

2022 Bike to Wherever Survey Report



Prepared by the
Mid-Region Metropolitan Planning Organization



October 2022

Background and Purpose

On May 20, 2022, the City of Albuquerque held its annual Bike to Wherever Day (previously Bike to Work Day) event. A survey was offered in conjunction with the event in effort to keep a finger on the pulse of attendees’ thoughts on bicycling in the community. This report, prepared by the Mid-Region Metropolitan Planning Organization (MRMPO), summarizes findings from the survey. MRMPO conducts the Bike to Wherever Day survey in partnership with the City.

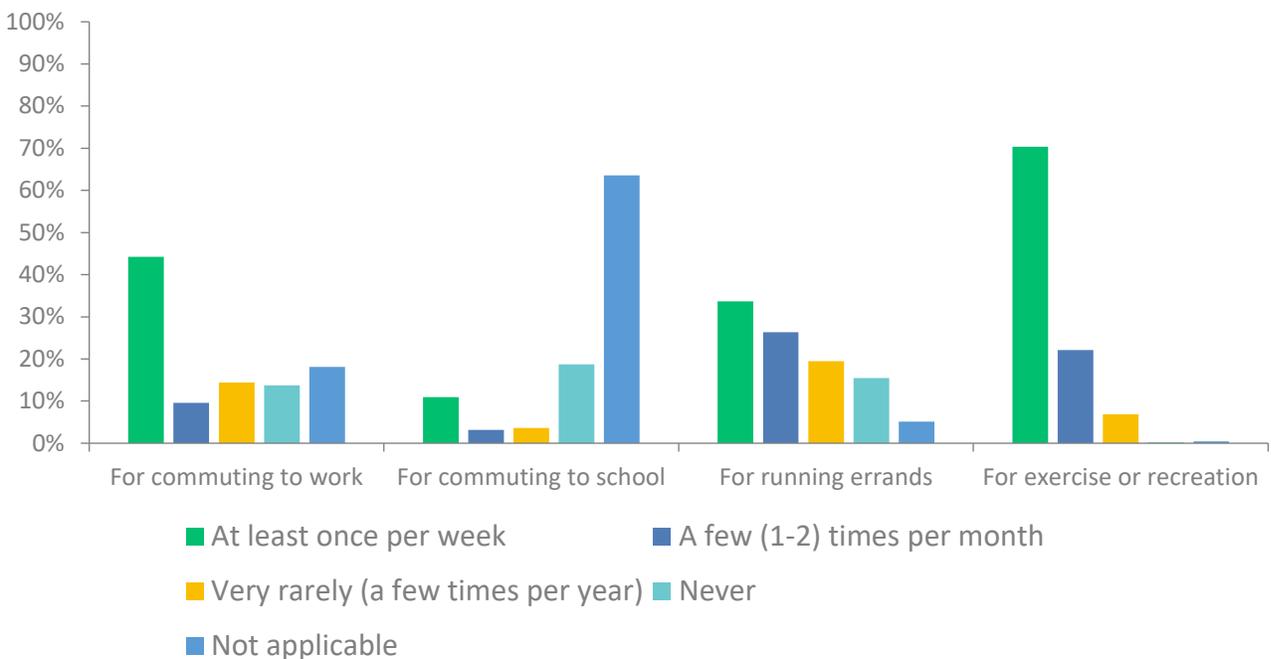
This year’s event was a hybrid event with some activities designed for people to participate in on their own time and virtually. Although there were physical stops for bicycle riders the day of the main event, the stops were scaled down compared to previous pre-pandemic Bike to Work Day stations both in number and in swag and activities offered at the stops.

This year, 489 people took the survey: 331 people took the survey online, and 158 people filled out a paper survey distributed at one of the bicycle stops set up throughout the city on the day of the event. The survey was available in English and Spanish. There were 14 questions on the survey. The following pages present the survey findings.

Survey Results

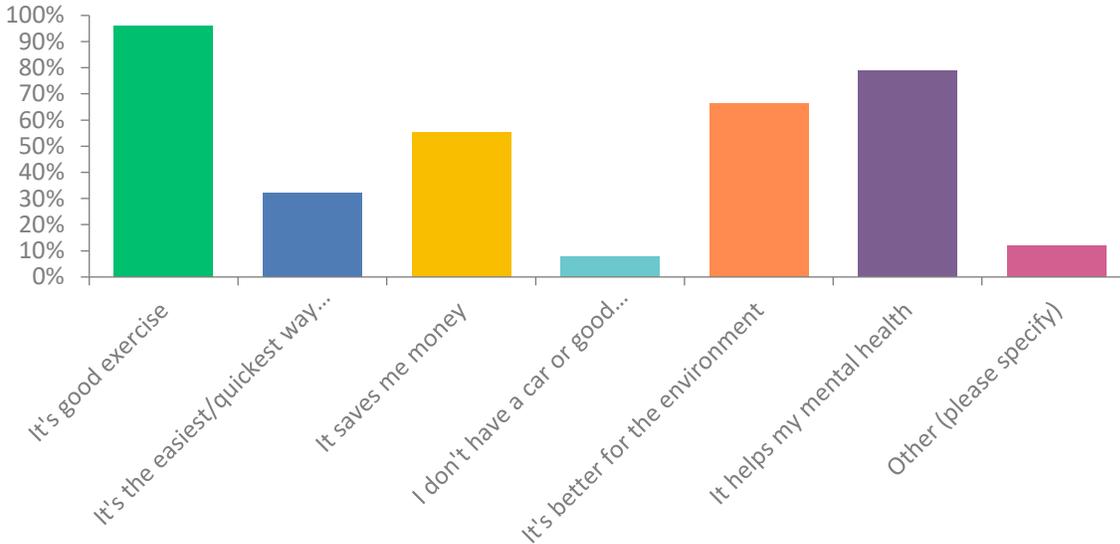
By and large, most respondents bicycle for exercise or recreation purposes and do so at least once per week. For those people who commute to work, most people (44%) reported doing so at least once per week rather than at other frequencies (a few times a week, very rarely, or never).

Q1: In general, how often do you bicycle for these trip purposes?



Along the same lines, most people reported using their bikes for trips because it is good exercise (96%). Other top reported reasons for using a bike for trips were that it helps with mental health and it's better for the environment.

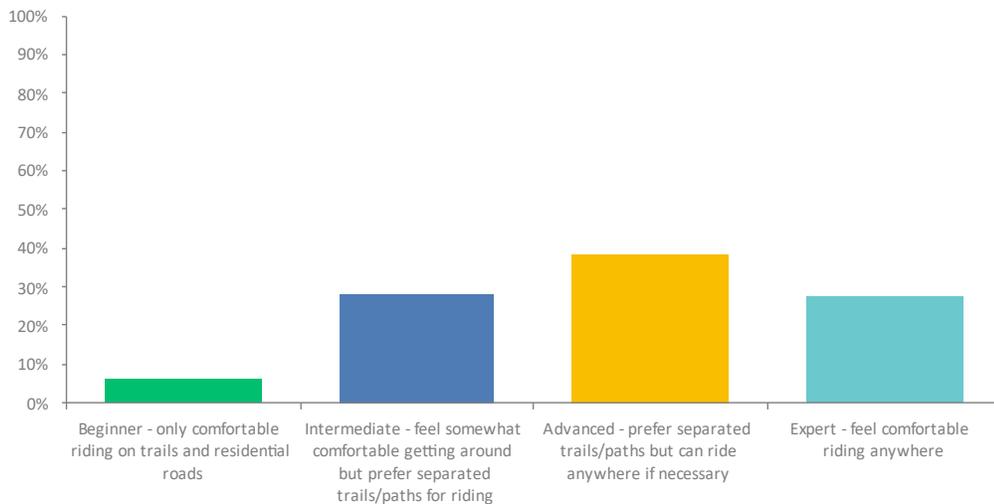
Q2: Why do you use your bike for trips? (Mark all that apply)



The event attracted mostly more experienced riders (those who reported being intermediate, advanced, and expert-level riders). A small percentage (6%) reported that they were beginner-level riders.

Q3: How would you describe your experience as a bicycle rider?

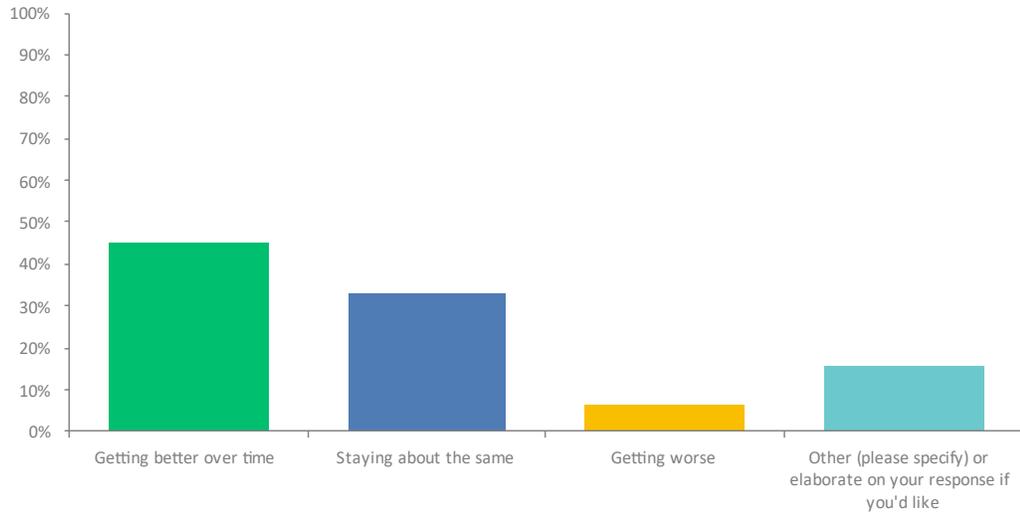
Answered: 487 Skipped: 2



Most people (45%) feel that bicycling conditions in the community are getting better over time. A small percentage (6%) feel that conditions are getting worse. Seventy-five respondents filled in the “Other” choice where you can provide additional information. A fair number of those respondents reported that they have just moved here so can’t really say.

