



GABAC

GREATER ALBUQUERQUE BICYCLING ADVISORY COMMITTEE

DEPARTMENT OF MUNICIPAL DEVELOPMENT, PO BOX 1293

ALBUQUERQUE, NM 87103

(505) 768-3658

Timothy M. Keller, Mayor

Monday, February 10, 2020

4:00 - 6:00 p.m.

7th Floor Conference Room, Room 7096

Old City Hall, (Fifth/Marquette NW)

- **Welcome and Introductions**

- **Approval of the Agenda**

- **Announcements/Administrative**

Meeting Format.....Josef Jansen, DMD

-Please wait until recognized to begin Comment/Questions

-Written Questions/Comments and/or Response may be requested

- **Public Comment**

Please register on the sign-in sheet. Comments are generally limited to two minutes or less.

- **GABAC Committee Reports/Updates**

- **Staff Reports**

DMD Engineering

APD

Council Services

Parks and Recreation

Planning

Bernalillo County

MRCOG

NMDOT District 3

- **Discussion/Action Item(s)**
- **Adjourn**
- **Next Regularly Scheduled GABAC Meeting: Tuesday March 10 , 2020**

Members: Dan Majewski (City-SW); Ed Gerety (City-At-Large); Rose McCamey (City-NE); Richard Meadows (EPC); Lanny Topping (Unincorporated East)

Vacancies: (City-SE); (City-NW); (City-At-Large); (Unincorporated West)

City Staff: Josef Jansen, DMD, Engineering (768-3842)

Notice: If you are a person with a disability and require assistance to participate in this meeting, please call 768-2680, 72 hours prior to the meeting. TTY users may access this number via NM Relay at 1-800-659-8331.



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DEPARTMENT OF MUNICIPAL DEVELOPMENT, PO BOX 1293, ALBUQUERQUE, NM 87103 (505) 768-2680



SIGN-IN SHEET

MONDAY, February 10, 2020- 4:00 p.m.

7th Floor Conference Room, Room 7096, City Hall, (Fifth/Marquette NW)

GABAC MEMBERS (Please Initial)

Dan Majewski

DM

Ed Gerety

RM

Rose McCamey

Richard Meadows

Lanny Toning

LT

STAFF & AGENCY MEMBERS (Please Initial and/or Sign)

Note: Please place a check before your name if you wish to provide information

<input type="checkbox"/>	Josef Jansen DMD, COA
<input checked="" type="checkbox"/>	Payton Showalter MR COA
<input checked="" type="checkbox"/>	Jake Woff - MR COA
<input checked="" type="checkbox"/>	Petra Morris
<input checked="" type="checkbox"/>	Chief Staff
<input checked="" type="checkbox"/>	Terra Reed
<input type="checkbox"/>	Jolie Luca
<input type="checkbox"/>	

<input type="checkbox"/>	



Timothy M. Keller,

GABAC



GREATER ALBUQUERQUE BICYCLING ADVISORY COMMITTEE

DEPARTMENT OF MUNICIPAL DEVELOPMENT, PO BOX 1293
ALBUQUERQUE, NM 87103
(505) 768-2680

MEETING MINUTES

February 10, 2020

Members Present – QUORUM

Dan Majewski
Lanny Tanning

Richard Meadows
Rose McCamey

Staff Present

Josef Jansen, COA-DMD
Petra Morris, COA Council Services
Payton Showalter, MRCOG
Christina Sandoval, Parks

Julie Luna, Bernalillo County
Terra Reed, COA Planning
Jake Wolff, MRCOG

Members Absent

Guests

Peter Rice
Raul Chevira

Scot Key

Dan Majewski called the meeting to order at 4:00 PM.

Approval of Agenda

Motion by Dan Majewski to amend agenda to add a presentation by Petra Morris. Seconded by Richard Meadows. Motion passed unanimously.

Approval of January 2020 Minutes

Motion by Dan Majewski; seconded by Richard Meadows. Motion passed unanimously.

Announcements/Administrative

Public Comment

Scot Key commented about positive progress. He expressed concern about the four pedestrian deaths in January 2020. He attended meetings for Complete Streets stating no one from GABAC attended. Richard Meadows attend Vision Zero on behalf of GABAC. He feels more safety measures are necessary at Buena Vista and Central to protect citizens attempting to cross. He also brought up dates and times for the ART subcommittee that reviews accidents.

Presentations:

Council Services-Petra Morris

Petra requested feedback about Griegos from 12th to Rio Grande. Speeding occurs in this area, and bringing forth a suggestion to add a rumble strip between the bike lane and traffic lane. Dan states the striping is ambiguous in this area. It may be more beneficial to remove the center stripe and add parking signage on one side of the street.

GABAC Committee Reports/Updates

DMD Engineering: Josef Jansen

Chris Sylvan is no longer with APD, and the position is vacant. Striping of the Lead overpass at 2nd street is complete. No information is available regarding the list of 15 recommended projects. The I25 accessibility study is under review. Ladera is under construction and advertisement the Indian School project should occur soon. Construction cannot occur between May and October because of monsoon season.

Council Services: Petra Morris

Next month we would like an update on Williams. Council will have an update at the March meeting for the Indian School project. No information is available regarding traffic studies. Information is not available regarding the actual hiring of the active transportation coordinator, and nothing may be available to discuss until July.

Parks and Recreation: Christina Sandoval

The NDC trail bridge decking is complete; however, the transitions from the trail to bridge decking are still rough. Christina will mention to the crew. Additionally, Outside temperatures must be consistently warmer than 40 degrees Fahrenheit before the coating on the bridge deck is applied. Rose asked for an update on the I25/Osuna ramp surface on the west side of I25. It is rough and the surface is breaking and chipping away, creating a safety hazard for anyone riding bikes. A pilot of lighting underneath Eubank, Carlisle, and Montgomery will occur soon.

APD:

Nothing to report/no one present.

Planning: Terra Reed

Terra discussed the road safety audit at Gibson and Lomas. Money is only available for the audit. Sidewalk money may be available in the future.

Bernalillo County: Julie Luna

Julie mentioned Browning repairs and adding lanes. ADA improvements may be forthcoming in the 2nd NW and Osuna area. The Bosque Bridge by Woodard still has maintenance issues. The maintenance team is understaffed. Hiring new staff is difficult because salary rates are not competitive.

NMDOT District 3:

None/No representation.

MRCOG:

A MRCOG representative presented a high-level review of the yearly bike survey. This information will be available on their website. MTP included three public meetings. Bike share is up and running again, with 15 new stations under review.

Discussion/Action Items:

The March meeting GABAC is a combined effort with GARTC. Each committee should have their own agenda and approve prior to moving forward with the combined meeting.

Irene Entila resigned from the position she filled on GABAC. Ed Gerety's position expired so January was his last meeting. We currently have five vacancies on GABAC; however, it appears we have three new members recently appointed.

Dan Majewski, chair of GABAC, motioned that GABAC support retention of the notch at Buena Vista, requesting the addition of appropriate safety measures. The motion passed unanimously.

Lanny Tønning motioned that GABAC adopt a rule that a quorum constitutes the majority of members present in relation to filled positions. Dan Majewski seconded, and the motion passed unanimously.

Dan Majewski called the meeting to Adjourn at 5:35 PM. Rose seconded, and the committee approved.



2019 Bike to Work Day Survey Summary

1012 Surveys Completed

Event Occured on Friday May 17, 2019

TOP 3 LOCATIONS

- Downtown Civic Plaza (117 responses)
- UNM North Campus: North Diversion Channel & Tucker (103 responses)
- Nob Hill: Silver Ave. & Bryn Mawr (97 responses)

GENDER

- 67.16% of respondents reported as male
- 31.88% reported as female
- 0.21% reported as non-binary/third gender
- 0.74% preferred not to answer

INCOME

- 37% of respondents reported an annual household income of \$100,000 or more

TOP 3 ZIP CODES

- 87106
- 87110
- 87111

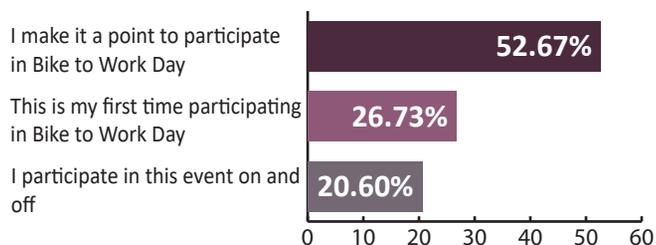
AVERAGE AGE

- 45.5

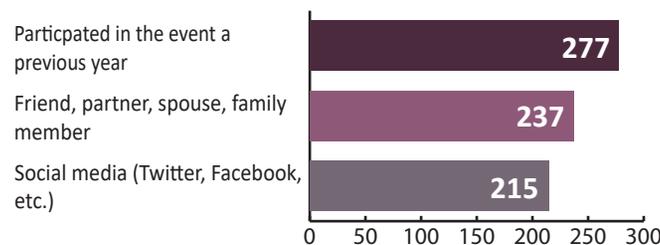
RESPONDENTS

The majority of Bike to Work Day survey respondents are returning participants who make it a point to participate in the event. The greatest number of people also reported having heard about the event because they participated a previous year. While Bike to Work Day is an event that attracts many returning participants, 26.73% of participants in 2019 reported that it was their first time at Bike to Work Day, showing that word of mouth and social media outreach were successful in gaining new participants.

