New Mexico Prioritized Statewide Bicycle Network Plan

DECEMBER 2018

New Mexico DEPARTMENT OF TRANSPORTATION

MOBILITY FOR EVERYONE

New Mexico

Prioritized Statewide

Bicycle Network Plan

APPENDIX

December 2018

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NM 1	2	61.34	NB I-25 Exit 92	Socorro, NM
NM 2	2	32.85	US 285, Roswell	US 285, Artesia
NM 3	3	72.38	US 54	FR 2116
NM 4	1	4.74	FL 1506	NM 502
NM 4	2	62.90	US 550	FL 1506
NM 6	1	36.46	I-40 Exit 126	NM 47
NM 7	3	7.28	US 62	Carlsbad Caverns NP
NM 8	3	15.70	NM 176	US 62
NM 9	2	109.27	NM 80	NM 136
NM 11	2	34.15	NM 427	Mexico Border
NM 12	3	55.08	NM 32	US 60
NM 12	Tier 2 Basic	19.14	US 180	NM 32
NM 13	3	35.93	US 82	US 285
NM 14	1	53.64	NM 333	US 84
NM 15	1	43.66	US 180	End of Road
NM 16	2	8.29	NM 22	I-25 Exit 264
NM 16	3	2.20	I-25 Exit 264	End of Road
NM 17	2	9.57	US 64	Colorado Border
NM 18	1	3.01	NM 248	NM 207
NM 18	2	25.20	US 82	NM 132
NM 18	2	11.08	FL 1082	NM 248
NM 18	2	20.39	NM 207	Texas Border
NM 18	3	12.37	NM 218	FL 1082
NM 19	3	10.26	NM 209	Texas Border
NM 20	3	45.71	US 285	US 60
NM 21	2	0.53	FR 2164	US 56
NM 21	3	33.65	US 64	FR 2164
NM 22	2	13.93	I-25 Exit 259	BIA SD0092
NM 24	3	49.72	NM 130	US 82
NM 26	1	47.90	US 180	I-25 Exit 41
NM 27	3	29.72	NM 26	NM 152
NM 28	1	2.76	NM 373	NM 478
NM 28	Tier 2 Basic	27.60	NM 373	Texas Border
NM 29	3	1.07	NM 17	End of Road
NM 30	1	8.53	NM 502	US 84
NM 31	2	7.72	US 285	NM 128
NM 31	3	14.89	NM 128	US 62
NM 32	Tier 2 Basic	41.32	NM 12	US 60
NM 34	3	15.33	FR 2116	County Rd. 51

Highway	Tier	Length (Miles)	Beginning (S/W)	Ending (N/E)
NM 35	2	27.47	NM 15	NM 152
NM 36	3	50.67	NM 117	NM 53
NM 36	Tier 2 Basic	21.53	US 60	NM 117
NM 37	2	14.15	US 380	NM 48
NM 38	1	29.21	NM 522	US 64
NM 39	3	93.28	US 56	US 54
NM 41	2	61.94	US 60	US 285
NM 42	3	35.51	US 60	US 54
NM 45	1	21.35	NM 314	NM 448
NM 45	3	1.55	NM 448	NM 528
NM 47	1	29.19	NM 47	NM 556
NM 47	2	30.34	US 60	NM 47
NM 48	2	12.88	US 70	NM 37
NM 48	3	9.15	NM 37	US 380
NM 50	2	5.99	I-25 Exit 299	NM 63
NM 51	2	2.48	N. Date St, T or C	NM 179
NM 51	3	13.47	NM 179	County Rd. A013
NM 52	3	87.91	US 60	NM 181
NM 53	2	86.02	NM 122	Arizona Border
NM 55	2	10.28	NM 337	NM 41
NM 55	3	86.73	US 54	NM 337
NM 57	3	17.99	US 550	End of Road
NM 58	2	19.03	US 64	I-25 Exit 419
NM 59	3	31.05	NM 61	NM 52
NM 61	2	25.00	US 180	NM 152
NM 63	2	5.63	I-25 Exit 307	NM 50
NM 63	Tier 2 Basic	19.03	NM 50	End of Road
NM 65	1	4.56	NM 329	Montezuma
NM 65	Tier 2 Basic	11.11	Montezuma	FS 156
NM 68	1	45.46	US 84	US 64
NM 72	2	3.84	I-25 Exit 452	NM 526
NM 72	3	31.87	NM 526	NM 456
NM 73	3	2.64	NM 75	End of Road
NM 74	2	4.65	US 84	NM 68
NM 75	1	6.91	NM 76	NM 518
NM 75	2	13.57	NM 68	NM 76
NM 76	1	29.66	NM 68	NM 75
NM 77	3	12.55	NM 209	Texas Border
NM 78	3	15.23	US 180	Arizona Border

Highway	Tier	Length (Miles)	Beginning (S/W)	Ending (N/E)
NM 80	2	32.22	I-10 Exit 5	Arizona Border
NM 81	3	45.26	NM 9	Mexico Border
NM 83	2	12.92	US 82	NM 132
NM 88	2	1.98	E. 1st St, Portales	S. Roosevelt Rd, Portales
NM 88	3	19.47	S. Roosevelt Rd, Portales	Texas Border
NM 89	3	19.81	NM 252	NM 268
NM 90	1	42.62	US 70	US 180
NM 91	3	12.58	NM 156	US 84
NM 92	3	10.70	US 70	Arizona Border
NM 93	3	16.33	I-40 Exit 369	Bellview, NM
NM 94	3	18.39	NM 518	NM 518
NM 95	3	14.02	US 64	El Vado Lake SP
NM 96	Tier 2 Basic	48.91	US 550	US 84
NM 97	3	9.54	NM 161	Cherry Valley Lake
NM 101	2	1.40	NM 28	NM 478
NM 102	3	46.27	NM 39	NM 402
NM 103	3	3.96	NM 32	End of Road
NM 104	2	1.59	Las Vegas	NM 281
NM 104	2	0.76	Tucumcari	NM 209
NM 104	3	104.41	NM 281	Tucumcari
NM 105	3	8.95	NM 94	End of Road
NM 106	2	0.83	US 84	NM 76
NM 107	2	0.12	NM 1	I-25 Exit 115
NM 107	3	41.16	SB I-25 Exit 115	US 60
NM 108	2	9.19	US 60	NM 77
NM 108	3	14.20	NM 77	NM 19
NM 109	2	7.75	NM 346	NM 309
NM 110	3	3.80	NM 554	End of Road
NM 111	2	3.07	US 285	NM 554
NM 111	3	16.42	NM 554	US 64
NM 112	2	44.63	NM 96	US 64
NM 113	3	26.08	WB I-10 Exit 34	Playas
NM 114	3	47.05	US 70	Texas Border
NM 115	3	3.44	US 84	End of Road
NM 116	2	15.72	US 60	BL 13
NM 117	1	5.34	NM 122	I-40
NM 117	Tier 2 Basic	56.73	I-40	NM 36
NM 118	1	36.69	WB I-40 Exit 36	Arizona Border
NM 119	3	5.07	NM 386	US 84

Highway	Tier	Length (Miles)	Beginning (S/W)	Ending (N/E)
NM 120	3	118.66	NM 434	US 56
NM 121	3	8.53	NM 518	End of Road
NM 122	1	38.79	West of Thoreau	San Rafael
NM 124	1	25.52	NM 117	I-40 Exit 114
NM 125	3	25.42	US 380	Texas Border
NM 126	1	1.24	US 550	NM 126
NM 126	2	8.69	NM 126	NM 126
NM 126	2	6.79	NM 126	NM 4
NM 126	3	21.62	NM 126	NM 126
NM 127	3	3.02	US 64	End of Road
NM 128	2	60.17	NM 31	Texas Border
NM 129	3	17.42	FR 4104	NM 104
NM 130	2	21.70	US 82	US 82
NM 131	3	2.41	Red Canyon Rd.	NM 55
NM 132	2	0.99	NM 218	FL 1107
NM 132	3	18.98	FL 1107	Texas Border
NM 133	3	3.64	NM 132	Texas Border
NM 134	3	22.38	US 491	End of Road
NM 136	2	9.17	Sundland Park	Mexico Border
NM 137	3	54.88	US 285	Texas Border
NM 138	3	0.66	NM 478	FR 1035
NM 140	2	2.82	NM 185	End of Road
NM 142	3	13.52	NM 52	End of Road
NM 143	3	6.15	NM 549	Rockhound SP
NM 144	3	0.33	NM 65	End of Road
NM 145	3	3.47	NM 80	NM 338
NM 146	3	19.18	NM 9	I-10 Exit 49
NM 147	2	1.10	NM 314	NM 47
NM 150	1	4.76	US 64	Arroyo Seco
NM 150	2	2.12	Arroyo Seco	NM 230
NM 150	Tier 2 Basic	7.59	NM 230	End of Road
NM 152	1	15.11	US 180	NM 61
NM 152	2	17.22	NM 27	NM 187
NM 152	Tier 2 Basic	33.32	NM 61	NM 27
NM 153	3	3.84	NM 211	End of Road
NM 154	2	4.20	NM 185	NM 140
NM 156	3	60.04	US 84	NM 252
NM 157	3	1.74	NM 185	End of Road
NM 158	3	0.91	NM 185	FL 1230

Highway	Tier	Length (Miles)	Beginning (S/W)	Ending (N/E)
NM 159	3	26.16	US 180	FS 28
NM 161	3	31.09	NM 518	End of Road
NM 162	3	2.58	US 84	US 84
NM 163	3	39.66	NM 163	NM 159
NM 165	1	4.40	I-25 Exit 242	Placitas
NM 165	2	4.98	Placitas	Placitas
NM 165	3	7.05	South of Placitas	NM 536
NM 166	3	1.65	NM 52	End of NM Highway
NM 169	3	36.25	US 60	Indian Rte 54
NM 170	2	14.49	US 64	NM 574
NM 170	3	5.01	NM 574	Colorado Border
NM 172	3	28.17	NM 249	US 380
NM 173	2	18.13	US 550	NM 511
NM 174	3	4.83	US 180	End of Road
NM 175	3	1.53	NM 8	Gulf Rd, Eunice
NM 176	2	2.50	NM 248	NM 18
NM 176	3	35.01	US 62	NM 248
NM 176	3	3.48	NM 18	Texas Border
NM 177	3	0.83	NM 51	NM 51
NM 179	2	2.06	NM 51	NM 195
NM 181	2	11.86	BL 11	End of Road
NM 182	2	1.40	NM 28	FL 1719
NM 183	3	1.25	NM 28	Texas Border
NM 184	2	0.56	NM 273	Texas Border
NM 185	1	35.42	US 70	NM 26
NM 186	2	1.23	NM 28	Texas Border
NM 187	2	36.30	NM 26	BL 11
NM 188	1	2.92	US 70	I-25 Exit 142
NM 189	2	1.16	NM 28	NM 478
NM 190	3	2.10	NM 2	End of Road
NM 192	2	2.37	NM 28	NM 478
NM 193	3	41.86	US 56	US 64
NM 195	2	2.05	NM 181	Elephant Butte
NM 195	3	2.56	NM 177	End of Road
NM 196	3	12.04	NM 522	End of Road
NM 197	3	30.70	US 550	Indian Service Rte 9
NM 198	3	2.66	NM 143	Rockhound SP
NM 200	3	8.43	US 285	US 62
NM 202	3	12.40	US 70	Texas Border

Highway	Tier	Length (Miles)	Beginning (S/W)	Ending (N/E)
NM 203	3	10.42	US 84	End of Road
NM 204	3	13.60	US 64	End of Road
NM 205	3	4.17	NM 128	Texas Border
NM 206	1	0.48	NM 206	W 1st St, Portales
NM 206	2	83.17	US 82	NM 206, Portales
NM 207	2	6.10	NM 18	NM 176
NM 208	2	3.48	US 62	NM 18
NM 209	2	82.95	Clovis, NM	NM 104
NM 210	3	4.00	NM 268	NM 209
NM 211	2	6.39	US 180	US 180
NM 212	3	4.11	NM 272	US 60
NM 213	2	6.11	FL 1366	DD 213
NM 215	3	3.04	NM 554	End of Road
NM 216	2	1.96	NM 216	US 62
NM 216	3	4.51	US 285	NM 216
NM 217	Tier 2 Basic	10.57	NM 337	NM 333
NM 218	2	1.71	NM 18	US 62
NM 219	2	15.15	US 54	I-40 Exit 256
NM 220	2	16.00	NM 48	US 380
NM 221	3	4.62	US 84	End of Road
NM 223	3	2.19	NM 63	County Rd B64
NM 224	3	15.72	US 60	NM 288
NM 225	2	2.15	NM 28	Texas Border
NM 226	2	2.52	NM 28	NM 478
NM 227	2	1.94	NM 478	I-10 Exit 155
NM 228	2	1.81	NM 478	FR 1035
NM 229	3	10.26	US 285	End of Road
NM 230	2	4.81	NM 150	NM 150
NM 231	3	5.00	NM 278	NM 469
NM 233	3	0.85	US 84	FL 1769
NM 235	3	17.88	NM 206	Texas Border
NM 236	2	0.95	NM 236	NM 267
NM 236	3	19.85	NM 267	NM 236
NM 237	2	2.40	BL 36	US 54
NM 238	3	19.30	NM 529	US 82
NM 240	2	6.16	NM 68	NM 68
NM 241	3	9.87	NM 209	Texas Border
NM 243	3	8.21	US 62	US 62
NM 244	2	29.15	US 82	US 70

Highway	Tier	Length (Miles)	Beginning (S/W)	Ending (N/E)
NM 245	2	7.03	NM 311	NM 209
NM 246	1	1.71	US 70	Roswell, NM
NM 246	2	2.01	NM 246	US 70
NM 246	3	76.18	US 380	NM 246
NM 247	3	48.36	US 54	US 285
NM 248	2	6.33	NM 176	NM 18
NM 249	3	44.07	NM 2	US 82
NM 250	2	4.16	I-25 Exit 347	End of Road
NM 252	3	43.01	US 60	NM 209
NM 253	3	3.81	NM 256	End of Road
NM 254	3	4.33	NM 256	US 380
NM 255	3	3.11	NM 256	NM 253
NM 256	2	8.32	US 380	NM 2
NM 258	3	8.97	NM 206	End of Road
NM 261	3	4.56	NM 254	NM 253
NM 262	3	17.53	NM 206	Texas Border
NM 263	2	5.73	NM 6	NM 47
NM 264	2	16.46	US 491	Arizona Border
NM 266	3	6.55	NM 94	End of Road
NM 267	2	0.93	US 70	FL 4639
NM 267	3	31.20	FL 4639	US 60
NM 268	3	27.67	US 60	NM 209
NM 271	3	24.14	NM 120	End of Road
NM 272	3	9.31	US 60	Pat Garrett Dr, Ft. Sumner
NM 273	2	14.00	NM 28	Texas Border
NM 275	3	15.10	NM 469	NM 209
NM 276	3	4.78	NM 105	End of Road
NM 278	3	33.43	FR 4118	NM 209
NM 279	2	13.86	NM 124	Seboyeta, NM
NM 281	2	6.69	NM 104	End of Road
NM 282	3	1.05	NM 516	End of Road
NM 283	3	13.83	FR 2137	End of Road
NM 286	3	0.57	I-40 Exit 339	End of Road
NM 288	3	27.46	NM 268	NM 209
NM 289	3	1.83	NM 288	NM 209
NM 290	3	6.86	NM 4	End of Road
NM 291	2	3.61	NM 68	NM 583
NM 292	2	1.39	I-10 Exit 139	NM 28
NM 293	3	4.93	NM 211	End of Road

Highway	Tier	Length (Miles)	Beginning (S/W)	Ending (N/E)
NM 294	3	15.75	US 60	County Rd. 2-25
NM 300	2	6.38	US 285	NM 466
NM 302	3	10.44	NM 371	End of Road
NM 304	2	16.48	US 60	NM 47
NM 304	3	6.65	US 60	La Jolla, NM
NM 305	3	0.51	NM 595	End of Road
NM 309	1	2.43	BL 13	NM 47
NM 311	2	1.99	NM 245	US 60
NM 311	3	20.86	NM 244	NM 245
NM 312	3	8.08	NM 252	NM 268
NM 313	2	17.39	NM 556	End of Road
NM 314	1	15.02	BL 13	NM 45
NM 314	2	3.54	NM 45	I-25 Exit 213
NM 315	2	0.49	I-25 Exit 248	NM 313
NM 317	2	1.26	FR 2066	NM 45
NM 320	Tier 2 Basic	2.10	NM 185	I-25 Exit 9
NM 321	3	4.60	NM 114	Texas Border
NM 322	3	3.15	NM 8	End of Road
NM 325	3	16.66	US 64	US 64
NM 329	1	1.88	NM 65	BL 15
NM 330	3	20.35	US 70	NM 267
NM 333	1	19.74	NM 556	NM 344
NM 333	2	7.99	NM 344	US 66
NM 337	1	11.85	NM 217	I-40 Exit 175
NM 337	2	17.33	NM 55	NM 217
NM 338	3	24.32	NM 9	I-10 Exit 11
NM 341	3	3.32	NM 519	End of Road
NM 344	2	17.46	NM 333	NM 14
NM 346	2	2.68	NM 116	NM 304
NM 347	1	7.15	FL 4081	US 550
NM 348	3	7.00	US 60	Texas Border
NM 349	3	8.50	US 54	White Oaks, NM
NM 355	3	1.06	US 62	End of Road
NM 356	2	4.96	US 180	NM 152
NM 357	3	4.00	FL 5647	NM 229
NM 359	2	2.04	FL 1242	NM 28
NM 360	3	25.01	US 62	US 82
NM 368	3	17.50	US 70	Arabela, NM
NM 369	2	2.31	US 84	US 84

Highway	Tier	Length (Miles)	Beginning (S/W)	Ending (N/E)
NM 370	2	10.37	US 64	NM 455
NM 370	3	37.14	NM 455	NM 456
NM 371	1	0.53	US 64 Bypass	US 64/Broadway
NM 371	2	106.13	NM 122	US 64 Bypass
NM 372	3	2.57	NM 359	NM 374
NM 373	2	1.54	NM 372	FL 5518
NM 374	3	1.24	NM 372	Rio Grande
NM 377	3	1.88	NM 549	End of Road
NM 378	3	3.44	NM 522	End of Road
NM 386	3	8.88	US 84	End of Road
NM 390	3	4.28	NM 187	NM 187
NM 392	3	15.80	NM 469	I-40 Exit 369
NM 395	3	0.50	US 70	End of Road
NM 399	2	1.00	NM 581	US 84
NM 399	3	2.20	NM 581	La Mesilla
NM 400	3	10.66	FS 50	NM 118
NM 402	2	0.75	W Spruce St, Clayton	US 56
NM 402	Tier 2 Basic	62.11	US 54	W Spruce St, Clayton
NM 404	2	8.93	NM 460	NM 213
NM 406	3	35.20	US 56	US 456
NM 409	2	10.95	US 380	Bottomless Lakes SP
NM 410	3	1.94	NM 406	Oklahoma Border
NM 411	3	3.96	NM 406	End of Road
NM 412	3	6.15	NM 122	Bluewater Lake SP
NM 414	3	0.40	US 285	End of Road
NM 417	3	4.85	NM 402	Texas Border
NM 418	1	1.23	NM 427	W. Spruce St, Deming
NM 418	2	12.80	FR 1019	NM 427
NM 419	3	47.30	NM 104	NM 39
NM 420	3	30.46	NM 102	NM 402
NM 421	3	8.10	NM 402	Texas Border
NM 423	1	9.99	Coors Blvd. On/Off Ramp	NM 556
NM 423	2	1.00	Golf Course Rd	Coors Blvd. On/Off Ramp
NM 427	1	3.88	NM 418	E. Pine St., Deming
NM 432	3	1.37	NM 104	End of Road
NM 433	3	2.85	NM 104	Conchas Lake SP
NM 434	1	10.81	NM 120	US 64
NM 434	2	25.79	NM 518	NM 120
NM 435	3	5.89	NM 12	National Forest Entrance

