on the city buses.
- A few comments mentioned safety concerns with using public transportation options.
- A few comments referenced parking options for those who park their vehicles and commute by bicycle and public transportation.

EXAMPLES OF COMMENTS ABOUT MULTIMODAL TRANSPORTATION CONNECTIONS

- *I commute to work partly by bus, partly by bike, and weekly by car, from Nob Hill to the base. The decline in base bus service has been dramatic over the last 10 years, and Covid plus the free bus service almost killed ridership, but it's improving.*
- *I'm car-free by choice. I ride my bicycle, walk or use mass-transit.*
- *Where my riding habits have decreased it is only because public transportation options make it easier to utilize the bus.*

Not Applicable Comments

A total of 34 comments were labeled as not applicable. These comments were incoherent, unintelligible, or off-topic.

- Several comments were regarding an issue with the survey. In some cases, the respondent wished to select more than one option.
- Some comments were in response to the respondent not having enough biking experience in Albuquerque.
- A few comments were incoherent or incomplete.
- A few comments stated, "thank you."

Network and Destination Connectivity

A total of 205 comments addressed network and destination connectivity. This comment code was used for comments relating to connections between parts of the bike network or origins and destinations.

- Several comments referenced the need to add additional safe and protected connections across the city of Albuquerque.
- Several comments were about the respondent's issues with commuting due to the lack of connected continuous routes between their home and work.
- Some comments included requests to increase the connectivity of existing facilities.



EXAMPLES OF COMMENTS ABOUT NETWORK AND DESTINATION CONNECTIVITY

- *I think more North-South connections with better (safer) trails would be a major improvement. Based on examples in other countries like Netherlands, converting certain roads (e.g., Pennsylvania & San Pedro) to one-way and using the other lane exclusively for bikes would encourage more bike riding and move us away from dependence on autos.*
- *On the west side, they don't have a great bike lane connection to the east across Coors. I take 1 route to work and another one to home because of the bike lane connection issues. Both routes have locations where I must ride in the driving lane.*
- *Need more neighborhood routes - reduce two-way traffic on some neighborhood streets, while allowing two-way bike traffic to continue through - Vancouver created a street network in a few years without building out an expensive bike only network.*

Other Examples of Cities and/or Biking Infrastructure

A total of 32 comments referenced other examples of cities and/or their biking infrastructure, culture, and network, compared to Albuquerque.

- Most comments referred to other cities or regions with safer and better biking infrastructure.
- A few comments referred to the bike-friendliness of Albuquerque compared to other cities and regions.

EXAMPLES OF COMMENTS ABOUT OTHER EXAMPLES OF CITIES AND/OR BIKING INFRASTRUCTURE

- *I came from a much more bike friendly city and it has been difficult to transition riding with intensely aggressive drivers and roads designed for excessive speeds.*
- *Before moving to Albuquerque, I rode bike everywhere. This city? Not designed more for cars than anything else; filled with disgustingly stupid motorists with little respect for human life. Of course, part of my reason for not riding as much is having adopted a puppy who is only just now getting to be old enough to run alongside me.*
- *I moved to Albuquerque in 2019 and have biked more here than anywhere else I have lived, in large part because of the bike-friendly amenities that exist.*

Perceived/Actual Threats to Physical Safety

A total of 178 comments referenced perceived/actual threats to physical safety. Comments included instances where bike accidents, crashes, and other dangerous biking situations had occurred or where the respondents feel collisions could occur. These comments were also used in conjunction with suggestions on how to improve safety and prevent dangerous situations for cyclists and pedestrians.

- Many comments referred to the need and desire to create safer bikeways in Albuquerque, with a general sense of a lack of safe and connected bike networks. Many of these comments suggested protected bike lanes while others focused on the general lack of safety.
- Several comments focused on a general apprehension of biking for commuting purposes, stating that the respondent did not feel safe riding to work due to poor conditions and



unsafe roadways for cyclists. Many stated that they did not commute on busy streets and mainly chose trails or smaller streets.

- Several comments suggested that biking in Albuquerque is dangerous due to bikeway conditions and the proximity to high-speed drivers and pedestrians on the walkways.
- Some comments stated that due to the dangerous nature of the bikeways, they have almost been involved in a collision or crash.
- A few respondents indicated that they have been hit by a driver while riding their bicycle.