IS 2019 THE FIRST YEAR YOU PARTICIPATED IN THE BIKE TO WORK DAY EVENT? PLEASE PICK ONE.



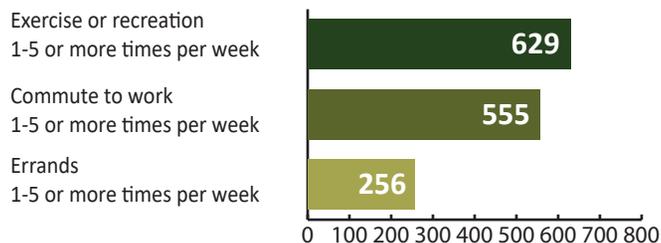
HOW DID YOU HEAR ABOUT BIKE TO WORK DAY? PLEASE MARK ALL THAT APPLY.



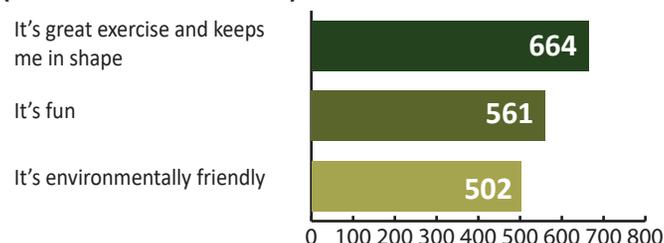
REASONS FOR BIKING

Biking for exercise or recreation has been the most commonly reported reason for biking each year since 2016. Respondents also commonly reported biking because it is great exercise, it's fun, and it's environmentally friendly indicating that most Bike to Work Day participants bike because they enjoy it, and not because it's their only mode of transportation.

HOW OFTEN DO YOU BICYCLE FOR THESE TRIP PURPOSES?



WHY DO YOU USE YOUR BIKE FOR TRIPS? (MARK ALL THAT APPLY)



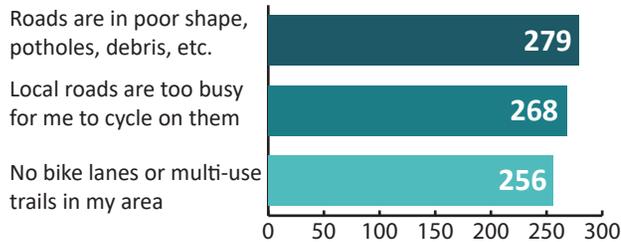


FACTORS THAT INFLUENCE BIKING DECISIONS

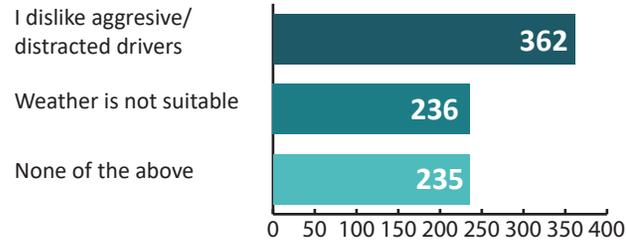
The top three most commonly selected options for factors related to Facilities Design and Maintenance that influence how often cyclists bike revealed that poorly maintained roads or a lack of facilities will commonly cause cyclists to bike less often. The Biking Skills and Confidence category revealed that aggressive/distracted drivers are a major concern of cyclists. Both the Biking Skills and Confidence and Culture and Fashion categories have *none of the above* as one of the top three most common answers, demonstrating that these two categories do not reflect, or are missing, important factors that influence biking decisions for Albuquerque cyclists.

WHAT FACTORS INFLUENCE YOUR BIKING DECISIONS TO BIKE MORE?

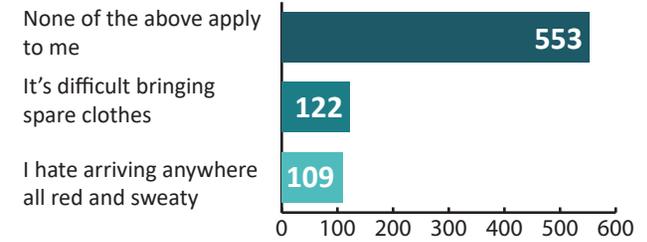
FACILITY DESIGN & MAINTENANCE:



BIKING SKILLS AND CONFIDENCE:



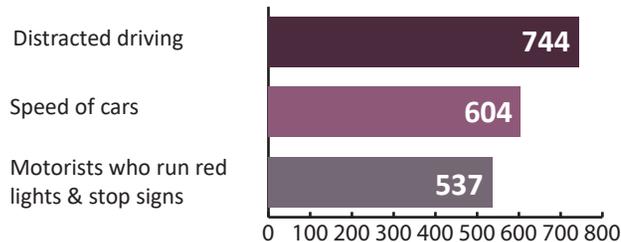
CULTURE & FASHION:



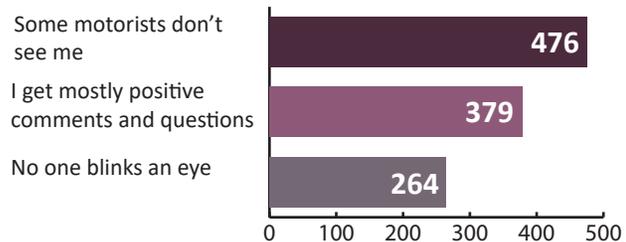
SAFETY

The questions about safety revealed that the most common fears of cyclists in Albuquerque are related to the risks motorists cause. Cyclists also feel they are not seen by motorists, and in order to cycle more often, they would like to see more bike lanes and in particular, more protected bike lanes.

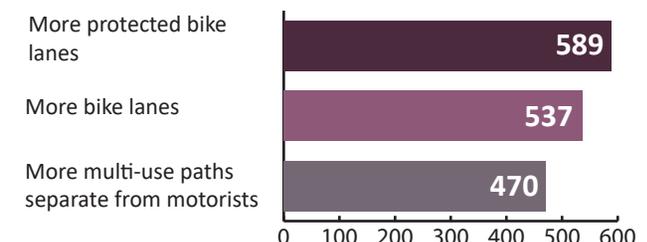
WHAT ARE YOUR SAFETY CONCERNS ABOUT BIKING?



WHAT REACTION DO YOU GET WHEN BIKING FOR TRANSPORTATION? (MARK ALL THAT APPLY)



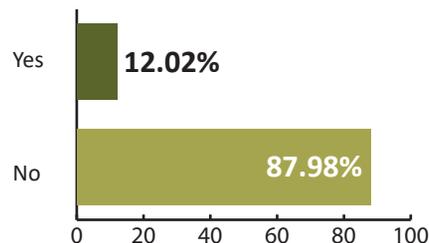
WHAT WOULD CAUSE YOU TO INCREASE YOUR BICYCLING? (MARK ALL THAT APPLY)



PACE BIKE SHARE

The 2019 Bike to Work Day Survey featured two questions about the Pace Albuquerque Bike Share Program. Participants were asked if they had used Pace Bike Share in the past 12 months and where they would like to see more Pace Bike Share locations. The second question was skipped by 92.3% of respondents demonstrating that the Bike to Work Day respondents are not highly interested in bike share programs.

HAVE YOU USED ABQ BIKE SHARE IN THE PAST 12 MONTHS?



TOP 3 MOST REPORTED AREAS FOR NEW STATIONS:

- The West Side
- UNM
- The Northeast Heights

2019 BIKE TO WORK DAY SURVEY REPORT



Prepared by the
Mid-Region Council of Governments
February 2020



BACKGROUND

Bike to Work Day (BTWD) is an event that occurs each year that is planned and implemented by the City of Albuquerque in coordination with the Mid-Region Council of Governments (MRCOG), Bernalillo County, ABQ Ride, BikeABQ, and other organizations and stakeholders. This event is part of the National Bike Month campaign which occurs every year during the month of May. Nationally Bike to Work Day is the biggest event attracting the most participation of the many bicycle related events that occur during May¹. Albuquerque's 2019 Bike to Work Day occurred on Friday, May 17th. The 2019 Bike to Work Day featured two new stops including Ted Hobbs Park at Innovation Pkwy. & Gibson Blvd. and Nob Hill at Silver Ave. & Bryn Mawr. Two of the Bike to Work Day stops, Sandia Labs/ Kirtland Airforce Base/ Veterans Affairs Hospital and Ted Hobbs Park, were held on Wednesday, May 15th instead of Friday, May 17th. All of the Bike to Work Day stops were open from 6:30-8:30 am. Participants who visited any of the Bike to Work Day locations received free refreshments and fun bicycling gear.