Q4: Do you feel that bicycling conditions in this community are:

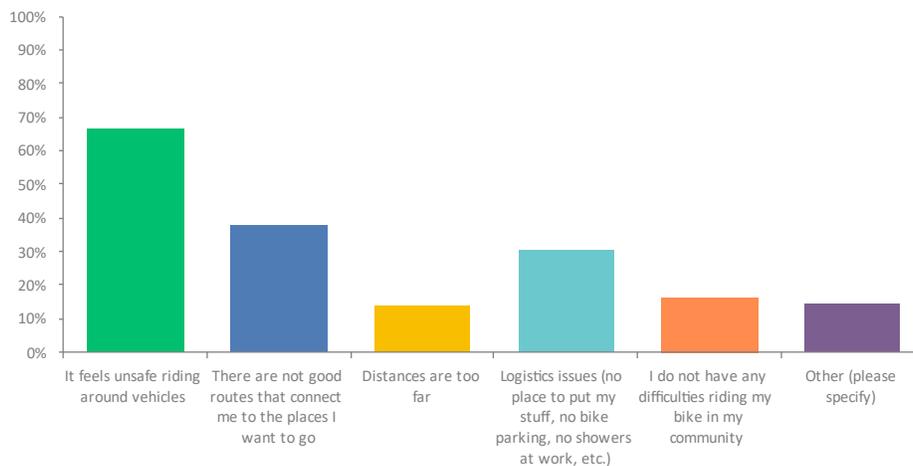
Answered: 477 Skipped: 12



The main difficulty people find for riding their bike in their community is largely that “it feels unsafe riding around vehicles.” About 67% of respondents reported that as their main difficulty. The next most common answer was that there are not good routes that connect to the places people want to go (38%).

Q5: What are the main difficulties, if any, you find for riding your bike in your community? (Mark all that apply)

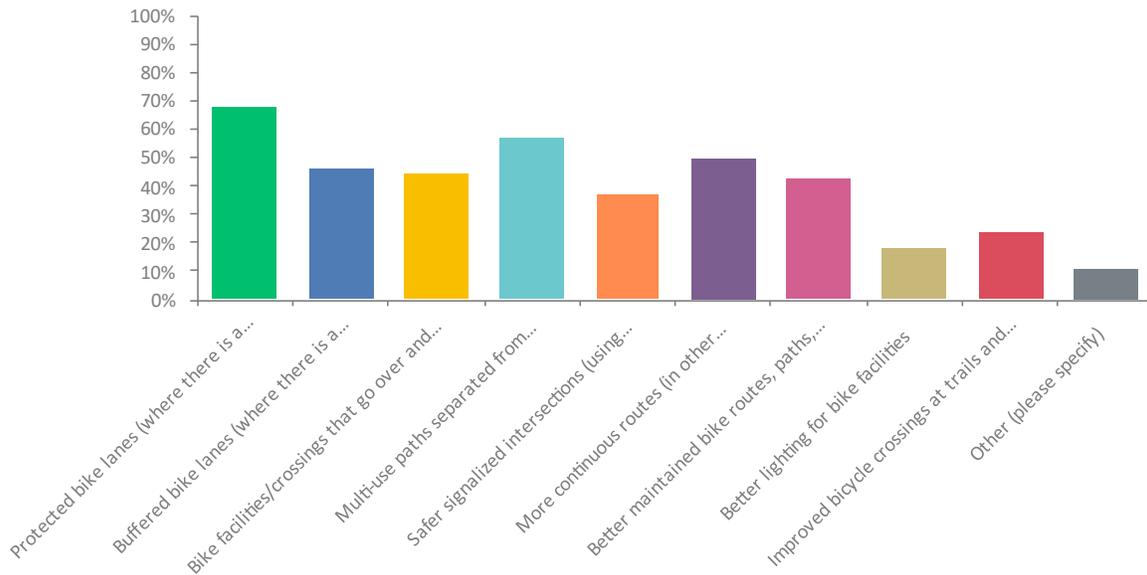
Answered: 471 Skipped: 18



The next question gets at what types of bicycle infrastructure and facilities people would like to see more of. Protected bicycle lanes, where there is a physical barrier such as a curb or bollard separating an on-street bike lane, was the top choice at 68%. The second choice was multiuse paths separated from motorists (such as the Paseo del Bosque Trail along the Rio Grande). The top choices selected reveal a strong preference for having separation from vehicles.

Q6: What bicycle infrastructure and facilities would you like to see more of? Please select up to 3 choices.

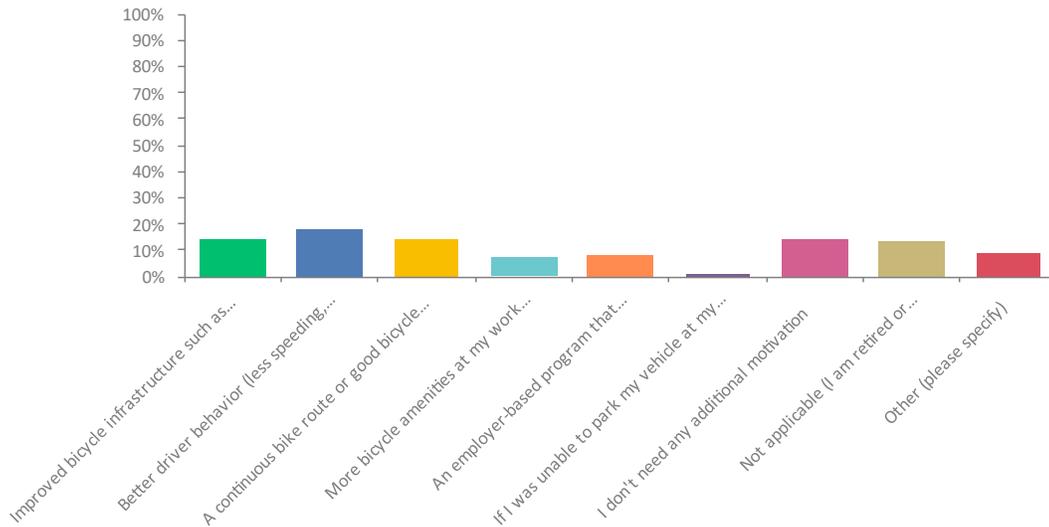
Answered: 471 Skipped: 18



As for what would most motivate people to ride their bike to work (even if just occasionally), there was no overwhelming top response, but “Better driver behavior (less speeding, distracted driving, etc.)” was the most selected choice (17.6%) followed closely by “A continuous bike route or good bicycle route connections to my workplace,” (14.9%) and “Improved bicycle infrastructure such as buffered or protected bike lanes, etc.” (14.6%). Again, bicyclists’ discomfort riding around motorists is evident in the responses received.

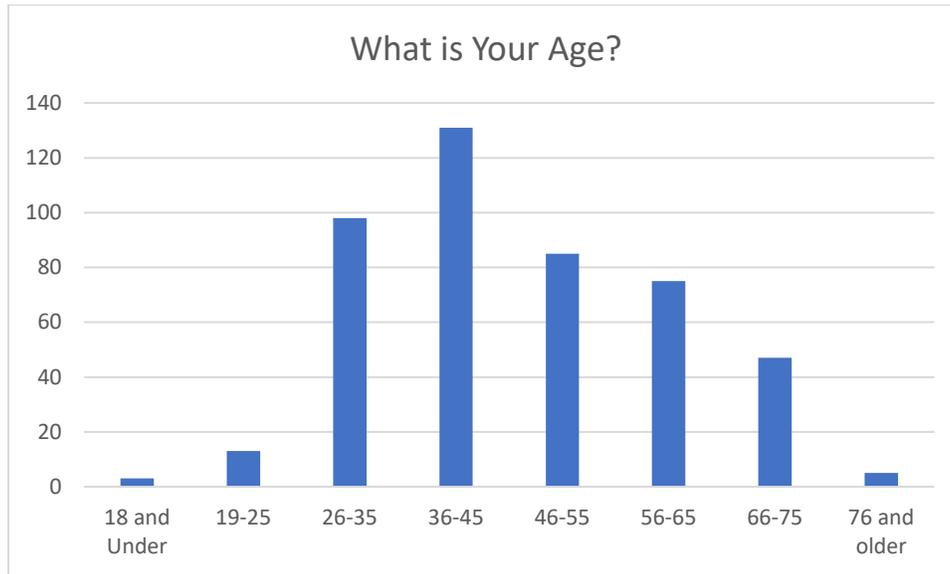
Q7: What would most motivate you to ride your bike to work (even if just occasionally)?