Highway	Tier	Length (Miles)	Beginning (S/W)	Ending (N/E)
NM 436	3	3.53	NM 187	NM 187
NM 438	3	10.01	NM 2	End of Road
NM 442	3	21.35	NM 518	NM 120
NM 445	3	12.19	I-25 Exit 426	US 64
NM 446	3	0.26	NM 97	End of Road
NM 448	1	2.53	NM 45	W. Meadowlark Ln, Corr.
NM 448	2	5.11	W. Meadowlark Ln, Corr.	NM 528
NM 450	3	0.46	NM 97	End of Road
NM 451	3	3.08	NM 119	US 84
NM 453	3	21.00	US 56	US 64
NM 455	2	1.47	NM 370	Clayton Lake State Park
NM 456	3	58.89	NM 325	Oklahoma Border
NM 457	3	31.85	US 82	US 380
NM 458	3	12.05	NM 206	NM 114
NM 460	2	3.66	FR 1035	Texas Border
NM 461	3	0.51	US 54	End of Road
NM 462	3	2.71	US 54	End of Road
NM 464	3	21.81	US 70	Redrock
NM 466	1	2.60	NM 14	E. Zia Rd., Santa Fe
NM 466	2	1.38	E. Zia Rd., Santa Fe	I-25 On/Off Ramp
NM 467	2	16.79	US 70	US 60
NM 468	3	2.13	Railroad Ave, Springer	End of Road
NM 469	3	43.32	NM 209	US 54
NM 472	2	11.97	NM 344	NM 41
NM 473	3	0.56	NM 313	I-25 Exit 240
NM 475	1	2.67	US 84	Gonzales Rd, Santa Fe
NM 475	2	13.16	Gonzales Rd, Santa Fe	End of Road
NM 478	1	24.15	US 70	NM 460
NM 480	3	13.05	NM 330	US 70
NM 483	3	16.24	US 62	NM 18
NM 484	3	0.93	NM 3	End of Road
NM 485	3	3.83	NM 4	FS 376
NM 494	1	0.59	E. Motel Dr, Lordsburg	I-10 Exit 22
NM 494	2	0.70	I-10 Exit 22	NM 494
NM 494	3	3.67	NM 494	End of Road
NM 498	2	0.90	NM 273	Texas Border
NM 500	1	11.82	I-40 Exit 149	I-25 Exit 220
NM 501	1	0.36	NM 502	Los Alamos
NM 501	2	5.15	NM 4	NM 502

Highway	Tier	Length (Miles)	Beginning (S/W)	Ending (N/E)
NM 502	1	18.18	NM 501	FR 8401
NM 503	1	3.17	US 84	NM 503
NM 503	2	4.38	NM 503	Juan Medina Rd.
NM 503	3	6.99	Juan Medina Rd.	NM 76
NM 505	3	12.00	US 64	NM 445
NM 506	3	31.86	US 54	End of Road
NM 508	3	17.21	NM 206	NM 125
NM 509	3	35.54	NM 605	Navajo Service Rt. 9
NM 511	2	5.65	NM 173	NM 539
NM 511	3	8.10	US 64	NM 173
NM 511	3	18.41	NM 539	Colorado Border
NM 512	3	7.44	US 64	End of Road
NM 513	3	0.71	US 60	End of Road
NM 514	3	1.48	NM 112	US 64
NM 515	3	1.87	NM 522	End of Road
NM 516	1	13.82	US 64	US 550
NM 518	1	15.78	NM 75	NM 68
NM 518	2	56.85	Las Vegas	NM 75
NM 519	3	14.95	NM 111	End of Road
NM 522	1	20.06	US 64	NM 38
NM 522	2	20.90	NM 38	Colorado Border
NM 523	2	6.26	Clovis	NM 108
NM 524	2	1.52	S. 6th St, Carlsbad	US 62
NM 524	3	6.96	US 285	S. 6th St, Carlsbad
NM 525	3	3.90	US 380	End of Road
NM 526	Tier 2 Basic	6.25	NM 72	Colorado Border
NM 527	3	16.89	US 64	Navajo Lake SP
NM 528	1	13.38	NM 47	US 550
NM 529	3	31.14	US 82	US 62
NM 531	3	3.17	NM 162	End of Road
NM 532	3	11.97	NM 48	End of Road
NM 533	3	0.79	NM 80	Arizona Border
NM 536	2	13.37	NM 14	End of Road
NM 537	2	55.55	US 550	US 64
NM 538	2	1.52	US 87	US 56
NM 539	Tier 2 Basic	5.76	US 64	NM 511
NM 540	2	9.35	US 54	NM 39
NM 542	3	15.06	NM 55	NM 41
NM 546	2	0.72	NM 187	I-25 Exit 51

Highway	Tier	Length (Miles)	Beginning (S/W)	Ending (N/E)
NM 547	2	13.17	NM 117	FS Rd. 239
NM 549	2	31.51	Deming	I-10 Exit 116
NM 551	3	6.43	NM 456	Colorado Border
NM 552	3	1.67	US 54	Ute Lake SP
NM 554	2	21.02	US 84	NM 111
NM 555	3	31.79	Raton	End of Road
NM 556	1	15.39	NM 47	NM 333
NM 562	3	19.53	NM 402	End of Road
NM 564	1	1.46	NM 564	NM 118
NM 564	2	1.83	NM 610	NM 564
NM 566	2	11.62	NM 118	End of Road
NM 567	2	11.67	US 285	NM 570
NM 568	2	1.26	FS 180	NM 122
NM 569	3	14.84	I-25 Exit 404	End of Road
NM 570	2	12.29	NM 68	NM 68
NM 571	3	1.91	NM 554	NM 215
NM 572	3	0.79	NM 95	End of Road
NM 573	3	2.32	NM 162	NM 512
NM 574	1	0.67	US 550	McWilliams Rd
NM 574	2	13.37	NM 170	NM 516
NM 575	3	7.88	McWilliams Rd	US 64
NM 576	3	1.14	NM 111	End of Road
NM 578	3	6.43	NM 38	End of Road
NM 580	3	2.06	NM 75	End of Road
NM 581	2	0.64	NM 369	NM 399
NM 583	2	1.97	NM 68	NM 76
NM 584	1	1.28	US 84	NM 68
NM 585	1	2.19	NM 68	US 64
NM 592	Tier 2 Basic	5.18	FL 1490	End of Road
NM 595	3	25.28	NM 96	End of Road
NM 597	2	0.41	US 160	End of Road
NM 599	2	13.77	NM 14	US 84
NM 601	3	27.03	US 60	End of Road
NM 602	2	30.73	NM 53	US 491
NM 603	3	22.84	NM 36	US 60
NM 605	3	22.26	NM 122	End of Road
NM 606	2	1.25	NM 122	End of Road
NM 608	1	1.98	US 491	NM 609
NM 609	1	0.58	NM 608	NM 610

Highway	Tier	Length (Miles)	Beginning (S/W)	Ending (N/E)
NM 609	2	1.73	NM 610	NM 118
NM 610	1	0.87	NM 609	Park Ave, Gallup
NM 610	2	1.15	Park Ave, Gallup	NM 564
NM 612	3	9.03	NM 122	Bluewater Lake SP
NM 615	2	0.47	NM 122	FR 4021
NM 5001	1	3.21	US 64	US 64
NM 6563	2	15.01	NM 130	Sunspot, NM
US 54	1	59.69	US 70	US 380
US 54	2	64.29	Texas Border	US 70
US 54	2	119.12	US 380	Route 66
US 54	2	51.05	NM 237	Texas Border
US 54	3	1.97	I-40 Exit 333	NM 237
US 56	2	94.02	NM 21	Oklahoma Border
US 60	1	26.98	NM 107	California St., Socorro
US 60	2	112.09	Arizona Border	NM 107
US 60	2	226.89	I-25 Exit 175	Texas Border
US 62	1	2.39	S. Grimes St, Hobbs	E. Sanger St, Hobbs
US 62	2	38.81	Texas Border	NM 200
US 62	2	2.02	NM 208	S. Grimes St, Hobbs
US 62	2	3.21	E. Sanger St, Hobbs	Texas Border
US 62	3	63.27	NM 200	NM 208
US 64	1	45.96	US 491	Co. Road 4800, Bloomfield
US 64	1	42.95	Rio Grande Gorge	NM 38
US 64	2	20.84	Arizona Border	Shiprock, NM
US 64	2	174.79	Co. Road 4800, Bloomfield	Rio Grande Gorge
US 64	2	58.82	NM 38	I-25 Exit 446
US 64	2	81.68	S. 2nd St, Raton	US 56
US 70	1	2.21	NM 90	W. Motel Dr, Lordsburg
US 70	1	71.73	I-10 Exit 135	US 54
US 70	1	105.18	US 54	NM 246
US 70	1	24.64	NM 480	US 60
US 70	2	27.12	Arizona Border	NM 90
US 70	2	81.51	NM 246	NM 480
US 82	1	1.88	US 54	La Luz Rd, La Luz
US 82	2	104.99	La Luz Rd, La Luz	US 285
US 82	2	4.58	S 17th St, Lovington	NM 206
US 82	3	63.11	US 285	S 17th St, Lovington
US 82	3	16.60	NM 206	Texas Border
US 84	1	36.80	I-25 Exit 282	US 285

Highway	Tier	Length (Miles)	Beginning (S/W)	Ending (N/E)
US 84	2	41.76	US 60	I-40 Exit 277
US 84	2	41.63	I-40 Exit 256	FR 2116
US 84	2	57.57	US 285	US 64
US 84	2	6.23	US 64	Colorado Border
US 87	2	1.30	US 56	NM 538
US 87	3	8.18	NM 538	Texas Border
US 160	2	0.87	Arizona Border	Colorado Border
US 180	1	80.80	NM 211	W. Pine St, Deming
US 180	2	82.91	Arizona Border	NM 211
US 285	1	79.51	US 62	US 70
US 285	2	31.31	Texas Border	US 62
US 285	2	89.34	US 70	US 54
US 285	2	68.19	US 60	NM 300
US 285	2	71.99	US 84	Colorado Border
US 380	1	13.84	US 70	NM 409
US 380	2	107.50	I-25 Exit 139	US 70
US 380	2	66.03	NM 409	NM 125
US 380	3	10.99	NM 125	Texas Border
US 491	1	89.29	NM 608	US 64
US 491	1	15.29	US 64	Colorado Border
US 491	2	2.02	NM 602	NM 608
US 550	1	174.55	NM 165	Colorado Border
BL 34 - Moriarty	2	0.21	NM 333/I-40	I-40 East Exit
BL 11 -TorC	2	3.20	I-25 Williamsburg	I-25 T or C
BL 13 - Belen	1	0.14	Belen	NM 314
BL 13 - Belen	2	0.45	NM 116	Belen
FL 5606	2	0.23	I-10 / Crawford Blvd	I-10 / Crawford Blvd
FR 1031	2	2.67	I-10 Crawford Blvd Exit	US 70
I-10	Int	132.39	Arizona Border	I-25
I-25	Int	432.56	Texas Border	Colorado Border
I-40	Int	358.04	Arizona Border	Texas Border

APPENDIX B | DEMAND ANALYSIS MAPS

Demand Analysis Model Input Maps

The following maps display the concentration of the individual inputs used to develop the composite demand maps. These maps illustrate how the Demand Model supports a holistic profile of factors to identify high-demand areas in and small towns and rural areas and urban areas.

Figure B-1. Where People Live (Rural Areas and Small Towns)

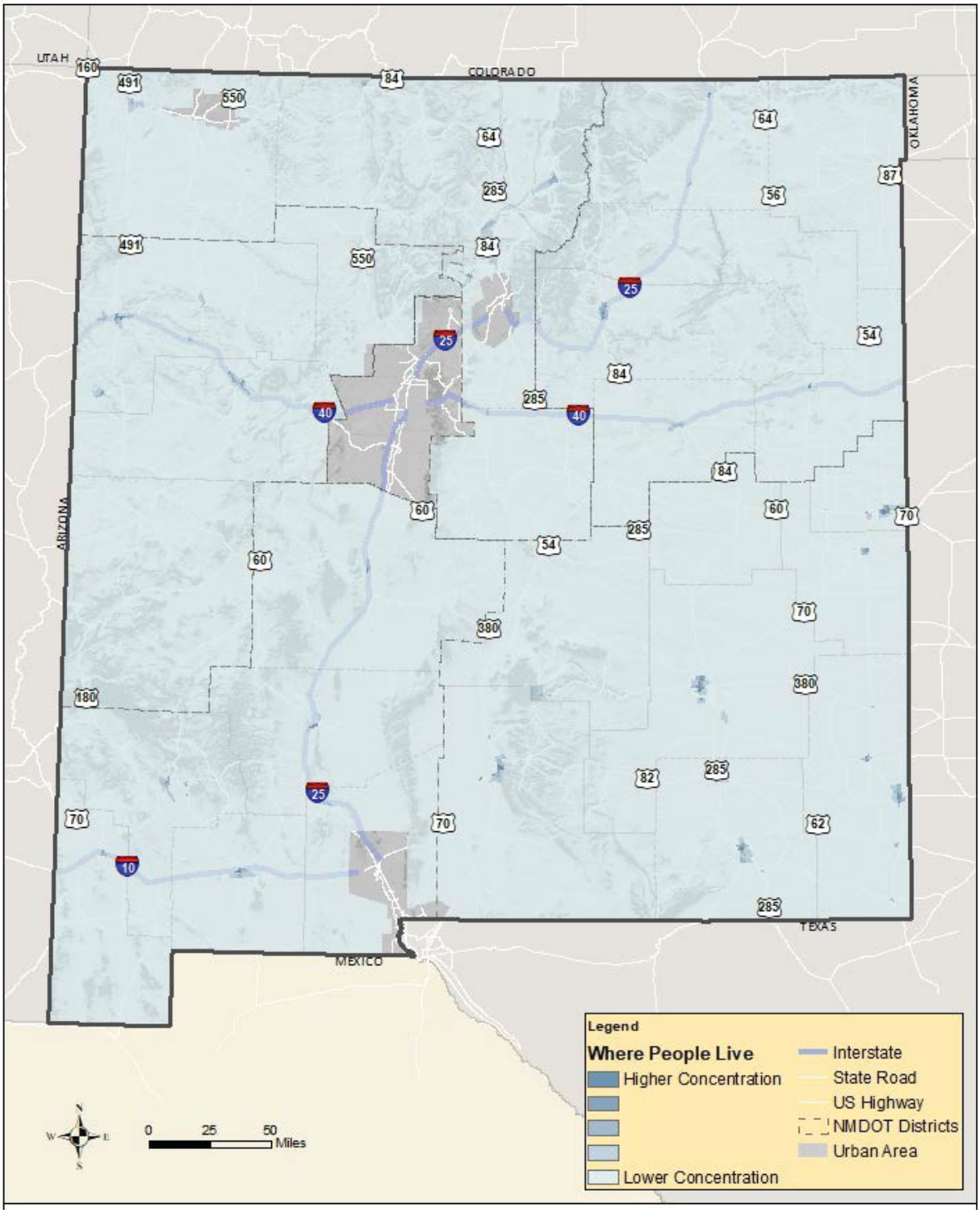


Figure B-2. Where People Live (Urban Areas)

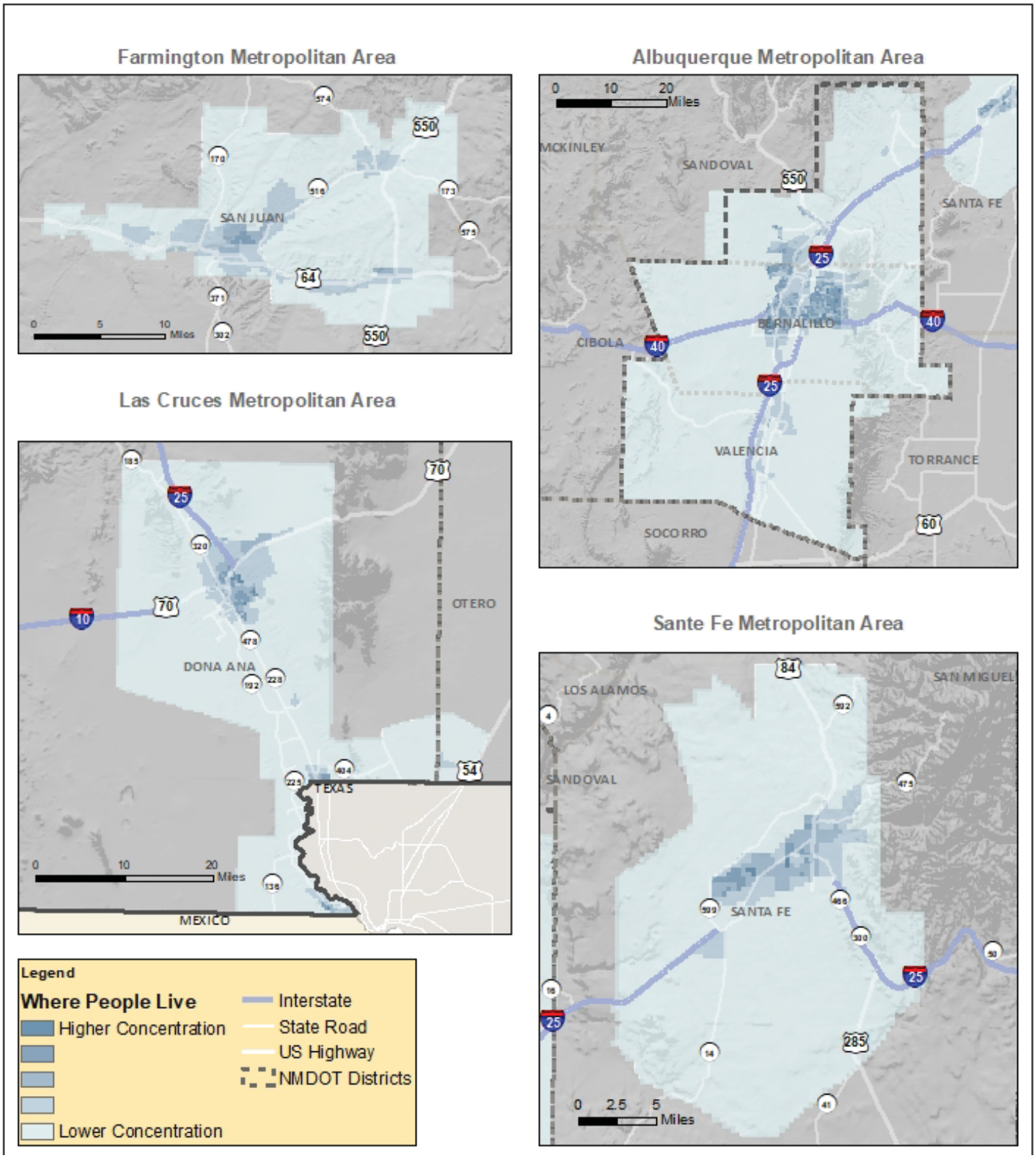


Figure B-3. Where People Work (Rural Areas and Small Towns)

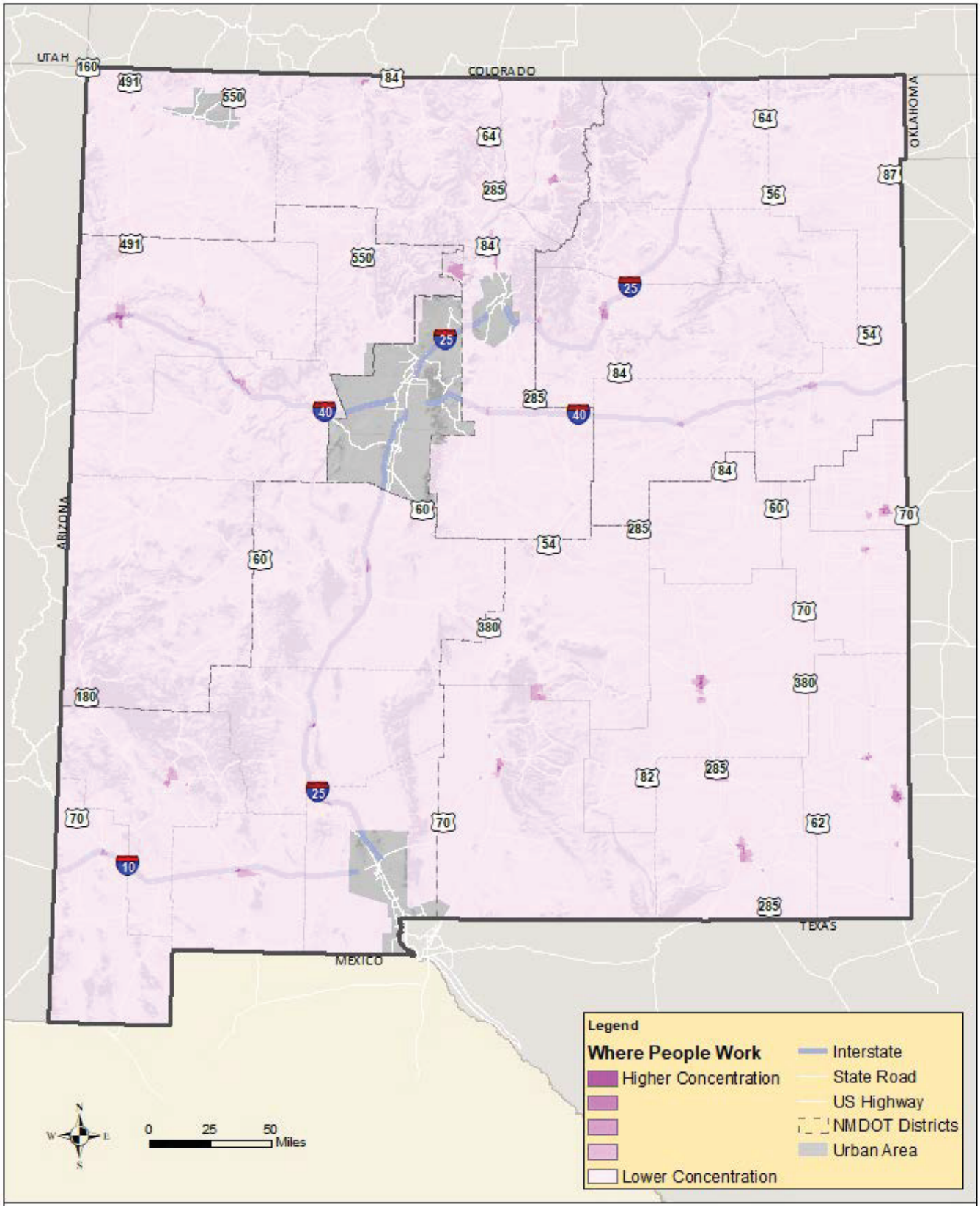


Figure B-4. Where People Work (Urban Areas)

