

Category of Comments	NMDOT Response to Comments
<b>Maintenance definition</b>	The main focus of the NM Bike Plan are opportunities to improve, maintain existing, or incorporate new bicycle facilities into roadway reconstruction and preservation 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 a set of maintenance best practices within the Design Guideline section. The Plan identifies roadway reconstruction and major rehabilitation activities as the ideal opportunity to incorporate, improve, or maintain bicycle facilities as these activities require a “hard look” at the facility, users, and needs, and reconstruction offers more opportunities to rebuild a roadway with, for example, additional width. A table of reconstruction, rehabilitation and preservation activities has been included in the final plan to better describe the roadway improvement activities.
<b>Level of analysis/scale of NM Bike Plan</b>	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. Because of the scale of the NMDOT roadway network, the planning team took a systematic approach to analyze and prioritize 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.
<b>Paving to the edge of the roadway</b>	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 prevent the presence of a seam or lip in the rideable shoulder area. The best practice outlined in this section says all surfacing work should 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 lip in the shoulder.
<b>Street cleaning</b>	The day-to-day operations of sweeping the roadway to remove debris is an activity beyond the scope of the NM Bike Plan, which is an infrastructure plan. 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 currently works with bicycle event sponsors/coordinators to sweep roadways in race or event routes upon request. NMDOT District maintenance staff also work to respond to specific complaints along roadways.
<b>Suggested network modifications</b> <ul style="list-style-type: none"> <li>- NM 28</li> <li>- NM 14</li> <li>- NM 592</li> </ul>	New Mexico 28 in 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, NM28 has been identified as a Tier 2-Basic facility, indicating that the roadway should receive

<p>- <b>W Frontage Rd (Santa Fe)</b></p>	<p>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.</p> <p>New Mexico 14 is a popular route for recreational cyclists from within and beyond New Mexico. Sections of NM14 near areas with larger populations are designated as Tier 1 due to demand. For the longer stretches of roadway along NM14 that are primarily being used by recreationalists, the Tier 2 designation is consistent with the methodology used across the state and is consistent with AASHTO guidance for bicycle facilities.</p> <p>New Mexico 592 is a scenic and winding road, as well as a popular recreational cycling route. NM592 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.</p> <p>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.</p>
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