Answered: 404 Skipped: 85

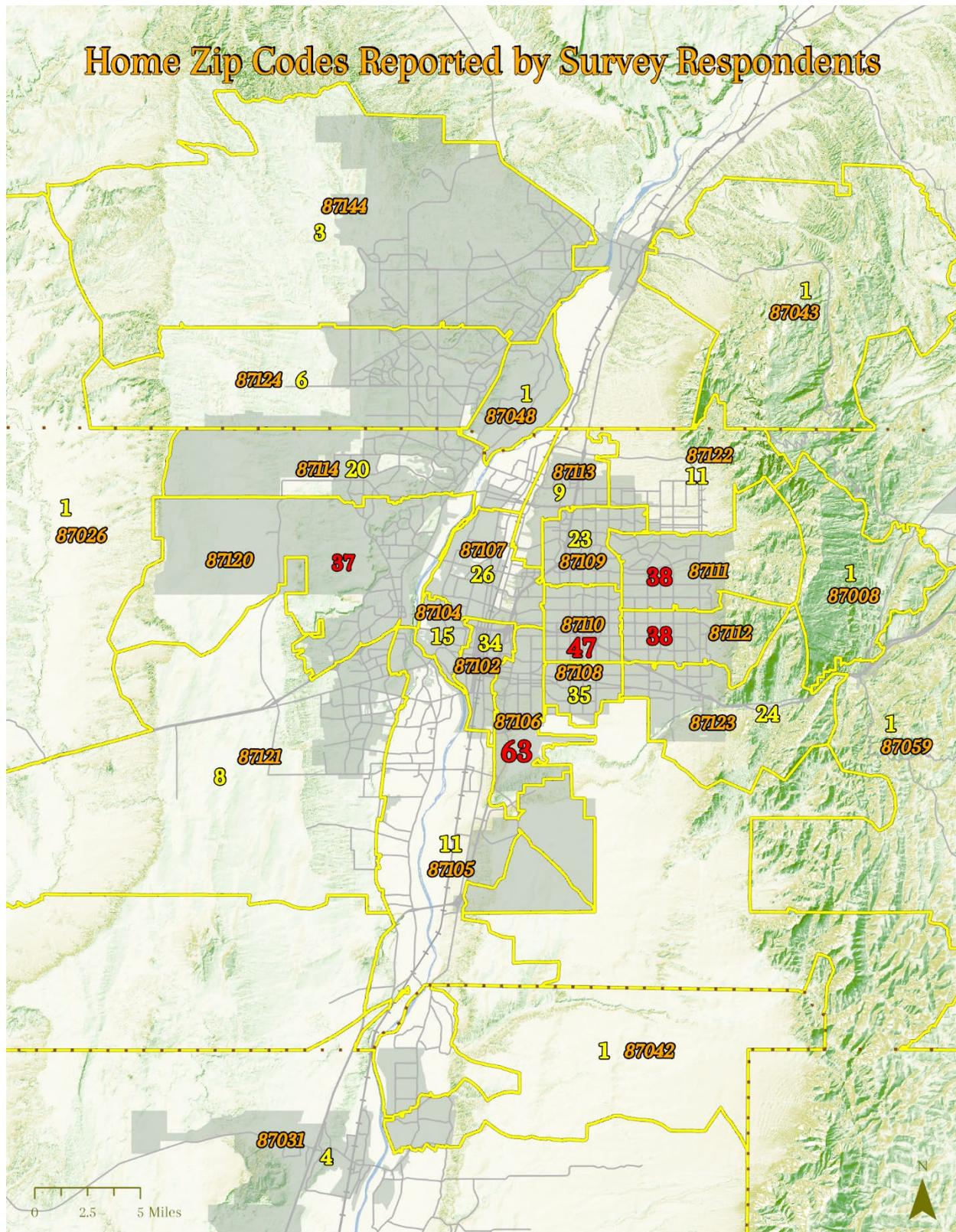


Questions 8 and 9 were geared toward getting feedback about motivators for riding a bicycle to school or for errands. For riding to school, if the question applied either to the survey taker or their child or children, the most common response after “Not applicable” was if there was a safe route to school or the route was made safer. For errand-taking, people would be most motivated to ride their bicycles for that purpose if there were “more bicycle amenities at my destinations (safe and secure bike parking, etc.)”

Finally, the remaining questions were intended to gather demographic information about the survey takers/event participants. Most survey takers were male (53%) compared to female (43%), and most people reported having an approximate household income of \$100,000 or more. In summary the survey, and by expansion the event, is attracting mostly advanced bicycle riders who are male and have a relatively high annual household income. Middle-aged riders (36-45 years of age) had the highest participation rate of any age group followed by late twenty to early thirty-year olds.

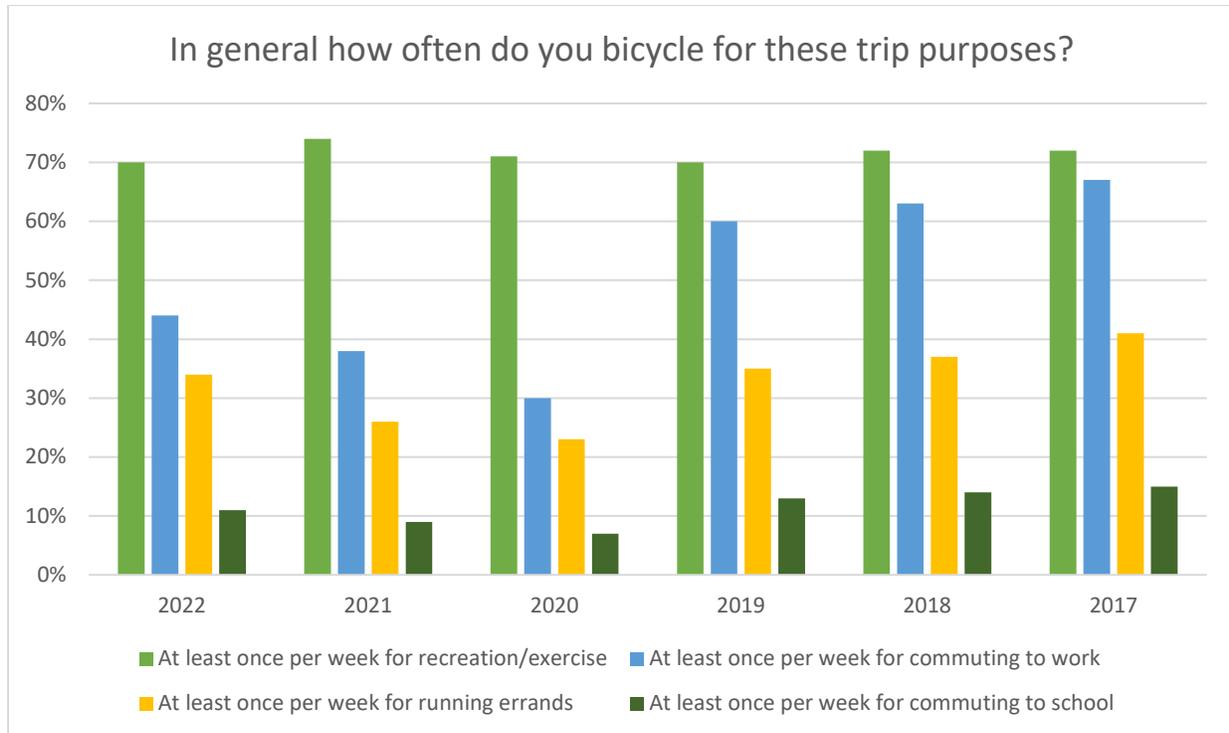


Zip codes with the highest participation rates were, as in past years, 87106 and 87110, followed by 87111, 87112, 87120, and 87102. Thirty-three different zip codes were represented, which included two out of state zip codes. The following map shows the number of surveys taken by respondents in zip codes across the metro area.