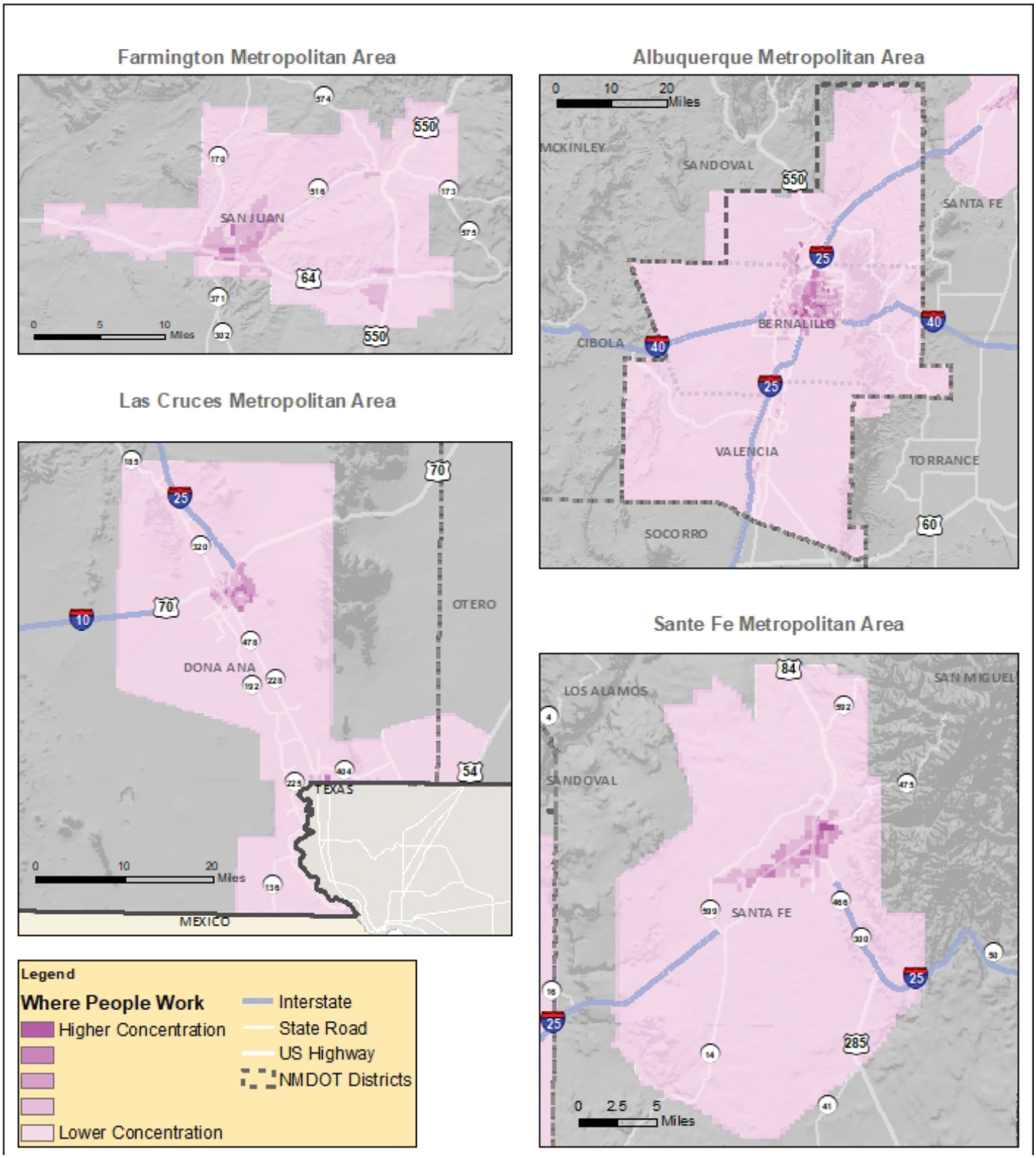


Figure B-5. Where People Play (Rural Areas and Small Towns)

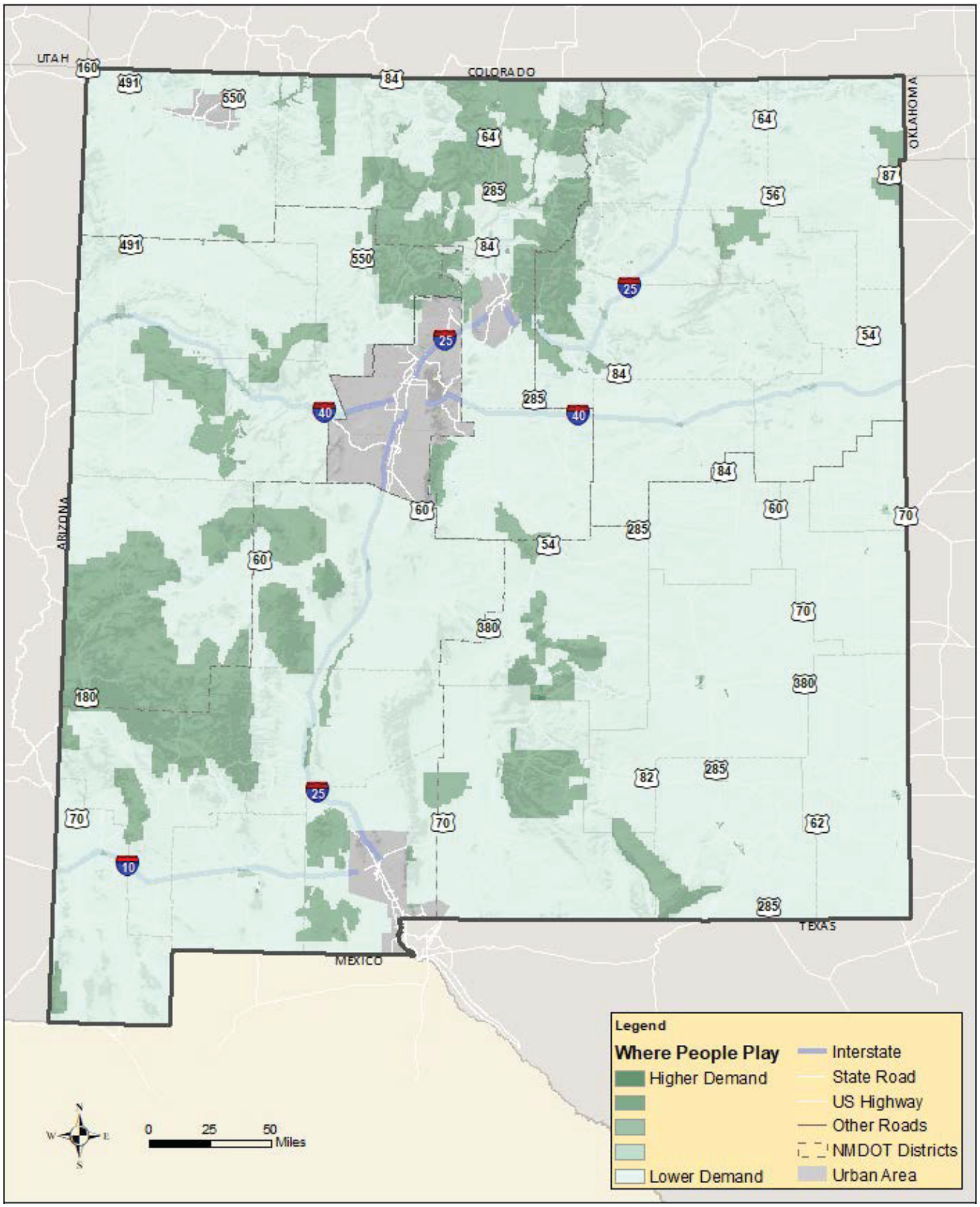


Figure B-6. Where People Play (Urban Areas)

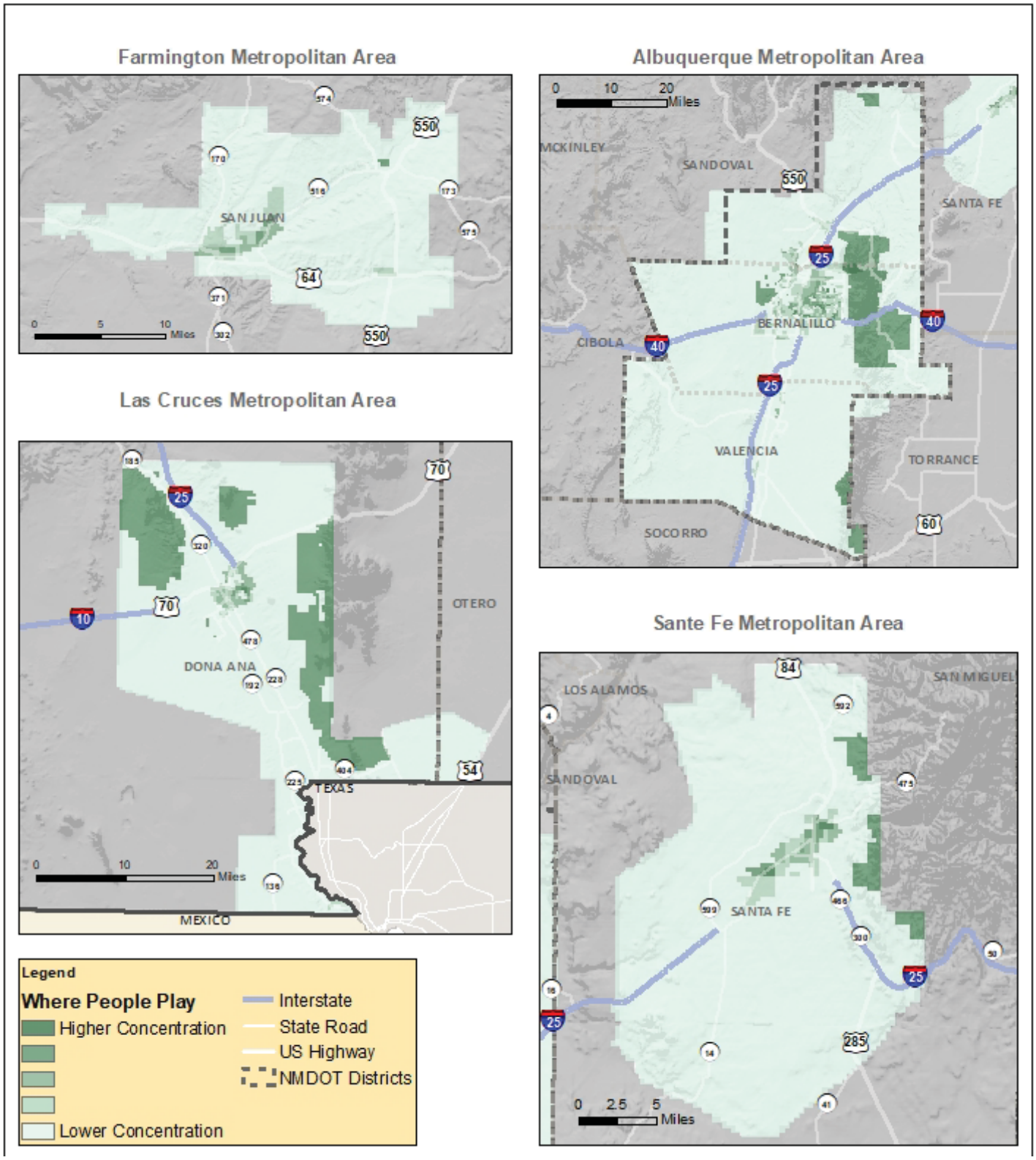


Figure B-7. Where People Learn (Rural Areas and Small Towns)

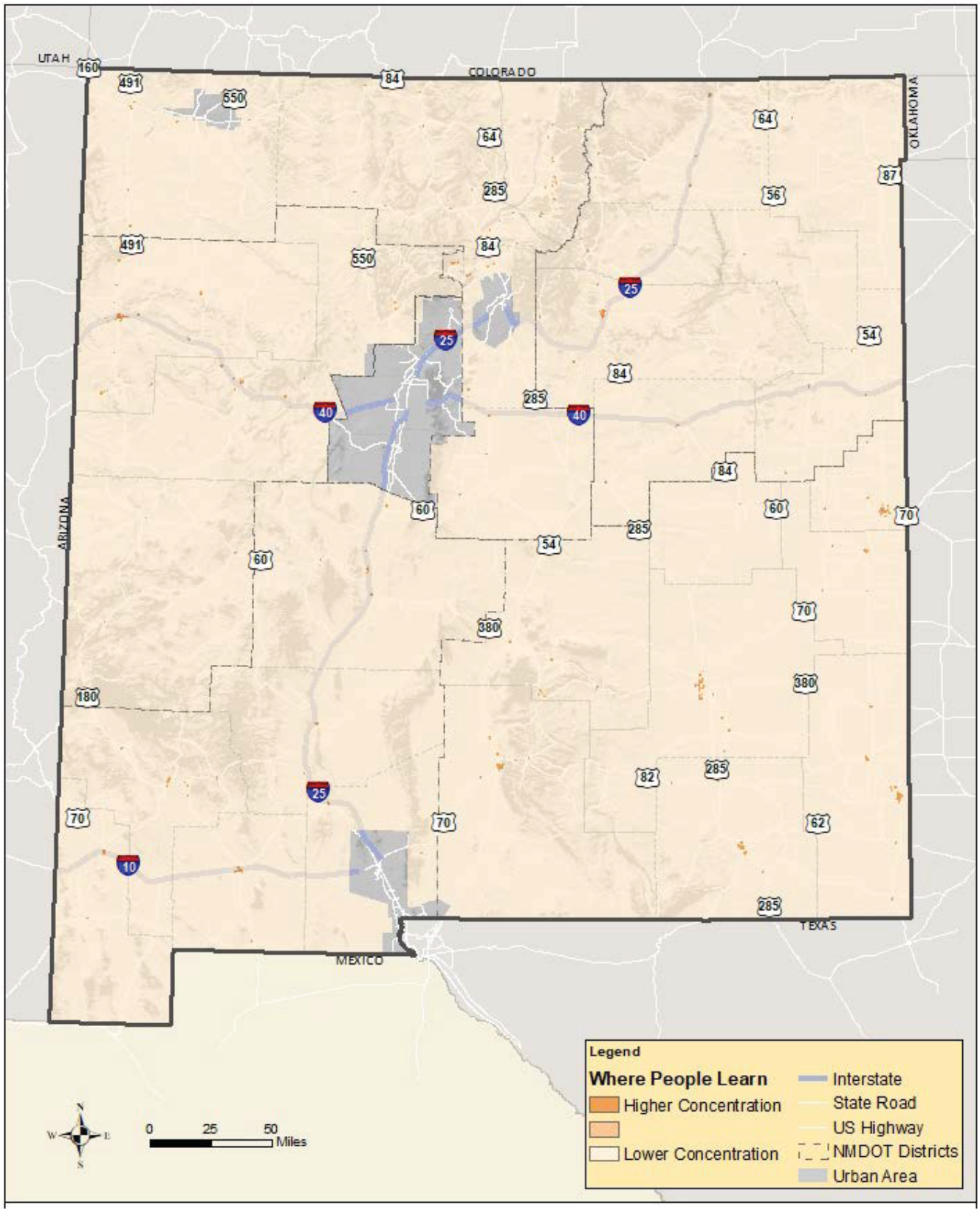


Figure B-8. Where People Learn (Urban Areas)

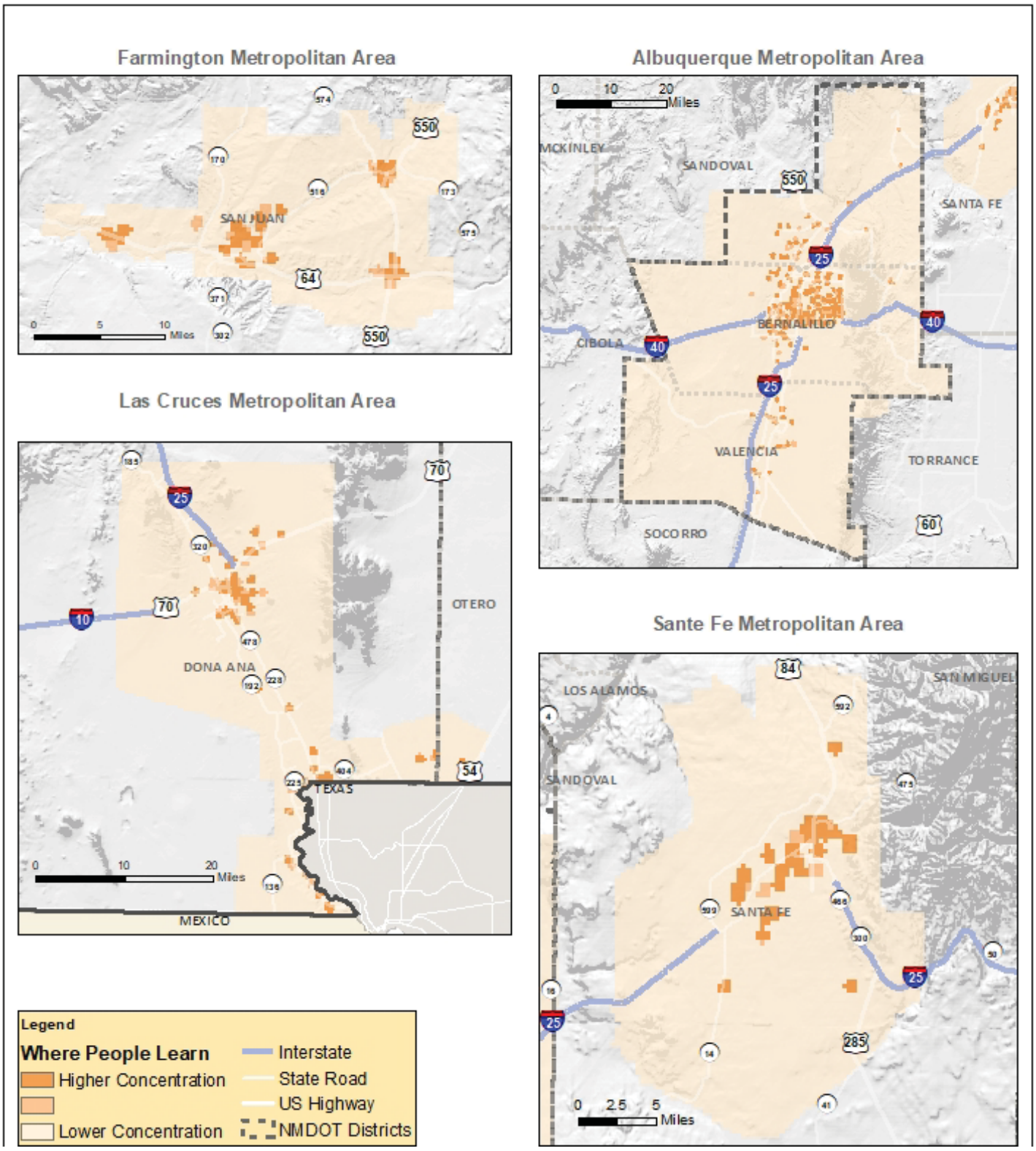


Figure B-9. Where People Access Transit (Rural Areas and Small Towns)

