



# ALBUQUERQUE, NM

TOTAL POPULATION

559,202

POPULATION DENSITY

2987

TOTAL AREA (sq. miles)

187.7

# OF LOCAL BICYCLE FRIENDLY BUSINESSES 1

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 1

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Albuquerque
High Speed Roads with Bike Facilities	35%	37%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	76%	30%
Bicycle Education in Schools	GOOD	AVERAGE
Share of Transportation Budget Spent on Bicycling	14%	18%
Bike Month and Bike to Work Events	VERY GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST MONTHLY	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	GOOD	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 33K	1 PER 37K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	5.15 /10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	5.79 /10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	6.63 /10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	5.41 /10

## KEY OUTCOMES

	Average Gold	Albuquerque
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	5.1%	1.24%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	287	591
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	2.2	6.13



## KEY STEPS TO GOLD



» Continue efforts to improve data-driven road safety operations, and adopt a comprehensive road safety plan for the City to support the mayor's Vision Zero commitment and 2019 Executive Order by identifying specific engineering strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Road diets, lane diets, and traffic calming treatments are important engineering components for addressing safety.

» Continue to expand the bike network throughout all areas of the city, and increase connectivity through the use of different types of low-stress bicycle facilities appropriate for the speed and volume of motor vehicle traffic on each road. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes

or parallel 10ft wide shared-use paths (in low density areas). In slower speed areas such as quiet neighborhood streets, develop a system of bicycle boulevards that create an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Continue implementing road diets and traffic calming to encourage slower speeds for motor vehicles.

» Work with local League Cycling Instructors (LCIs) to offer Bicycle Friendly Driver training to motorists. Many local bicyclists reported aggressive and distracted driving behavior as a significant barrier to bicycling safely and comfortably in Albuquerque. Road design and driver education are both key components to addressing dangerous driving behavior and improving roadway safety for all travel modes.

KEY STEPS CONTINUED ON PAGE 2...



# ALBUQUERQUE, NM

Fall 2020

## KEY STEPS TO GOLD CONTINUED

- » Hire a full-time Bicycle & Pedestrian Coordinator for the City. Expanding the staff time focused on bicycling-related projects and programs would help in scaling up your BFC efforts.
- » Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.
- » Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Work with APS, local bicycle groups, LCIs, and interested parents to create on-bike Safe Routes to School programming for all K-12 schools. To showcase and celebrate the ongoing work with schools, organize a Bike to School Day event every Fall and Spring. 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.
- » Continue to increase the amount of high quality bicycle parking throughout the City, including near bus stops. Continue making investments to improve bicycle access to Albuquerque Rapid Transit (ART) stops and to support more multi-modal travel.
- » Continue efforts to re-launch a new public bike share system to replace the Pace Bikeshare system that recently ceased operations. 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 key destinations.

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### MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » League of American Bicyclists: <https://www.bikeleague.org>
- » Guide to the BFC Report Card:  
[https://bikeleague.org/sites/default/files/Guide\\_to\\_the\\_Bicycle\\_Friendly\\_Community\\_Report\\_Card.pdf](https://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf)
- » Resources for Building a Bicycle Friendly Community: [https://bikeleague.org/BFC\\_Resources](https://bikeleague.org/BFC_Resources)
- » Building Blocks of a Bicycle Friendly Community:  
<https://bikeleague.org/content/building-blocks-bicycle-friendly-communities>
- » The Five E's: <https://bikeleague.org/5-es>
- » Smart Cycling Program: <https://bikeleague.org/ridesmart>
- » Advocacy Reports and Resources: <http://bikeleague.org/reports>