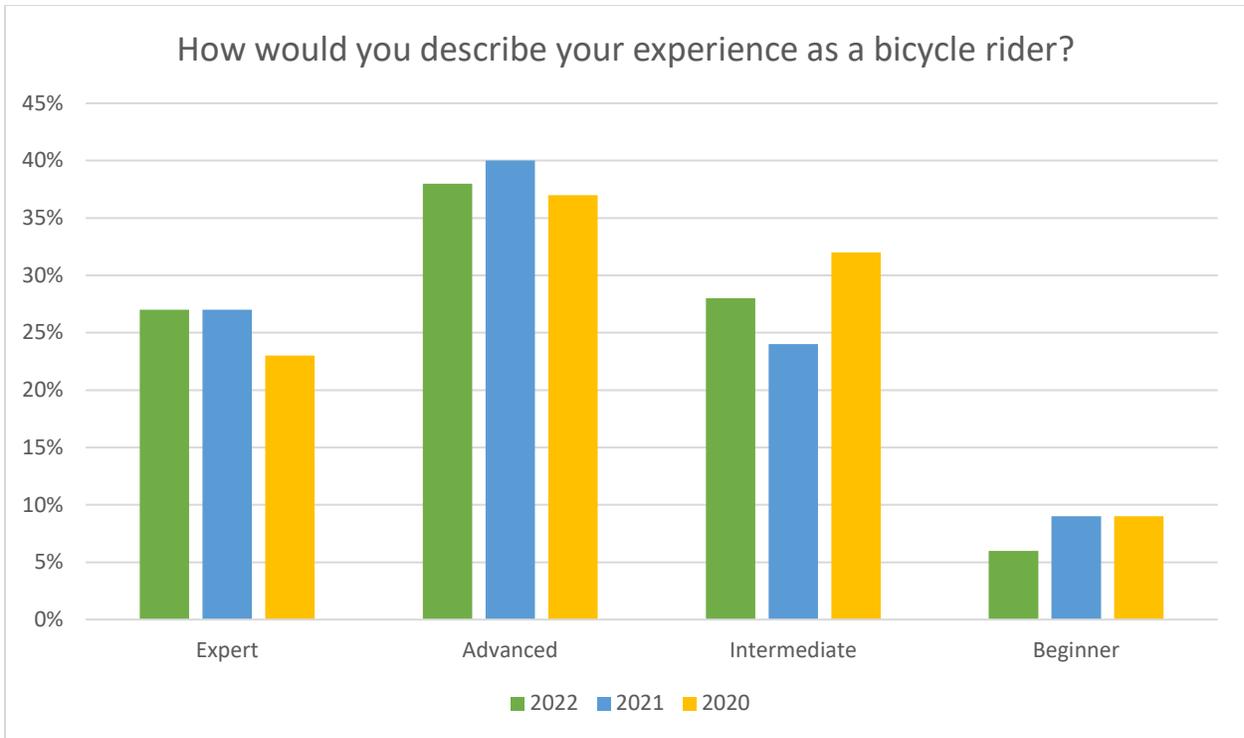
Tracking Questions Over Time

Certain questions have been asked in surveys throughout past years, allowing for comparisons from year to year to be made. These questions are presented in the following section.

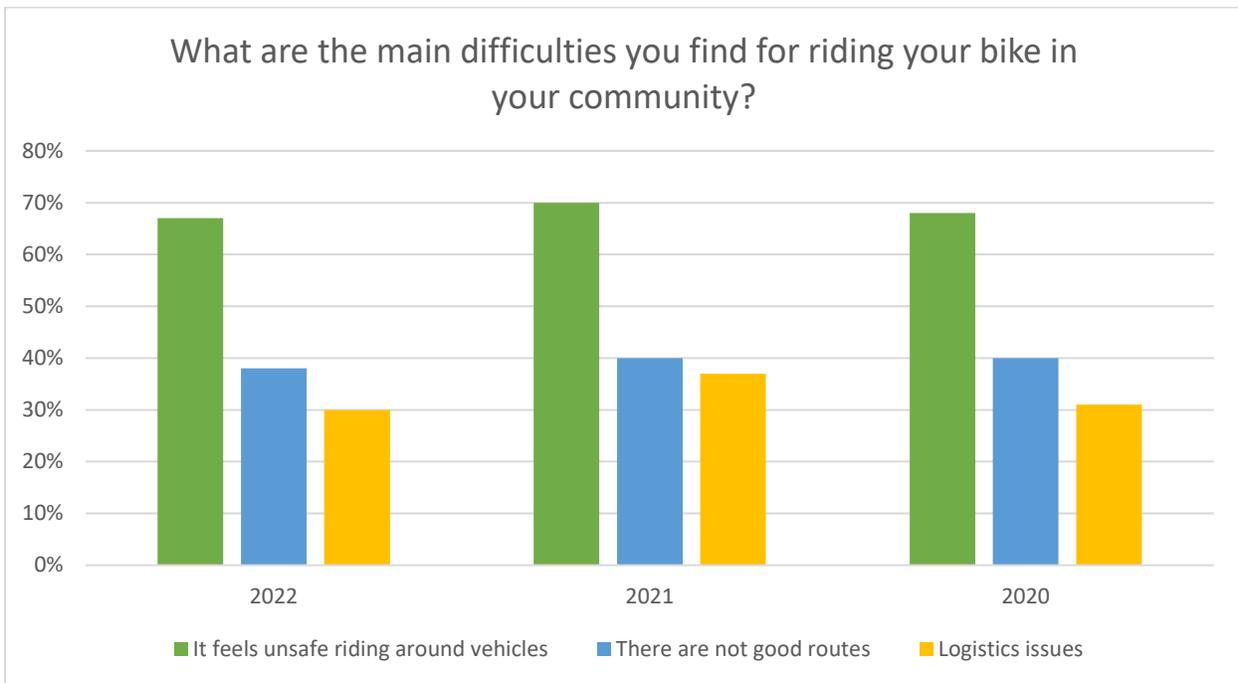


Throughout the past years (2017-2022), recreation/exercise has been reported by survey takers as the most common purpose for taking a bike ride at least once a week to somewhere. The second most common purpose is for commuting to work. Note that this second top response falls in popularity in 2020 and after most likely because of the pandemic and also likely because of the related shift in the event itself that shifted its purpose to encouraging people to just ride their bikes (no matter where they were going).

Most participants throughout the past several years regard themselves as intermediate to advanced level riders (as opposed to expert-level and beginner-level). The most recent event had even fewer beginner-level riders than the previous two events. If the event is aiming to attract new bicycle riders, this is not a good trend and one to keep an eye on.

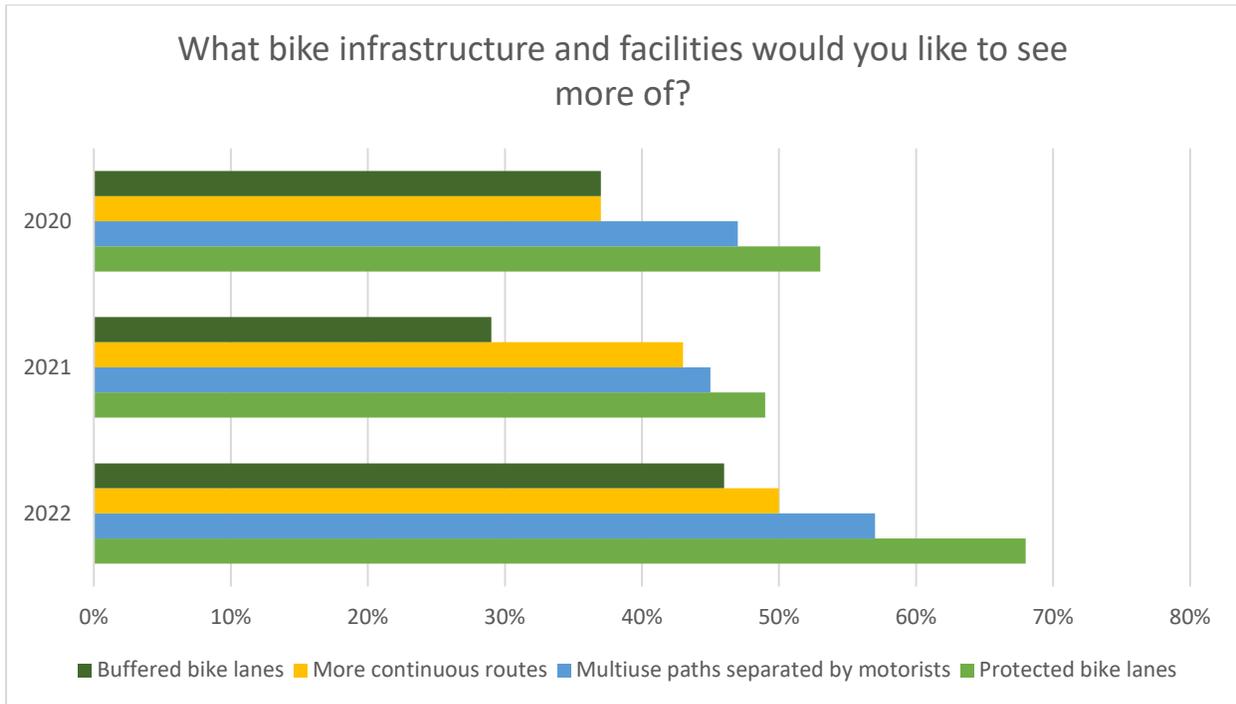


The main difficulties people have been reporting the past three events are that it feels unsafe riding around vehicles (by far), followed by there are not good routes to help people get to where they need to go, and then logistics issues such as not having a safe place to park their bike or shower, etc.

