

Appendix F

End-of-Trip Facility Evaluation



End-of-Trip Facility Evaluation

End-of-trip facilities, including bicycle parking and other facilities such as showers and clothing lockers, can be a determining factor in whether someone decides to make a bicycle trip. They enhance the bicycling experience by providing cyclists with somewhere to park and somewhere to refresh themselves following their trip. Numerous studies have shown the value of these facilities in attracting cyclists to employment and activity centers and in supporting multi-modal trips. In fact, in the online survey conducted earlier in this planning process, nearly 70% of the people who responded indicated that more bicycle parking would likely influence them to bike and/or use the multi-use trail system more often (see Figure 1 below).

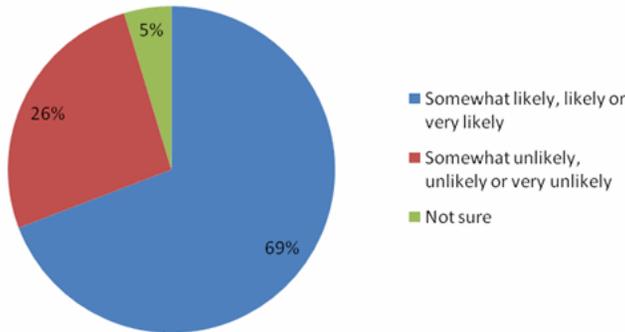


Figure 1 – Question 28 - Would more bicycle parking influence you to bike and/or use the multi-use trail system more often? (916 responses)

Bicycle parking includes both long-term (often referred to as Class A or Class I) and short-term (often referred to as Class B or Class II) parking. These cater to different cycling groups depending largely on their trip duration and desired level of protection from weather and/or theft. Table 1 compares the typical characteristics of short- and long-term bicycle parking.

Other end-of-trip facilities enable cyclists to freshen up following a trip and can include showers, washrooms, and clothing lockers, but may also include other services such as a laundry or dry-cleaning and bike-related services.

Table 1. Characteristics of short- and long-term bicycle parking

Criteria	Short-Term (Class B) Bicycle Parking	Long-Term (Class A) Bicycle Parking
Parking Duration	Less than two hours	More than two hours
Typical Fixture Types	Bicycle racks	Lockers, or racks provided in a secured area
Weather Protection	Unsheltered	Sheltered or enclosed
Security	High reliance on personal locking devices and passive surveillance (i.e. eyes on the street)	Restricted access and / or active surveillance / supervision <i>Unsupervised:</i> "Individual-secure", e.g. bicycle lockers "Shared-secure", e.g. bicycle room or cage <i>Supervised:</i> Valet bicycle parking Video, CCTV or other surveillance
Typical Land Uses	Commercial or retail, medical/healthcare, parks and recreation areas, community centres	Residential, workplace, transit, schools

End-of-trip facilities for bicycles are currently found throughout Albuquerque. Short-term parking is provided using bicycle racks in many public places as well as outside private buildings, while long-term parking and other end-of-trip facilities are provided at some publically accessible sites but mostly on private property (e.g., as part of an office building). The provision, design, and placement bicycle parking facilities varies widely. Local and national best practices can be used to encourage a more consistent approach to end of trip facilities to maximize the usefulness of these facilities and minimize maintenance costs.



Summary of Recommendations

This section provides recommendations for improving end-of-trip facilities in Albuquerque. Recommendations include sample policies, incentives, programs and design guidelines. In general, the City of Albuquerque should:

- Require bicycle parking and end-of-trip facilities in both newly constructed buildings and redevelopment.
- Consider both long-term and short-term parking requirements.
- Provide incentives to encourage bicycle parking facilities beyond the minimum requirements.
- Provide guidance on the design and placement of these facilities.
- Establish a bike rack program that assists in the location, design and funding of bicycle racks to stimulate retrofitting short-term bicycle parking in the existing network.
- Consider placement of enhanced bicycle facilities (e.g., a bicycle depot) at key transit exchanges, such as the Alvarado Transit Center, if demand analysis indicates adequate potential for facility use.

