



# METROPOLITAN PLANNING ORGANIZATION

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## MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE AGENDA

The following is the Agenda for a meeting of the Mesilla Valley Metropolitan Planning Organization (MVMPO) Bicycle and Pedestrian Advisory Committee meeting to be held **May 16, 2017 at 5:00 p.m.** in the **Doña Ana County Commission Chambers**, 845 Motel Blvd., Las Cruces, New Mexico. Meeting packets are available on the [Mesilla Valley MPO website](http://mesillavalleympo.org).

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1. **CALL TO ORDER** \_\_\_\_\_ **Chair**
2. **APPROVAL OF AGENDA** \_\_\_\_\_ **Chair**
3. **\* APPROVAL OF MINUTES** \_\_\_\_\_
  - 3.1. April 18, 2017 \_\_\_\_\_ **Chair**
4. **PUBLIC COMMENT** \_\_\_\_\_ **Chair**
5. **ACTION ITEMS** \_\_\_\_\_
  - 5.1. Recommendation of Approval to the Policy Committee of the FFY 2018-2023 Transportation Improvement Program (TIP) \_\_\_\_\_ **MPO Staff**
6. **DISCUSSION ITEMS** \_\_\_\_\_
  - 6.1. Valley Drive Improvements \_\_\_\_\_ **NMDOT Staff, Molzen-Corbin Staff**
  - 6.2. City of Las Cruces Bicycle Task Force Progress Report \_\_\_\_\_ **CLC Economic Development Staff**
  - 6.3. NACTO Bicycle Design Standards \_\_\_\_\_ **MPO Staff**
7. **COMMITTEE and STAFF COMMENTS** \_\_\_\_\_ **Chair**
  - 7.1. MPO Update \_\_\_\_\_ **MPO Staff**
  - 7.2. Local Projects Update \_\_\_\_\_ **Jurisdictional Staff**
  - 7.3. NMDOT Projects Update \_\_\_\_\_ **NMDOT Staff**
  - 7.4. Committee Members Update \_\_\_\_\_ **BPAC**
8. **PUBLIC COMMENT** \_\_\_\_\_ **Chair**
9. **ADJOURNMENT** \_\_\_\_\_ **Chair**

1                   **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION**  
2                   **BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE**  
3

4   The following are minutes for the meeting of the Bicycle and Pedestrian Facilities  
5   Advisory Committee of the Mesilla Valley Metropolitan Planning Organization (MPO)  
6   which was held April 18, 2017 at 5:00 p.m. in Commission Chambers at Dona Ana  
7   County Government Building, 845 Motel Blvd., Las Cruces, New Mexico.  
8

9   **MEMBERS PRESENT:**     George Pearson, Chair (City of Las Cruces Citizen Rep)  
10                               Maggie Billings (Bicycle Community Citizen Rep)  
11                               Ashleigh Curry (Town of Mesilla Citizen Rep)  
12                               Jolene Herrera (NMDOT)  
13                               James Nunez (City of Las Cruces Staff Rep)  
14                               Samuel Paz (Dona Ana County Rep)  
15                               David Shearer (NMSU Staff Rep) (arrived 5:03)  
16                               Lance Shepan (Town of Mesilla Staff Rep) (arrived 5:04)  
17

18   **MEMBERS ABSENT:**     Andrew Bencomo (Pedestrian Community Rep)  
19                               Mark Leisher (DAC Citizen Rep)  
20                               Jess Waller (Bicycle Com. Rep.)  
21

22   **STAFF PRESENT:**       Tom Murphy (MPO)  
23                               Andrew Wray (MPO)  
24                               Michael McAdams (MPO)  
25                               Dominic Loya (MPO)  
26

27   **OTHERS PRESENT:**     John Wetmore  
28                               Phyllis Hedges  
29                               Becky Baum, Recording Secretary, RC Creations, LLC  
30

31   **1.     CALL TO ORDER (5:00)**  
32

33   Pearson:     It's five o'clock and we can count to five which is the requirement for a  
34                   quorum, so we will go ahead and call to order the Mesilla Valley  
35                   Metropolitan Planning Organization, Bicycle and Pedestrian Facilities  
36                   Advisory Committee meeting for April 18th. Let's just go down the line and  
37                   introduce everybody that's here.  
38

39   Herrera:     Good afternoon. Jolene Herrera, NMDOT.  
40

41   Billings:     Maggie Billings, Bicycle Community Representative.  
42

43   Curry:       Ashley Curry, Town of Mesilla Representative.  
44

45   Paz:          Samuel Paz, Dona Ana County.  
46

1 Nunez: James Nunez, City of Las Cruces.

2  
3 Pearson: And I'm George Pearson, City of Las Cruces Citizen Representative.