Cyclists at the 19 Bike to Work Day stops were asked to complete a voluntary, anonymous survey about biking in Albuquerque. Cyclists were also given the opportunity to take the survey online. See Appendix A for the survey instrument. The three stops that received the most survey responses are as follows:

- Downtown Civic Plaza (117)
- UNM North Campus: North Diversion Channel & Tucker Ave. (103 responses)
- Nob Hill: Silver Ave. & Bryn Mawr Dr. (97 responses)

In 2019, the Downtown Civic Plaza stop received the most survey responses. In 2018 this stop was second to the UNM North Campus: North Diversion Channel & Tucker stop, which was second in 2019. This area is very popular because of its connections to both the University and the University Hospital. In 2018 the Gail Ryba bridge: I-40 & Bosque Trail stop was third, while in 2019 this stop only received 56 responses and was replaced by the Nob Hill: Silver Ave. & Bryn Mawr Dr. stop.

Figure 1 shows the total counts for the 2019 Bike to Work Day event. It shows the number of survey responses received from each Bike to Work Day stop and the overall percent of responses each stop received.

PURPOSE

The Bike to Work Day survey was created to analyze public perception of Albuquerque's bicycle-friendliness. It aids in understanding bicyclists' needs and in gathering general information about bicycling in the greater Albuquerque area. Local governments and advocacy organizations will use this information to help understand how to make Albuquerque a more bicycle-friendly community. The survey can also serve as another benchmark for the City of Albuquerque when they apply for the League of American Bicyclists Bicycle Friendly Award, which occurs every four years.

The League of American Bicyclists (LAB) serves as an organization to advocate for and promote bicycle-friendly culture across the United States. They work to define best practices and provide a competitive program in which states, communities, businesses, and universities can apply to be part of Bicycle Friendly America. It's not only a ranking in bicycle-friendliness, but it also provides standards, can raise expectations of what can enable a bicycle friendly community, and can serve as a roadmap for further improvement². The scoring is based on five categories: engineering, education, encouragement, enforcement, and evaluation and

¹ League of American Bicyclists. <http://www.bikeleague.org/content/bike-month-dates-events-0>

² League of American Bicyclists. 2018. Bicycle Friendly America



FIGURE 1: BIKE TO WORK DAY STOPS

Location	Responses	Percent
Downtown Civic Plaza	117	11.67%
UNM North Campus: North Diversion Channel & Tucker	103	10.27%
Nob Hill: Silver Ave. & Bryn Mawr Dr.	97	9.67%
Journal Center Rail Runner Station: Paseo del Norte Trail & Edith Blvd.	83	8.28%
Montgomery Blvd. & Tramway Blvd.	73	7.28%
Bio Park: Tingley Beach & Bosque Trail	70	6.98%
Erna Fergusson Library: Paseo del Nordeste Trail & San Mateo Blvd.	68	6.78%
Sandia Labs, Kirtland Air Force Base, Veterans Affairs Hospital (Wed. only)	60	5.98%
Gail Ryba Bridge: I-40 & Bosque Trail	56	5.58%
Westside: Montano Rd. & Winterhaven Rd.	52	5.18%
I-25 Bridge & Bear Canyon Arroyo Trail	44	4.39%
Ted Hobbs Park (Wed. only)	40	3.99%
Wyoming Blvd. & South Domingo Baca Trail	39	3.89%
Uptown Transit Center	38	3.79%
North Diversion Channel Trail & Aztec Rd.	34	3.39%
Rio Bravo Blvd. & Bosque Trail	18	1.79%
Rio Rancho Aquatic Center: Loma Colorado Dr.	4	0.40%
Rio Rancho Haynes Parks: 21st & NM528	3	0.30%
Rio Rancho Presbyterian Rust: Unser & Black Arroyo	3	0.30%
None - I did not participate in a Bike to Work Day Cycle Stop	1	0.10%

planning. Applicants are then ranked for one of the five levels: diamond, platinum, gold, silver, or bronze. The City of Albuquerque is currently at the Bronze level.

Additionally, collecting this data annually at Bike to Work Day can serve as a yardstick and snapshot in time to enable local governments and advocacy organizations to assess changing perceptions of bicycling. It also helps to better understand which investments are most effective at encouraging more bicycling, and it creates better understanding of bicycling preferences and gaps. This report provides the results from the 2019 event that occurred on Friday, May 17, 2019 in Albuquerque.



METHODOLOGY

The Mid-Region Council of Governments (MRCOG) developed the 2019 Bike to Work Day Survey in coordination with the City of Albuquerque, Bernalillo County, and BikeABQ. The survey is voluntary, anonymous, and intended to provide information about bicycling perceptions in Albuquerque. The survey consisted of 19 total questions. Volunteers at cycle stops asked Bike to Work Day participants to complete the survey. If a participant was unable to complete the survey onsite, it could be mailed to MRCOG at a later date or completed online. The 2019 survey received 1,002 survey responses from a Bike to Work Day stop and 10 online surveys. The online survey was open from May 15, 2019 to June 19, 2019. MRCOG staff manually entered written paper copies received at cycle stops or in the mail into the online survey through SurveyMonkey. MRCOG staff reviewed these responses to identify the following information and analysis.

The 2019 survey was modified from the 2018 version. It includes several new topics such as why people use their bike, what reactions and attitudes cyclists get from others, factors that influence decisions to bike, and safety concerns. The 2019 survey also featured two questions regarding the Pace Albuquerque Bike Share program.

FIGURE 2: SURVEY RESPONSES COMPARED BY YEAR

Year	Number of Survey Responses
2019	1,012
2018	978
2017	822
2016	644
2015	634
2014	522

SURVEY RESULTS

The 2019 Bike to Work Day survey covered a range of topics. These topics included: purpose for biking, perceptions of other’s in regards to cyclists, biking skills and confidence, facility design and maintenance, culture and fashion, safety concerns, gender, income, age, home zip code, use of Pace Bike Share, how often cyclists participate in Bike to Work Day, and how they heard about Bike to Work Day.

SURVEY PARTICIPANTS

The majority (67.16%) of the 2019 Bike to Work Day survey participants reported their gender as male, while 31.88% of respondents reported as female (Figure 3). This shows that in Albuquerque, more men are biking than women. This is consistent with previous Bike to Work Day surveys. From 2016 to 2019 the female percentage of participants in Bike to Work Day has stayed between 31%-34%. This is significant as women have been identified as an “indicator species” or a barometer for safe bicycling conditions in a community³. This means that the closer a gender split is to 50/50, the more bicycle-friendly a community is not only for women, but everyone. Bicycling in the United States is often perceived as a “risky activity” and women are typically more risk-averse than men. As discussed in previous Bike to Work Day reports, several studies and research have identified a variety of reasons for this gap, including, but not limited to a lack of safe bicycle infrastructure, social pressures or expectations, complex trip patterns (women are often responsible for

3 Baker, Linda. 2009. <http://www.scientificamerican.com/article.cfm?id=getting-more-bicyclists-on-the-road> 0

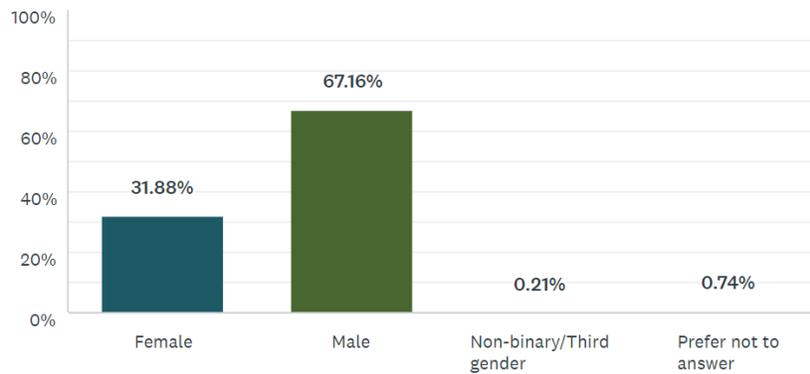
4 Surface Transportation Policy Partnership, 1999. http://transact.org/wp-content/uploads/2014/04/HIgh_Mileage_Moms.pdf



FIGURE 3: WHAT IS YOUR GENDER?

Answered: 941

Skipped: 71



domestic chores and shuttling others⁴), and harassment.