EXAMPLES OF COMMENTS ABOUT PERCEIVED/ACTUAL THREATS TO PHYSICAL SAFETY

- *As I've read more about dangers of riding, it makes me more scared.*
- *I have become less comfortable riding on shared streets or bike lanes on busy roads, after some unsafe experiences with cars. I now restrict my biking to dedicated paths and bike boulevards.*
- *I think ABQ does a pretty good job for a city with many competing priorities. But my son was hit while riding on the sidewalk of Eubank, which he traverses a short way to get to a bike path on his commute. Some major streets are just too unsafe to use. Another issue I run into is at intersections with lights in which a bike cannot be detected and stays red. It's usually a hassle to get to the button so it knows someone wants to cross. One ends up running the red light.*

Perceived/Actual Threats to Physical Security

A total of 80 comments referenced perceived/actual threats to physical security. Comments included instances where the respondents felt unsafe while biking due to the actions of people present in underpasses, bridges, or bikeways. Issues of drug use, crime, and homelessness were often included in comments with this topic code. Comments with this code also included mentions of bike theft and streetlights not operating. These comments were frequently used in conjunction with suggestions on how to improve security and prevent dangerous situations for cyclists and pedestrians.

- Many comments addressed the issue of unhoused individuals living/camping in or near protected bikeways.
- Many comments addressed drug use under bridges, overpasses, and bikeways, which caused respondents to feel unsafe while riding their bikes in these areas.
- Several comments mentioned potential theft or actual theft while riding their bicycles through the city.
- A few comments were about insufficient streetlights, lighting, or signage in certain areas.



EXAMPLES OF COMMENTS ABOUT PERCEIVED/ACTUAL THREATS TO PHYSICAL SAFETY

- *Bike theft is a problem especially when using a bike to ride to work and doing errands. I personally have had 3 bikes stolen (2 at UNM which were securely locked and one inside a vehicle). Also, bike education is needed as I see many people riding on the wrong side of the street, going through red lights, etc.*
- *I see that the city is generally keeping the trails in good condition and fixes some cracks regularly. I appreciate that very much. However, some underpasses are being occupied with homeless encampment (e.g. Louisiana Blvd). That is getting worse.*
- *Less open drug markets along multi use trails...they are unsafe especially for women, children and elderly. People have had drug users experiencing g homelessness attempt to forcibly take bikes.*

Protected Bike Lanes/Facilities

A total of 192 comments referenced the need for protected bike lanes/facilities. Comments included instances where the respondents felt unsafe while biking due to the proximity of vehicles. Comments about the need or desire for a physical barrier or a separated facility away from vehicles were included in this code. In some instances, comments about existing protected bike lanes were positive and indicated a need for additional protected networks for bicyclists. Generally, there is a common consensus that more separated/protected bike lanes are needed to aid in a more connected and safer bike network.

- Many comments were made about the need and desire for separated/protected bike lanes. Most of the comments indicated that the protected bike lanes in Albuquerque work well but there is a need for more to maintain connectivity for all users.
- Several comments indicated that the respondent would commute more if there were more protected/separated bike lanes throughout the city and in their area.
- Several positive comments were in response to the existing protected/separated bike lanes.
- A few comments indicated the need for protected/separated bike lanes and facilities, but that maintenance would be key because street sweepers could not access the protected bike lanes.

EXAMPLES OF COMMENTS ABOUT PROTECTED BIKE LANES/FACILITIES

- *I want to ride more, but drivers in NM are absolutely crazy and the bike lanes here have no protection. We need protected bike lanes, either with concrete curb stops or plastic posts. Data show that 10x more people will ride in protected lanes.*
- *Have street sweepers that can clean separated bike lanes.*
- *Protected bike lanes will encourage many people to bike that are not currently biking in Albuquerque. Connecting the Paseo trail to more of downtown, ideally with a protected, separate path, will help alleviate parking congestion AND make Albuquerque a more walkable, livable community.*

Recreation

A total of 86 comments referenced riding bicycles for recreation. Comments included mentions of mountain biking, exercise, and biking specifically for enjoyment.

- Many comments in this code referred to biking being “fun.”



- Several comments indicated that the respondent used biking as their preferred exercise activity.
- A few comments referred to mountain biking and the desire for a mountain bike park.