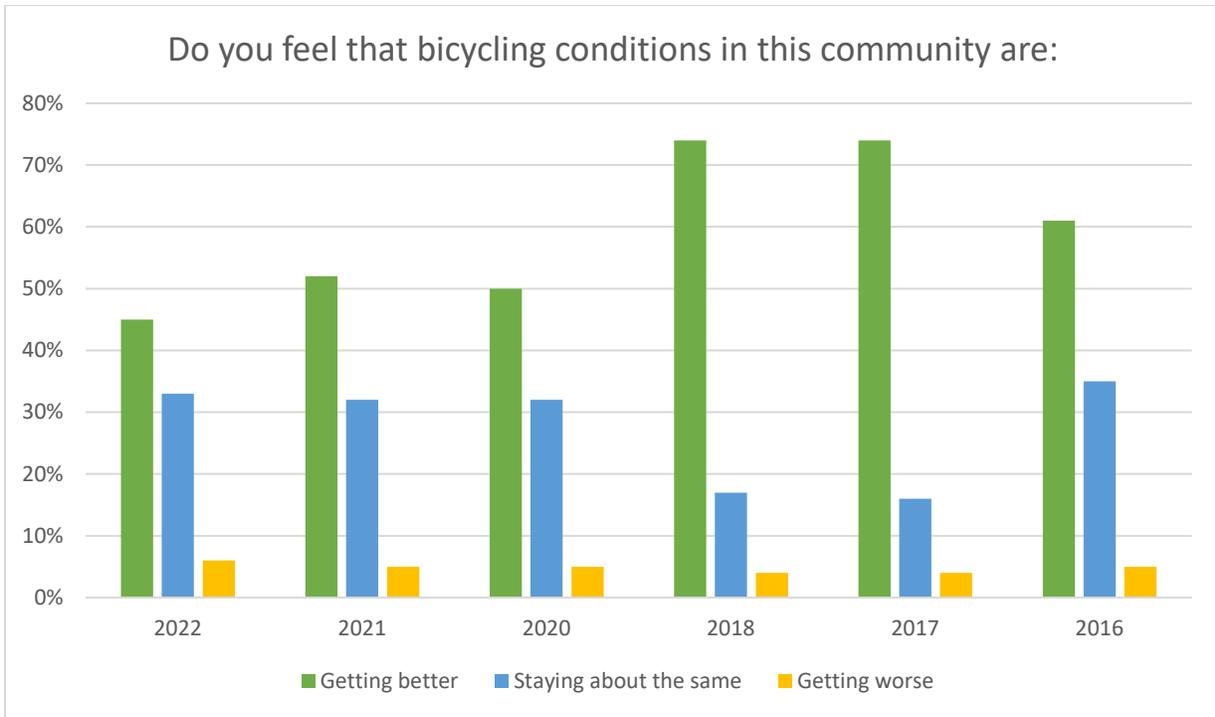


A takeaway from this could be that more driver education is needed, as well as enforcement, in addition to providing separated or at least safe facilities for bicyclists that would make their travel safer.

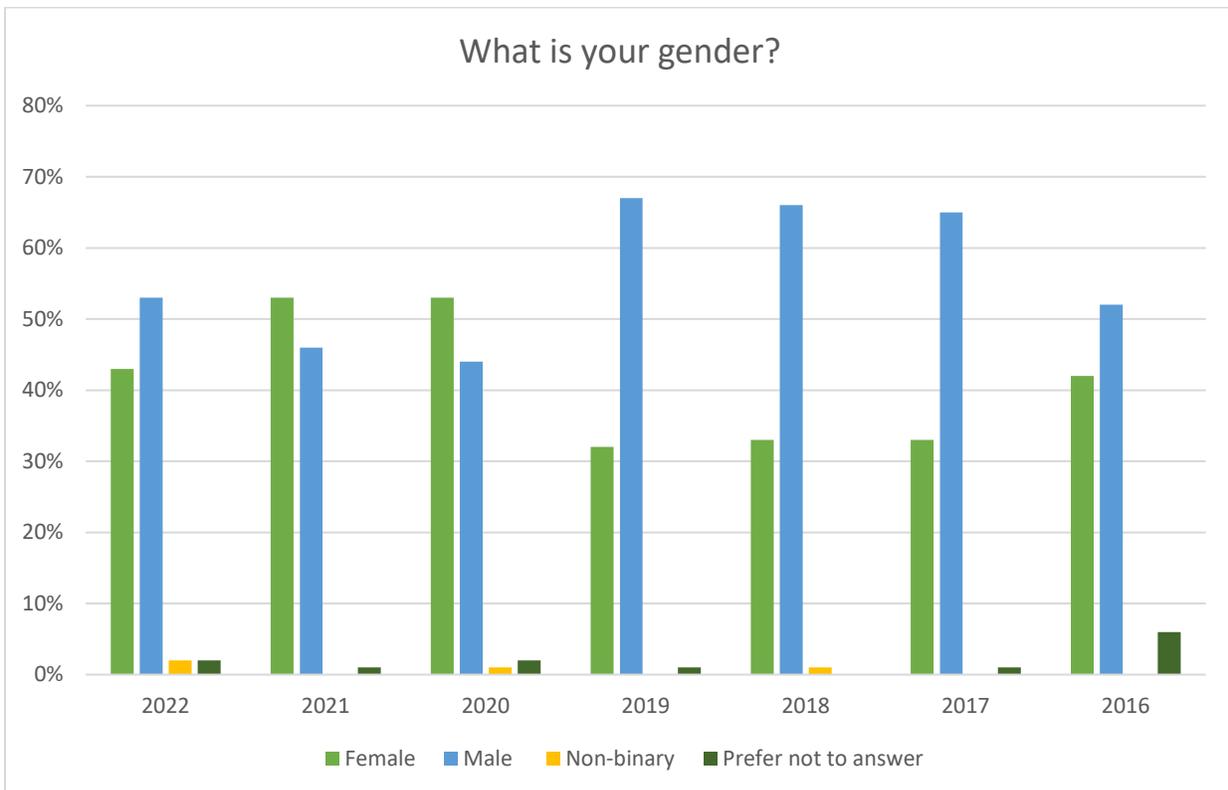
Survey takers have been asked what bicycle facilities they would like to see more of for the past three events. Respondents were allowed to choose up to three choices. The top choice the past three years has been more protected bike lanes. This choice has gained even more traction this most recent survey with 68% of respondents selecting that as their top choice. The next two highest responses were for multiuse paths separated by motorists and then more continuous routes (which tied with buffered bike lanes in 2020).



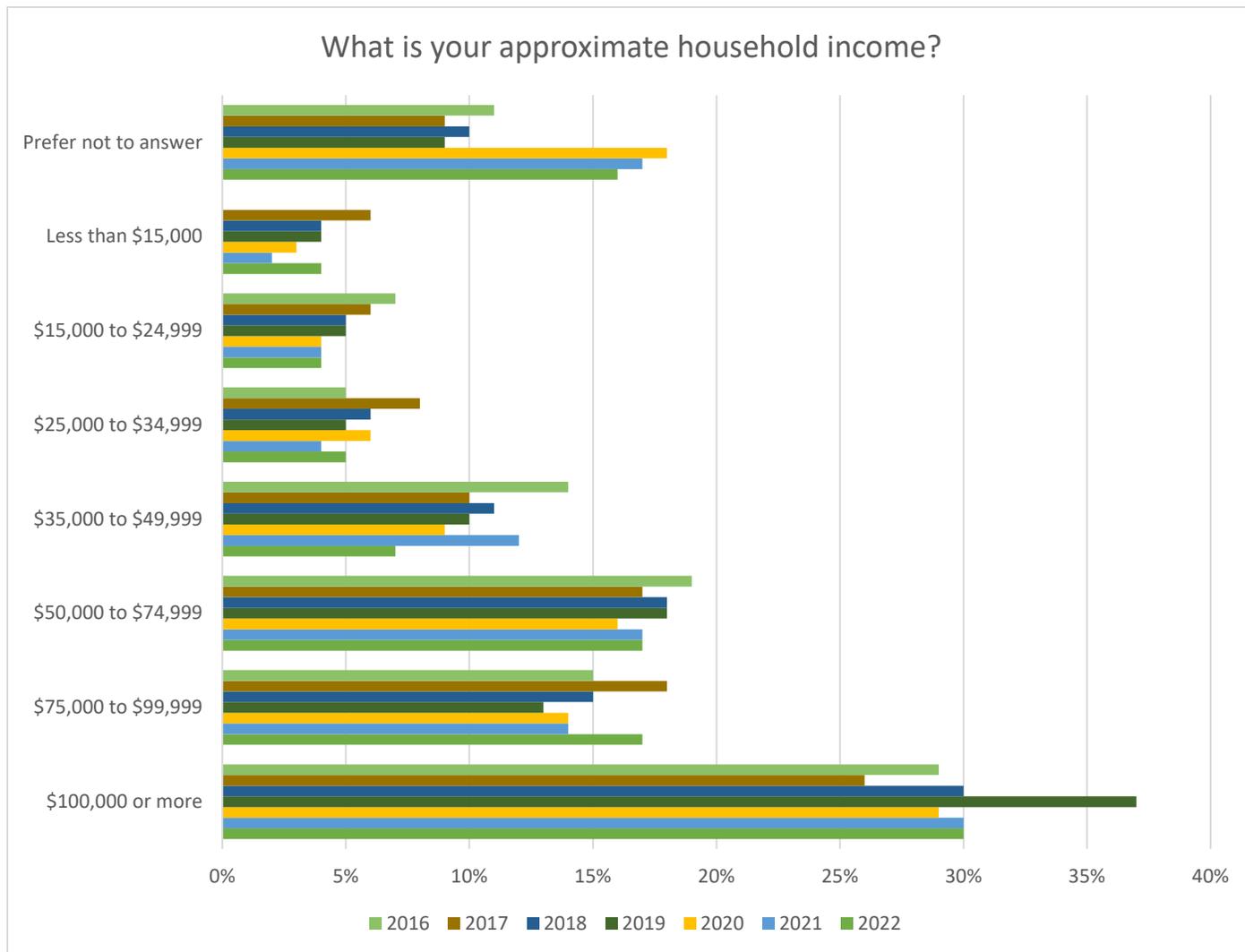
Since 2016, the survey has asked how people feel that bicycling conditions are faring in their community. People felt best about conditions in 2017 and 2018, with over 70% of respondents reporting that they felt conditions are getting better. Since then, that percentage has dropped to between 45-52% in 2020 to 2022, and the number reporting that conditions seem to be staying about the same has increased. On the other hand, the number of people who have felt conditions are getting worse has remained low over the past six events (between 4-6%).



Male versus female participation has fluctuated over the years. In recent years, there has been a more equal split between genders. Interestingly many more men were participating between 2017 and 2019, and then women overtook men in participation in 2020 and 2021.