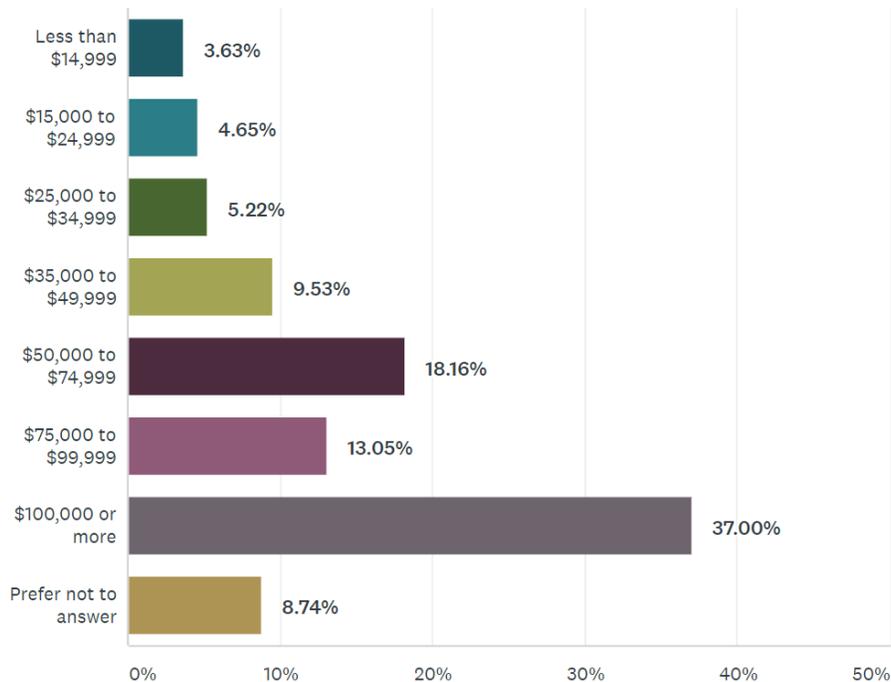
The average age of survey respondents was 45.5 years. The highest percentage of survey participants, 37%, were in the annual household income range of \$100,000 or more (Figure 4). This bracket has held the most participants each year starting in 2016. Over the last three years, this income level has consistently had between 19.5%-27.1% of participants, with a large increase in 2019. Only 23.03% of Bike to Work Day participants earned below \$50,000. This shows that either Bike to Work Day is not fully capturing all populations, or lower income people in Albuquerque are not biking as often. Bike to Work Day organizers can work to ensure that participants in the event better reflect the socioeconomic makeup of the community in which they live and with a particular emphasis on low-income communities.

While it is encouraged that organizers do further outreach to diversify participation, it is worth noting that Bike to Work Day may not be the best way to reach and better understand other groups. As the name implies, Bike to Work Day is a continual and expected event among participants, which can make it challenging to reach

FIGURE 4: WHAT IS YOUR APPROXIMATE HOUSEHOLD INCOME?

Answered: 881

Skipped: 131





new people who may not have heard about it. In 2019, 52.67% of participants reported that they make it a point to participate in Bike to Work Day, and 20.60% of people participate on and off (Figure 5). The survey also featured a question regarding how participants heard about the event (Figure 6). The option that received the most responses was that the respondents had *participated in the event a previous year*, with the second highest being that they *heard it from a friend, partner, spouse, or family member*.

FIGURE 5: IS 2019 THE FIRST YEAR YOU PARTICIPATED IN THE BIKE TO WORK DAY EVENT? PLEASE PICK ONE.

Answered: 898

Skipped: 114

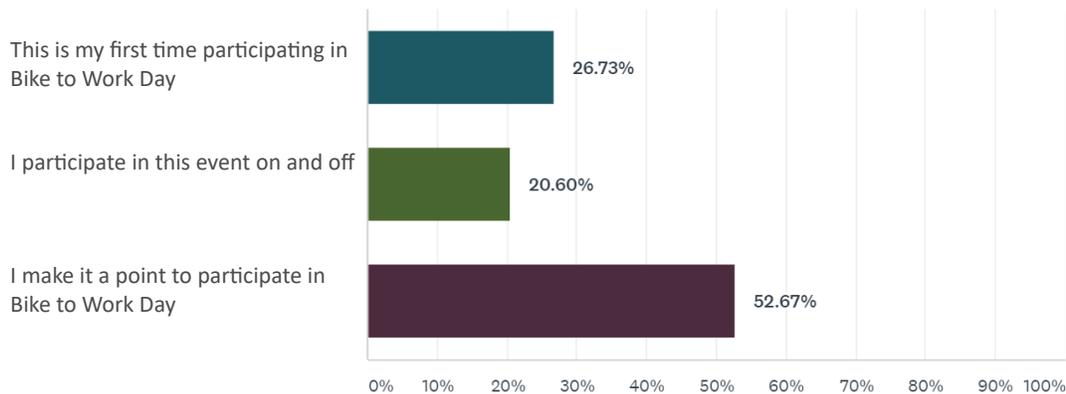
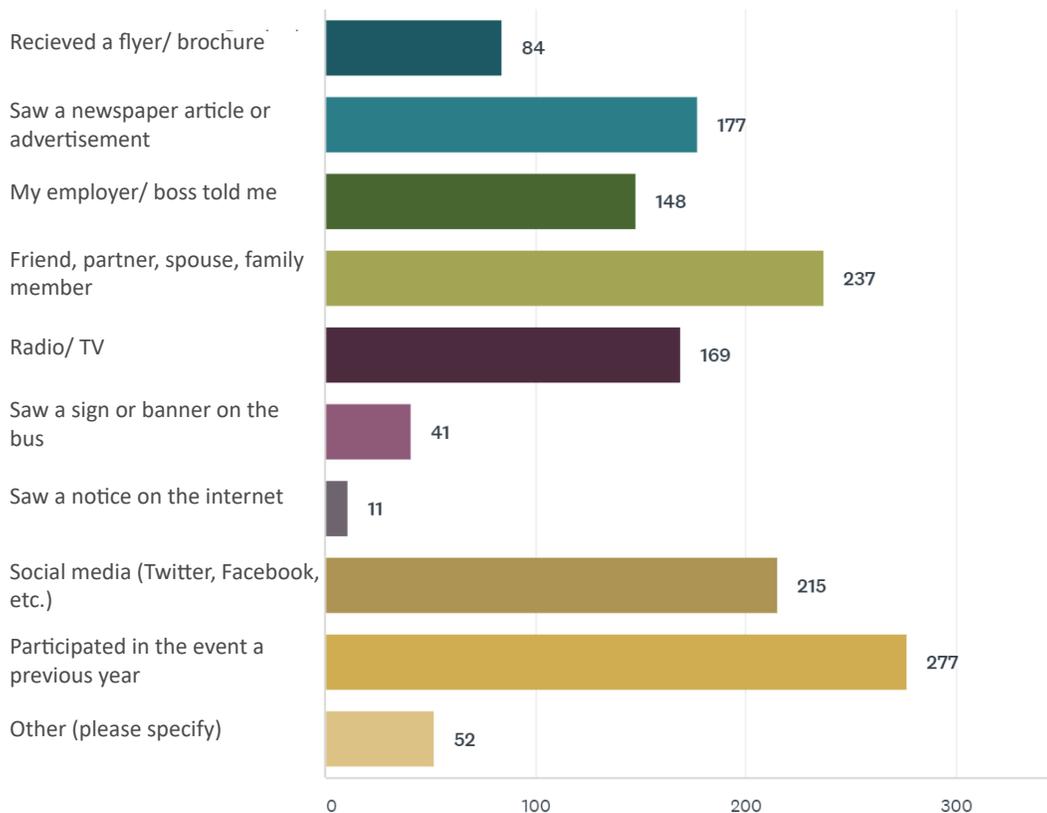


FIGURE 6: HOW DID YOU HEAR ABOUT BIKE TO WORK DAY? PLEASE MARK ALL THAT APPLY.

Answered: 912

Skipped: 100





Also, there is an implication within the name that Bike to Work Day attracts people who work in employment centers and traditional hours from 8am-5pm. Event organizers could work to include others in this event, but in the meantime, there are other existing efforts and opportunities that may be better positioned to reach different groups to identify barriers and challenges to bicycling in Albuquerque. Both the Esperanza Bicycle Safety Center and ABQ CiQlovía are two examples among others working to reach other groups.

Another way to work toward an inclusive Bike to Work Day event and gather input from a variety of socioeconomic backgrounds is through zip codes and targeting zip codes with a higher proportion of people living below the poverty level and/or a higher proportion of no car ownership. The most common zip codes that participants reported living in 2019 were 87106, 87110, and 87111. These were the same most reported zip codes as 2018, demonstrating further outreach is necessary to gain participants from other zip codes.

