



Albuquerque, NM



2024 BFC Award: Silver
Award History: Silver since 2020,
 previously Bronze since 2005.

The 5 Es Category Scores	Albuquerque	Max Score this round
Engineering	50.72%	79.26%
Education	70.40%	83.25%
Encouragement	46.68%	90.86%
Evaluation & Planning	21.41%	75.73%
Equity & Accessibility	42.84%	75.47%

Scores are determined by points earned in each 'E' Category, weighted against comparable communities in the 2024 BFC round. See pages 2-3 for your full subcategory points in each Category.

Key Outcomes

Overall Commuter Ridership: 0.9%

Male Commuter Ridership: 1.3%

Female Commuter Ridership: 0.4%

(Bicycle Mode Share among commuters, according to the Census Bureau's 2022 or 2023 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: Unknown

(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 142

Annual Average Bicyclist Fatalities in last 5 years: 15

(Crashes and Fatalities both reported by applicant)

Albuquerque's BFA Program Stats

of Local Bicycle Friendly Businesses: **1**

of Local Bicycle Friendly Universities: **0**

of Local League Cycling Instructors: **6**

New Mexico's Bicycle Friendly State Ranking: **#35**

Community Profile

Population: 564,559

(Size classification for weighted scoring: Large)

Area: 187.73 square miles

Population Density: 3,007.30 people/square mile

Land Classification: Mixed Urban/Suburban

Poverty Rate: 14.2%*

Median Household Income: \$64,757*

Percent of the Population that Speaks a

Language Other Than English at Home: 25.2%*

Percent with Disability: 15.6%*

Percent of Households with No Vehicle Available: 3%*

*Source: https://data.census.gov/profile/Albuquerque_city,_New_Mexico?q=160XX00US3502000

Albuquerque's Bike Links

Bike Network Map, if available:

<https://www.cabq.gov/municipaldevelopment/maps/interactive-bike-map>

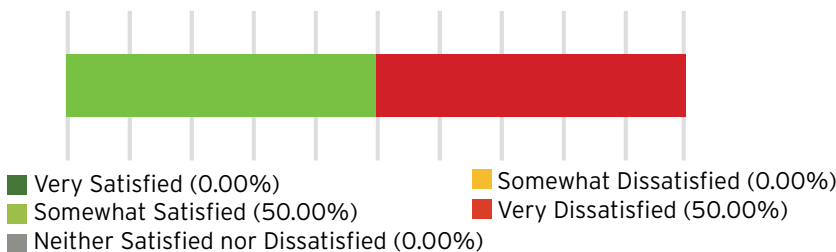
Bike Plan, if available:

(Plan is currently under development)

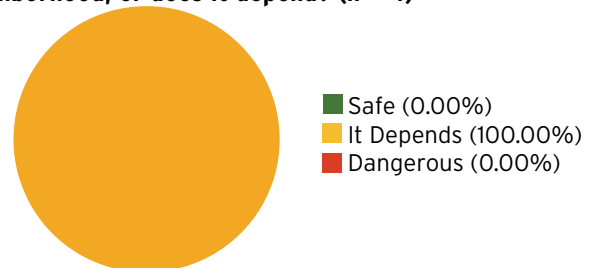
2024 BFC Public Survey Response Summary for Albuquerque, NM

Note: Albuquerque received fewer than 10 responses to the BFC public survey in 2024. The League strongly encourages BFC applicants to distribute the public survey as widely as possible the next time your community applies to the BFC program, to get input from as many cyclists – and potential cyclists – as possible.

How satisfied are you with how this community is designed for making bike riding safe? (n = 4)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 4)



What are the top 1-3 changes you would most like to see the local government make in this community for bicyclists? (n = 4)

1. Reduce speeds through traffic calming and/or road diets (75.00%)
2. Improve existing bike lanes to protected bike lanes (75.00%)
3. More bike lanes (50.00%)

About this Report Card

The following scores are based on the online application submitted by Albuquerque in the 2024 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All 2024 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

ENGINEERING	<i>Albuquerque earned a weighted score of 50.72% in the Engineering Category. Below is the full breakdown of points that Albuquerque earned in each subcategory within the Engineering section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Engineering Subcategories	Albuquerque's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	13.4 / 41 pts
	End-of-Trip Facilities	12.3 / 44 pts
	Bicycle Network	54.9 / 128 pts
	Network Maintenance	12.6 / 32 pts
	Bicycle Access to Public Transportation	13.4 / 23 pts
	Bike Sharing	- / 24 pts
	Other Bicycle-Related Amenities	1.6 / 6 pts
	Regional Coordination	4.6 / 23 pts
Engineering Bonus Points	5.9 / 10 pts	

EDUCATION	<i>Albuquerque earned a weighted score of 70.40% in the Education Category. Below is the full breakdown of points that Albuquerque earned in each subcategory of the Education section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Education Subcategories	Albuquerque's Subcategory Points in Education
	Youth Bicycle Education	34.2 / 68 pts
	Adult Bicycle Education	33.5 / 47 pts
	Motorist Education	17.2 / 28 pts
	Bicycle Safety Education Resources	5.5 / 16 pts
	Inclusive Education	9.2 / 26 pts
Education Bonus Points	2.3 / 7 pts	