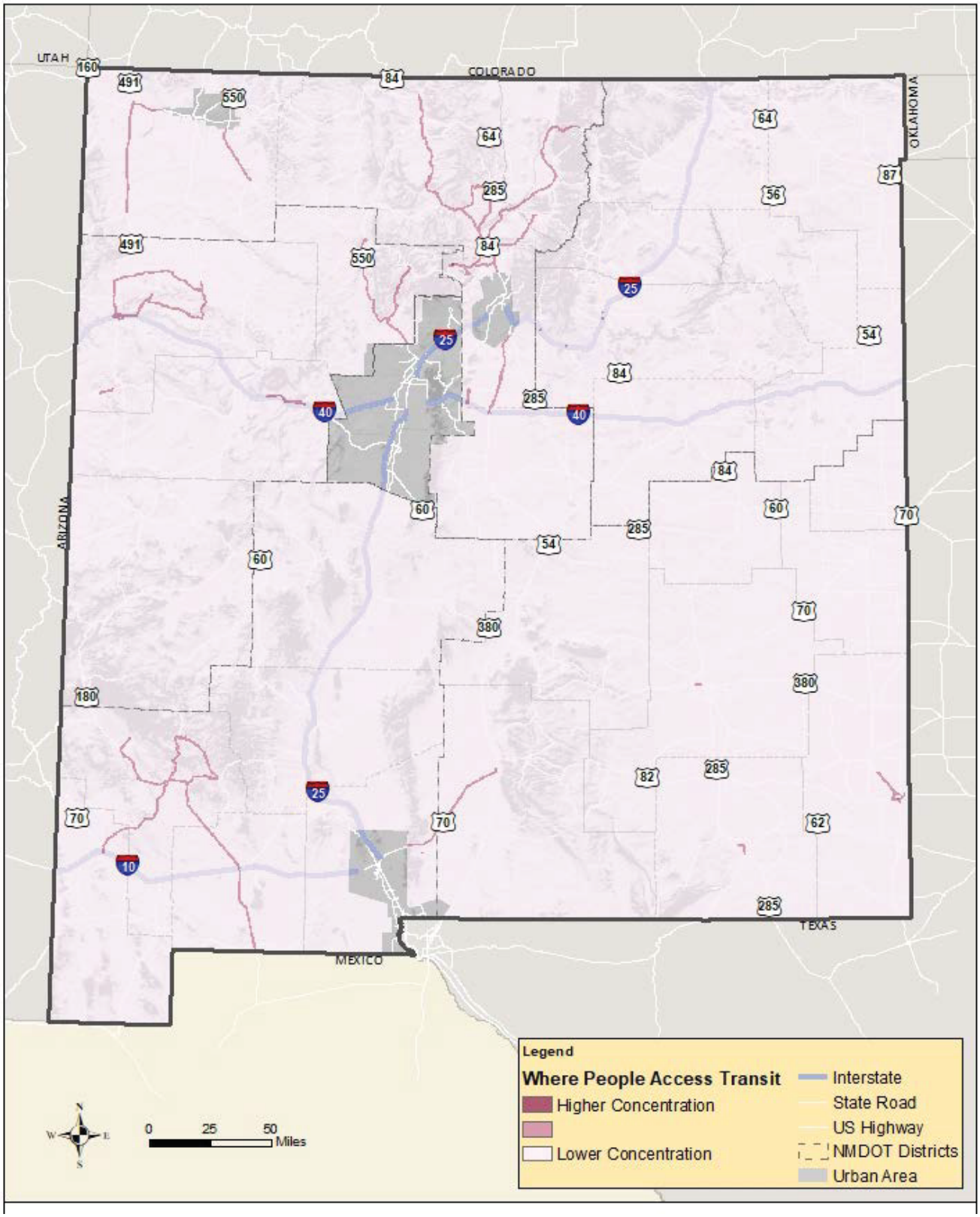
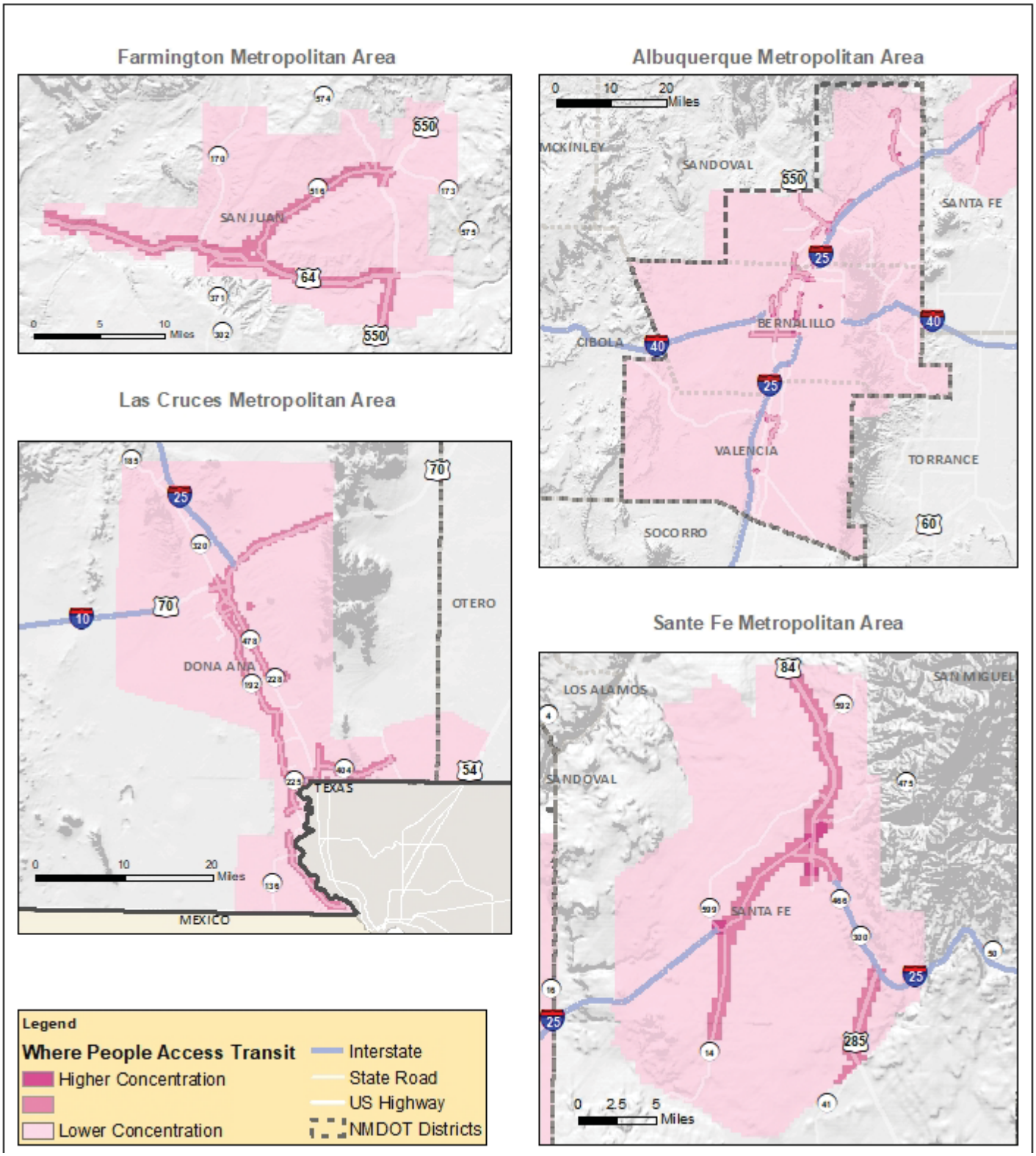


Figure B-10. Where People Access Transit (Urban Areas)

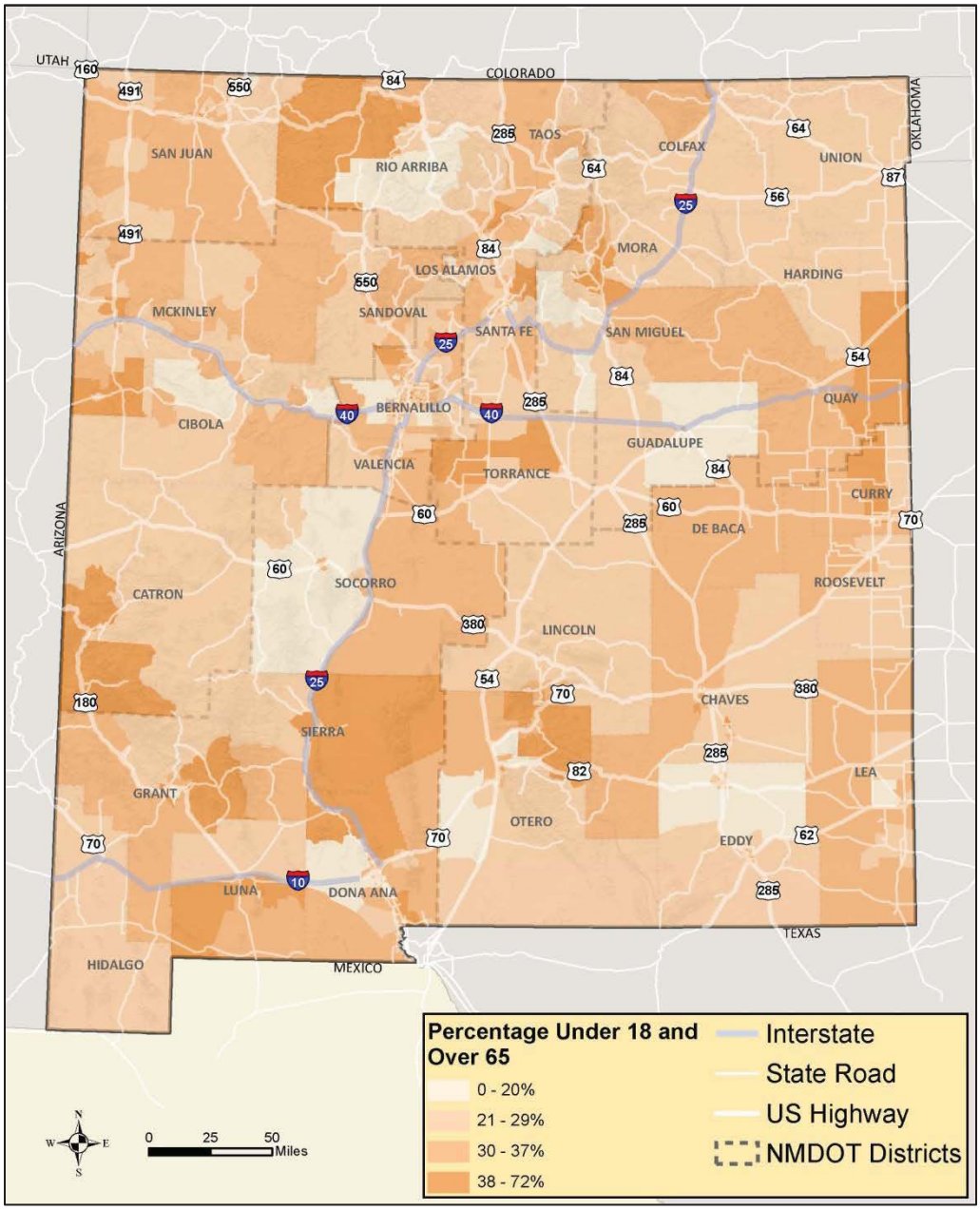


APPENDIX C | EQUITY ANALYSIS MAPS

Equity Analysis Indicator Maps

The individual equity indicators are combined to produce the Composite Equity Map. Maps displaying the individual equity indicators are displayed on pages 4 – 7. These maps illustrate the percentage of New Mexico's population that meet the criteria for each variable by census block group.[1]

Figure C-1. Percentage of Population under 18 and Over 65 Years of Age



[1] The statistical method used to create the percentage categories is Natural Jenks, which uses natural breaks in the data to create the four classes of percentages.

Figure C-2. Percentage of Individuals of Working Age Living At or Below 200% Federal Poverty Level

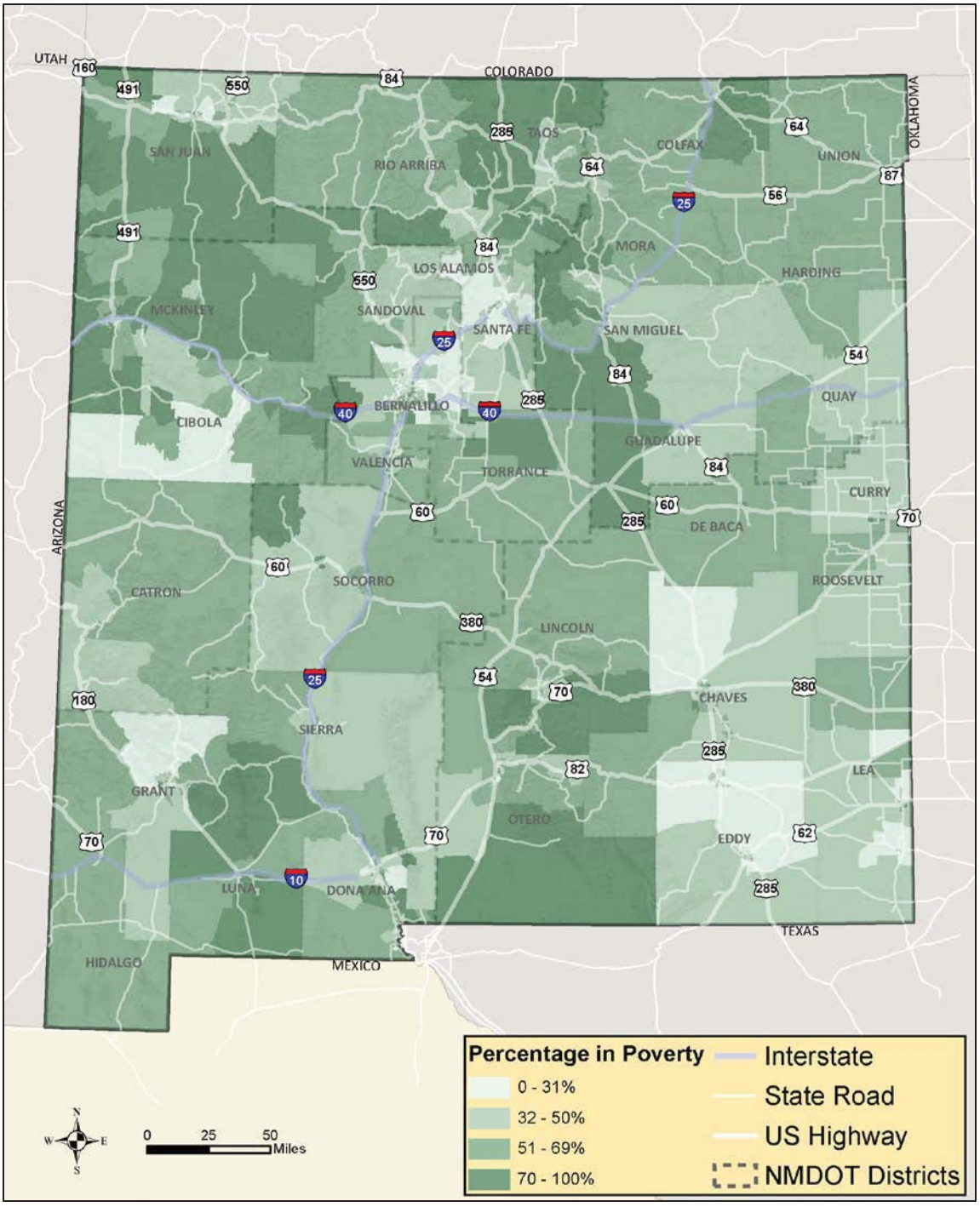


Figure C-3. Percentage of Population that Identifies as Non-White

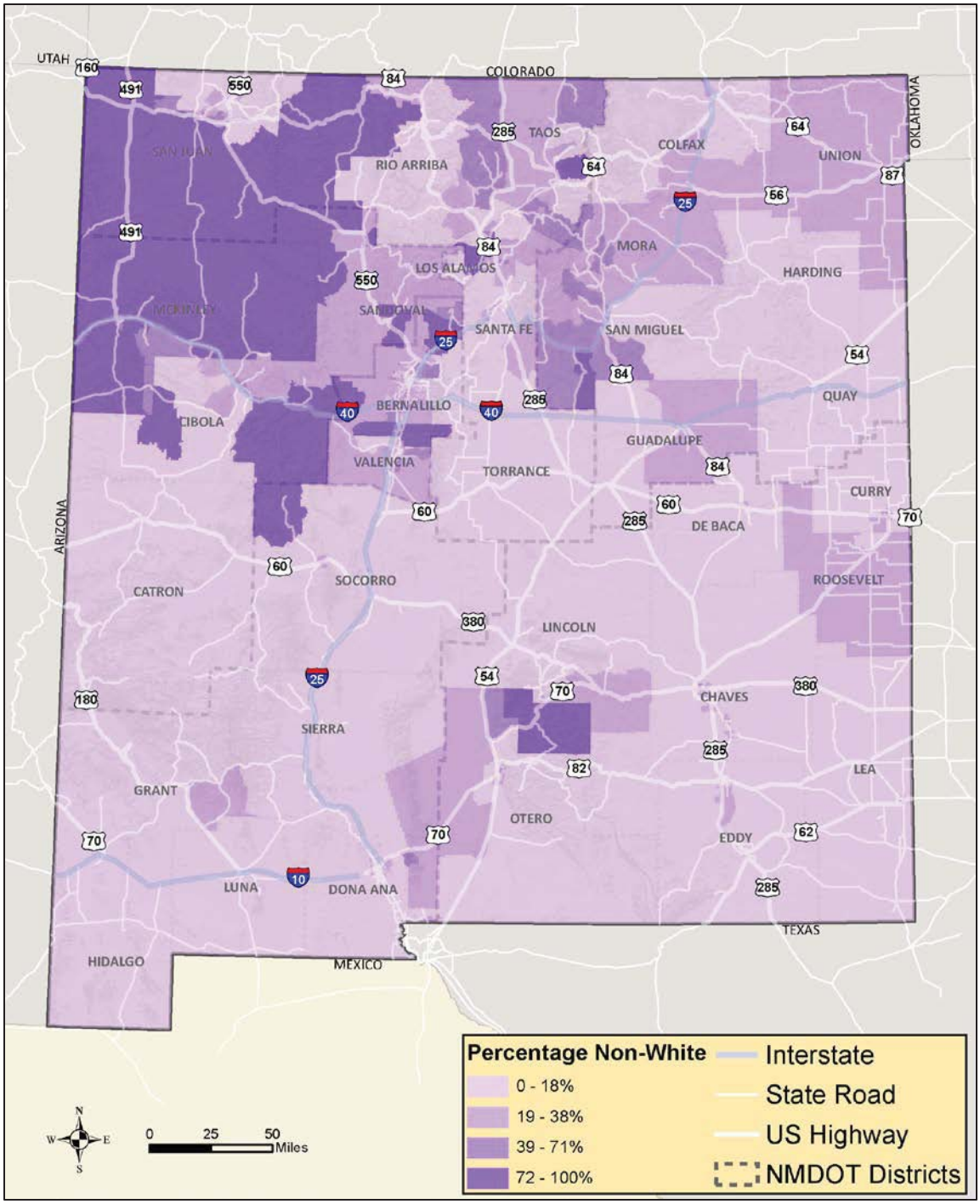


Figure C-4. Percentage of Population Over 25 Years of Age without a High School Diploma or Equivalent

