

1210 Bicycle Facilities

1210.1 General

Bicycling is an efficient form of transportation for many kinds of utilitarian trips, including trips to work, school, bus stops, train stations, and shopping and entertainment venues, as well as for recreational trips for exercise or simple enjoyment. Due to diverse socioeconomic factors, bicycling is for some the only option for efficient, independent mobility. Others choose to bicycle for transportation because of its many benefits, both to individuals and to the community. New Mexico's temperate climate, natural beauty, and topography also make it an attractive place for long-distance bicycle touring.

The New Mexico Department of Transportation's (NMDOT's) Statewide Planning Bureau develops the statewide long-range multimodal transportation plan. Two of the goals stated in the statewide long-range plan are to (1) improve safety for all system users, including bicyclists, and (2) to provide multimodal access and connectivity for community prosperity.

The Statewide Planning Bureau develops and maintains the [Prioritized Statewide Bicycle Network Plan \(NM Bike Plan\)](#), adopted by NMDOT in December 2018. The NM Bike Plan identifies which NMDOT owned and maintained roadways should receive bicycle infrastructure investments during major roadway reconstruction and rehabilitation. The Plan's Design Guidelines provide different options for bicycle facilities based on the route's tier designation, context (urban or rural), and posted speed limit and average annual daily traffic (AADT).

The NMDOT Bicycle, Pedestrian, and Equestrian (BPE) coordinator serves as a resource for NMDOT staff on BPE-related issues. The BPE coordinator directs the development of the [State Bicycle Guideline Map](#), which provides information on existing conditions to help bicyclists choose a route when riding in New Mexico. This map may be referenced for current roadway conditions, but not for infrastructure planning purposes. Additional NMDOT resources regarding bicycles, pedestrians, and equestrians are located [here](#).

1210.2 References

1210.2.1 Federal/State Laws and Codes

- [23 Code of Federal Regulations \(CFR\) Part 652](#) - Pedestrians and Bicycle Accommodations and Projects.
- [New Mexico Statutes Annotated \(NMSA\) Sections 66-3-701 through 66-3-707](#), state statutes concerning bicyclists.
- [NMSA Section 67-3-62](#), Provisions for Pedestrian, Bicycle and Equestrian Traffic Required.
- [New Mexico Administrative Code \(NMAC\) 18.31.3](#), Alternative Modes of Transportation on Limited Access Highways.

1210.2.2 Design Guidance

- A Policy on the Geometric Design of Highways and Streets (Green Book), AASHTO, current edition.
- Guide for the Development of Bicycle Facilities, American Association of State Highway Transportation Officials (AASHTO), current edition.
- [Incorporating On-Road Bicycle Networks into Resurfacing Projects](#), Federal Highway Administration (FHWA), March 2016.
- Manual on Uniform Traffic Control Devices (MUTCD), United States Department of Transportation (USDOT), FHWA, current edition.
- [Memorandum: Bicycle and Pedestrian Facility Design Flexibility](#), FHWA, August 2013.
- NMDOT [Standard Specifications for Highway and Bridge Construction](#), current edition.

- NMDOT [Standard Drawings](#) – bicycle railing 543-04, rumble strips 631-01 and 631-02.
- [Recommended Practice for Bicycles and Pedestrians at Interchanges](#) (Draft, RP-039), Institute of Transportation Engineers (ITE), 2014.
- [Separated Bike Lane Planning and Design Guide](#), FHWA, May 2015.
- [Urban Bikeway Design Guide](#), National Association of City Transportation Officials (NACTO), 2014, 2nd edition.

1210.2.3 Reference Documents

- [New Mexico 2040 Plan](#)
- [NMDOT Bicycle Guideline Map](#)
- [Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations](#), USDOT, March 2010
- [Prioritized Statewide Bicycle Network Plan](#) and [Appendix](#)

1210.3 Procedures

The NMDOT defers to the references listed above for the design of bicycle facilities in NMDOT right-of-way. Roadways identified as Tier 1 or Tier 2 on the Priority Network in the NM Bike Plan should be given full consideration for the inclusion of (or enhancement of existing) bicycle facilities in the planning and design of new roadway construction projects, roadway reconstruction projects, and major roadway rehabilitation projects. Routine resurfacing projects may be used as an opportunity to improve or maintain bicycle facilities and connectivity along corridors identified as Tier 1 or Tier 2.

The recommendations in the NM Bike Plan are considered the minimum level of investment. The designer may also include bicycle facilities on roads designated as Tier 3, if the scoping or Phase A/B process identifies a need for bicycle facilities. Similarly, a Tier 2 roadway could be designed to include Tier 1 features, if the scoping or Phase A/B process warrants enhanced facilities.

Per New Mexico State law, bicyclists may ride on the shoulders of interstate highways in New Mexico except within the boundaries of cities with a population of 50,000 or more.

The NM Bike Plan must be consulted during the scoping phase of a project in order to determine if a particular project is occurring on the Priority Network. This identification will assist in building out the network.

The NMDOT BPE Coordinator should be consulted during major roadway rehabilitation and reconstruction projects to determine if appropriate considerations are being made for bicyclists. The BPE Coordinator may also be consulted during routine resurfacing projects to assist with identifying strategies for including bicycle facilities and to determine appropriate facilities.

The designer should note that edge-line rumble strips may be incompatible with bicyclist travel. The negative impact of rumble strips on the bike-ability of a roadway has prompted AASHTO and the FHWA to provide guidance to follow when considering rumble strips on roadways used by bicyclists. They recommend that rumble strips should not be used indiscriminately on roadways that are not limited access. Rumble strips should be used where there is a history of run-off-the-road crashes, especially where there is sufficient recovery room for a motorist to react to the alert provided by the rumble strip and when the impact to cyclists can be minimized. This means that at least four feet of unobstructed roadway shoulder remains after the rumble strips have been installed. The designer should refer to the NMDOT Rumble Strip Policy, expected 2020, and the rumble strip standard drawing (631-01) for context-specific direction on rumble strip placement and design.

Roadways designated as a state bicycle route may be signed with the M1-8-NM sign as shown in Exhibit 1210-1. Chapter 910 of the Design Manual contains additional information about signing for bicycle routes on state highways.

Exhibit 1210-1
**State Bicycle Route
Sign (M1-8-NM)**