Bicycle Parking Code

Albuquerque's existing bicycle parking standards are elegant in their simplicity. However, they also lack certain desirable elements:

- First, the existing standards do not contain requirements for long-term bicycle parking. While the City clearly understands the importance of secure bicycle facilities, as exemplified by its Bicycle Locker Program, more extensive long-term bicycle parking facilities could encourage more bicycle commuting.
- Second, given the wide range of non-residential land uses that are technically required to provide a minimum of two bicycle parking spaces, it appears that compliance with the bicycle parking requirements is low. The code also lacks a compliance trigger for installing bicycle parking at existing developments.
- Third, it could be highly beneficial if the City provided additional site planning recommendations to ensure proper placement and spacing of bicycle parking facilities to maximize their usability.
- Finally, and for a similar reason as above, the City should also provide guidance on the different types of bicycle racks, as rack types vary in their functionality.

City Programs

The City of Albuquerque has several programs that support bicycling, including the maintenance of a website dedicated to bicycling and the production of a comprehensive bicycle map. The city has installed over 300 bicycle lockers at 23 locations, installing approximately 50 lockers each year. Several major employers have taken advantage of the Bicycle Locker Program, which is designed to encourage bicycle commuting through the provision of secure bicycle parking.

- Bicycle Rack Program - The City does not currently have a bike rack installation program, which would be an excellent way to encourage utilitarian bicycle trips to retail and other destinations.

Recommended Locations for Additional Bicycle Parking Facilities

The online survey, which had over 1200 responses, contained two questions related to the location of additional bicycle parking facilities. The top responses to the question of which types of places should have more bike racks or lockers were grocery stores, shopping centers, work sites, restaurants and parks. Respondents provided specific locations for additional bicycle parking, including throughout the downtown and Nob Hill areas as well as along Central Avenue. Grocery stores (including Albertsons and Whole Foods) and transit stops were other common responses. The University of New Mexico Hospital was the single most common suggestion. The most effective way for the City to increase parking at these and other locations would be through a Bicycle Rack Program. The City could kick off such a program by conducting outreach to businesses in the areas of town and to the types of businesses identified above.



Bicycle Parking Code

Existing Code

Bicycle parking standards are found in section 14-16-3-1 of the Albuquerque Code of Ordinances (Off-Street Parking Regulations). Section B identifies parking requirements for three types of land uses: 1) Residential, 2) Dormitory, fraternity or sorority house and 3) Non-residential . Four standards for the installation of bicycle parking spaces and lockers are provided in Section G.

The code requires one space per two dwelling units for multi-family units having five or more dwelling units. All non-residential units are required to provide one bicycle space per each 20 parking spaces required and not less than two bicycle spaces per premise. Certain land uses, such as mortuaries or motels, are exempted while separate standards are provided for schools.

The Association of Pedestrian and Bicycle Professionals (APBP) recommend that bicycle parking standards do several things, which are presented in Table 2 below:

Table 2 – APBP Bicycle Parking Standard Recommendations

APBP Recommendation	Albuquerque bicycle parking standards
Specify number of bicycle spaces by land use	Specs by land use are specified, but distinguish between far fewer land uses than those in APBP's sample code
Require long-term parking for all workplaces, transit stations and multi-unit residential	Do not require long term parking
Require adequate short-term parking for other land uses	Technically require short-term parking for most land uses, though its standards require the same amount of parking for very different land uses that may warrant different requirements.
Provide site planning requirements	Provide limited site design requirements.
Provide rack and locker design requirements	Provide limited rack and locker design requirements.

Recommended Update to Bicycle Parking Code

As discussed in the previous section, the existing bicycle parking code does not distinguish between non-residential land uses and does not include requirements for long-term parking. The following rates are provided for consideration from the 2010 Bicycle Parking Guidelines produced by the Association of Pedestrian and Bicycle Professionals.