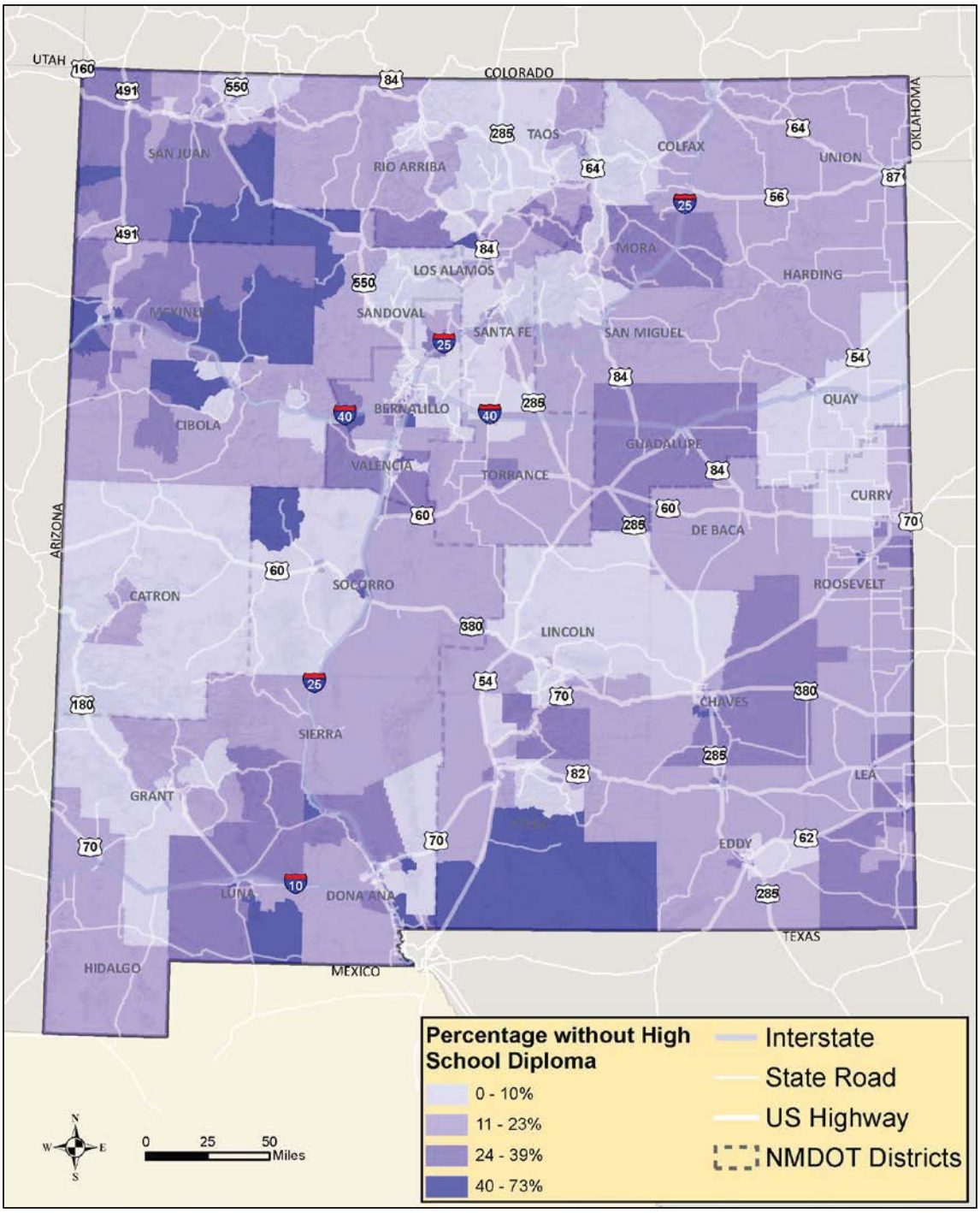


Figure C-5. Percentage of Population with Limited English Proficiency

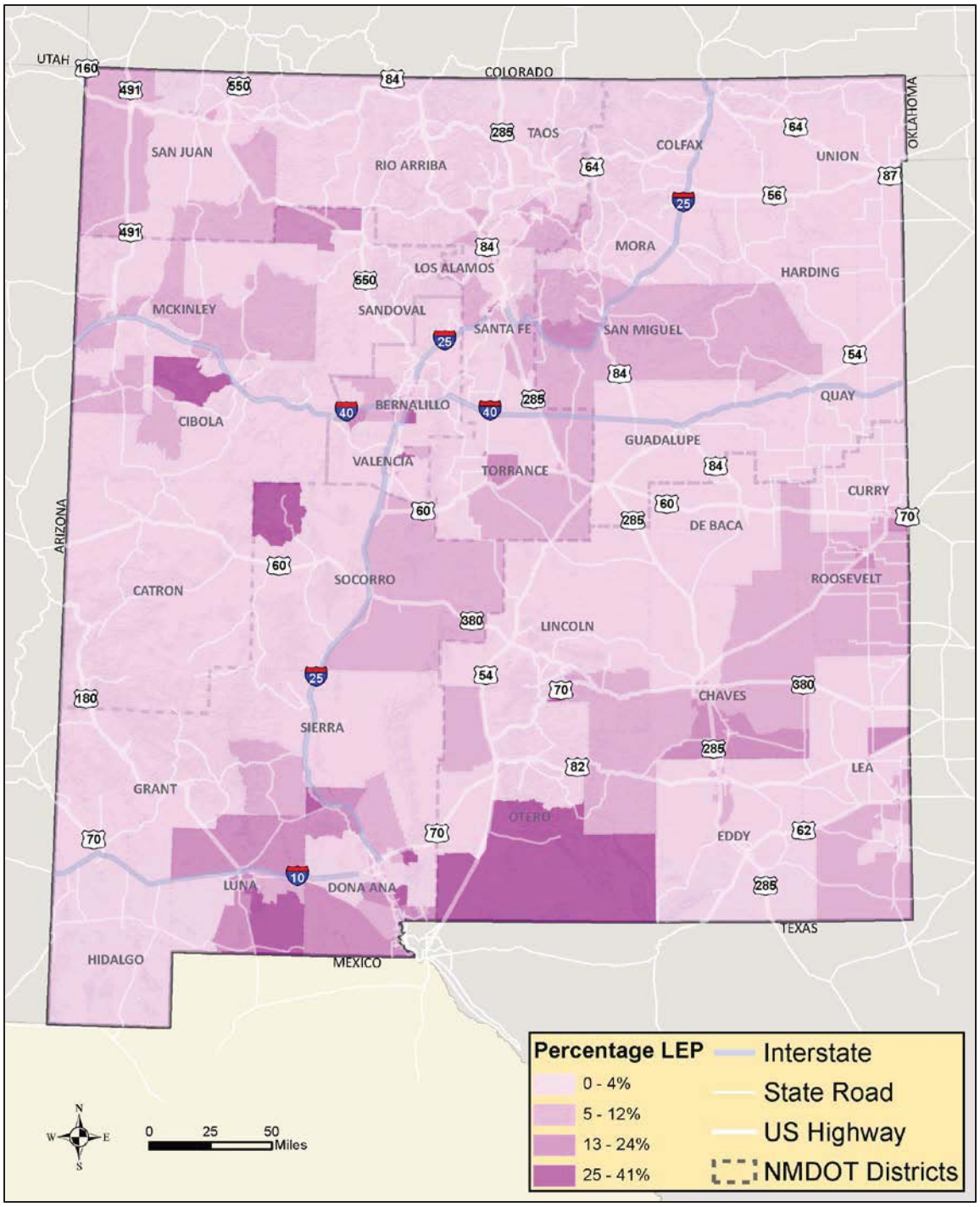
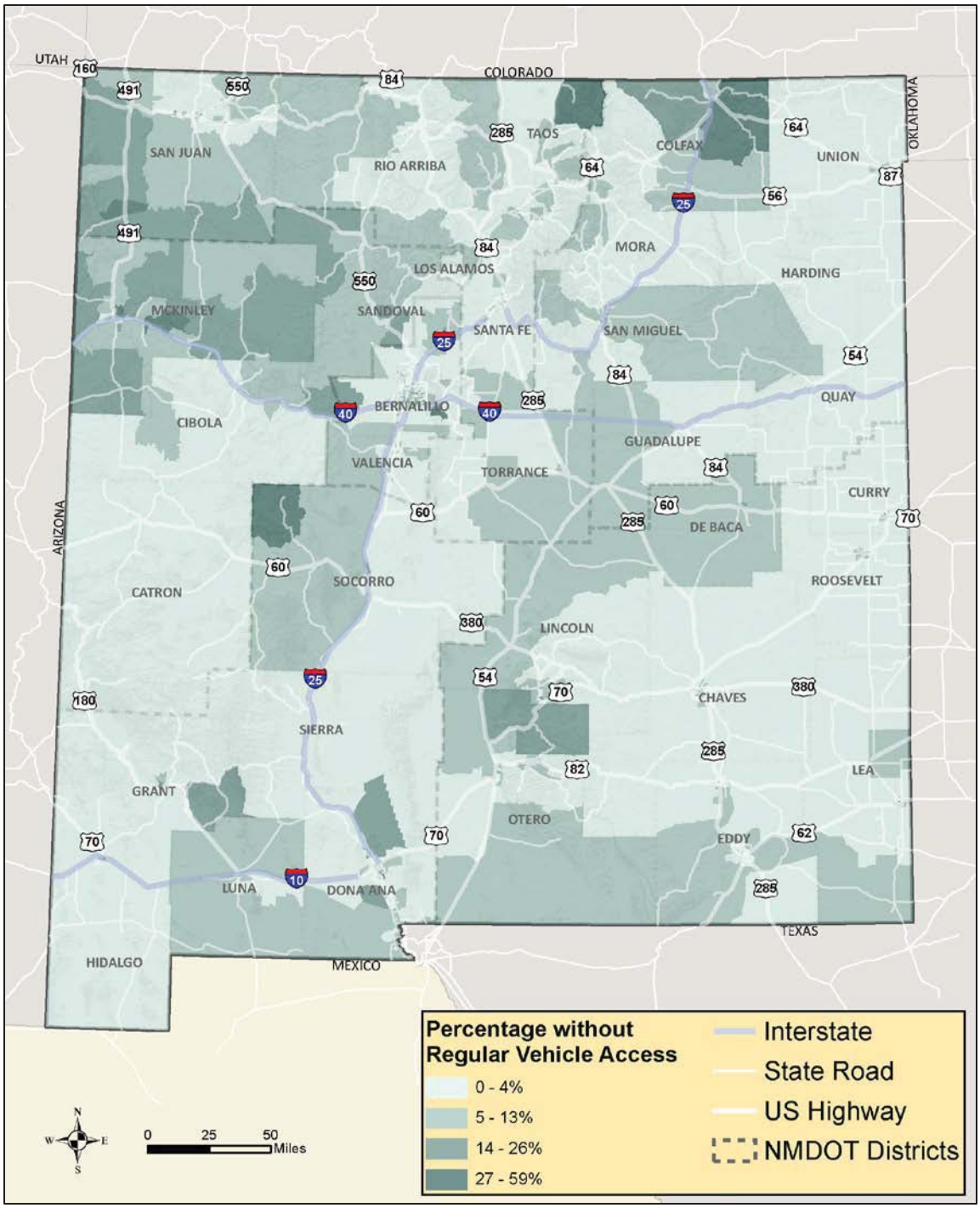


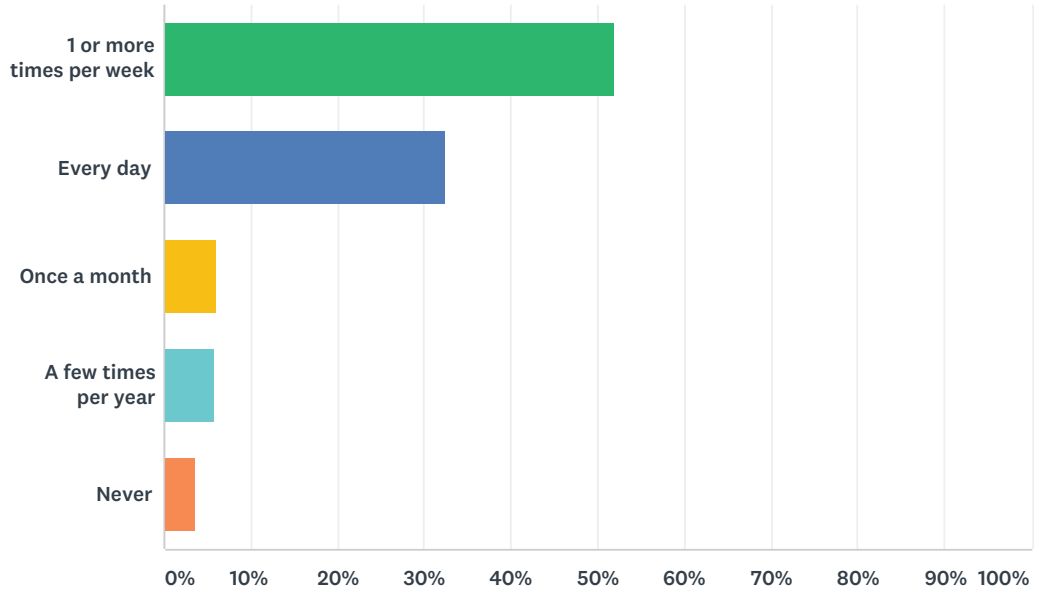
Figure C-6. Percentage of Households without Regular Access to a Motor Vehicle



APPENDIX D | SURVEY RESULTS

Q1 How often do you bike? This includes recreational trips as well as transportation trips such as biking to work, the gym, a bus stop, school, etc.

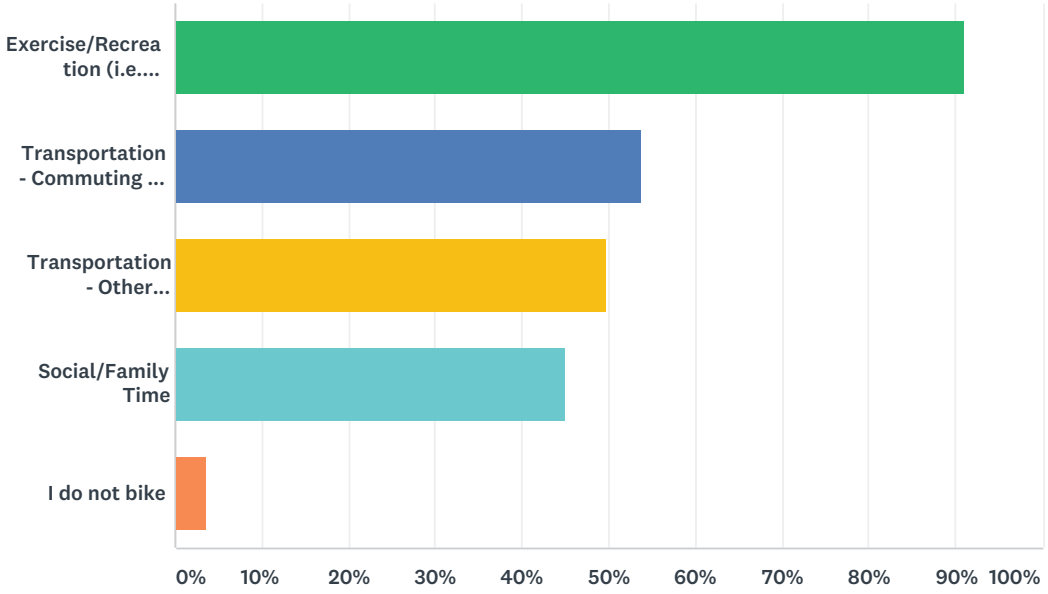
Answered: 585 Skipped: 8



ANSWER CHOICES	RESPONSES	
1 or more times per week	51.97%	304
Every day	32.48%	190
Once a month	6.15%	36
A few times per year	5.81%	34
Never	3.59%	21
TOTAL		585

Q2 For what reasons do you bike? Choose all that apply.

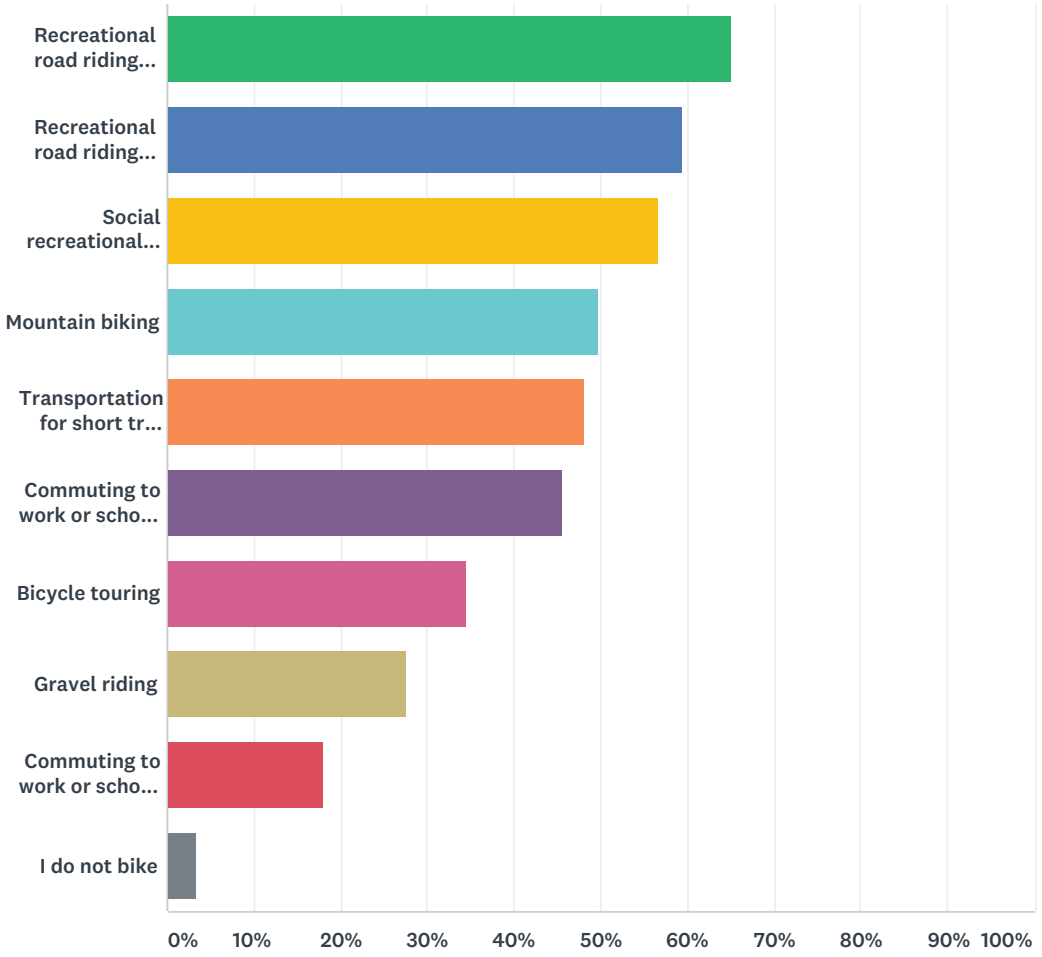
Answered: 585 Skipped: 8



ANSWER CHOICES	RESPONSES	
Exercise/Recreation (i.e. enjoy nature, sightseeing, etc).	90.94%	532
Transportation - Commuting to Work	53.85%	315
Transportation - Other (errands, shopping, etc.)	49.74%	291
Social/Family Time	44.96%	263
I do not bike	3.59%	21
Total Respondents: 585		

Q3 Which of the descriptions below best describes the type of riding you do as a bicyclist? Choose all that apply.