REASONS FOR BIKING

The first question of the Bike to Work Day survey looked at how often people bike for specific purposes. The survey showed that the most common reason people use their bike is for *exercise or recreation* (Figure 7). 629 people reported using their bike for this purpose between 1 and 5 times per week. This was also the most common purpose for 2016, 2017, and 2018. The next largest category was 555 people reporting *commuting to work* 1-5 or more times per week. A very large group of people, 450, selected *not applicable* for biking to school, demonstrating that a large portion of the participants of Bike to Work Day are not students.

FIGURE 7: HOW OFTEN DO YOU BICYCLE FOR THESE TRIP PURPOSES?

Answered: 1002 Skipped: 10

Bicycle Trip Purposes	1-5 or more times per week	A few times per month	Very rarely	NA
Commute to work	555	156	152	55
Commute to school	78	35	46	450
Visit a friend or a family member	227	231	168	84
Errands	256	212	198	69
Exercise or recreation	629	214	39	11

The next area that was analyzed was why people use their bike for trips (Figure 8). The top three answers for this question were; *it's great exercise and keeps me in shape, it's fun, and it's environmentally friendly*. These responses show that many of the Bike to Work Day participants in Albuquerque bike to work for fun or for exercise rather than because it is their only mode of transportation.

OTHERS' PERCEPTIONS OF THOSE WHO BIKE

The next area of the survey focuses on others' perceptions of those who bike. Respondents were asked to categorize the reactions of others to their biking as *supportive, negative, safety concerns, mixed reaction, and no reaction*. Family, friends, co-workers, and strangers have mostly *supportive* reactions according to respondents (Figure 9).



FIGURE 8: WHY DO YOU USE YOUR BIKE FOR TRIPS? (MARK ALL THAT APPLY)

Answered: 794

Skipped: 218

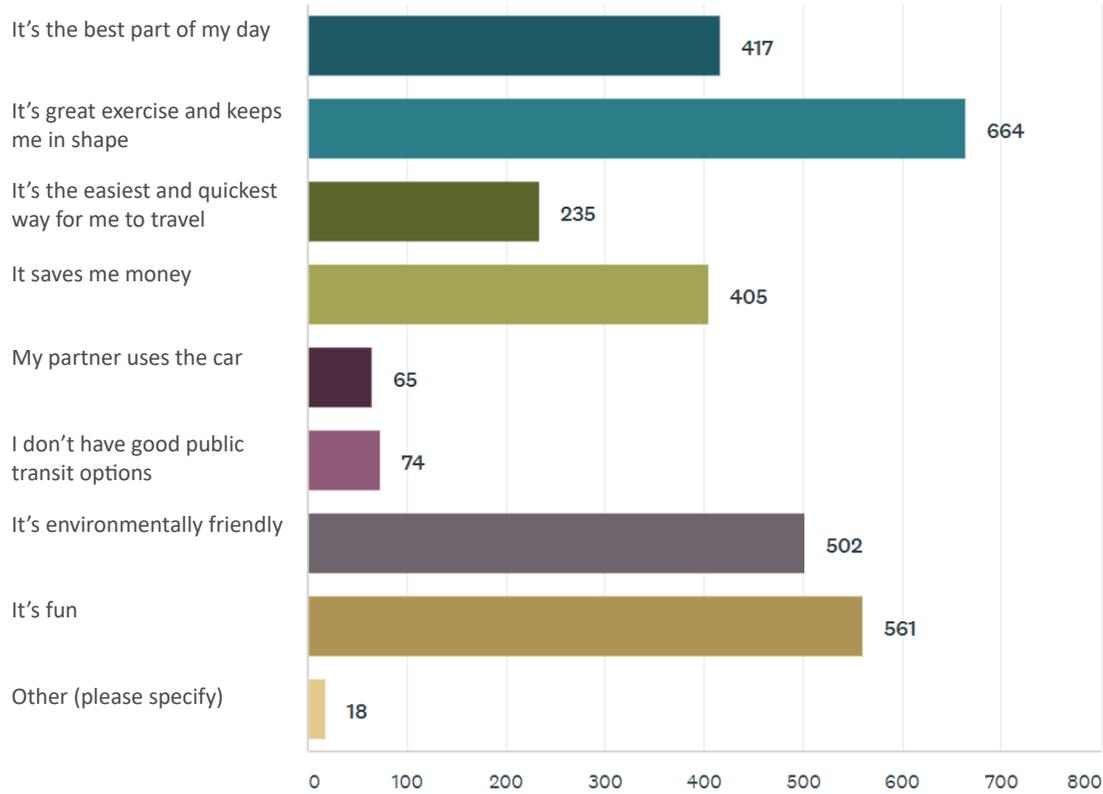


FIGURE 9: WHAT ATTITUDES DO YOU ENCOUNTER REGARDING YOUR BIKING?

Answered: 957

Skipped: 55

Attitudes Regarding Biking from:	Supportive	Negative	Safety Concerns	Mixed Reaction	No reaction
Family	720	6	175	37	17
Friends	811	3	78	32	16
Co-workers	693	9	93	68	41
Strangers	280	33	86	265	193

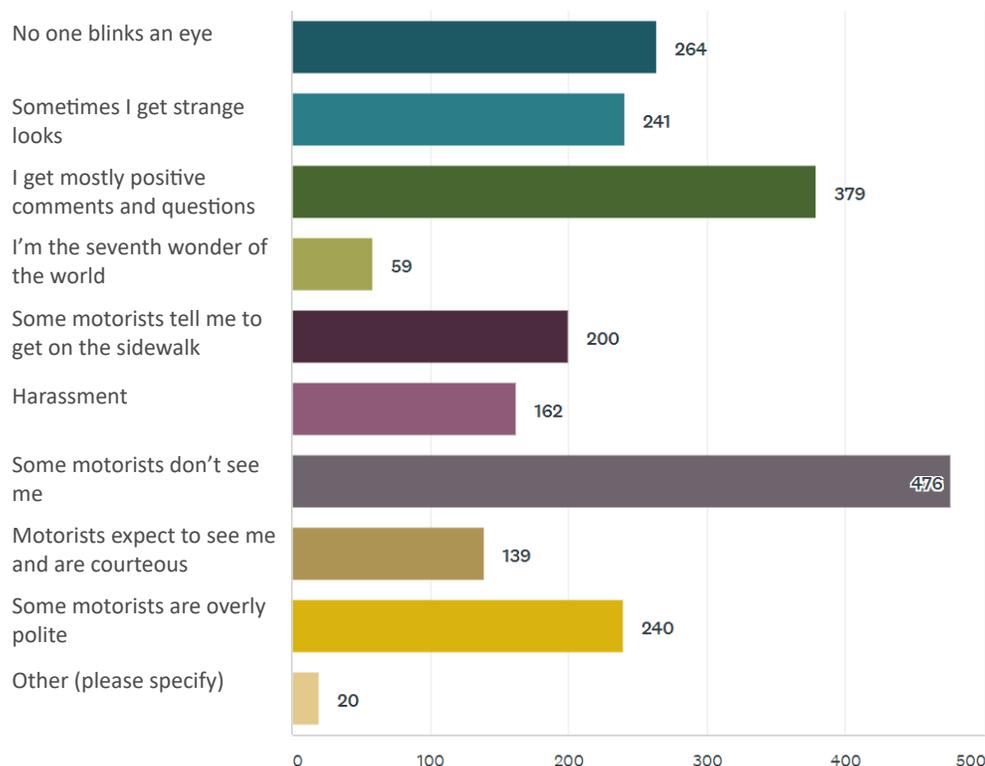
Respondents were also asked how they feel others react to their biking. The responses were spread out through many different options (Figure 10). The most common response, with 476 responses, was that *some motorists don't see me*. While the other options were widely spread, this option was chosen by many, showing that whether cyclists feel they get strange looks, or mostly positive feedback, many feel they are not seen by motorists.