Table 3 – APBP Sample Bicycle Parking Code

Type of Activity	Long-Term Bicycle Parking	Short-Term Bicycle Parking
Residential		
Single family dwelling	No spaces required	No spaces required
Multi-family dwelling		
a) With private garage for each unit	No spaces required	0.05 spaces / unit, minimum 2 spaces
b) Without private garage for each unit	0.5 spaces / unit, minimum 2 spaces	0.05 spaces / unit, minimum 2 spaces
c) Senior housing	0.5 spaces / unit, minimum 2 spaces	0.05 spaces / unit, minimum 2 spaces
Civic / Cultural		
Non-assembly cultural (library, government buildings, etc.)	1 space for each 10 employees. Minimum requirement is 2 spaces.	1 space for each 10,000 s.f. of floor area. Minimum requirement is 2 spaces.
Assembly (church, theatre, stadium, park, beach, etc.)	1 space for each 20 employees. Minimum requirement is 2 spaces.	Spaces for 2% of maximum expected daily attendance
Health care/hospital	1 space for each 20 employees or one space for each 70,000 s.f. of floor area, whichever is greater. Minimum is 2 spaces	1 space for each 20,000 s.f. of floor area. Minimum is 2 spaces.
Education		
a) Public, parochial, and private day-care centers for 15 or more children	1 space for each 20 employees. Minimum is 2 spaces.	1 space for each 20 students of planned capacity. Minimum is 2 spaces.
b) Public, parochial, and private nursery schools, kindergartens, and elementary schools (1-3)	1 space for each 10 employees. Minimum is requirement is 2 spaces.	1 space for each 20 students of planned capacity. Minimum is 2 spaces.



Table 3 – APBP Sample Bicycle Parking Code

Type of Activity	Long-Term Bicycle Parking	Short-Term Bicycle Parking
c) Public, parochial, and elementary (4-6), junior high and high schools	1 space for each 10 employees plus 1 space for each 20 students of planned capacity. Minimum requirement is 2 spaces.	1 space for each 20 students of planned capacity. Minimum is 2 spaces.
d) Colleges and universities	1 space for each 10 employees plus 1 space for each 10 students of planned capacity; or 1 space for each 20,000 s.f. of floor area, whichever is greater.	1 space for each 10 students of planned capacity. Minimum is 2 spaces.
Transit		
Rail/bus terminals and stations/airports	Spaces for 5% of projected a.m. peak period daily ridership	Spaces for 1.5% of projected a.m. peak period daily ridership
Retail		
General food sales or groceries	1 space for each 12,000 s.f. of floor area. Minimum requirement is 2 spaces	1 space for each 2,000 s.f. of floor area. Minimum requirement is 2 spaces
General retail	1 space for each 12,000 s.f. of floor area. Minimum requirement is 2 spaces	1 space for each 5,000 s.f. of floor area. Minimum requirement is 2 spaces
Office	1 space for each 10,000 s.f. of floor area. Minimum requirement is 2 spaces	1 space for each 20,000 s.f. of floor area. Minimum requirement is 2 spaces
Auto Related		
Automotive sales, rental and delivery, automotive servicing, automotive repair and cleaning	1 space for each 12,000 s.f. of floor area. Minimum requirement is 2 spaces	1 space for each 20,000 s.f. of floor area. Minimum requirement is 2 spaces
Off-street parking lots and garages available to the general public either without charge or on a fee basis	1 space for each 20 automobile spaces, minimum 2 spaces – unattended surface parking lots excepted	Minimum of 6 spaces or 1 per 20 auto spaces – unattended surface parking lots excepted
Industrial/Manufacturing		
Manufacturing and Production	1 space for each 15,000 s.f. of floor area. Minimum requirement is 2 spaces	Number of spaces to be prescribed by the Director of City Planning. Consider minimum of 2 spaces at each public building entrance.

Design Principles

In addition to updating the bicycle parking requirements, the following design principles can be incorporated into the parking code to provide guidance on the placement of bicycle racks.

Space Requirements

- Bicycle parking spaces should be at least 6 ft long and 2 ft wide. A common installation error is to leave insufficient space (less than 2 feet) between the rack and a building or other obstacle (see Figure 2).
- A 5 ft aisle for bicycle maneuvering should be provided and maintained beside or between each row of bicycle parking.
- Bicycle racks should be securely anchored to the surface or a structure.
- Overhead clearance in covered spaces should be at least 7 ft.

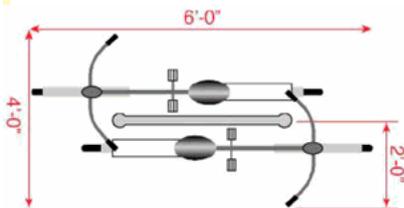


Figure 2 -Bicycle Rack Space Guidelines

Placement

In order to encourage bicycle use, bicycle parking must be as convenient, if not more so, than motor vehicle parking. The facilities must be located in close proximity to building entrances and elevators. General placement guidelines are provided in section 6.3 of the recommended Design Guidelines document. These guidelines can be incorporated into the existing parking code.



