



Mid-Region Metropolitan Planning Organization (MRMPO) Long Range Systems Maps Update Policies and Procedures – Long Range Bicycle System (LRBS) Map

Local entities, agencies, and members of the public may request a change or update on an existing, future, or proposed bicycle facility at any time. MRMPO staff will make updates to the map (if any are requested) to reflect any approved changes once per year in December. More frequent updates may be made at the discretion of MRMPO staff.

- 1) Requested changes to existing facilities:
 - a) Requested changes to the LRBS for an existing facility by the jurisdiction in which the facility is located will be implemented without any other approvals required (for example, the Active Transportation Committee).
 - b) Requested changes on an existing facility by another entity (including MRMPO) or the public will require approval of the jurisdiction where the facility is located (MRMPO will provide the member of the public with contact information for a staff member at the jurisdiction. It will be up to the member of the public to obtain the jurisdiction's approval.). This can include new (or previously not-included) facilities which may be added by the GIS Team as they're discovered in the course of other work (e.g., while using a new orthophotography delivery).
 - c) MRMPO staff may make minor edits to existing facilities as appropriate (e.g., changes to symbology, legend titles, minor alignment fixes, etc.).
 - d) Requested changes to existing facilities do not require Active Transportation Committee (ATC) approval.

- 2) Requested changes to a future or proposed facility:
 - a) Requested changes to the LRBS for a proposed facility by the jurisdiction in which the facility is located will be reviewed by the ATC and MRMPO staff. Owners of a facility should coordinate a requested change with the jurisdiction where the facility is located.
 - b) If another entity wants to update or change a future or proposed bicycle facility designation that is not under their jurisdiction, the entity must first discuss with the local entity where the project is located and work together to make a request. A request will not be implemented without the approval of the municipality or agency.
 - c) MRMPO staff will accept requests to the future and proposed network from the public. These requests must be reviewed and approved by the appropriate agency staff in order for the change to be reflected on the LRBS. (MRMPO will provide the

- member of the public with contact information for a staff member at the jurisdiction. It will be up to the member of the public to obtain the jurisdiction's approval.)
- d) MRMPO staff may make minor edits to future facilities as appropriate (e.g., changes to symbology, legend titles, minor alignment fixes, etc.) without the approval of the ATC Committee. The jurisdiction where the facility is located shall be notified.
- 3) Once a request to change a future or proposed bicycle facility designation is received and approved by the appropriate municipality or agency, the request is reviewed by the Active Transportation Committee (ATC) and MPO staff.
 - 4) The request for future or proposed bicycle facilities will be evaluated based on the following:
 - a) Recommended bicycle facility type as recommended in the chart below:

1. For each category, it is recommended to implement the safest bicycle facility possible if ROW is available. The chart shows the most desirable bikeway design at the top with additional options below depending on street context, ROW, and funding support or other. Integrating the safest bicycle facility possible could encourage more riders of different ages, genders, and different levels of comfort. Also, adding a bicycle facility could also provide an opportunity to narrow the travel lane and slow down traffic speed.

2. On facilities over 6,000 Average Daily Traffic (ADT) and along a Collector roadway, a bicycle lane should be prioritized over parking unless it is in a highly urban commercial area or an activity center.

3. It is not recommended to remove existing bicycle facilities unless there is a clear and consistent conflict with access to commercial destinations and the street already experiences slow vehicular traffic.

Notes: When referring to bicycle boulevards, that designation includes more than just adding a slower speed limit sign (e.g., 18 mph) and includes roadways that prioritize bicycle travel over vehicle travel and include design features to slow and calm vehicle traffic to make it more comfortable for bicyclists. Examples include, but are not limited to, roundabouts on Silver or the mid-block crossings at Silver and Girard, Summer, and San Pedro.

Notes: This chart is based on the National Association for City Transportation Officials (NACTO) guide for Designing for All Ages and Abilities. This chart is meant to serve as a way to recommend and create a connected, "premium," and all ages and abilities bicycle network. Bicycle routes are not on this chart because usually only a sign is added to designate those and they usually do not include other traffic calming features. Bike Routes should be thought of as way finding routes that could be enhanced with more signage.

Motor Vehicle Speed	Target Max. Motor Vehicle Volume (ADT)	Key Operational Considerations	Bicycle Facility Proposed
≤25 mph	Less than 6,000	Low curbside activity	Protected bicycle lane
			Buffered bicycle lane
			Bicycle Lane
			Bike Boulevard
Greater than 26 mph	6,000 to 10,000	Low curbside activity	Protected bicycle lane
			Buffered bicycle lane
			Bicycle Lane
	10,000 or greater	Low curbside activity	Protected bicycle lane
		Buffered bicycle lane	
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		High pedestrian volume	Bike path with separate walkway or protected bicycle lane
		Low pedestrian volume	Shared-use path or protected bicycle lane

- b) Local jurisdiction expectations of the future roadway and bikeway function, including any identifying modal information from comprehensive planning efforts.
- c) Proximity and connections of the facility to other facilities and destination within the bikeway system.

5) Consensus agreement on the approval of the change or update for future designations will be finalized by the Active Transportation Committee. If consensus cannot be reached, the request will be submitted to MRMPO’s Transportation Coordinating Committee (TCC).

Approvals Matrix for Existing and Future Bicycle Facilities on the LRBS		
<i>If change is requested by:</i>	<i>Approvals Needed From:</i>	
	Existing Facility	Future Facility
MRMPO Staff	Jurisdiction	Jurisdiction, ATC
General Public	Jurisdiction	Jurisdiction, ATC
Jurisdiction ("owner") in which the facility is located	No approval needed	ATC
Another member agency or jurisdiction	Jurisdiction	Jurisdiction, ATC

ATC=Active Transportation Committee

6) MRMPO will accept requests for changes to the LRTS long range systems maps on an on-going basis per the instructions in the Mid-Region Metropolitan Planning Organization (MRMPO) Long Range Systems Map Update Policies and Procedures documents. Calls should be made for any needed updates to the LRBS, LRTS, and LRRS once per year, ideally in November or December. Desired locations should be denoted in the following ways, listed in the order of preference:

1. GIS data of the facilities for inclusion
 - a. Shapefile, feature class, KML/KMZ, and all other GIS formats are acceptable and preferred
2. Digital map depicting the completed facility
 - a. PDF, image file, or online map
3. Annotated map describing location and extent
 - a. Such as a Google Maps screenshot with additional information
4. Written description including, in as much detail as possible:

- a. To/from extents
 - b. Side of street (if applicable)
 - c. Type of facility
 5. If an agency cannot provide any of the above, the GIS Team will work with them to produce an accurate representation of the facility for inclusion in the LRBS.
- 7) Changes that are accepted and/or approved should be made in a timely manner afterwards to the online interactive maps located on the MTP LRTS page here: <https://www.mrcog-nm.gov/544/Long-Range-System-Maps>.

If substantial changes are made to the online interactive map, the accompanying static (PDF) map should also be updated as well. *The online interactive maps serve as the most current long range system maps.*