4  
5 **2. APPROVAL OF AGENDA**

6  
7 Pearson: Next on our agenda is approval of the agenda. Do we have any  
8 comments, additions, or subtractions to our agenda? I'll hear a motion to  
9 approve the agenda as presented.

10  
11 Curry: I'll put forth a motion to approve.

12  
13 Herrera: I second.

14  
15 Pearson: Got a motion and second to approve the agenda as presented. All in  
16 favor "aye."

17  
18 MOTION PASSES UNANIMOUSLY.

19  
20 Pearson: Any opposed? We've approved the agenda.

21  
22 **3. APPROVAL OF MINUTES**

23  
24 **3.1 January 17, 2017**

25  
26 Pearson: Next is approval of the minutes. Do we have any discussion on our  
27 January 17th minutes?

28  
29 Curry: I do have a few small changes. I think members present, we just need to  
30 revisit what we're calling people. I think Lance Shepan, it says Mesilla  
31 Marshall's Department, I think he's the Town of Mesilla Representative.  
32 Andrew Bencomo's Las Cruces Citizens Representative I believe.  
33 Anyway just to tidy those up and revisit those.

34 Page 11, line 24, it says "Number of injuries," I believe it should say  
35 "inquiries." Do you want me to wait so you can all see or do you want  
36 me just to move forward with my list?

37  
38 Pearson: It's up to staff.

39  
40 McAdams: What, give me that first page you said?

41  
42 Curry: Page 11.

43  
44 McAdams: Page 11.

45  
46 Curry: Line 24.

1  
2 McAdams: Line 24.

3  
4 Nunez: Right, "inquiries with" or "interviews with." But it's not, you are correct it's  
5 not injuries.

6  
7 Curry: Not injuries. And then page 19, line 39, it currently says "develop Cruces"  
8 and it should say "Velo Cruces."

9  
10 McAdams: Okay.

11  
12 Curry: Tell me when you're ready, I'll move on. Page 20, line number eight, it  
13 says "Tammy Shearer" and it's "Tammy Schurr." And that same page,  
14 line 27 it says "Southern New Mexico Trail Lines," it's "Southern New  
15 Mexico Trail Alliance." And that's all I've got.

16  
17 Pearson: Any other comments on the minutes? We have a couple of members that  
18 are joining us. David do you want to introduce yourself?

19  
20 Shearer: I'm David Shearer with Environmental Health and Safety at NMSU.

21  
22 Pearson: Lance go ahead and introduce yourself.

23  
24 Shepan: Lance Shepan, Mesilla Marshall's Office.

25  
26 Pearson: Okay, last call for any more further discussion on the minutes? I'll hear a  
27 motion to approve the minutes as amended.

28  
29 Curry: I'll put forth a motion.

30  
31 Shearer: Second.

32  
33 Pearson: I have a motion and a second to approve the minutes as amended. All in  
34 favor.

35  
36 MOTION PASSES UNANIMOUSLY.

37  
38 Pearson: Any opposed?

39  
40 **4. PUBLIC COMMENT**

41  
42 Pearson: That moves us on to item four which is public comment. Do we have any  
43 members of the public that wish to comment at this point? Seeing none.

44  
45 **5. ACTION ITEMS**

1           **5.1     Amendment to the 2016-2021 Transportation Improvement Program**

2  
3     Pearson:     We'll move on to our action items.

4  
5     McAdams:    I want to introduce Tom Murphy to talk about 5.1 and 5.2.

6  
7     TOM MURPHY GAVE HIS PRESENTATION.

8  
9     Pearson:     On the rail project is that a specific crossing or is that just general?

10  
11    Herrera:     Mr. Chair I can answer that. It's various. They haven't nailed down which  
12                   ones. I think it's going to be several and they're still working out the  
13                   details with BNSF which is why we're pushing it back.

14  
15    Pearson:     Okay. No chance of getting us the rail crossing on the Outfall Channel  
16                   Trail? I had to ask.

17  
18    Herrera:     Probably not but I can ask for you.

19  
20    Curry:       Please ask them on behalf of the whole BPAC.

21  
22    Herrera:     Will do.

23  
24    Curry:       Thanks.

25  
26    Pearson:     Any further questions or comments on the TIP amendments? I'll hear a  
27                   motion to accept the TIP amendments as presented.

28  
29    Curry:       I'll put forth a motion.

30  
31    Shearer:     Second.

32  
33    Pearson:     We have a motion and second to approve the TIP amendments as  
34                   presented. All in favor "aye."

35  
36    MOTION PASSES UNANIMOUSLY.

37  
38    Pearson:     Any opposed?

39  
40           **5.2     Proposed 2017-2018 Unified Planning Work Program Amendment**  
41           **(UPWP)**

42  
43    Pearson:     We're moving on to 5.2 now.