Recommended City Programs

Bicycle Rack Program

It is recommended that the City of Albuquerque develop and implement a Bicycle Rack Program that, similar to its Bicycle Locker Program, distributes racks across the city through a request system. By working with interested land owners to supplement the existing supply of bicycle parking, the City would effectively increase both the quantity and quality of bicycle parking throughout Albuquerque. The City can utilize preferred rack designs and ensure proper rack placement following the bike parking guidelines laid out in existing code or the Bikeways and Trails Master Plan.

Increased Awareness

The City could raise awareness of the benefits of short- and long-term bicycle parking and end-of-trip facilities to developers, owners, and managers of privately-owned commercial properties. The 2010 report, *Bike Corrals: Local Business Impacts, Benefits, and Attitudes* found widespread support for bike corrals from local businesses. The *Employer Guide to Bicycle Commuting: Establishing a Bike-Friendly Workplace for your Baltimore Region Employees* is a good example of information that the City could make available to employers interested in encouraging cycling to work. The document compares the initial cost of 12 automobile parking spaces (\$40,000 to \$100,000 USD) to the cost of 12 bike rack spaces and one automobile space (\$4,600 - \$9,600 USD).

Incentives

There are a number of incentives that can be used to encourage improved bicycle parking and end-of-trip facilities. These include:

- Providing motor vehicle parking relaxations where bicycle parking is provided beyond the minimum requirements.
- Providing motor vehicle parking relaxations where complete end-of-trip facilities are provided, i.e. long- and short-term parking coupled with showers, washrooms, and clothing lockers.
- In space constrained applications, such as redevelopment of an existing building, allow for the conversion of motor vehicle parking spaces into long-term bicycle parking to meet the bylaw requirement (typically 5 bicycle parking spaces can be achieved per motor vehicle parking space).
- Extending or introducing payment-in-lieu of parking programs to allow funds to be collected in-lieu of vehicle parking and placed in a sustainable transportation infrastructure fund to fund active transportation projects, which may include a centralized bicycle parking and end-of-trip facility (e.g. a bike station). Note: this should not replace bicycle parking and end-of-trip facility requirements.

Bicycle Parking Standards at Transit Exchanges

End-of-trip facilities create connections with transit and increase the reach of these services by making cycling attractive for the “first and last mile” of the journey.

New Mexico Rail Runner Express

The New Mexico Rail Runner Express has a friendly attitude towards bicycles. Their website says ‘Bicycles Welcome’ indicates that ‘Trains come equipped with bicycle racks so you can ride your bike to and from each station. Each train will have space for at least two bicycles, and bike racks can be found at each station.’

Bicycle parking provided at each station is typically composed of uncovered bicycle parking for approximately 10-12 bicycles. The Rail Runner Express will also soon offer bicycle lockers at each station. There will be room for 6 to 16 bikes, depending on the station. Lockers will be administered similar to the City’s locker program, using a subscription system rather than having lockers for on demand use. A nominal fee will be charged to cover the administration of the locker program.



Bicycle parking at a Rail Runner station



Two bicycles in the designated space aboard a Rail Runner train

ABQ Ride

Bicycle racks are available on all buses, with a capacity of two to three bicycles depending on the bus. Bicycle parking is typically not provided at ABQ Ride stops. Two recently developed park n ride facilities have been equipped with wave style bicycle racks with a capacity of approximately 20 bicycles. ABQ Ride also installed 8 lockers at each park n ride facility. Because these lockers were installed as a pilot project, half of the lockers are allocated on a subscription basis and the other half on a first come, first served basis. Thus far, the lockers do not appear to be very well used and there have been security concerns with the first come, first served basis as people have utilized the lockers for purposes other than for which they were intended.

Anticipating Demand at Transit Stations

Providing parking at transit stations is particularly important. The City has expressed interest in placing enhanced bicycle parking facilities at locations with potential high demand, such as the Alamosa Transit Center. Generally, the amount of parking needs to exceed the average demand, as users should be able to depend on facilities being available. Demand determines not only the amount of parking, but the type of facility provided as well.

