



Goal 3: Public Infrastructure

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



Indicator: Miles of Bike Lanes, Routes, and Trails

Progress Rating: Local Trend: POSITIVE National Comparison: BETTER

Indicator Description

This indicator presents a map and data of the bike lanes, routes and trails within the City of Albuquerque, plus the trail in the Bosque, which the City maintains. It also presents a comparison of bike commuting and miles of bike lanes and routes in similar Cities. The system consists of bike lanes, bike routes and trails. A bike lane is a portion of a roadway which has been designated by striping, pavement marking, and signing for the preferential or exclusive use of bicyclists. A bike route has appropriate directional and informational signs primarily used on low-volume local streets. A multi-use trail is physically separated from the motorized vehicular traffic by open space or a barrier and can be located either within the highway or as an independent right-of-way.

Why is this indicator important?

More use of transportation modes other than the single-occupant automobile can reduce the demand for highways and reduce the automobile emissions that are a major source of air pollution. Bicycles can be a viable alternative for many people, if adequate bike lanes and routes are available. Nelson and Allen found that each additional mile of bikeway per 100,000 people is associated with a 0.069 percent increase in bicycle commuting. Providing for both the safety and feeling of safety of cyclists, however, requires bikeways that separate bicycles from automobiles. Bicycling can also contribute to a healthier, more fit population. The number of miles of bike lanes, routes, and trails in the system provide a good indication of the adequacy of the system and shows the expansion of the system over time.

Data Sources

City of Albuquerque Department of Municipal Development; City of Albuquerque Planning Department; “If You Build Them, Commuters Will Use Them,” 1997, Nelson, A.C. and Allen, D; “Bicycle Commuting and Facilities in Major U.S. Cities: If You Build Them, Commuters Will Use Them – Another Look,” 2003, Dill, J. and Carr, T.

What can we tell from the data?

- The total number of bike lanes, routes and trails has increased 13.8% from 2000 to 2004. The largest increase was in the number of bike lanes from 58 to 87 miles.
- Bike lanes, routes, and trails are near most residences in Albuquerque.
- Albuquerque ranks 14 out of 64 (Cities 250,000 population and greater) for the most residents commuting by bicycle.

Map of Albuquerque Bike Lanes, Routes, and Trails



Miles of Bike Lanes, Routes and Trails for Years 2000 and 2004

Year	Lanes	Routes	Trails	Total
2000	58	198	55	311
2004	87	201	66	354

Bicycle Commuting and Facilities in Selected Western Cities

City	% Commuting by Bike	Lanes and Paths per Sq. Mi.	Lanes and Paths per 100,000 Residents	Rank (Out of 64 Cities)
Albuquerque	1.16	0.61	24.74	14
Denver	0.53	0.62	17.13	25
Oklahoma City	0.90	0.02	2.20	16
Tucson	2.22	1.76	70.27	4
National Average	1.05	0.66	14.49	na