Answered: 581 Skipped: 12

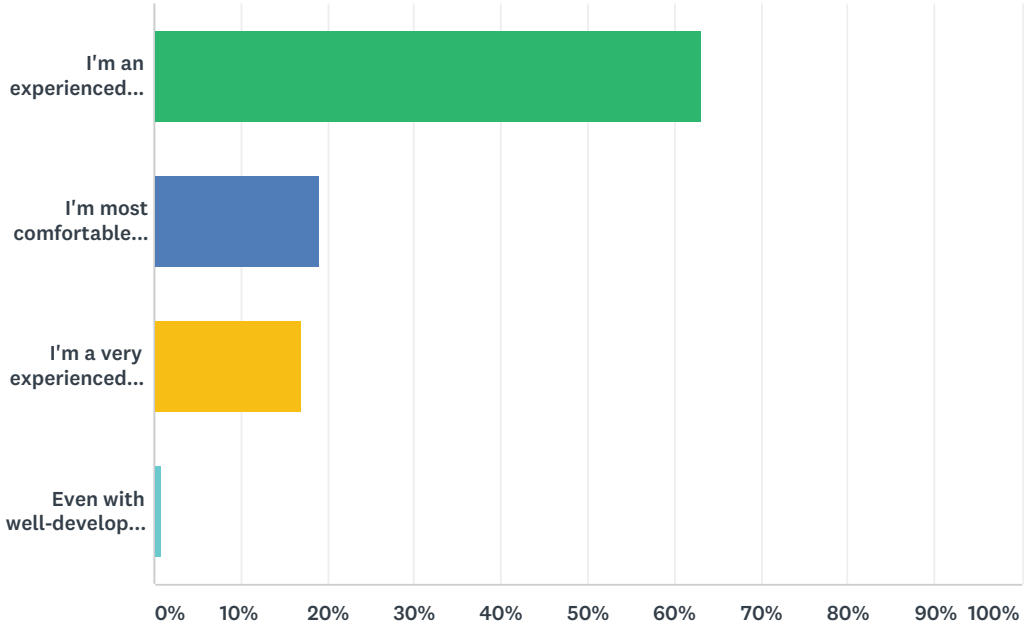


ANSWER CHOICES	RESPONSES	
Recreational road riding (urban or suburban areas)	65.06%	378
Recreational road riding (rural areas or small towns)	59.38%	345
Social recreational rides	56.63%	329
Mountain biking	49.74%	289
Transportation for short trips (grocery store, gym, etc)	48.19%	280
Commuting to work or school (urban or suburban areas)	45.61%	265
Bicycle touring	34.60%	201
Gravel riding	27.71%	161
Commuting to work or school (rural areas or small towns)	18.07%	105
I do not bike	3.27%	19

Total Respondents: 581	

Q4 Which best describes your comfort level as a bicyclist?

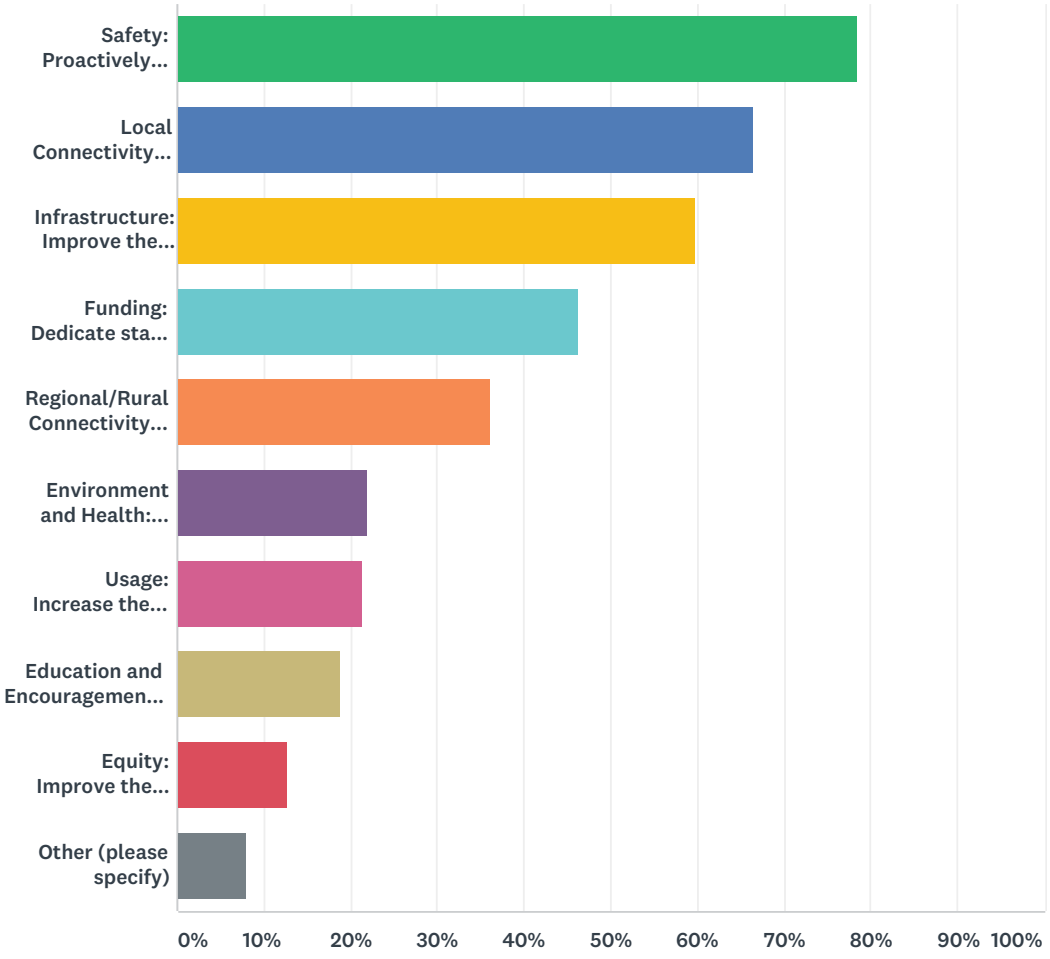
Answered: 581 Skipped: 12



ANSWER CHOICES	RESPONSES	
I'm an experienced rider, and I'm capable of riding in mixed-traffic on busy roads, but prefer riding in bike lanes or wide shoulders	63.17%	367
I'm most comfortable riding on low-speed neighborhood streets, or on dedicated bike trails and paths. I would ride on-street, but only if I was physically separated from cars	19.10%	111
I'm a very experienced rider, and feel comfortable riding on high-speed, high-volume roadways with no dedicated bike facility (such as a bike lane or shoulder)	16.87%	98
Even with well-developed and safe bicycle infrastructure, I would not ride a bicycle for personal reasons	0.86%	5
TOTAL		581

Q5 Which of the following potential goals of the New Mexico Bike Plan are most important to you? Choose up to four potential goals.

Answered: 572 Skipped: 21

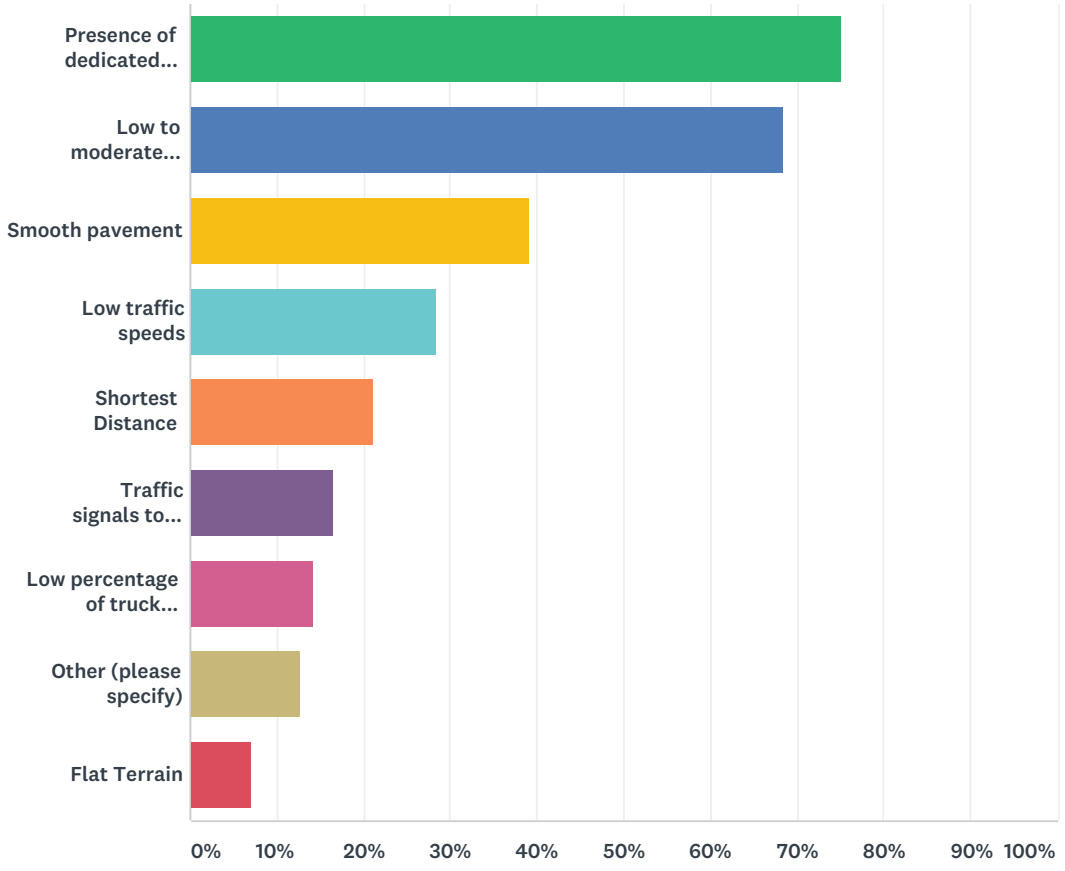


ANSWER CHOICES	RESPONSES	
Safety: Proactively address bicycle safety issues and implement a crash reduction strategy	78.50%	449
Local Connectivity: Provide multi-modal access to create a network that allows people to get to destinations (home, work, school, parks, transit, etc.) within urbanized areas	66.61%	381
Infrastructure: Improve the quality of the statewide bicycle network	59.79%	342
Funding: Dedicate state resources to bicycle projects and programs	46.33%	265
Regional/Rural Connectivity: Provide multi-modal access and connectivity between regional centers, and provide better access to rural areas	36.19%	207
Environment and Health: Provide opportunities to increase physical activity and decrease air pollution	22.03%	126
Usage: Increase the number of people biking on New Mexico state roads	21.33%	122
Education and Encouragement: Promote biking in New Mexico through programs and activities	18.88%	108
Equity: Improve the bicycle network in underserved areas of New Mexico	12.76%	73

Other (please specify)	7.87%	45
Total Respondents: 572		

Q6 What are the top three factors that influence your decision to choose a specific bicycle route?

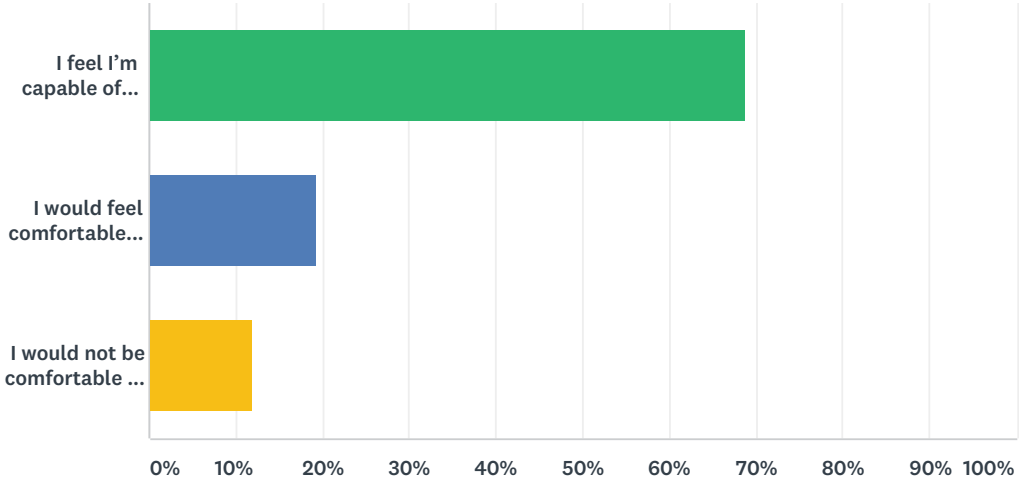
Answered: 572 Skipped: 21



ANSWER CHOICES	RESPONSES	
Presence of dedicated bikeway facility (bike lane or shoulder)	75.17%	430
Low to moderate traffic volumes	68.36%	391
Smooth pavement	39.16%	224
Low traffic speeds	28.50%	163
Shortest Distance	21.15%	121
Traffic signals to facilitate crossing busy streets	16.61%	95
Low percentage of truck traffic	14.16%	81
Other (please specify)	12.76%	73
Flat Terrain	7.17%	41
Total Respondents: 572		

Q7 The section of NM 47 (2nd St NW in Albuquerque) pictured below is an urban road with a speed limit of 40 MPH. There are about 20,000 vehicles per day, or 15-20 cars in each direction per minute in the peak periods. This section of NM 47 features shoulders for on-street bicycling. How comfortable would you feel bicycling on this roadway?

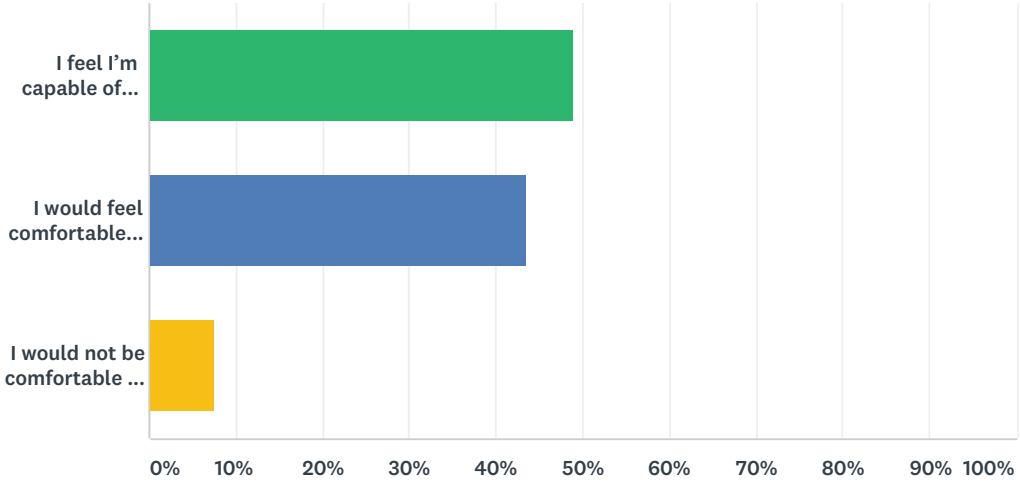
Answered: 565 Skipped: 28



ANSWER CHOICES	RESPONSES	
I feel I'm capable of bicycling on this roadway, but would not be comfortable	68.85%	389
I would feel comfortable bicycling on this roadway	19.29%	109
I would not be comfortable or capable bicycling on this roadway	11.86%	67
TOTAL		565

Q8 The section of NM 14 pictured below is a rural roadway with a speed limit of 45 MPH. There are about 20,000 vehicles per day, or 15-20 cars in each direction per minute in the peak periods. This section of NM 14 features shoulders for on-street bicycling. How comfortable would you feel bicycling on this roadway?

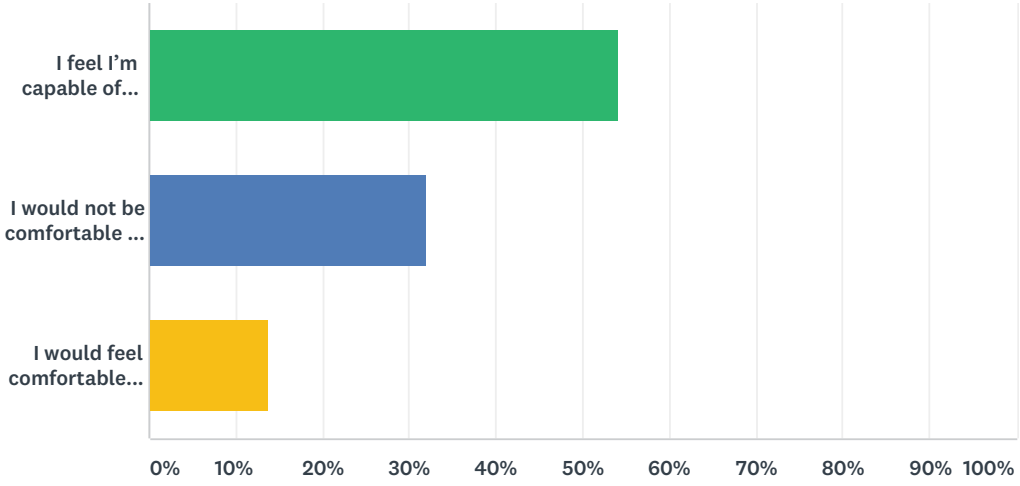
Answered: 560 Skipped: 33



ANSWER CHOICES	RESPONSES	
I feel I'm capable of bicycling on this roadway, but would not be comfortable	48.93%	274
I would feel comfortable bicycling on this roadway	43.57%	244
I would not be comfortable or capable bicycling on this roadway	7.50%	42
TOTAL		560

Q9 The section of NM 14 pictured below is a rural roadway with a speed limit of 55 MPH. There are about 2,500 vehicles per day, or about 1-2 cars in each direction per minute throughout the day. This section of NM 14 does not have shoulders; bicyclists must ride in the travel lane. How comfortable would you feel bicycling on this roadway?

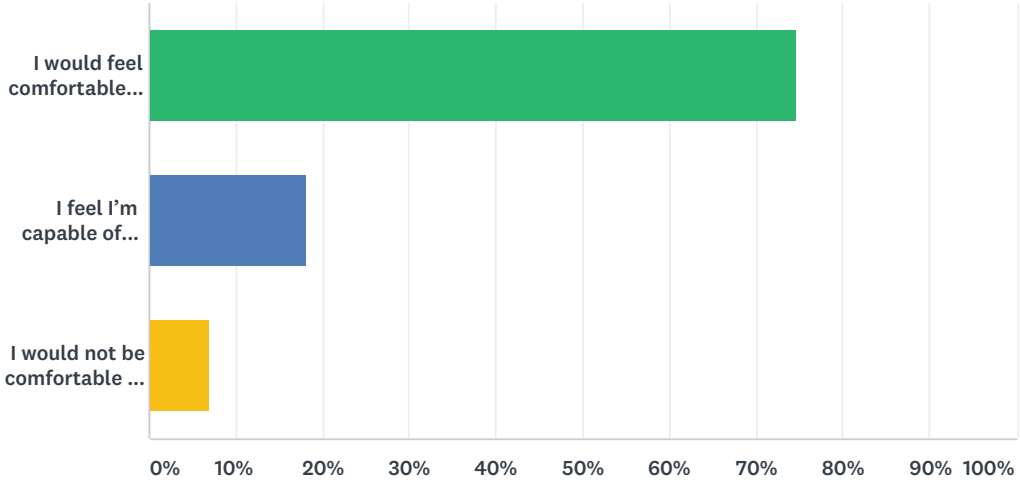
Answered: 562 Skipped: 31



ANSWER CHOICES	RESPONSES	
I feel I'm capable of bicycling on this roadway, but would not be comfortable	54.09%	304
I would not be comfortable or capable bicycling on this roadway	32.03%	180
I would feel comfortable bicycling on this roadway	13.88%	78
TOTAL		562

Q10 The section of NM 337 pictured below is a rural roadway with a speed limit of 45 MPH. There are about 4,500 vehicles per day, or about 2-3 cars in each direction per minute throughout the day. This section of NM 337 features wide shoulders for on-street bicycling. How comfortable would you feel bicycling on this roadway?

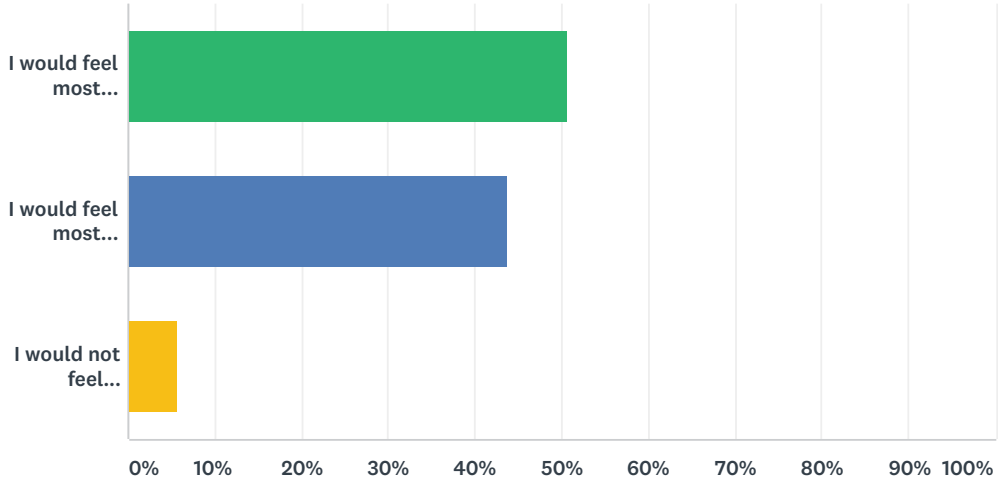
Answered: 563 Skipped: 30



ANSWER CHOICES	RESPONSES	
I would feel comfortable bicycling on this roadway	74.78%	421
I feel I'm capable of bicycling on this roadway, but would not be comfortable	18.29%	103
I would not be comfortable or capable bicycling on this roadway	6.93%	39
TOTAL		563

Q11 The section of NM 556 (Tramway Blvd) pictured below is a urban roadway with a speed limit of 50 MPH. There are about 24,000 vehicles per day, or 20 cars in each direction per minute in the peak periods. NM 556 features wide shoulders for on-street bicycling and a separated shared use path. How comfortable would you be bicycling on this roadway?