The following are examples of guidelines used by other agencies around the world:

- Bicycle parking at stops should be between one space per 150 entrants and one space per 1,000 entrants, depending on station type and use. (The London Underground)
- Bicycle parking should be 50-80% occupied on average. If parking is at a location that is likely to experience considerable growth or if there are regular overflow periods (i.e. the station would be popular for use during a large event), it should be closer to 50% occupied and built with the ability to expand easily. (The CROW Design Manual for Bicycle Traffic)
- The number of lockers provided should exceed the current demand for lockers (measured by counts of bikes parked at racks and the current usage and wait list for locker at a station) by 10% to allow for fluctuations and growth. (Bay Area Rapid Transit [BART])
- Bike stations should be considered when the demand for long-term parking exceeds 100 bicycles. (BART)

Other factors to consider when estimating demand for a new station or for providing long-term parking where it previously did not exist include:

- Demographics of the service area
- The extent of the bicycle network in the area surrounding the station
- Current ridership capacity
- Mode share
- Trip destination
- Planning goals for the area



- Current parking use at the station
- Current use of bike-on-bus racks
- Type of transit service (bus, light rail or commuter rail)
- Presence of employment and/or major employer near stop
- Projected regional growth
- Projected bicycle ridership levels

Table 4. Recommended Adjustment Factors for Estimating Bicycle Parking at Transit

Factor	Adjustment
Based on a parking demand model:	
How many bicyclists are estimated to park at the site?	Facility should provide parking for at least 20% more bicycles than estimated to regularly use the facility.
Will a particular segment of potential market demand be emphasized over others due to the location? (e.g. Near a University, industrial park etc.)	Hours of parking availability should be convenient for likley users in proximity to the site; marketing efforts should be targeted to potential users.
For each station, how reliable is it to find space for bikes at rush hour?	Quantity of parking should be sufficient to meet bicycle-on-bus or -train capacity.
How much does the demand for park-and-ride spaces exceed supply?	In areas where Park and Ride lots are at capacity, improved bicycle parking can capture a proportion of would-be drivers.
Is there evidence of current bike activity (e.g. parked bikes) at the site?	Facility should provide parking for at least 20% more bicycles than regularly use the facility, and more if demand is estimated to increase.
Public transportation	
Does the station connect to a bus route?	Parking should be provided to accommodate riders who may not find space for a bike on their connecting bus.
Does the transit short-cut a hill or other barrier to bicycling?	People are more likely to take transit with their bicycles if they can avoid a large hill, or if transit is significantly faster than bicycling. Increased parking facilities should be provided. In addition, the transit agency may want to work with the responsible agency to remedy the barrier.
Does the transit line offer a time savings as compared with bicycling (e.g., connecting distant destinations with few stops)?	Transit lines offering travel time savings over bicycling should provide more long-term parking.
Surrounding employment and commercial density	
How many jobs fall within biking distance of the site?	Accommodate transit users who may be interested in storing an additional bicycle at the non-home trip-end.
Will the number of jobs within biking distance of the site grow in the future?	Ensure that there is space for expansion in locations that are likely to be close to future employment.
Potential to generate operating revenue	
Is there a need for bicycle repair and accessory sales in the immediate vicinity?	People will use the resources available at the bicycle parking if the community does not have them available otherwise; this is likely to increase the use of bicycle parking and bike-to-transit trips.
Is there a need for some other complementary business activity in the immediate vicinity?	It is possible to recoup some of the expenses of providing bicycle parking by linking complimentary uses, such as bicycle rentals/fleets and food sales.

Bicycle Parking Standards at Schools

According to a representative, Albuquerque Public Schools installs bike racks at new schools and existing schools when they are remodelled. Within the next 6 years, all schools will have bicycle racks.

Review of Existing Parking

Bicycle parking racks have been installed by various agencies and businesses throughout the City of Albuquerque. The different types of bicycle racks found in Albuquerque are reviewed below.

Inverted U and Inverted U Series

The ‘inverted U’ type rack can be installed individually or in a connected series. Examples of both are provided in the photos below. The inverted U type rack and the U series rack are both recommended in the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines. These racks are typically secured to a concrete base, support the bicycle in two places, and are easy to park a bicycle in when they are adequately spaced.