EXAMPLES OF COMMENTS ABOUT RECREATION

- *Used to be just a commuter, but now more of a recreational, but avid, cyclist (riding long distances/Sandia mountain).*
- *It is a fun activity to do with a toddler. We all get out and see the neighborhood or sites around town.*
- *I'm discovering mountain biking again and love our scene here. I'd love to see the Bosque as a focus because its cooler and shaded. Improvements to trails and additional offerings are warranted. Mental health benefits number 1.*

Sentiment (negative)

A total of three comments were coded as sentiment (negative) only. These comments expressed negative feelings without identifying specific issues, and may have included phrases, such as “awful,” “never,” “sucks,” and “worst.” These were generally not used in tandem with any other code.

EXAMPLES OF SENTIMENT (NEGATIVE) COMMENTS

- *The change is incremental though. I understand there are limited resources, but for the sake of climate, health, and better communities we need to shift much more rapidly. Someone needs to have the courage to stand up and do this.*
- *Economic activity shouldn't impact infrastructure and it's disgusting that it's an option. That kind of logic is as dumb as believing New Mexicans will benefit from a foreign for-profit company owning our utilities. Everyone household and future homeowners deserves infrastructure investments in every community as to improve their (generationally inheritable) quality of life.”*

Sentiment (Positive)

A total of 66 comments were coded as sentiment (positive). These comments included phrases such as “awesome,” “enjoy,” “great,” and “love.” These were generally not used in tandem with any other code.

- Some comments thanked the City of Albuquerque for this work.
- Some comments referred to the greatness of biking in general.
- A few comments mentioned an appreciation for the strength of the current network of bikeways and the number of destinations reachable by bike.

EXAMPLES OF SENTIMENT (POSITIVE) COMMENTS

- *I enjoy 2 wheels!!*
- *The infrastructure is actually pretty good.*
- *THANKS for continuing to improve cycling in our town. And thank you for encouraging more folks to ride bicycles.*



Supporting Infrastructure/Facilities

A total of 65 comments referenced the need for supporting facilities and amenities along bikeways and trails. Many of these comments were about the desire for supporting infrastructure for bike riders like lockers, restrooms, and showers.

- Several comments were made regarding the need for better/improved bicycle parking.
- Several comments were regarding efforts by the City of Albuquerque to support infrastructure and facilities for biking, including restrooms and hydration stations.
- Some comments were made about the need for better maintenance of supporting facilities. For example, maintenance and regular cleaning of the restrooms.
- Some comments referenced the desire for showers, additional restrooms, and water refill stations.

EXAMPLES OF COMMENTS ABOUT RECREATION

- *I would like to see better upkeep of the multi-use trails. Fill across trail cracks and mend the sides of the pavements as well as brushing back vegetation. Cleansing the toilet facilities could be far better.*
- *We have fantastic trails that cover huge distances safely (bosque, diversion, etc.), but there are rarely shaded options to sit and take a break. Also, nowhere to refill water/use the restroom. It would also help to have more wayfinding signs for navigation.*

Vehicle/Driver Behavior and Conflict

A total of 145 comments referenced vehicle/driver behavior and conflict. Comments included mention of reckless drivers, inattentive or aggressive driving behavior, traffic violations, and conflict between bicyclists and motorists.

- Many comments were made about aggressive driving behavior. This includes comments made about respect for bicyclists on the road.
- Several comments were made about traffic violations. These include distracted drivers, excessive speeding, wrong-way drivers and drivers running red lights.
- Several comments were made about the speed limits in areas without protected bike lanes. These comments included mentions of lowering the speed limit in frequently used bike lane areas.

EXAMPLES OF COMMENTS ABOUT VEHICLE/DRIVER BEHAVIOR

- *ABQ drivers do not respect bike lanes. I see driving violations of bike lanes daily. I will never feel safe riding without meaningful physical buffering between bikes and cars.*
- *Drivers act unaware of bikes, speed, run lights, and make turns even when cross walk light is on and you are trying to cross. Given number of empty liquor bottles along streets many are DUI.*
- *Drivers don't consider bicyclists as worth sharing the roads with. That's why bike lanes that connect neighborhoods are crucial for the safety of bicyclists.*