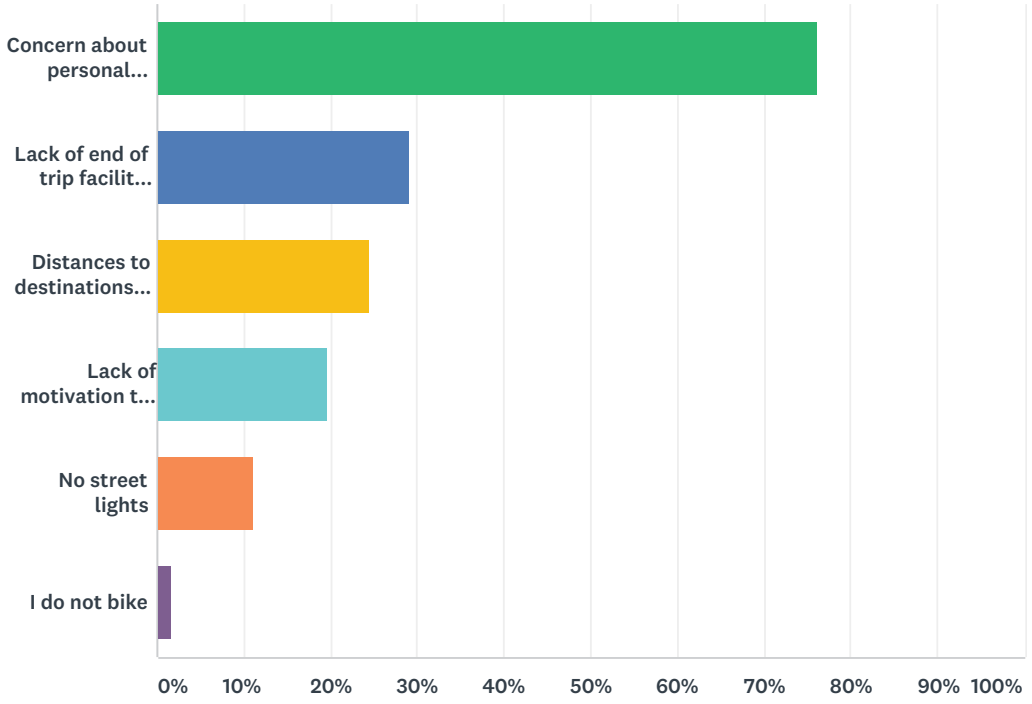
Answered: 566 Skipped: 27



ANSWER CHOICES	RESPONSES	
I would feel most comfortable bicycling along the adjacent shared use path	50.71%	287
I would feel most comfortable bicycling on the roadway	43.64%	247
I would not feel comfortable or capable bicycling along the roadway or adjacent shared use path	5.65%	32
TOTAL		566

Q12 What are the top two factors that prevent you from bicycling more frequently?

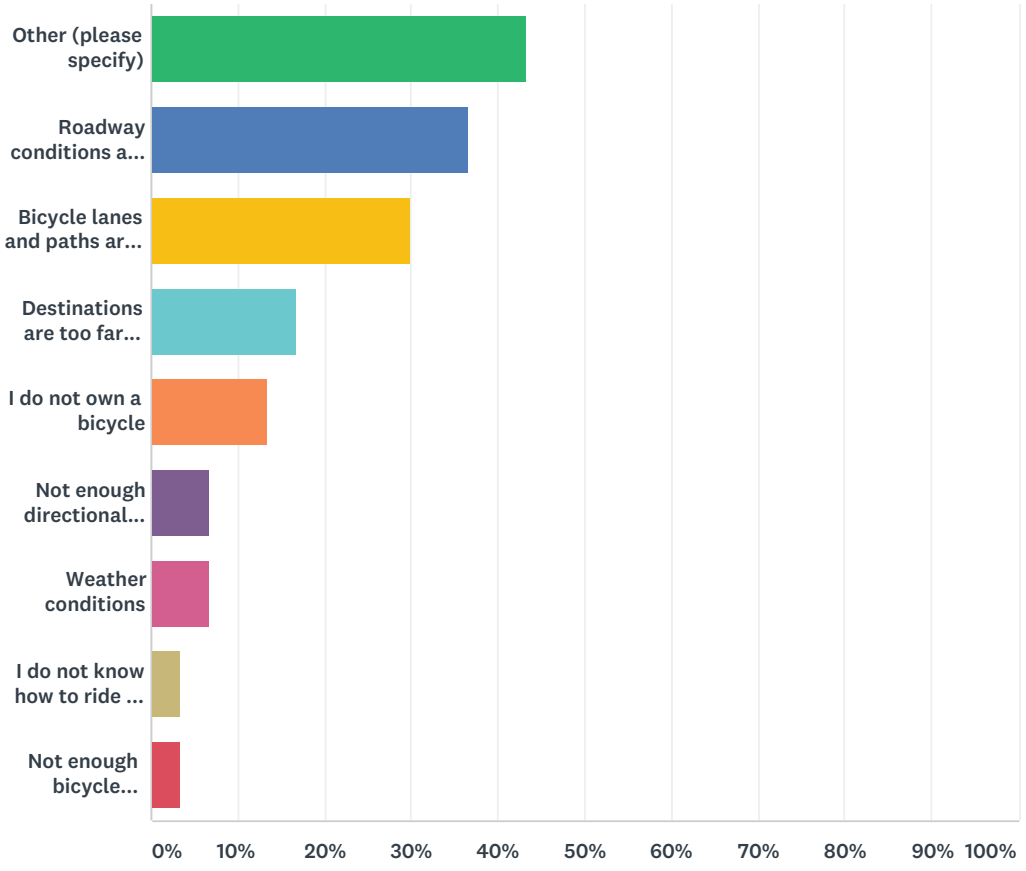
Answered: 572 Skipped: 21



ANSWER CHOICES	RESPONSES	
Concern about personal safety/getting hit by a car	76.22%	436
Lack of end of trip facilities (e.g. bike parking, showers, and lockers)	29.02%	166
Distances to destinations are too long	24.48%	140
Lack of motivation to bicycle or other personal reasons (such as health issues)	19.76%	113
No street lights	11.01%	63
I do not bike	1.75%	10
Total Respondents: 572		

Q13 If you answered "I do not bike" to the previous question, what prevents you from bicycling? (Otherwise, skip to Question 14)

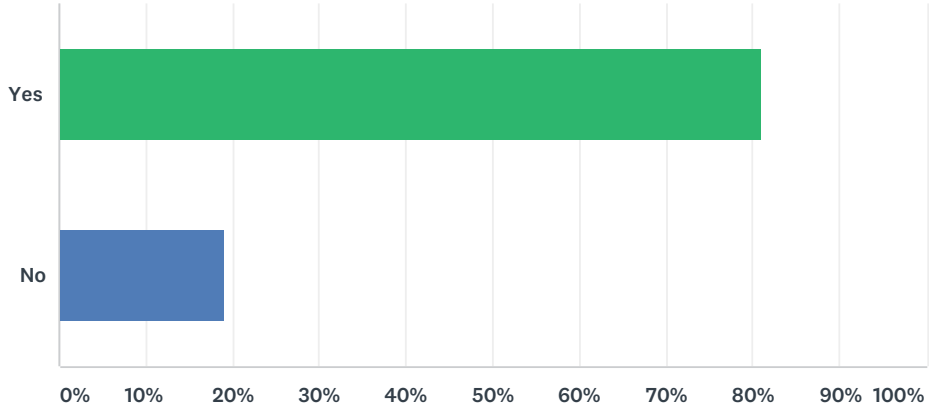
Answered: 30 Skipped: 563



ANSWER CHOICES	RESPONSES	
Other (please specify)	43.33%	13
Roadway conditions are too challenging (too much traffic, traffic speeds too high)	36.67%	11
Bicycle lanes and paths are too few and are not interconnected	30.00%	9
Destinations are too far away to get there by bicycle	16.67%	5
I do not own a bicycle	13.33%	4
Not enough directional signage	6.67%	2
Weather conditions	6.67%	2
I do not know how to ride a bicycle/I do not know the laws for riding bicycle	3.33%	1
Not enough bicycle racks/parking	3.33%	1
Total Respondents: 30		

Q14 Do you ever bike in rural areas in New Mexico?

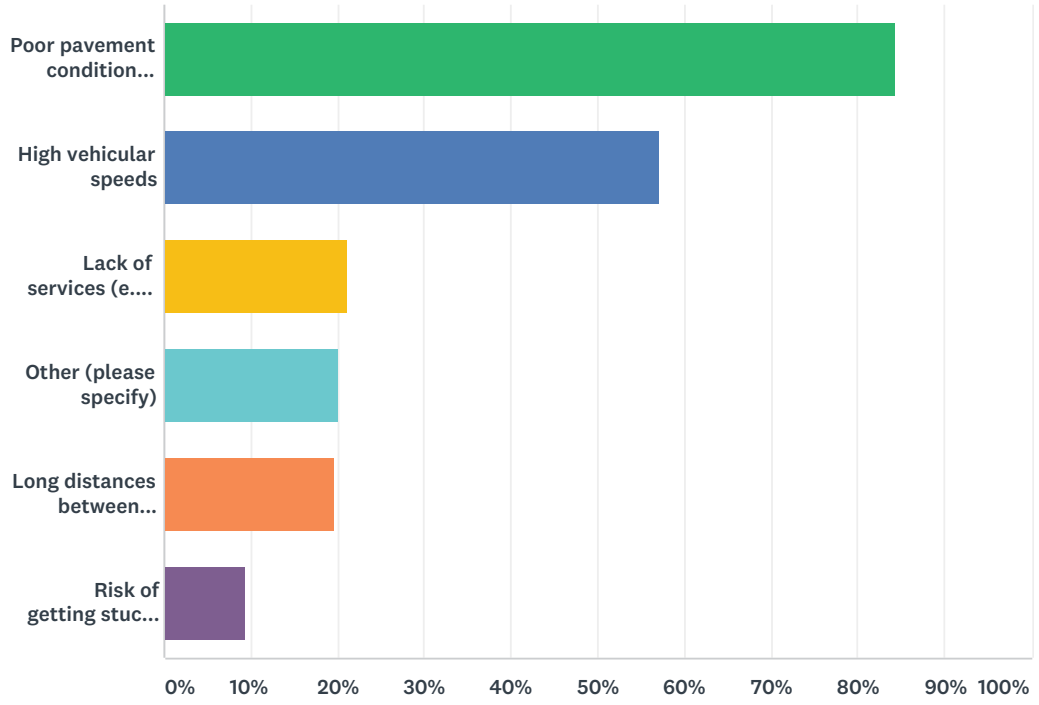
Answered: 564 Skipped: 29



ANSWER CHOICES	RESPONSES	
Yes	81.03%	457
No	18.97%	107
TOTAL		564

Q15 If you answered yes to the previous question, what are the biggest obstacles to bicycling in rural areas generally? Select all that apply. (Otherwise, skip to Question 16)

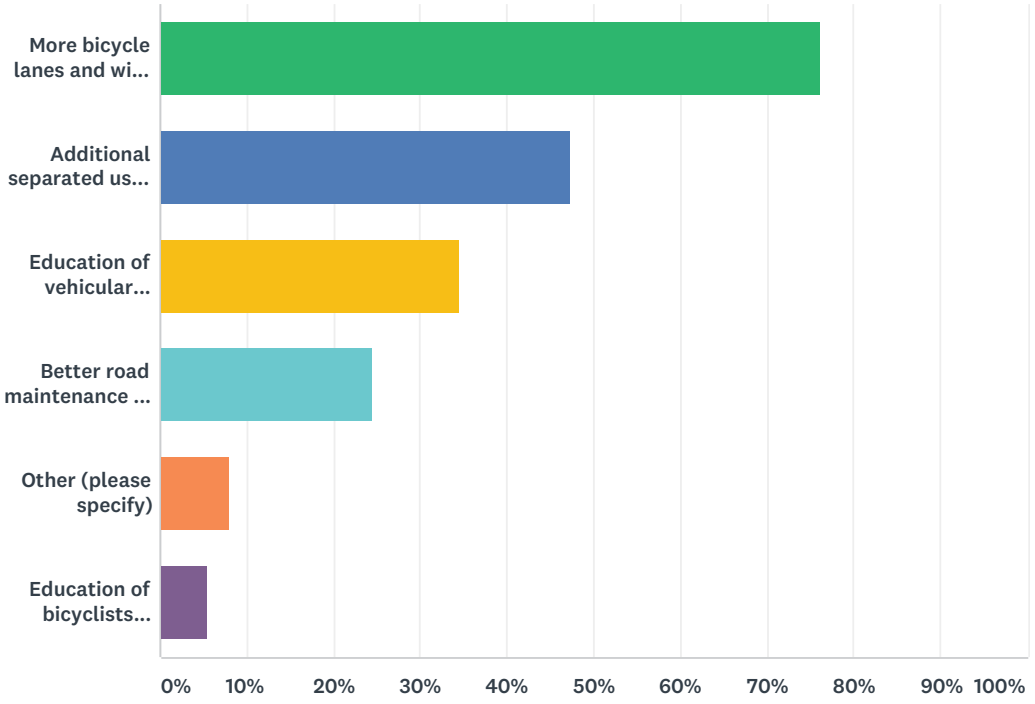
Answered: 464 Skipped: 129



ANSWER CHOICES	RESPONSES	
Poor pavement condition and/or lack of dedicated shoulders	84.27%	391
High vehicular speeds	57.11%	265
Lack of services (e.g. food, water, restrooms)	21.12%	98
Other (please specify)	20.04%	93
Long distances between destinations	19.61%	91
Risk of getting stuck in bad weather	9.48%	44
Total Respondents: 464		

Q16 Select the top two actions that should be taken to improve safety for bicyclists state-wide.

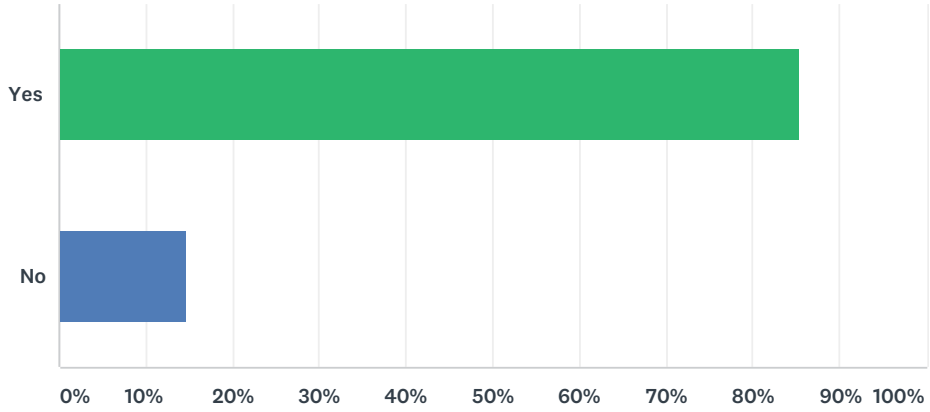
Answered: 572 Skipped: 21



ANSWER CHOICES	RESPONSES	
More bicycle lanes and wider shoulders	76.22%	436
Additional separated use paths	47.38%	271
Education of vehicular drivers about laws pertaining to bicycle-vehicle interaction	34.44%	197
Better road maintenance to ensure pavement is smooth	24.48%	140
Other (please specify)	7.87%	45
Education of bicyclists about laws pertaining to bicycle-vehicle interaction	5.42%	31
Total Respondents: 572		

Q17 While out on a recreational bicycle ride (all-day or multi-day), have you ever spent money on food, supplies, or transportation?

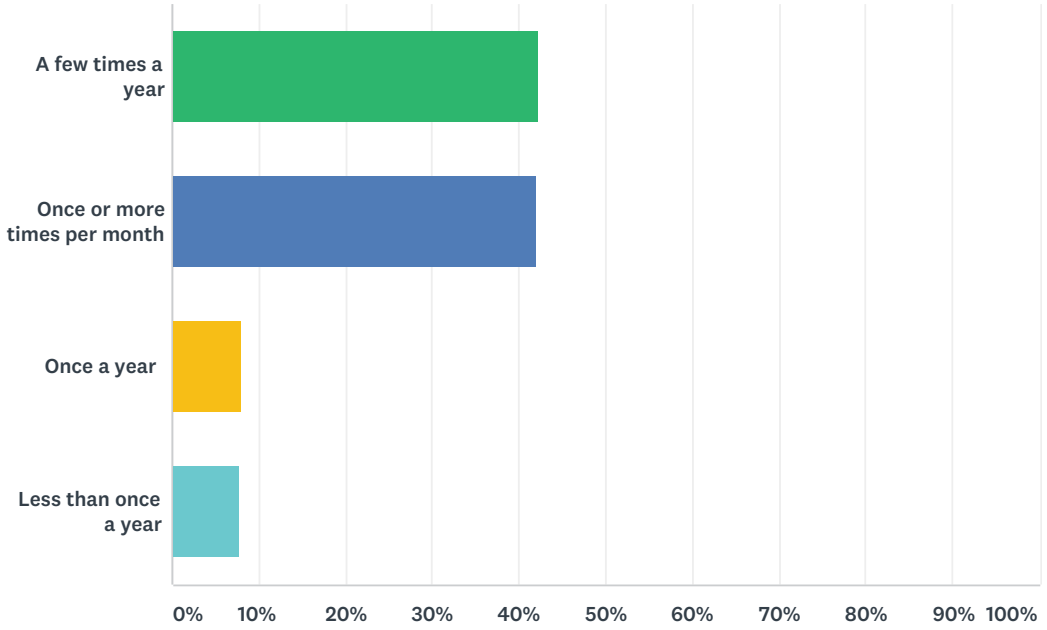
Answered: 550 Skipped: 43



ANSWER CHOICES	RESPONSES	
Yes	85.45%	470
No	14.55%	80
TOTAL		550

Q18 If you answered yes to previous question, how often do you take these trips? (Otherwise, skip to Question 23)

Answered: 474 Skipped: 119



ANSWER CHOICES	RESPONSES	
A few times a year	42.19%	200
Once or more times per month	41.98%	199
Once a year	8.02%	38
Less than once a year	7.81%	37
TOTAL		474

Q19 What type of bicycle-related travel do you do? (e.g. bike touring, bike packing, day-long rides, etc.)

Answered: 446 Skipped: 147

Q20 If so, how many days do you typically travel?

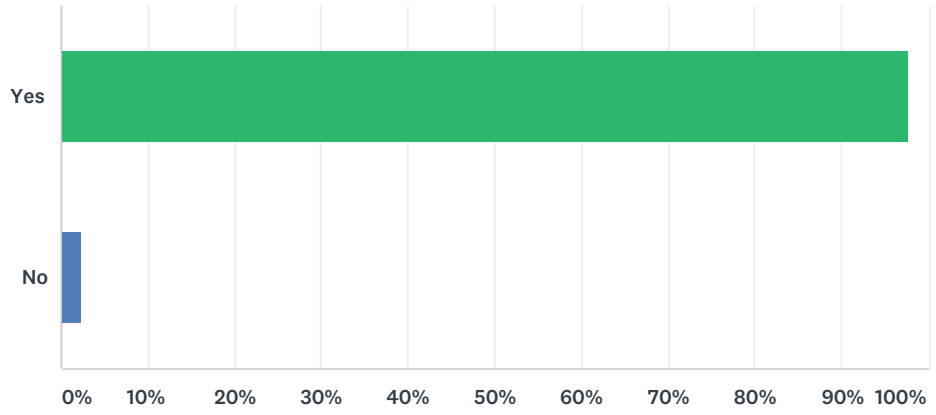
Answered: 421 Skipped: 172

Q21 What was your estimated daily per person travel budget?

Answered: 402 Skipped: 191

Q22 Do you own a bicycle?