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Library



Bank

Post and Ring

The 'post and ring' style rack is the third style of bicycle rack recommended in the APBP Bicycle Parking Guidelines. Like the inverted U and inverted U series rack, the post and ring style are intuitive, support the bicycle in two places, and are easy to park. This style of rack can and be retrofitted to unused parking meters, which has been done in Albuquerque.



Retail



Retail

Undulating or 'Wave' Style Rack

The wave style rack is a very common rack type and is present at many locations throughout Albuquerque. This type of rack is not endorsed by the APBP Bicycle Parking Guidelines for a couple of reasons. First, to properly use this rack the cyclist places the bicycle through the 'wave' pattern where it is only supported at one point. Bicycles parked in these racks are unstable and frequently tip over. Second, many cyclists park their bicycle sideways in this rack to gain stability, thereby reducing the capacity by 60-80 percent. Furthermore, due to the narrow space between 'waves,' it is difficult to accommodate the stated rack capacity (two per 'wave') even when bicycles are parked properly. This does not mean that these racks should be replaced, but the City could work to educate businesses or institutions looking to install bike racks on the pros and cons of different rack types and could recommend the installation of either the inverted U or the ring and post style racks.



Restaurant



Library



City Park

Other Rack Types

The first rack type presented in the photo below only holds the bicycle's wheel and does not support the use of a U-shaped lock. They can also cause damage to the bicycle wheels. The second two photos show examples of what are known as comb racks or toaster racks. Designed to roll bicycles into wheel slots, these types of racks also lack stable support and can cause damage to the bicycle wheels. For these reasons, these rack types are not recommended.



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Elementary School



Parking Garage

Artistic Racks

Artistic racks, like the ones shown below, can add interest the urban environment. Artistic racks are appropriate, provided that they support the bicycle in two places.



Apartment



Restaurant



Restaurant



Visibility

The location of the bicycle rack impacts the actual and perceived security of the bicycle. Several online survey respondents expressed concern about the possibility of their bicycle being stolen. Regarding visibility, ABPB suggests that short term bicycle parking should be:

- Visible from the destination to reassure cyclists about the security of the rack.
- Located in a high traffic area with passive surveillance or eyes on the street.

The photo on the left shows bicycle parking located where parked bicycles are not visible from the adjacent building. Compare this to the photo on the right, where the bicycle parking has been provided directly in front of a large window near the library entrance.



Church



Library

Informal Bicycle Parking

When bicycle parking is not provided, people will park/lock their bicycles to other objects such as parking meters, railings or sign posts. Providing bicycle parking is beneficial not only to bicyclists, but can improve the pedestrian environment by consolidating the bikes and keeping them off of rails and signs which potentially block sidewalks and ramps.



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Lockers and Bike Covers

Bicycle lockers are large metal or plastic stand-alone boxes that offer a high level of bicycle parking security. Over 300 bicycle lockers have been installed in Albuquerque as part of the City's Bicycle Locker Program.



An array of bike lockers on UNM campus.



Individual "Bike Lid" bike locker near Downtown Albuquerque.

Review of Online Survey

Several questions in the online survey relate to end-of-trip facilities and are reviewed below. Questions 16 and 17 explicitly asked respondents about locations where they would like to see more bicycle parking and locker facilities. Question 28 asked respondents to indicate whether additional bicycle parking would influence them to bicycle or use the trail system more often. Three other questions contained select responses relevant to bicycle end-of-trip facilities.

Question 16 - Where would you like to see more bike racks or bike lockers? (check all that apply)

The top responses to question 16 are presented in Figure 3 below.

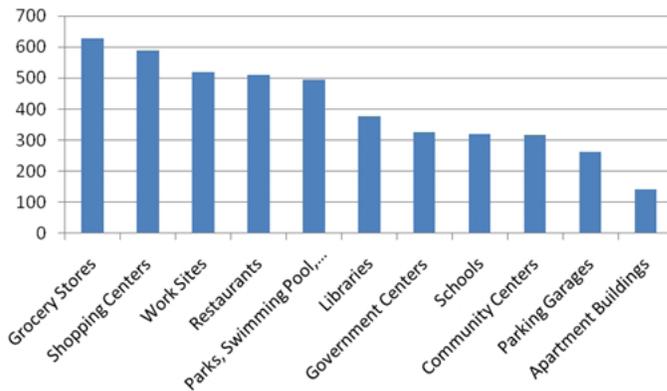


Figure 3 - Question 16 - Where would you like to see more bike racks or bike lockers? (check all that apply)



Question 17 - Are there any specific locations where you think bicycle racks are needed?