ENCOURAGEMENT	<i>Albuquerque earned a weighted score of 46.68% in the Encouragement Category. Below is the full breakdown of points that Albuquerque earned in each subcategory of the Encouragement section section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Encouragement Subcategories	Albuquerque's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	4.3 / 17 pts
	Route-Finding Support	4.2 / 10 pts
	Bicycle Culture and Promotion	44.9 / 91 pts
	Access To Bicycle Equipment and Repair Services	8.3 / 35 pts
	Reducing Work-Related/Fleet VMT	0.6 / 11 pts
	Encouragement Bonus Points	3.4 / 7 pts

EVALUATION & PLANNING	<i>Albuquerque earned a weighted score of 21.41% in the Evaluation & Planning Category. Below is the full breakdown of points that Albuquerque earned in each subcategory of the Evaluation & Planning section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Evaluation & Planning Subcategories	Albuquerque's Subcategory Points in Evaluation & Planning
	Staffing And Committees	11.5 / 35 pts
	Public Engagement for Bicycle Planning	8.4 / 35 pts
	Planning, Funding, And Implementation	3.3 / 46 pts
	Evaluating The Bicycle Network	7.9 / 25 pts
	Evaluating Ridership	6.8 / 20 pts
	Evaluating & Improving Safety Outcomes	-11.7 / 42 pts
Evaluation & Planning Bonus Points	4.7 / 15 pts	

EQUITY & ACCESSIBILITY	<i>Albuquerque earned a weighted score of 42.84% in the Equity & Accessibility Category. Below is the full breakdown of points that Albuquerque earned in each subcategory of the Equity & Accessibility section, compared to the total points available in that subcategory from the 2024 BFC application.</i>	
	Equity & Accessibility Subcategories	Albuquerque's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	7.1 / 24 pts
	Equity Data Collection & Goals	9.4 / 27 pts
	Equity & Accessibility Policies & Plans	10.0 / 21 pts
	Equity & Accessibility in Engineering	4.5 / 44 pts
	Equity & Accessibility in Education	20.9 / 52 pts
	Equity & Accessibility in Encouragement	13.9 / 42 pts
	Equity & Accessibility in Evaluation & Planning	7.4 / 51 pts
Equity & Accessibility Bonus Points	3.3 / 9 pts	



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FEEDBACK TO IMPROVE:

To maintain and improve on Albuquerque's Silver-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Congratulations to the City of Albuquerque for several improvements since your previous BFC application in 2020! The adoption of a new Vision Zero Action Plan, the continued investments in new bikeways and innovative programming such as through the Esperanza Bicycle Safety Education Center and Bike Thru Burque, and the forthcoming Bikeway and Trail Facilities Plan and 7-mile loop are all promising for Albuquerque's continued progress in the Bicycle Friendly Community program. However, the increasing bicyclist fatality rate in Albuquerque is concerning, and may jeopardize the City's Silver BFC status if safety outcomes do not improve in your next reapplication. The League looks forward to working with Albuquerque and your local partners to support your continued efforts to develop a strong bicycling culture and a safe, connected, low-stress bike network across the City.
- » Continue to expand and improve Albuquerque's low-stress on-road bike network and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume, to maximize safety and comfort for bicyclists of all ages and abilities. Identify gaps and add new facilities that complete and expand the bicycle network, and work to upgrade existing facilities, such as by converting bike lanes into protected bike lanes, and upgrading roads with signed bike routes into dedicated bicycle boulevards through speed reductions and traffic calming (see below).
- » Take advantage of Albuquerque's high number of low-speed streets (71.6% of roads were reported to have speed limits at or below 20 MPH, according to your 2024 BFC Bike Network worksheet). Develop a network of bike boulevards/neighborhood greenways to encourage and optimize bicycle travel on low-stress corridors. Diverters, wayfinding, chicanes, and other treatments can be effective at reducing vehicle speeds and promoting the bicycle-oriented nature of a bike boulevard. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.
- » Continue to ensure that your Complete Streets policy is followed for all projects, and that compliance continues to be better tracked. Ensuring compliance with a Complete Streets policy is an important and often low-cost way to add to your bicycle network. Striping bicycle lanes as part of repaving operations can save 40% of the cost of adding a bicycle lane. If necessary, revisit your Complete Streets policy and process to ensure better compliance.
- » Continue to increase the amount of high quality bicycle parking available throughout the community, and to upgrade the quality of existing bike parking to meet APBP standards, as well as to accommodate adaptive cycles, cargo bikes, and other non-standard bicycles. (See www.apbp.org/bicycle-parking-solutions)



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FEEDBACK TO IMPROVE, CONTINUED:

- » Continue working with City Council to amend the permit to decrease operator fees to incentivize private bikeshare and micromobility companies to serve Albuquerque. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike, make bicycling more accessible to all, and to bridge the 'last mile' between public transit and destinations.
- » Work with APS to continue to improve and expand bicycle safety education for students of all ages, by incorporating more on-bicycle education opportunities and by expanding the program to reach all K-12 schools, in partnership with the Esperanza Bicycle Safety Education Center. Providing bicycles in schools for on-bike education ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household.
- » Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program. City Hall or other municipal buildings could apply to the BFB program as an employer to lead by example among other local employers.
- » Encourage Sandia National Laboratories to use the League's feedback from their 2019 Honorable Mention Bicycle Friendly Business (BFB) application, and/or to reapply to the BFB program in 2025 to help identify new ways that Sandia Labs can support bicycling commuting and safety to their employees, contractors, and surrounding neighbors.
- » Encourage UNM to use the League's feedback from their 2014 Bicycle Friendly University (BFU) application, and to reapply to renew or improve upon their lapsed Bronze-level BFU designation in 2025!
- » Improve Bike Month activities by creating a Bike to Work Day event, Bike to School Day event, Bike Month Proclamation signing, and/or a Mayor's Ride. Bike to Work Day events can include competitions for participation between businesses and "energizer" stations where people can get coffee on the way to work. Bike to School Day events can include competitions related to bicycle use, outreach to parents, and coordination between the schools and the city to create safer routes to schools.
- » Your application indicated that your community is currently updating a bicycle master plan with the development of the 2024 Bikeway and Trail Facilities Plan. This is a great step to improving conditions for bicycling and institutionalizing processes for continual improvement. Your new Plan should take advantage of best practices that are applicable to a community of your size, including the use of separated and protected bike lanes, targeted education programming, and demonstration projects to help the community understand possible bicycle facilities. Ensure that the new Plan includes specific and measurable goals, a strong implementation plan, and dedicated funding or an annual budget to ensure its success.



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FEEDBACK TO IMPROVE, CONTINUED:

- » Establish a performance measurement program for bicycling and/or active transportation infrastructure going forward. See FHWA's resources on this topic: https://bit.ly/FHWA_bikepedPMs.
- » Adopt a goal for a target level of bicycle use (percent of trips made by bike) to be achieved within a specific timeframe, and continue working with the Mid-Region Council of Governments (MRCOG) ensure data collection necessary to monitor progress toward your adopted goal.
- » Train law enforcement officers on the City's Vision Zero priorities, including equity, data and reporting needs, and develop best practices for traffic enforcement to focus on the most dangerous behaviors and locations. Increase transparency and accountability around current traffic enforcement practices by requiring data collection and reporting, including demographic details, for all traffic enforcement stops and citations. Data reporting and analysis around automated speed enforcement efforts is an important part of these efforts. All traffic enforcement activities should be data-based and responsive to behaviors that have been observed to lead to crashes, injuries, and fatalities.
- » Fill the vacant Active Transportation Planner and Active Transportation Planner roles to further increase the amount of staff time spent on improving conditions for people who bike and walk. Ensure that these new positions are well supported with training and professional development opportunities to stay up-to-speed on the latest best practices and safety guidelines for bicycle planning, outreach, and infrastructure. Explore ongoing staff training opportunities from FHWA and the Association of Pedestrian and Bicycle Professionals (APBP), as well as webinars, seminars, and conferences from national organizations like the League of American Bicyclists, Smart Growth America, and America Walks.
- » Continue to collaborate with local and state public health partners in active transportation planning and programming to support your common goals to improve health and wellness through increased physical activity. It is great that the City is already partnering with Presbyterian Healthcare Services, a 2023-2028 REACH recipient through the CDC's Division of Nutrition, Physical Activity, and Obesity. (Learn more at <https://www.cdc.gov/dnpao-state-local-programs/php/funding-by-state/index.html#newmex>.) To further show the City of Albuquerque's commitment to health and wellness through bicycling and other forms of physical activity, work with elected officials to pass an Active People, Healthy NationSM Proclamation this year. Active People, Healthy NationSM is a national initiative led by the Centers for Disease Control and Prevention to help 27 million Americans become more physically active by 2027. Learn more about Active People, Healthy NationSM Proclamations at: <https://www.cdc.gov/active-people-healthy-nation/php/data-research/proclamations.html>.



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FEEDBACK TO IMPROVE, CONTINUED:

- » Your 2024 Bicycle Friendly Community application reported that ACS data shows a gender gap in bicycle modeshare (1.3% of male commuters bike to work, compared to 0.4% of female commuters, according to ACS data). Consider how focused outreach around bicycling education, encouragement, and engagement could help bring more women to bike for transportation in Albuquerque. Consider how local data collection efforts may be able to further inform your work by capturing gender in other bike use and modeshare counts, as well as identifying gender disparities in perceptions of safety and barriers to bicycling.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-2024>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** https://bikeleague.org/BFC_Resources
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The BFC Ideabook and Map:** <https://bikeleague.org/BFCIdeaBook>
- » **The League's Benchmarking Project on Biking & Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State (BFS) Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **National Bike Month Resources:** <https://bikeleague.org/bikemonth>
- » **More Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/federal-funding-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:** https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>