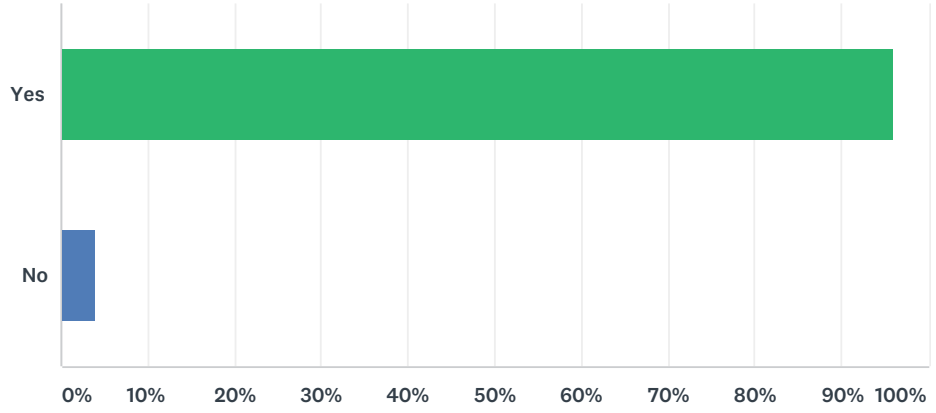
Answered: 552 Skipped: 41



ANSWER CHOICES	RESPONSES	
Yes	97.64%	539
No	2.36%	13
TOTAL		552

Q23 Do you have access to a vehicle on a daily basis?

Answered: 554 Skipped: 39



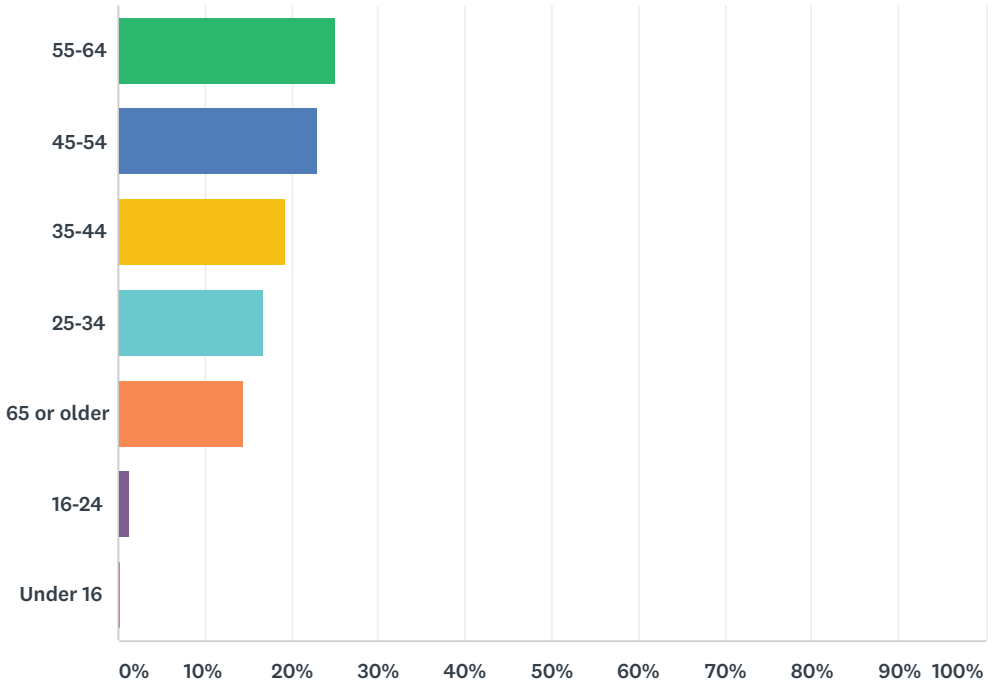
ANSWER CHOICES	RESPONSES	
Yes	96.03%	532
No	3.97%	22
TOTAL		554

Q24 What is your residential zip code? This information will remain anonymous and will not be shared with anyone. By knowing respondents' zip codes, the project team can work to ensure we are gaining input from residents in all parts of New Mexico.

Answered: 548 Skipped: 45

Q25 What is your age group?

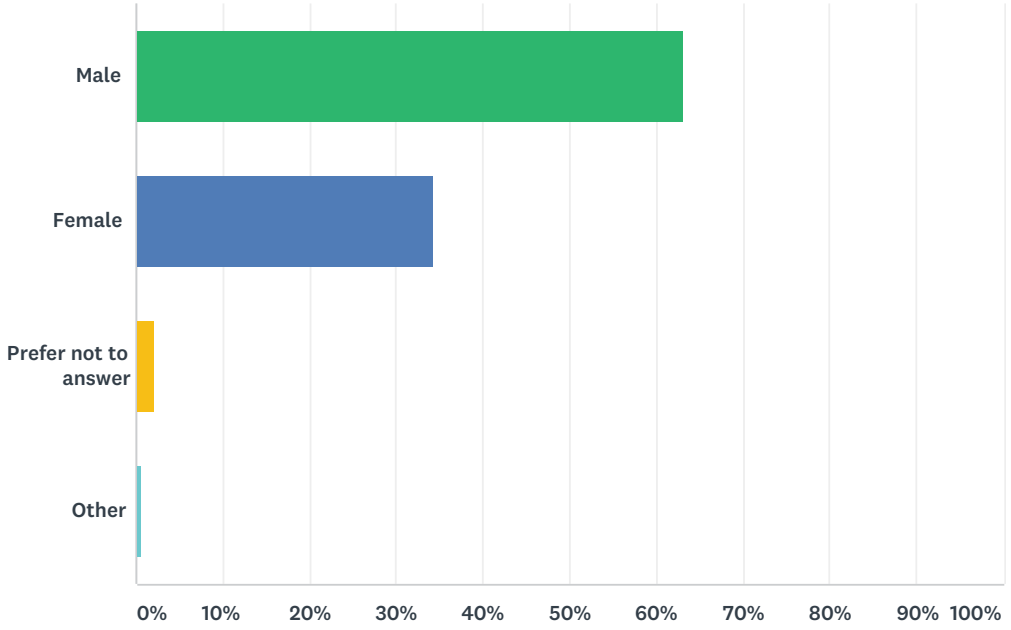
Answered: 551 Skipped: 42



ANSWER CHOICES	RESPONSES	
55-64	25.05%	138
45-54	23.05%	127
35-44	19.24%	106
25-34	16.70%	92
65 or older	14.52%	80
16-24	1.27%	7
Under 16	0.18%	1
TOTAL		551

Q26 With which gender do you identify?

Answered: 550 Skipped: 43



ANSWER CHOICES	RESPONSES	
Male	63.09%	347
Female	34.36%	189
Prefer not to answer	2.00%	11
Other	0.55%	3
TOTAL		550

Q27 Thank you for completing the survey! Stay connected with the New Mexico Bike Plan at www.bhinc.com/nm-bike-plan/. If you would like to receive updates on the planning process, please provide your email address below (your survey answers will remain anonymous and your email will not be used for any purpose other than communication about this Plan).

Answered: 256 Skipped: 337

APPENDIX E | PUBLIC COMMENTS AND RESPONSES

SUMMARY OF PUBLIC COMMENTS RECEIVED AND NMDOT RESPONSE

During the public comment period and during public meetings NMDOT received a wide range of comments about the New Mexico Prioritized Statewide Bicycle Network Plan (NM Bike Plan). The following provides a summary of comments received and NMDOT response to the comments, organized around 6 overarching topics:

1. Support/opposition for investments in bicycle infrastructure
2. Roadway design and features
3. Maintenance and roadway treatments
4. Plan methodology and approach
5. Plan next steps and implementation
6. Specific routes and suggested network modifications

1. Support/Opposition for Investments in Bicycle Infrastructure

Commenters expressed a variety of opinions on investment in bicycle infrastructure on New Mexico Highways. Many commenters expressed general support for investment and improvement to bicycle infrastructure, citing such benefits as: increased safety for bicyclists, opportunity for economic development, reduction in auto emissions, and more opportunities for healthier living. Several commenters expressed general opposition to the idea of investing in bicycle infrastructure and the presence of bicyclists on highways. Reasons cited include obstructions to traffic flow, speed differential between bicyclists and motor vehicles, lack of space for bicycles, and no fuel or licensing revenues raised by bicyclists.

NMDOT response: NMDOT's Long Rang Transportation Plan, the New Mexico 2040 Plan (2040 Plan), calls for a "safe and sustainable multimodal transportation system that supports a robust economy, fosters healthy communities, and protects New Mexico's environment and unique cultures." The NM Bike Plan works to implement the Vision of the 2040 Plan through strategic investments in core corridors. Additionally, bicyclists are allowed by law to ride on the road,[1] except where they are explicitly prohibited by law, such as along interstate highways in urban areas of more than 50,000 people.[2]

2. Roadway Design and Features

Commenters at public meetings and through the online forum expressed opposition to rumble strips in the shoulder that reduce the useable space in the shoulder. Commenters also recommended reducing speed limits in constrained areas, and providing as much separation between bicycles and motor vehicles as possible. Several commenters described a need for

[1] NMSA § 66-3-702
[2] NMAC § 18.31.3.8(B)

additional signage for purposes including wayfinding and increasing motorist awareness of cyclists. A few commenters showed support for the development of separated multi-use paths and development of rails-to-trails corridors throughout the state.

***NMDOT response*:** The NM Bike Plan provides guidance on the use and installation of rumble strips in the *Bikeway Facility Types* section and references NMDOT's Rumble Strip Policy and rumble strip standard drawing, which includes bicycle-friendly periodic gaps within the rumble strips. The Plan's Design Guidelines use a roadway's daily traffic volume, speed limit, and the engineer's professional judgment in selecting appropriate bicycle infrastructure improvements, in relation to those elements. As speeds and traffic volumes increase, the Plan recommends providing more separation between bicyclists and motorists. Also included in the *Design Guidelines* Section, is guidance for signage for wayfinding and for increasing motorist awareness of bicycles. Multi-use paths and side-paths are included in the menu of potential bicycle facilities for rural and urban bikeways. A separated facility may be appropriate in certain locations, but not all. The Plan provides guidance on when the installation of multi-use or side paths is appropriate. The Plan's focus is to recommend priority locations for bicycle facilities along NMDOT owned and maintained roadways. Therefore, rail-to-trail conversions are outside the scope of this Plan.

3. Maintenance and Roadway Treatments

Several commenters advocated for the use of bicycle-friendly treatments to roadways during maintenance and repaving activities. Comments included not using chip sealing on bicycle routes and when any resurfacing occurs, preventing the creation of a pavement edge or drop-off in the shoulder. Several commenters also requested guidance be developed for street sweeping before major race events, after severe weather events, and after motor-vehicle crashes.

NMDOT response: The NM Bike Plan's primary focus is identifying opportunities to improve, maintain existing, or incorporate new bicycle facilities into roadway reconstruction and major rehabilitation activities. The scope of the plan does not include day-to-day maintenance guidance (e.g. street sweeping, snow plowing, etc.), but the Plan provides recommendations for maintenance 'best practices' within the *Design Guideline* section.

NMDOT understands the importance of keeping shoulders and bicycle lanes clear of debris and snow/ice and the Plan includes best practices for sweeping and snow removal in the *Design Guidelines* section. NMDOT Districts currently work with bicycle event sponsors/coordinators to sweep roadways on race or event routes upon request. NMDOT District maintenance staff also work to respond to specific complaints along roadways. The Plan supports this continued coordination.

The benefit of full-width paving is included within the *Maintenance Strategies* table of the *Design Guideline* section. The goal of the guidance is to reduce instances of a seam or edge in the ridable shoulder area. The best practice outlined in this section recommends all surfacing work span the full width of the existing paved surface or, if the shoulder is in good condition, only

applying the treatment to the driving lanes to the roadway edge line to prevent a seam or edge in the shoulder.

4. Plan Methodology and Approach

A few commenters questioned the robustness of the Plan's outreach and coordination approach with other state and local agencies across the state. A few commenters called for the plan develop a unified and consistent statewide plan across agencies and jurisdictions. One commenter suggested providing links to other entities' plans when the NM highway network ends due to changes in roadway ownership and maintenance. Several commenters suggested the inclusion of education and enforcement strategies into the NM Bike Plan. Additional commenters identified frontage roads as a preferred alternative to Interstate travel.

NMDOT response: The NM Bike Plan is a statewide bike network plan that is limited to roadways owned and maintained by NMDOT; therefore, it does not include local/regional network analysis. However, NMDOT met with all five of the Metropolitan Planning Organizations (MPOs) to ensure coordination between relevant planning documents, including MPO bicycle plans. The Plan network also considers available tribal/local/county-level bicycle plans to maximize consistency between documents when possible. The Project Team also solicited input from state agencies during the development of the Plan. Because of the scale of the NMDOT roadway network, the planning team took a systematic approach to analyzing and prioritizing needs and opportunities for bicycle infrastructure across the state. As roadway reconstruction and major rehabilitation projects occur, there are opportunities for coordination with regional and local planning efforts and specific roadways, popular travel routes, and corridor-specific needs can be addressed.

Education and enforcement of roadway and bicycle laws is outside of the scope of the plan. However, the plan does identify relevant plans and programs that address these issues. In particular, NMDOT's education and enforcement strategies are included in its annual Highway Safety Plan, which leverages federal funding for these programs, including the 'Look For Me' educational campaign, aimed and increasing motorist awareness of bicyclists, pedestrians and motorcyclists.

After receiving public comments related to frontage roads, they are now addressed in the *Recommendations* section of the Plan, for analysis in future updates or revisions of the Plan.

5. Plan next steps and implementation

Commenters provided a variety of thoughts on the implementation of the plan. Some considerations and questions on the Plan's next steps included: tracking the implementation and construction of bicycle facilities over time, and the development of a map to help in wayfinding and route planning. A few commenters mentioned an absence of mandatory

language within the plan. Some commenters oppose the long-term, prioritized approach due to the long implementation schedule.

***NMDOT response**:* The Plan describes an approach to tracking of the build-out of the Network in the *Recommendations* section. The maps included in this document are for planning purposes only and serve a different purpose than wayfinding maps. NMDOT maintains its "New Mexico Roadway Bicycle Guideline Map" that identifies roadway average annual daily total traffic, average annual truck traffic, the presence of steep grades, estimated usable shoulder width, points of interest, and resources for bicyclists. This map is intended for wayfinding and route planning. The long-term approach to developing bicycle infrastructure fits within NMDOT's established planning, maintenance, and reconstruction processes. The Plan's approach capitalizes on opportunities to incorporate bicycle infrastructure as part of larger projects to reduce the costs of the improvements and serves as guidance, not standards or requirements, for strategic implementation of bicycle infrastructure. NMDOT currently does not have an identified budget to implement the NM Bike Plan as stand-alone projects.

6. Specific Routes and Suggested Network Modifications

Commenters identified specific roadways and identified concerns with the Priority Tier designation of the route, or identified specific issues along a route that could be improved through the installation of bicycle infrastructure. Some of the roadways are under the jurisdiction of NMDOT and some are not. Specific NM Highway routes several commenters identified include NM 9, NM 14, NM 28, NM 165, NM 271, NM 524, NM 554, NM 592, US 180, W Frontage Road (Santa Fe).

***NMDOT response**:* Many of the roadways described by commenters are outside of the jurisdiction of NMDOT and therefore not included in the plan. In communities where commenters desire bicycle infrastructure, but where the roadways are not an NM Highway, the Plan can help support the development of infrastructure by identifying opportunities to make key connections. In the table below, specific routes and their tier designation are described.

Route	Tier Designation and Rationale
Interstates and frontage roads	Interstates and most frontage roads are not included in the NM Bike Plan. The Plan proposes no changes to the roadway and shoulder configuration of interstate highways. Bicyclists are allowed to ride on the interstates except where they are explicitly prohibited, such as along the interstate highways in urban areas of more than 50,000 people.[3]

[3] NMAC § 18.31.3.8(B)

	Most frontage roads are not included in this iteration of the Plan, though NMDOT recognizes their importance and hopes to analyze them in a future update.
NM 4	New Mexico 4 is a scenic, mountainous road designated a Tier 1 facility from the intersection of NM 502 to Pajarito Road in White Rock. NM 4, east of Pajarito Road it is designated a Tier 2 facility. This is a popular route for recreational cyclists. Both designations indicate the inclusion of bicycle facilities during major roadway rehabilitation or reconstruction.
NM 9	NM 9 is designated a Tier 2 facility due to the lack of bicycle services along the route, low demand, and low traffic volumes. This designation was changed dues to additional analysis, public comments, and inter- and intra-governmental conversations.
NM 14	New Mexico 14 is a popular route for recreational cyclists from within and beyond for residents and visitors to New Mexico. NM 14 has been designated as Tier 1 due to additional analysis of the roadway's designation as a Scenic Byway, use in competitive bicycle races, as well as public comment received on the route.
NM 28	New Mexico 28 in the Mesilla Valley is a unique and popular road for cycling. Local landownership directly abuts the roadway and in some areas the road is on an easement. These limitations restrict the possibility to widen the road and develop more robust infrastructure. To address the safety needs of the corridor, NM 28 has been identified as a Tier 2-Basic facility, indicating that the roadway should receive markings, and signage to alert drivers to bicycle presence. Additionally, the Plan identifies NM 478 as a Tier 1, which provides a parallel route to NM 28 and has a wider right-of-way.
NM 50 (Glorieta to Pecos)	NM 592 is designated as a Tier 2 facility, indicating the inclusion of bicycle facilities when the road is being reconstructed or undergoes major rehabilitation treatments. Additional signage to alert drivers is also appropriate on Tier 2 facilities.
NM 63 (Pecos to I-25)	NM 592 is designated as a Tier 2 facility, indicating the inclusion of bicycle facilities

	when the road is being reconstructed or undergoes major rehabilitation treatments.
NM 68	NM 68 is designated a Tier 1 facility
NM 76 to NM 518 (High Road to Taos)	This scenic route is popular for vehicle and bicycle travel. The roadways that comprise the High Road to Taos, NM 76 to NM 518, are designated a Tier 1 facility.
NM 165 (from I-25 to Placitas)	NM 165 is designated a Tier 1 facility from I-25 to approximately Chamisa Road in Placitas. This designation includes design guidance for bike lanes, separated bike lanes, or a multi-use path. Depending on the context of the roadway the project development engineer, with consultation from the community, can decide which treatment is most appropriate.
NM 271	NM 271 is designated a Tier 3 facility, meaning there is no inclusion of bicycle facilities due to the low traffic volumes and low demand. If safety issues are present, the Plan provides guidance to make drivers more aware of bicyclists.
NM 285	The segment of NM 285 south of I25 is designated a Tier 2 facility. The segment north of I25 is designated a Tier 1 facility. This roadway provides a critical north-south connection in the Santa Fe region. Both designations indicate the inclusion of bicycle facilities when the road is being reconstructed or undergoes major rehabilitation treatments.
NM 466 (St. Michael's Drive)	NM 466 is designated a Tier 1 facility
NM 503	A segment of NM 503 between Juan Medina Road and NM 76 is designated a Tier 3 facility because it is a low volume, alternate route for the High Road to Taos. Juan Medina Road is not included in the Network because it is not owed or maintained by NMDOT.
NM 524 (Lea Street)	NM 524, between 6th Street and NM 285 in Carlsbad, is designated a Tier 2 facility, indicating the inclusion of bicycle facilities when the road is being reconstructed or undergoes major rehabilitation treatments.
NM 554	NM 554 is designated a Tier 2 facility, indicating the inclusion of bicycle facilities when the road is being reconstructed or undergoes major rehabilitation treatments.
NM 556 (Tramway Road at I-25 to Tramway Blvd)	NM 566 is designated a Tier 1 facility. This roadway provides critical connections. The

	Plan supports the continued maintenance of existing bicycle facilities.
NM 592	New Mexico 592 is a scenic and winding road, as well as a popular recreational cycling route. NM 592 is designated as a Tier 2 facility, indicating the inclusion of bicycle facilities when the road is being reconstructed or undergoes major rehabilitation treatments. Additional signage to alert drivers is also appropriate on Tier 2 facilities. The Tier 2 designation is consistent with the methodology used across the state.
US 180 to NM 11	US 180 from Silver City to Deming is designated a Tier 1 facility due to high demand. NM 11 From Deming to Columbus is designated a Tier 2 facility. These designations indicate the inclusion of bicycle facilities when the road is being reconstructed or undergoes major rehabilitation treatments.
W Frontage Road (Santa Fe)	The West Frontage Road, in Santa Fe along I-25 and between NM 14 and NM 599, is categorized as “On street route—Shared-Higher Traffic/Speed” in the 2018 Santa Fe Bikeways and Trails Map, created by the Santa Fe Metropolitan Planning Organization. Coordination with local jurisdictions to discuss this roadway is recommended for this and other local/regional network designations. Also see response above for “Interstates and frontage roads.”

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