For income, the event has consistently had the most participation from people living in households that earn \$100,000 or more a year. However, the share of survey respondents in households making more than \$100,000 in recent years (which was 30% in 2021 and 2022) is similar to Census data for household income in the City of Albuquerque, which was about 28% in 2021 ([American Community Survey, 2022](#)).



Conclusion

The survey provides data that can be useful in two primary ways: it is useful for event planning in preparation for Bike to Work Day (or Bike to Wherever or Bike Thru Burque events), as well as general bicycle planning among City officials and transportation planners in the city, county, and region.

Key takeaways for event organizers are that the event is appealing to participants in the same zip code year after year. It might be worthwhile to consider strategically looking at zip codes that are not participating as much to see if participation can somehow be boosted in other places. This is especially true now that the event encourages participants to bike “wherever,” considering many people may not live within a bikeable distance to work. People who live in those zip codes might not be aware of the

event. In addition, it is possible that those areas are not as bicycle friendly. If so, that is good for city officials to be aware of.

In addition, younger riders are not participating in very high numbers. This year's Bike Thru Burque event (planned for October 2022) will for the first time be making a concerted effort to reach younger riders. It will be interesting to see if those efforts help attract younger riders. If not, the City or other entities may want to consider events that are specifically designed for younger riders and riding to school.

As has been pointed out in previous Bike to Work Day reports, the event has not attracted as many beginner riders, who are a desired group if the aim of the event is to foster more bicycle riding. Particular effort should be paid to somehow encouraging beginning riders (along with continuing to engage the more experienced riders).

The survey is helpful for providing insight into the views of the bicycling public. A key finding is that, in general, people are using bikes for exercise/recreation more than for transportation purposes. We should ask: is the current bicycle network functional for transportation? Or are there other factors at play that are limiting the amount of bicycle trips people take for daily tasks such as getting to school or work or running errands?

The number of people who feel bicycling conditions are getting better is getting closer to the number of people who feel conditions are staying the same. This raises the question of whether it is time to try new ideas and be more innovative with bicycle facilities and consider adopting other best practices and innovations being implemented in other cities around the country and world.

More people feel conditions are getting worse. In addition to speaking to the state of the bicycle network, survey respondents cite that the main difficulty for bicycling is that it feels unsafe riding around vehicles. Providing physically separated facilities as much as possible and also a safe systems approach used in the design of roadways could certainly help mitigate safety concerns as could enforcement efforts. The City's recent installation of automated speed enforcement shows promise for helping slow down speeding drivers. In addition, not having good routes that connect people to where they want to go highlights the need to better connect existing facilities to help ensure safe routes to places.

Finally, the bicycle infrastructure and facilities survey respondents would most like to see are protected bicycle lanes, multiuse paths separated from motorists, and more continuous routes. Note that this is the third Bike to Work survey in a row where protected bicycle lanes have been listed as the most desired facilities.

Appendix A – Bike 2 Wherever Day Survey Instrument



Bike 2 Wherever 2022 Survey

Thank you for your input! The information you provide is voluntary, anonymous, and will be used by the Mid-Region Council of Governments and its planning partners in the region to better understand factors that encourage bicycling as well as participation in the Bike to Wherever event organized by the City of Albuquerque and event partners. This survey should take five minutes or less to complete.

If you take the survey, you can be entered into a raffle for free prizes. Please fill in your email address at the end of the survey to be entered!

This survey will close on June 1, 2022. Please send any comments or questions about the survey to tcok@mrcog-nm.gov.

1. In general, how often do you bicycle for these trip purposes?

	At least once per week	A few (1-2) times per month	Very rarely (a few times per year)	Never	Not applicable
For commuting to work	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For commuting to school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For running errands	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For exercise or recreation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

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

- It's good exercise
- It's the easiest/quickest way for me to travel
- It saves me money
- Other (please specify)
- I don't have a car or good public transit options
- It's better for the environment
- It helps my mental health

3. How would you describe your experience as a bicycle rider?

- Beginner - only comfortable riding on trails and residential roads
- Intermediate - feel somewhat comfortable getting around but prefer separated trails/paths for riding
- Advanced - prefer separated trails/paths but can ride anywhere if necessary
- Expert - feel comfortable riding anywhere

4. Do you feel that bicycling conditions in this community are:

- Getting better over time
- Staying about the same
- Getting worse
- Other (please specify) or elaborate on your response if you'd like

5. What are the main difficulties, if any, you find for riding your bike in your community?

(Mark all that apply)

- It feels unsafe riding around vehicles
- There are not good routes that connect me to the places I want to go
- Distances are too far
- Other (please specify)
- Logistics issues (no place to put my stuff, no bike parking, no showers at work, etc.)
- I do not have any difficulties riding my bike in my community

6. What bicycle infrastructure and facilities would you like to see more of? Please select up to 3 choices.

- Protected bike lanes (where there is a physical barrier such as a curb or bollard separating an on-street bike lane)
- Buffered bike lanes (where there is a painted 2-3' wide buffer that offers greater separation than a regular painted on-street bike lane)
- Bike facilities/crossings that go over and are elevated above a roadway (e.g., the bike/ped bridge over I-25 near Jefferson or the Tramway Blvd. bridges)
- Multi-use paths separated from motorists (e.g., the Bosque Trail)
- Safer signalized intersections (using various designs, treatments, enhanced visibility and signage to make going through intersections easier for bicyclists; for example, giving cyclists lead time at traffic signals)
- More continuous routes (in other words, a safe route that goes all the way to my destination(s))
- Better maintained bike routes, paths, and trails
- Better lighting for bike facilities
- Improved bicycle crossings at trails and in mid-block locations
- Other (please specify)

7. What would most motivate you to ride your bike to work (even if just occasionally)?

- Improved bicycle infrastructure such as buffered or protected bike lanes, etc.
- Better driver behavior (less speeding, distracted driving, etc.)
- A continuous bike route or good bicycle route connections to my workplace
- More bicycle amenities at my work (safe and secure bike parking, shower and changing rooms, etc.)
- Other (please specify)
- An employer-based program that incentivized biking to work (for example, if you received a cash credit for not requiring a vehicle parking space, etc.)
- If I was unable to park my vehicle at my workplace or had to pay to park it
- I don't need any additional motivation
- Not applicable (I am retired or unemployed)

8. What would most motivate you to ride your bike to school or allow your child(ren) to ride to school (even if just occasionally)?

- If there was a safe route or the route was made safer
- Better driver behavior (less speeding, distracted driving, etc.)
- More bicycle amenities at the school (safe and secure bike parking, etc.)
- If the school encouraged it/provided bicycle education
- Other (please specify)
- If it would help me avoid school arrival/dismissal congestion and vehicle parking hassles
- I/they don't need any additional motivation
- Not applicable (I don't go to school or have children who go to school)

9. What would most motivate you to ride your bike for errands and other day-to-day trips (even if just occasionally)?

- If there was a safe route or my route was made safer
- Better driver behavior (less speeding, distracted driving, etc.)
- More bicycle amenities at my destinations (safe and secure bike parking, etc.)
- Other (please specify)
- If my destination lacked adequate vehicle parking
- If the business I was visiting offered a discount or other incentive for people arriving by bike
- I don't need any additional motivation

10. What is your gender?

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

Other (please specify)

11. What is your approximate annual household income?

- Less than \$15,000
- \$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

12. What is your age?

13. What is your home zip code?

14. Please fill in your email address to be entered into a raffle for free prizes!

Thank you for taking the Bike 2 Wherever 2022 Survey!

Appendix B – Bike 2 Wherever Day Survey Write-In Responses

For questions offering write-in responses, all write-in responses received as part of the survey are included below. Note that responses have not been edited or altered in any way.

Question 1: In general, how often do you bicycle for these trip purposes?

Other (please specify)
all activities requiring transportation
training
Multi Day Bike Tours
Bike Polo
bike polo, critical mass, poker ride
life style
almost every day
We want t-shirts
Try & commute daily
I ride my bike everywhere. I am car free.
3-5 days per week
Have ridden every day in May
Ride for exercise on-street almost daily
4 or more times a week
I bike to work every day
6 days aweek
I love riding my bike!
these answers vary too depending on what's happening in my life: big deadlines = limited biking, more free time and others being active biclists too = more biking
Ride a bike more often than I take a vehicle
My bicycle is my main transportation- I love it!
For going to visit people/friends/family
I used to ride more before the pandemic
Currently, my doc recommends a stationary bike, but I used to ride a little
Every Day
I ride to work 4 days a week and ride for pleasure at least twice on the weekends.
On average, I ride 2-3x/wk for errands & exercise
4 time a week
For work everyday...
I moved to downtown ABQ so I could bike most places I need to get to...grocery store, work, museums, restaurants, exercise.
I ride allot

Question 2: Why do you use your bike for trips? (Mark all that apply)

Other (please specify)
I'd rather cycle than drive
it is funnnn!
Cars are for chumps
Traffic
Traffic
CARS ARE TOO LOUD!!
It's fun
Its funner
I hate cars :)
Bikes offer more freedom
Polo/recreation
It's fun!!
It's fun
It's fun
healthy
We want t-shirts
It's fun!
Getting together with friends
Safer
My husband and I ride together
It is fun
I love riding my bike!
I have a car, but I try to save it for long trips
It allows me to be closer to nature!
I live near downtown, and biking to restaurants, clubs, or breweries is easier than parking...and I live close to Downtown, so why drive?.
It's not far to work/ school
Don't have to worry about car getting broke into while parked. Also finding a parking spot
It's more fun
i feel like a doofus sitting in my car driving back and forth the same way every day
I love riding my bike!
Our school's car pickup/dropoff line is ridiculous. Biking is much easier! (DCES is our school)
It's fun!
Biking connects me people in the community
Saves on GAS!
Spend time with my kids
It's fun!
Most environmentally friendly
Its fun!