FIGURE 10: WHAT REACTION DO YOU GET WHEN BIKING FOR TRANSPORTATION? (MARK ALL THAT APPLY)

Answered: 973

Skipped: 39

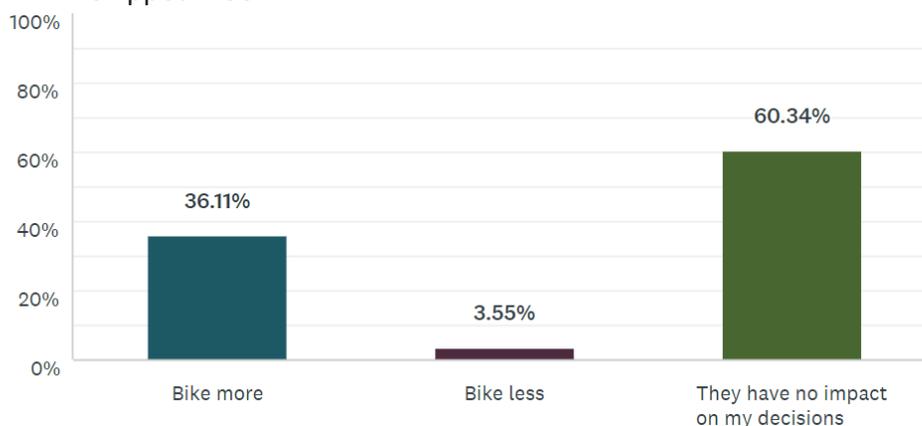


The majority (60.34%) of people reported that other's reactions have mostly *no impact on their decisions* to bike more or less (Figure 11). For some, other people's reactions cause them to *bike more* (36.11%), while very few will *bike less* (3.55%). This shows that the reactions of others are not a strong factor in determining how often a person in Albuquerque bikes.

FIGURE 11: DO THE REACTIONS AND ATTITUDES TO YOUR BIKING, MAKE YOU:

Answered: 817

Skipped: 195





FACTORS THAT INFLUENCE BIKING DECISIONS

The 2019 Bike to Work Day survey evaluated factors that influence how often people bike. This topic was broken up into three subcategories of Biking Skills and Confidence, Facilities Design and Maintenance, and Culture and Fashion.

The Biking Skills and Confidence category revealed that the most common topic (362 responses) influencing people’s biking decisions is that they *dislike aggressive/distracted drivers*. The next highest rated topic was the *weather is not suitable* (236). The third most common response was *none of the above*. With *none of the above* being selected so many times, this category either doesn’t highly effect people’s decisions, or the response options were missing a key area that people feel more greatly impacts their biking decisions (Figure 12).

FIGURE 12: BIKING SKILLS AND CONFIDENCE: WHAT FACTORS INFLUENCE YOUR BIKING DECISIONS TO BIKE MORE?

Answered: 943

Skipped: 78

Biking Skills and Confidence	Number of Responses
I dislike aggressive/distracted drivers	362
Weather is not suitable (too wet/hot/cold)	236
None of the above	235
I don't like to ride after dark	199
I have personal safety/security concerns	185
I had a scare/near-miss on my bike in the past	127
Distances are too far	112
I don't like being assertive with cars	91
I'm afraid of the bike breaking down & I'll get stranded	61
Cycling has become too dangerous	61
Other (please specify)	56
I don't know cycling rules	24
I'm not in shape to ride a bicycle more often	24
I don't know how to ride a bike very well	16
My cycling skills are really poor	7



North Diversion Trail, Multi-Use Path

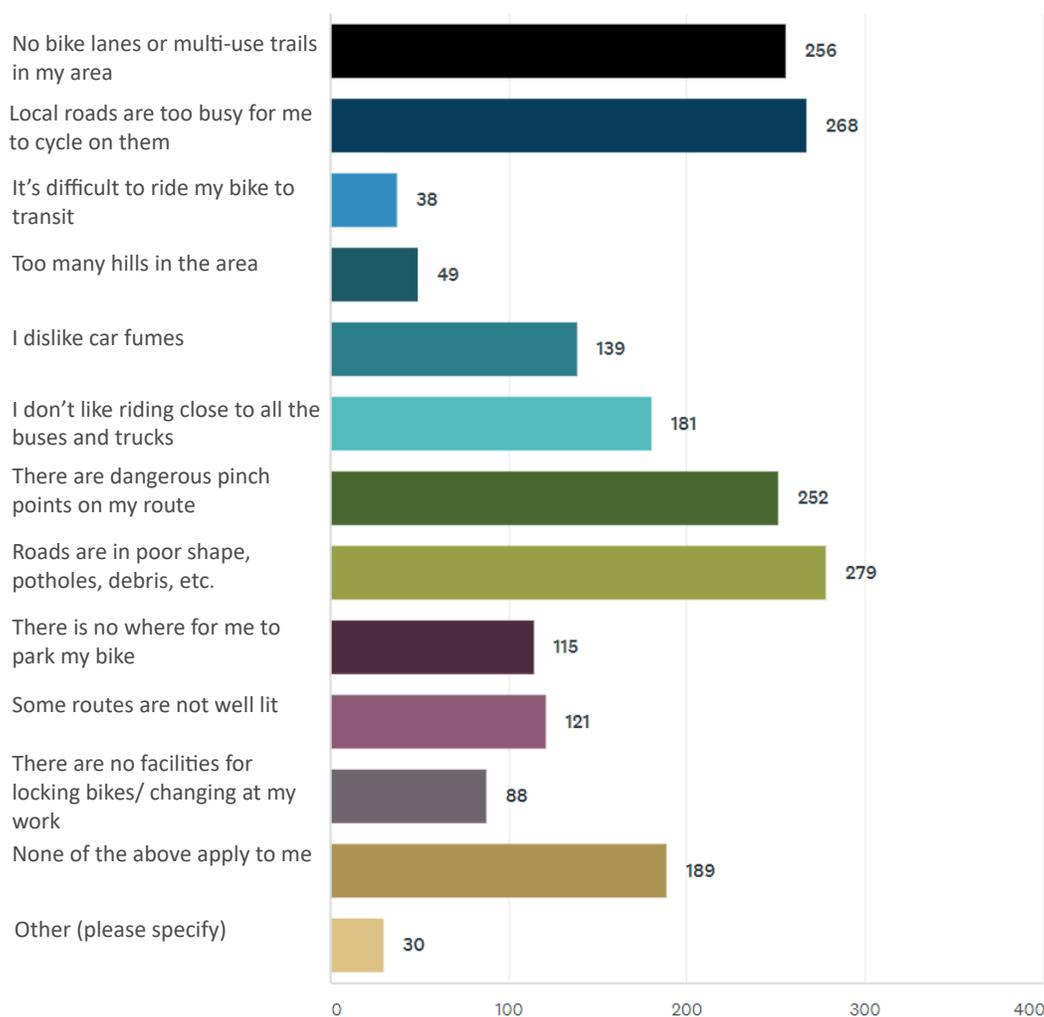


The Facility Design and Maintenance category seems to be a large factor that influences many people's decisions to bike, as many topics in this category were selected over 200 times (Figure 13). These topics include *roads are in poor shape, potholes, debris, etc., local roads are too busy for me to cycle on them, no bike lanes or multi-use trails near me, and there are dangerous pinch points on my route*. These selections show that bicycle infrastructure maintenance is an important factor for Albuquerque cyclists in determining how often they bike.

FIGURE 13: FACILITY DESIGN & MAINTENANCE: WHAT FACTORS INFLUENCE YOUR BIKING DECISIONS TO BIKE MORE? (MARK ALL THAT APPLY)

Answered: 941

Skipped: 71





Bike Lane along 5th Street

The Culture and Fashion category did not appear to be a large influencer in people deciding to bike more. 553 respondents said this category did not apply to them, and 120 people skipped this question (Figure 14). Those who did respond, revealed that biking can cause them inconveniences like; *it's difficult bringing spare clothes, I hate arriving all red and sweaty, and clothing/grooming are a problem*. For some, choosing to bike instead of drive impacts their appearance and routine, causing them to bike less often, however this does not appear to be a very common opinion in Albuquerque.

FIGURE 14: CULTURE AND FASHION: WHAT FACTORS INFLUENCE YOUR BIKING DECISIONS TO BIKE MORE? (MARK ALL THAT APPLY)

Answered: 892

Skipped: 120

Culture and Fashion	Number of Respondents
None of the above apply to me	553
It's difficult bringing spare clothes	122
I hate arriving anywhere all red & sweaty	109
Clothing/grooming are a problem	94
Helmets mess up my hair	78
I don't know how to carry stuff on my bike	44
I don't like it when oil gets on my clothes from the chain	31
All those other cyclists look so fit	28
Shoes are an issue	27
My hands get dirty when I have to do anything with the bike	23
I look silly on a bike	20
Other (please specify)	17
All the clothes & gear look so complicated	16
I'm afraid of negative comments about my appearance after cycling	12



