



New Mexico

RANKING # 40

REGIONAL RANKING » WEST #10

GOVERNOR: Susana Martinez

DOT COMMISSIONER: Tom Church

BICYCLE/PEDESTRIAN COORDINATOR: Rosa Kozub

STATE ADVOCACY GROUP: Bicycle Coalition of NM

CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

2 LEGISLATION AND ENFORCEMENT

2 POLICIES AND PROGRAMS

2 INFRASTRUCTURE AND FUNDING

3 EDUCATION AND ENCOURAGEMENT

1 EVALUATION AND PLANNING

TOP 10 SIGNS OF SUCCESS

= NEW IN 2015



1% OR MORE OF PEOPLE COMMUTING BY BIKE

SAFE PASSING LAW (3 FEET OR GREATER)

COMPLETE STREETS POLICY

DEDICATED STATE FUNDING



ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)



SHARE THE ROAD CAMPAIGN

VULNERABLE ROAD USER LAW



BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN



2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED

OVERALL POINTS

28 of 100

2014: 25 of 100

FEEDBACK

- Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.
- Adopt a statewide bicycle plan that addresses each of the five “Es”, has clear implementation actions, and performance measures to gauge success.
- The Mid-Region MPO conducted a survey as part of their 2040 MTP planning process and when asked what needs to be done to improve the transportation network, over 70% of respondents said a change in attitude from the current driving culture which is overly aggressive and makes bicyclists and pedestrians feel unsafe. Implement changes to driver training, public outreach, and other programs that impact driving culture in order to make roads safer for all users.
- Consider ways to incentivize local plans and land-use policies to be more supportive and encouraging of density and mixture of uses, which would ultimately support walking, bicycling and transit usage.
- Adopt a statewide Complete Streets policy. The National Complete Streets Coalition has a model state policy and a variety of other resources to ensure adoption and implementation.
- Update the state rumble strip policy to ensure compliance with the November 2011 Federal Highway Administration guidance. Require that rumble strips are not installed unless a traffic safety study proves they are necessary.
- Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian. Model language is available here: <http://bikeleague.org/content/model-legislation>.
- Conduct a bicycle economic benefit study to showcase the positive impacts of bicycling for tourism, health costs, economic development, job creation, and transportation return on investment.

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snap shot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit www.bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.