It's fun
its fun and driving is not
It's less stressful than driving
I enjoy social time with a bike buddy/friend
checked reasons I did ride
fun
wife is blind so riding our tandem allows us to enjoy outdoors and exercise together
To avoid annoying traffic
I do not use my bike for trips
If I can stay off the dangerous AF roads in ABQ and stick to closed trails, I'll live longer
Love to see Albuquerque at a more leisurely Pase. Just enjoy riding!
Enjoyment
It gives me access to places that cars don't go
It's fun
Na
Love being outdoors when I can
I like the feeling of being outdoors
I often get to see and hang out with friends
I bike with a friend and it allows us to visit
It's fun!
one less car .

Question 4: Do you feel that bicycling conditions in this community are:

Other (please specify) or elaborate on your response if you'd like
Some areas are better than others
Maintenance of trails has really gone down hill
Not sure, just moved here!
I'd love to see the north diversion trail made smoother, prettier, more enticing to ride along
I just moved I'm not sure
Too new here to tell overtime! But so far I have been impressed how bike-friendly the roads are.
Just moved here, so don't know
just learning about biking here
It's harder to breath
New here so not sure wish more paths connected
I have only lived in ABQ for 5 months
Too new to ABQ
I'm new to the area
I hear they are good. I don't bike enough to answer.
I'm new to biking to work so I don't know.
Some parts of town are getting better. Others are not/inaccessible.

2022 BIKE TO WHEREVER SURVEY REPORT

New to town but seems good
I moved here in 2021 so I can't speak to biking conditions over time, but when I was learning where I could and could not bike, I mean there are definitely places I don't feel safe biking to. But for the most part there are bike routes if you do your research. But you can't just hop on your bike and go somewhere you haven't been on a bike before because you don't know if there will be a bike lane.
Distracted drivers and having to ride next to them
Good, only been here 2 years
better connections to all trails
Newer bridges are great, but path options are about the same as always.
We want t-shirts
Infrastructure is getting better, drivers are getting worse
Different problems. Used to be cars. Now there are tents and it can get intimidating.
I don't have experience over time. The trails are great but the last mile problem is really bad. I can get so close to where I want to go, and then I'm left in a scary road with no safe way to finish the journey. Bike parking is also spotty.
cracks in pavement on streets and trails, need more Bicycle and trail Signs, need stripes painted on NS Diversion Channel, more control over homeless population sleeping on/along, improve signage, paths, study laws for motorized bikes, scooters, motorcycles, and skateboards
Broken glass in bike lanes is ridiculous, way too much
There are better trails, lanes, and signals, but drivers are getting more dangerous
We still have an issue with safety. Many tents, homeless on bike trails
too new to ABQ to know
I see some improvements but some things are still the same. Bike lanes blocked by parked cars & debris in the bike lane forcing cyclist to bike on the sidewalk or car lane. Wanting more education for car drivers on best practices when "sharing a lane"
Inconsistent. Some bike lanes end abruptly. Not enough education to the masses. I've stopped cycling mostly because drivers are inattentive, uneducated about sharing the road, rude, mean, and do not seem to understand that I am in a highly vulnerable place by being on the same roads while on a bike.
It feels less safe riding my bike and locking it up places, which impacts my desire to do anything but ride to work (where I know it's safely locked indoors.)
Recent NM resident so can't comment on previous conditions
Would like more trails
Bike infrastructure in ABQ is decent but not amazing. ABQ drivers are crazy and dangerous. Bike paths have become places for homeless to camp and that is also dangerous, especially for younger riders
Staying the same or just being ignored/overlooked
The bike infrastructure is definitely getting better, but drivers are getting much worse - speeding, driving too close to bike lanes, distracted and not looking around, driving cars and massive pick-up trucks with darkly tinted windows so you have no idea if the driver sees you.
Drivers are getting worse
I only have the last three years for comparison, but they seem to be unchanged since I moved to ABQ.
Montano, El Pueblo need trails or paths - would be nice to have extra wide sidewalks to accomodate pedestrians and bicycles - I hate riding in the road

2022 BIKE TO WHEREVER SURVEY REPORT

Designated bikeways are improving, but drivers who won't yield or share the road negate the increase in bikeways.
Drivers don't pay attention to cyclist
Pretty good and getting better every day would like to see a little more in the south valley
I moved here a few months ago and don't have an ABQ baseline to compare.
I live in Rio Rancho and only venture onto my familiar paths in Abq, (the tramway hill, Elena Gallegos) - so I am not overly familiar with Cycling in Abq.- My route for "Sandia Bike to Work Day" was from Nob Hill, up Zuni to Ted Hobbs park. I will only comment on this section, Lots of glass and crumbling asphalt. I appreciate a bike lane though.
I don't have enough experience to answer this question.
Trails are the same but Auto drivers have gotten worse
I actually just moved here. So I am learning the area and paths.
Just need to feel safer sometime there are sketchy people on the bike paths. Drug/alcohol related
Relatively new to ABQ, so I do not have a good sense of the longterm growth of conditions, however, things can be vastly improved.
Not enough experience to answer
Bicycling options are plentiful, but the city does little to nothing to protect pedestrians/bicycles/motorcycles as a method of transportation. New regulations make it near impossible to purchase a used vehicle cost effectively due to year restrictions....
Paths are getting better, but public awareness is staying about the same
cars are not paying as much attention recently
I've only been biking for about 2 years so it's hard to judge the progress of conditions, but the graffiti along my route has increased as has homelessness, both of which are VERY troublesome.
There is a lot work to be done. Trails end in bad areas, etc.
In some areas they seem better, in some areas, still seem scary; the one time I did ride to work years ago, there was a really sketchy area along San Mateo that I didn't want to try again
I'm a new resident and don't know enough about the system to comment.
No real improvements lately, just making new non-separated bike lanes.
I live off candelaria and would love an easy to get to East/west route.
I live off Unser/central. The bike path lacks maintenance.
Getting better but with lots of room for improvement.
Due to lack of vehicular traffic enforcement, it's more dangerous on roads now more than ever
I'm a recent transplant so it's hard to tell
Getting better, slowly. Some trails/paths need attention, fixing some dangerous or questionable spots.
Bike lanes have improved but homelessness, crime make it worse.
As a female cyclist, I sometimes am weary of traveling on some of the city bike trails with the increasing homeless pop out camps that are often close to some of the city bike trails (by underpasses and such). Not that I have yet to be bothered, but I have personally curtailed my biking alone times. Not sure what to do about this, but I feel it is a big concern that could affect others decisions to ride on increased frequency in these great areas.
car drivers dont have a sense of or commitment to sharing the road with bikers..
Litter and vagrants every where

Drivers are uncaring not obsorvent of bicyclists
New to the area and love all the trails!
We got rid of the PACE bikes, so now someone has to have the \$\$ to be able to buy their own bike. I don't own a bike, so I can't participate in this. :(
ABQ is generally good at implementing new programs and initiatives and very poor at maintaining and managing them. The bike infrastructure is a case in point - there's a lot of infrastructure but it's beset with inconsistencies and poor maintenance. It is not a 'best practice' development from a bike infrastructure standpoint.

Question 5: What are the main difficulties, if any, you find for riding your bike in your community? (Mark all that apply)

Other (please specify)
All the drivers running red lights
Inattentive drivers
Bike culture in the city. Car drivers may think they own the roads.
bike trail maintenance is really poor
roads are really rough/bumpy/cracked and often have glass in bike lanes/shoulders
no protected bike lanes cars speed!
need more bike paths
sketchy underpass at night
Scared of getting another bike stolen when running errands. :(
No racks/routes end into traffic
Not enough restrooms on routes
My bike isn't comfortable for long distance travel and I don't have a good way to carry all my work gear.
Not enough bathrooms by bike paths
thieves
My 1st time riding to work I wasn't sure the best way to go or how to work the base gate on a bike. A rider friend would have been nice that 1st ride in.
headwinds goatheads
Kids are bigger but kid pick up/drop-off was an issue in the past.
bike theft
debris, ruts, camps
Newer riders feel intimidated
bike theft
need better connections-Griegos, Paseo del Mesa, San Pedro to Uptown
lack of water fountains in public places
Need more West Side Trails
Trails need maintenance
Ending bike routes abruptly is so annoying.
Speeding cars, trash from homeless camps
Bike trails are good for me