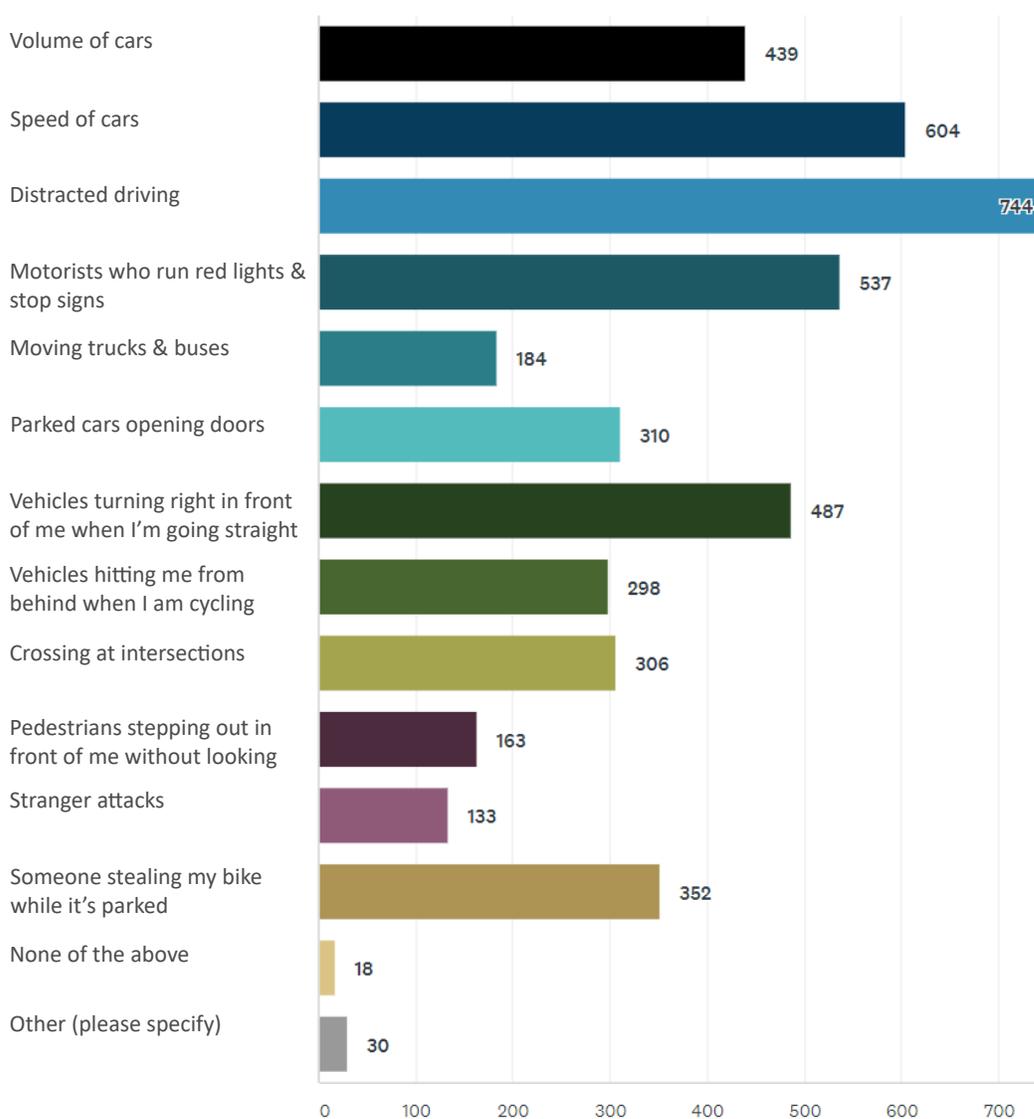
SAFETY

The next focus of the survey was specifically on safety. For this question, 744 people reported they were concerned about *distracted driving*. The next most common response was that people are concerned about the *speed of cars* (604), and the third most common response was *motorists who run red lights and stop signs* (537). This question revealed that many fears of cyclists are related to their safety because of the risks motorists cause (Figure 15).

FIGURE 15: WHAT ARE YOUR SAFETY CONCERNS ABOUT BIKING? (MARK ALL THAT APPLY)

Answered: 938

Skipped: 74





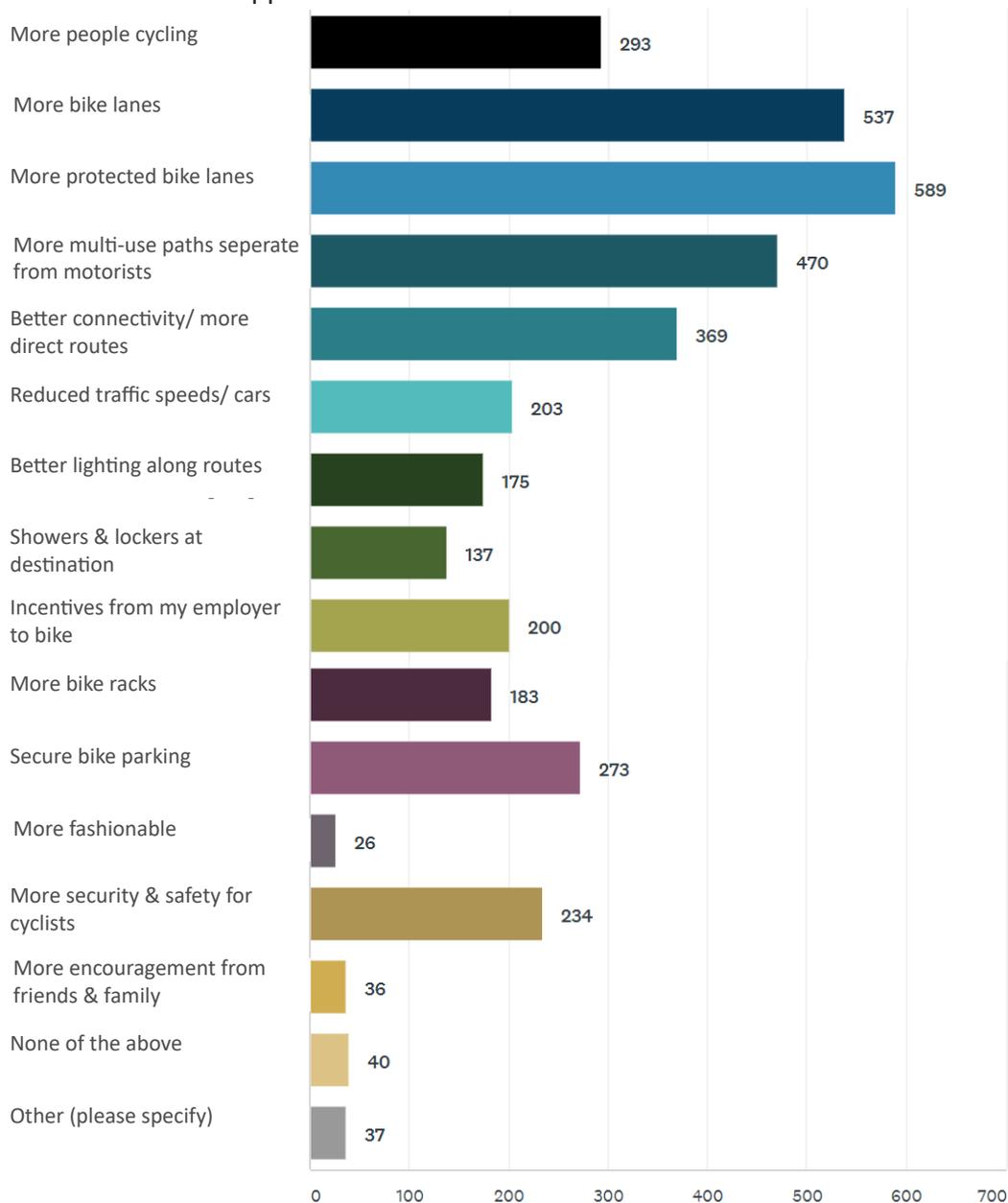
OTHER FACTORS

The most common responses for the additional question about what would cause people to increase their biking were all related to bike lanes or multi-use paths. People would like to see *more protected bike lanes* (589), *more bike lanes* (537), and *more multi-use paths separate from cars* (470) (Figure 16). These responses fit with the responses from previous questions showing motorists are a large concern of cyclists. The 2016-2018 surveys had a question that was similar to this, but had slightly different options. In these surveys presence of a bicycle lane was also selected as the most important factor for riders when choosing a route to bike.