The next survey question followed up on Question 16, asking respondents to provide specific locations in where they thought more bicycle racks were needed. The top responses are found in Table 5:

Table 5 –Question 17 - Are there any specific locations where you think bicycle racks are needed?

Location	Number of Responses	Location	Number of Responses
Downtown	31	Rail Runner	4
Nob Hill	30	Whole Foods	4
Central Ave	24	Transit stops	3
UNM Hospital	10	Government buildings	3
Grocery	9	City Hall	3
Albertsons	9	Malls	3
Bus	7	Cottonwood Mall	2
Old Town	7	Winrock Mall	2
UNM	7	Coronado Mall	2
Movie Theaters	7	Costco	2
Uptown	7	Zoo	2
Trails	6	Airport	2
4th Ave	5	Heart Hospital	2
Post office	4	Civic Plaza	2

Question 25 - Infrastructure

When asked to indicate infrastructure concerns, 20% of respondents indicated ‘no showers, lockers’ while 19% indicated ‘no bike parking.’ As indicated in Figure 4 below, these were the 5th and 7th most common infrastructure concerns, respectively.

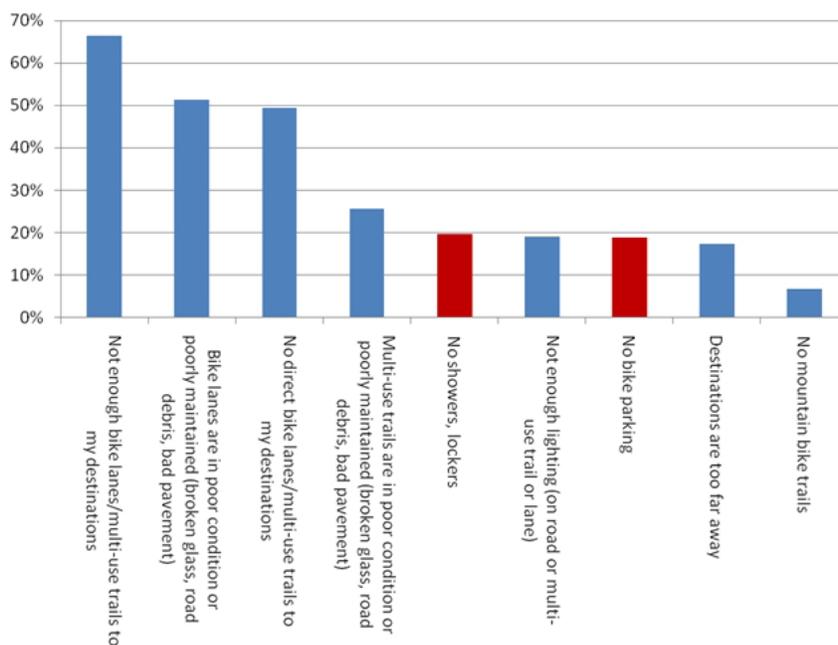


Figure 4- Question 25 – Infrastructure Concerns



Question 26 - Personal Concerns

While question 26 (Personal concerns) did not include a choice related to end of trip facilities, seven respondents selected 'other' and indicated a concern for the security of their bicycle.

- Not a safe place to store my \$1000 bike.
- Many bikes have been stolen from the hospital
- Need safe locker for nice bike
- Don't have a safe place to leave my bike
- Don't want my bicycle to get stolen
- My bicycle was stolen last fall and I haven't replaced it.
- Concerned with bike security

Question 40 - Ideas, comments or suggestions for the City of Albuquerque

In response to the final survey question which asked respondents for 'ideas, comments or suggestions for the City of Albuquerque', two people provided suggestions related to end of trip facilities:

- Encourage new business construction to include bike parking/shower/locker room facilities!!
- Secure indoor parking