2022 BIKE TO WHEREVER SURVEY REPORT

I enjoy biking just not in the city around traffic
maintenance of pavements, improve signage, and stripes on trails
I don't really mind riding around vehicles, but some drivers are oblivious or aggressively ignorant
Big concern with theft. E
Lack of safe places to store bikes so parts don't get stolen
Debris in bike lane & worried I get a flat on way to work
Drivers are disrespectful of bicyclists.
Need more bike specific routes
The protected paths just don't connect in efficient enough ways to make the commute easy/convenient. If they followed the main roads, it could cut a bike commute in half. I live 15 miles by road... and nearly 25 by pathway.
Lack of secure and convenient bike racks for my new ebike
need on Montano, El Pueblo, that are off the road!
Too many cars parked in bike lanes, especially on Girard. It defeats the purpose of the bike lanes. Also there aren't enough north-south bike lanes.
But then again I stick to the trails
Condition of bike lanes and paths; safety around panhandlers
Fear of bike theft when locked up outside
Please work with your "suburbs" to connect and streamline paths. Rio Rancho, Corrales Placitas, paths connecting to Abq paths. Isleta, or even East Mountains.
Poor roads and bike paths (e.g., big cracks and potholes) and homeless people everywhere on my route to work - I don't feel safe (Tramway and Central). There have been shootings on my route.
By my house very steep on the trails, non trail options are fee
bike routes/paths/lanes go through sketchy neighborhoods
Bike lane abruptly ends at Central on Tramway Southbound
even good trails having transition areas with issues and/or no infrastructure
getting my bike stolen is a worry
again, answering from when I used to ride, which has been quite a few years, so things may have changed a bit; also rode more in Phoenix where the terrain was flatter; in Abq, I felt like I was either coasting or killing myself going up steep hills
would be great to expand bosque trail, north probably on west side of river toward Corrales/RR, and eventually 550! how is that for a goal
Even on good routes with mostly decent infrastructure, there's almost always at least one or two dicey places. It feels really unsafe crossing San Mateo at most places, for instance. Or a bike lane will disappear for while even though the traffic on that section of road is not appreciably calmer than the parts with bike lane.
Separate, physically protected bike lanes are necessary.
I want more bike trails, safe street crossings (4th street in particular), more bike events streets closed to cyclists on Sundays
Find bike lanes on some streets that end without warning, & I'm left to share a lane with car traffic w/o notice
Crossing busy streets feels dangerous.
Bike paths have become virtually unusable because of the damage from vandalism
Bike paths aren't safe due to homeless people

Running into homeless, drug addicts along paths keep it sketchy.
Streets are in disrepair, north diversion channel bike path is in disrepair, bike lanes on streets are filled with glass and debris.
I have two small kids that can't bike with me yet.
Cars are driving really fast on Montana. A biker was already killed less than a mile from my house.
No bike routes and texting while driving
have young kids that may require me to pick them up
Beike trails do not always connect
no bike parking

Question 6: What bicycle infrastructure and facilities would you like to see more of? Please select up to 3 choices.

Other (please specify)
lots of homeless camps on bike trails not very safe
Better understanding of safety risks of persons/homeless sleeping on trails. police very unresponsive
I love the hawk crossings on Lomas + Central
Traffic lights that detect carbon/aluminum bikes
prioritize bikes at lights
Wider bike lanes! More bicycle blvd type roads in different parts of town
Polo courts X 2
Bike polo courts
Roads are tearing up my tires.
Bigger signs for walking/biking to see
Knowing there was support if I got a flat on my way to work
better bike lockers @ work
bike only roads
Cleaner bike lanes. Remove nails!
water fountains
Promotion of sharing and safety. Share and be more considerate to other bicyclists and more safety in narrower sections behind the beach and central.
more street cleaning
Lost one bike already to theft even though it was locked. I feel I cant leave my bike out to get a few groceries w/o someone stealingbit.
Bike lockers or parking lots with cameras
Better education provided to non-cyclists.
Smooother pavement and street cleaned shoulders
Bike rest stops, a place for bikers to rest and
Safety is a concern due to careless drivers and homeless on the bike paths.
Mountain bike trails
Good bike racks to lock up your bike and more of them all over.

2022 BIKE TO WHEREVER SURVEY REPORT

A re-vamp or relaunch of the 50 mile loop would be awesome. there are many more frequently used derivations to the 50 mile loop, so perhaps it can be changed or you can add multiple sub-routes for some areas.
Safe crossing over Coors to connect Westside to Eastside would help a lot!
cracks on the bike paths filled in
Better places to safety lock up bikes
Routine street sweeping along major routes
I'd like to see local drivers show more respect for bikes & yield
More north/south routes in the north east. Tramway trail is the only good north/south trail in the northeast.
Cleaning clearing bike lanes. Trash in lanes is dangerous. Broken limbs needles rocks etc. Forces us to move outside the lanes. Drivers get annoyed and honk.
More secure places to park my bike in areas like downtown or near the mall.
Road diets to reduce the speed discrepancy between bikes and vehicles is the top changes that would make cycling in this city better. We cannot put protected bike lanes on every arterial, but we can change many streets from the current freeway free-for-alls to multi-modal friendly routes by narrowing lanes and improving crossings.
Charging stations for E bikes
More bicycle racks in public parking areas
Separated bike lanes along high speed facilities (ex: coors) are not viable options for almost all riders. Not safe and only provides a viable bike facility on paper. The mid block crossing at lomas and 14th is AWESOME- 10/10 recommend.
If more folks rode bicycles, they would be more empathetic towards bikers
Less bicycle facilities on Major Arterials & more facilities on collector or roads with less traffic.
crack down on bike thieves!
more bike routes, paths, and trails
BIKE PARKING!!!!!! Especially downtown!
One often wonders why a path ends here and starts up 100 yards away. some places the paths need a curb cut to make it easier to access.
The city should clear underpasses/overpasses of homeless. There are routes that are blocked with tents and garbage. They are also too sketchy to ride through.
Some cities have emergency tool stations, not having access to tools changes routes and reliability.
Bicycle friendly Restaurants and shops.
That overpass on I25 and Jefferson is a POS. Sadly, whoever designed and installed it had no idea what they were doing. It's a shame that whoever is responsible for the surface conditions never corrected them. The structure is flexing/moving and all you do is slap on some asphalt. We all deserve better.
Homeless camping in the trails make scary when they use drugs.
bring back bike rentals
The bike crossing at Alvarado and Lomas is how all major streets should be for bike crossing.
more time to cross at signaled intersections
More public bike racks throughout the city and businesses to lock my bike securely

Question 7: What would most motivate you to ride your bike to work (even if just occasionally)?

Other (please specify)

I ride my bike everyday
Ticket drivers for never signaling! Or not starting or stopping, against all driving rules, just because the SEE me nearby!
retired
I don't have a job.
A comfortable bike set up and way to better carry my gear.
I work at home
Not loving to swim and run in the mornings as well.
KAFB @Hardin is super sketch for bikes
I ride everyday!
Motivated no matter conditions
retired
Less vagrants on the bike path
Closer job
I am retired
I work from home.
stealing it. Abltdo get to destination
Better driver education so they understand that they are NOT the rulers of any road.
I do rode to work daily, unless it is freezing out
Work from home, not applicable
N/A work from home
I don't need much support, the world is going heavily remote so consider that as a factor for commenting bicyclists.
all of the above!
retired
I'm retired, but I did ride my bike to work for 30 years.
Living approximately 30 miles from work makes the commute difficult to be on time every morning. I would park & ride IF there was a secure place to leave my vehicle. Patrolled security or even monitored camera surveillance. Attention Mayor Keller: the Alameda Trail Head parking lot is a prime location to install surveillance cameras!
I work form home now - i uesed to commute
My commute is just too long to ride my bike.
Not applicable-work from home
Decrease in homeless on north diversion and bosque trail
Better health, my work is to far away for me to ride
I already commute by bike to work.
Retired
City policy that did not encourage homelessness and drug use.
Work from home.
My work is SUPER far from my house so I wouldn't consider a bike commute

Question 8: What would most motivate you to ride your bike to school or allow your child(ren) to ride to school (even if just occasionally)?

Other (please specify)
I ride my bike everyday
nothing enjoy riding
N/A
Wish the separated trail would connect and I would not have to worry someone will steal my trike
I work at a school and rode daily
We already ride to school, but drivers are disrespectful (parking in bike lanes, pulling out in front of us, etc). I would like bollards to keep cars away and police enforcement of traffic laws at school and in surrounding neighborhood.
A reason to go to campus
N/A
University Blvd. is the worst for riding a bike. But it's the route most people who work/study at UNM must take to get to campus. It's sad that there's no dedicated lane on University. I generally take the sidewalk because the roadway is so dangerous but then that presents other difficulties/dangers for pedestrians.
n/a
The road I take to my kids' school has no sidewalks! I have mini heart attacks when they ride to school.
Retired
I don't feel my teenage daughter would be safe riding a bike to school.
No

Question 9: What would most motivate you to ride your bike for errands and other day-to-day trips (even if just occasionally)?

Other (please specify)
I ride my bike everyday
nothing riding
Protected bike lanes!
bike storage
I wouldn't ride for errands
Safe to protect theft
Not for me, I ride mostly for exercise
many answers apply here, but I don't want my bike stolen is the biggest thing. I need better drivers, and safe routes, and not all bike lanes (as indicated) are safe.
If I had panniers
Actual nearby ammenities.
all of the above, and also place to park bike without theft, and better if business would allow bikes to be brought into store

More dedicated bike lanes that are patrolled to prevent cars from parking in the lanes. Such as on Yale, University, and Girard.
Not applicable, I don't live in an area where biking for errands would be feasible.
I agree with two answers. More bike amenities at destination and If the business visited offered discount / incentives for cyclists.
if i could guraentee that my bike would be where i left it and in the same condition i left it
Organized meets/destinations
Bike thefts in Abq are a constant issue. We need a greater police presence in our city

Question 10: What is your gender?

Other (please specify)
We want t-shirts
How does gender affect my ability to ride a bicycle?