FIGURE 16: WHAT WOULD CAUSE YOU TO INCREASE YOUR BICYCLING? (MARK ALL THAT APPLY)

Answered: 870

Skipped: 142





PACE BIKE SHARE

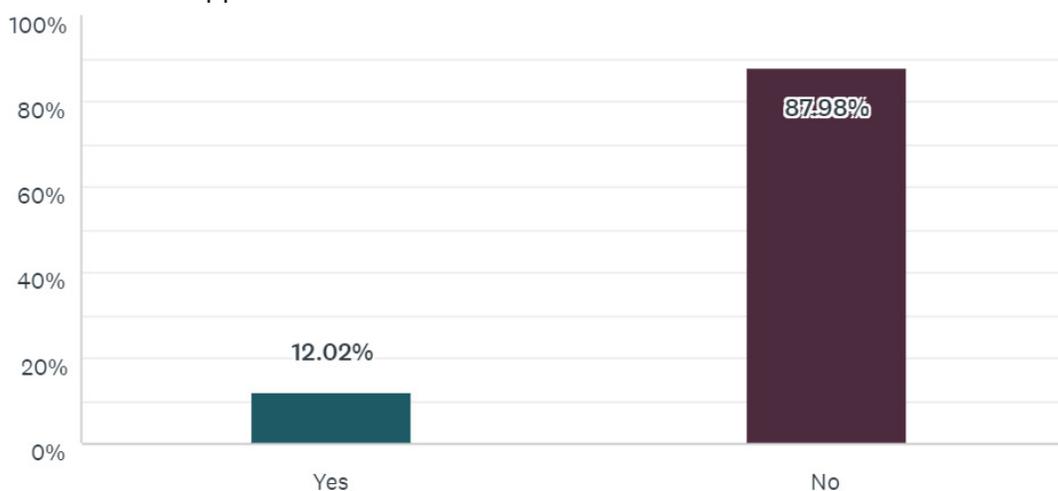
The 2019 Bike to Work Day Survey featured two questions about the Pace Albuquerque Bike Share Program. The first question asked respondents if they had used Pace Bike Share in the past 12 months. 87.98% of respondents selected that they had not used Pace Bike Share. This question was also skipped by 122 people (Figure 17). Bike share programs may not be commonly used in this group of people as this event is targeted to people who bike routinely, and so most participants presumably have their own bike they typically use.

Survey participants were also asked where they would like to see more Pace Bike Share locations. This question was skipped by 92.3% of respondents demonstrating that the Bike to Work Day participants are not interested in bike share programs. Of the respondents who answered this question, the most common areas were the West Side, UNM, and the Northeast Heights

FIGURE 17: HAVE YOU USED PACE ABQ BIKE SHARE IN THE PAST 12 MONTHS?

Answered: 890

Skipped: 122



Pace Bike Share



BIKING IN ALBUQUERQUE

The 2019 Bike to Work Day Survey shows that physical infrastructure improvements are critical for increasing biking in Albuquerque. The survey shows that cyclists feel most concerned about the risks that come from cycling near motorists. This is shown by the large number of cyclists in 2019 reporting feeling unsafe due to the volume of cars, speed of cars, distracted driving, and aggressive driving (Figures 12 & 15). Infrastructure improvements like protected bike lanes and multi-use paths separate from cars play a large role in helping cyclists feel protected from motorists (Figures 13 & 16). Many cyclists also reported that they don't bike as often because roads around them are in poor shape (Figure 13). Increasing and improving infrastructure can help to provide separation between cyclists and motorists, making biking more comfortable and a more frequently used mode of travel. This demonstrates that, similar to previous surveys, cyclists in Albuquerque feel addressing infrastructure issues will have the greatest impact on their decision to bike more often.





APPENDIX A

BIKE TO WORK DAY SURVEY 2019

Thank you for your help! The information you provide is voluntary, **anonymous**, & will be used by the Mid-Region Council of Governments to understand factors that encourage bicycling.

Please mail the survey or take it online by June 14, 2019.

You can also take the survey online at: www.surveymonkey.com/r/BTWD2019

Q1. How often do you bicycle for these trip purposes?

	1-5 or more times per week	A few times per month	Very Rarely	Not Applicable
Commute to work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commute to school	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Visit a friend or family	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Errands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Exercise or recreation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q2. Why do you use your bike for trips? (Mark all that apply)

- It's the best part of my day
- It's great exercise & keeps me in shape
- It's the easiest/quickest way for me to travel
- It saves me money
- My partner uses the car
- I don't have good public transit options
- It's environmentally friendly
- It's fun!
- Other

Q3. What reaction do you get when biking for transportation? (Mark all that apply)

- No one blinks an eye
- Sometimes I get strange looks
- I get mostly positive comments and questions
- I'm the seventh wonder of the world
- Some motorists tell me to get on the sidewalk
- Harassment
- Some motorists don't see me
- Motorists expect to see me and are courteous
- Some motorists are overly polite
- Other (please specify):

Q4. What attitudes do you encounter regarding your biking?

	Supportive	Negative	Safety Concerns	Mixed Reaction	No Reaction
Family	<input type="checkbox"/>				
Friends	<input type="checkbox"/>				
Co-workers	<input type="checkbox"/>				
Strangers	<input type="checkbox"/>				

Q5. Do the reactions and attitudes to your biking, make you:

- Bike more
- Bike less
- They have no impact on my decisions

Q6. Biking skills & confidence: what factors influence your biking decisions to bike more? (Mark all that apply)

- I don't know how to ride a bike very well
- Distances are too far
- Weather is not suitable (too wet/hot/cold)
- I have personal safety/security concerns
- I'm afraid of the bike breaking down & I'll get stranded
- I don't know cycling rules
- Cycling has become too dangerous
- I dislike aggressive/distracted drivers
- I don't like being assertive with cars
- I don't like to ride after dark
- I had a scare/near-miss on my bike in the past
- I'm not in shape to ride a bicycle more often
- My cycling skills are really poor
- None of the above
- Other (please specify):

Q7. Facility Design & Maintenance: what factors influence your biking decisions to bike more? (Mark all that apply)

- No bike lanes or multiuse trails in my area
- Local roads are too busy for me to cycle on them
- It's difficult to ride my bike to transit
- Too many hills in the area
- I dislike car fumes
- I don't like riding close to all the buses and trucks
- There are dangerous pinch points on my route
- Roads are in poor shape, potholes, debris, etc.
- There is no where for me to park my bike
- Some of my routes are not well lit
- There are no facilities for locking bikes/ changing at my work
- None of the above apply to me
- Other (please specify):

Q8. Culture & fashion: what factors influence your biking decisions to bike more?

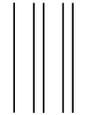
(Mark all that apply)

- Clothing/grooming are a problem
- It's difficult bringing spare clothes
- All the clothes & gear look so complicated
- I look silly on a bike
- All those other cyclists look so fit
- I hate arriving anywhere all red & sweaty
- Helmets mess up my hair
- Shoes are an issue
- I'm afraid of negative comments about my appearance after cycling
- My hands get dirty when I have to do anything with the bike
- I don't like it when oil gets on my clothes from the chain
- I don't know how to carry stuff on my bike
- None of the above apply to me
- Other (please specify):

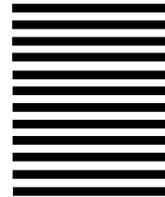
OTHER SIDE →



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Downtown: Civic Plaza

**Q9. What are your safety concerns about bicycling?
(Mark all that apply)**

- Volume of cars
- Speed of cars
- Distracted driving
- Motorists who run red lights & stop signs
- Moving trucks & buses
- Parked cars opening doors
- Vehicles turning right in front of me when I'm going straight
- Vehicles hitting me from behind when I am cycling
- Crossing at intersections
- Pedestrians stepping out in front of me without looking
- Stranger attacks
- Someone stealing my bike while it's parked
- None of the above
- Other (please specify):

**Q10. What would cause you to increase your bicycling?
(Mark all that apply)**

- More people cycling
- More bike lanes
- More protected bike lanes
- More multiuse paths separated from motorists
- Better connectivity/more direct routes
- Reduced traffic speed/cars
- Better lighting along routes
- Showers & lockers at destination
- Incentives from my employer to bike
- More bike racks
- Secure bike parking
- More fashionable
- More security & safety for cyclists
- More encouragement from friends & family
- None of the above
- Other (please specify):

TAPE HERE

TAPE HERE

Q11. What is your gender?

- Female
- Male
- Non-binary/Third gender
- Prefer not to answer

Q13. Age: _____

Q14. Home Zip Code: _____

Q15: Have you used Pace ABQ bike share in the past 12 months?

- Yes
- No

Q16: Where would you like additional bike share stations?

Q17. Is 2019 the first year you participated in the Bike to Work Day event? Please pick one.

- This is my first time participating in Bike to Work Day
- I participate in this event on and off
- I make it a point to participate in Bike to Work Day

Q18. How did you hear about Bike to Work Day? Please mark all that apply.

- Received a flyer/brochure
- Saw newspaper article/advertisement
- My employer told me
- Friend, partner, spouse, family member
- Radio/TV
- Saw a sign or on bus banner
- Social media (Twitter, Facebook, etc.)
- Participated last year or another year
- Other:

Q12. What is your approximate annual household income?

- Less than \$14,999
- \$15,000 to \$24,999
- \$25,000 to \$34,999
- \$35,000 to \$49,999
- \$50,000 to \$74,999
- \$75,000 to \$99,999
- \$100,000 or more
- Prefer not to answer

**DID YOU COMPLETE
BOTH SIDES?
THANK YOU!**