



BICYCLE FRIENDLY STATE REPORT CARD



31% PERCENT OF STATE IN BFC SILVER+

STATE ADVOCACY GROUP:
BICYCLE COALITION OF NEW MEXICO

NEW MEXICO

#35 NATIONAL RANK (OF 50)

#9 REGIONAL RANK (OF 13)

SEE THE REPORT CARD USE GUIDE

		F	D	C	B	A	
	Infrastructure & Funding	D					Considers the use of federal transportation funding, state transportation funding, and the existence of bicycle infrastructure in the state.
	Education & Encouragement	C					Considers bicycle mode share, advocacy, state goals to increase bicycling, and whether the state sponsors a conference on bicycling.
	Traffic Laws & Practices	D					Considers traffic laws related to bicyclist safety and practices for automated enforcement and preventing racial disparities in traffic law enforcement.
	Policies & Programs	C+					Considers Complete Streets policies and programmatic support for implementing bicycling improvements, including staffing and integrating public health.
	Evaluation & Planning	B-					Considers state bicycle plans, safety outcomes, guidance on bicycle facilities, data collection on bicycling and walking, and public engagement of bicyclists.

Based on the information we obtained for New Mexico, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in New Mexico.

Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety. Over the last two decades most states have adopted a safe passing law to protect people biking. New Mexico is one of 11 states that has not.

New Mexico is one of the most dangerous states for people walking, and is thankfully no more dangerous than average for people biking. Both people biking and walking face common threats posed by arterial roadways. 85% of people killed while biking in the state were killed on arterial roadways. Addressing arterial roadways is key to improving bicycle and pedestrian safety.

In 2021, the New Mexico DOT adopted its first Statewide Pedestrian Safety Action Plan to address the high pedestrian fatality rate in New Mexico. This effort is welcome and hopefully the infrastructure, land use, and other improvements contemplated by this plan also improve the experiences and safety of people cycling.

Adopt a statewide Complete Streets policy or other policy that institutionalizes planning, designing, and building safe places for people to bike and walk as part of the transportation system. While we give credit to New Mexico under our Bicycle Friendly Action criteria, the state only has resolutions expressing support for Complete Streets rather than stronger actions, such as a law or departmental policy.

The New Mexico legislature and DOT should consider incentive programs to promote local land use and transportation coordination, including bicycle and pedestrian network connectivity.

Bicycle Friendly Actions	Progress?
Complete Streets Law / Policy	Yes
Safe Passing Law (3ft+)	No
Statewide bike plan last 10 years	Yes
2% or more federal funds on bike/ped	Yes-New/Updated
Bicycle Safety Emphasis Area	Yes

Federal Data on Biking	Rank
Ridership 0.62% of commuters biking to work	17/50
Safety 9.3 fatalities per 10K bike commuters	25/50
Spending \$6.60 per capita FHWA spending on biking and walking	4/50

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
[BIKELEAGUE.ORG/BFA/AWARDS](https://bikeleague.org/BFA/AWARDS)

The Bicycle Friendly State ranking is based on a comprehensive survey—with over 100 data points—completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202) 822-1333 or ken@bikeleague.org.