44  
45    TOM MURPHY GAVE HIS PRESENTATION.

1 Pearson: Does the local match, is that matched to the federal amount or is that just  
2 a figure that comes magically from the local jurisdictions?

3  
4 Murphy: Mr. Chairman that matches to the federal amount. So we would have a  
5 corresponding drop. Essentially 85.44% of our funding is federal, 14.56%  
6 of it is local.

7  
8 Pearson: So if the local jurisdiction for some reason they could increase their match  
9 or is the formula such that they really can't, they're just ...

10  
11 Murphy: The local governments would be free to fund us at the match level or at  
12 any portion above that if they so desired.

13  
14 Pearson: Okay. Anybody else have any questions? I'll hear a motion to approve  
15 the UPWP amendment as presented.

16  
17 Herrera: So moved.

18  
19 Nunez: I'll second.

20  
21 Pearson: We have a motion and a second to approve as presented. All in favor  
22 "aye."

23  
24 MOTION PASSES UNANIMOUSLY.

25  
26 Pearson: Any opposed? It passes.

## 27 28 **6. PRESENTATION AND DISCUSSION**

### 29 30 **6.1 Presentation of Pedestrian Safety**

31  
32 Pearson: So now we have 6.1 a presentation.

33  
34 McAdams: We are very pleased to have John Wetmore. He's an expert and a video  
35 or I guess documentation of over 200 videos I believe. And he's been  
36 involved in pedestrian advocacy since his childhood. I'd like to introduce  
37 John Wetmore to talk about pedestrian safety. Thank you John.

38  
39 JOHN WETMORE GAVE HIS PRESENTATION.

40  
41 Curry: Was that Missouri Avenue?

42  
43 Wetmore: This is in Las Cruces when I was passing through in 2000.

44  
45 Curry: Do you know which street that is? Is that Hillrise Elementary off Missouri?  
46

1 Wetmore: You know it would take me a lot of research and I might not be able to  
2 figure it out.  
3  
4 Curry: Okay.  
5  
6 Wetmore: But the three wide streets were all local here as they looked in 2000 and I  
7 doubt they've changed that much.  
8  
9 Nunez: So what are you suggesting?  
10  
11 Wetmore: Well there a number of things you could ...  
12  
13 Nunez: (*inaudible*) two-thirds, do you mean adding bike lanes, you're talking about  
14 adding just striping to narrow it up to get the cars to the center? What are  
15 you suggesting?  
16  
17 Wetmore: Those are just a couple of tricks you can use. I'll actually show you where  
18 the road diet a few slides from now.  
19  
20 JOHN WETMORE CONTINUED HIS PRESENTATION.  
21  
22 Nunez: I was just curious. You said they ended up adding the full ... are these  
23 currently, is this the final product?  
24  
25 Wetmore: This is the first thing they tried that's just a flashing yellow light.  
26  
27 Nunez: Okay because it's the first one.  
28  
29 Wetmore: And they'll be installing a signal later on. Actually I believe the Maryland  
30 State Highway Administration is installing their variation of a hawk beacon.  
31 The Maryland MUTCD does not allow normal hawk beacon but they've got  
32 a variation that they use.  
33 But when you have a difficult intersection you can start with  
34 crosswalk paint. You can add curb extensions. You can a refuge island.  
35 I really like refuge islands. But if you still aren't going to be able to get the  
36 sort of yielding behavior you need, you need to escalate it, and eventually  
37 you need to escalate it to the point where you're going to have a traffic  
38 signal if it's some place where pedestrians want to cross.  
39  
40 JOHN WETMORE CONTINUED HIS PRESENTATION.  
41  
42 Nunez: I just have a comment. Maybe somebody can think of some questions.  
43 I'm very lucky to work with a few people with a lot of experience and what  
44 we do adding ADA ramps and road designs and we actually have a Traffic  
45 Department that when we do restripe the roads they walk through a lot of  
46 these things. Even whether or not we're going to put the ladders in the

1 cross walks or just leave the outer lines or whatever. But anyway, it's kind  
2 of interesting I think, and I'm glad you put slides from Las Cruces, and if  
3 you notice there was a lot of ears perk up and "where is that?", "where is  
4 that?" And I'm not sure, the one slide you had whenever I asked earlier  
5 for your suggestion, looked like it may have just been resurfaced. We are  
6 lucky to have a lot of real estate and maybe some of the roads that we do  
7 have maybe for future growth, so that's why I asked the question I did  
8 about, "Well what are you suggesting?" Maybe a couple of stripes at least  
9 to put the cars closer to the center of the road, correct. And then out in  
10 the outside and I know you mentioned and there are a lot of tricks that we  
11 do right, it's like adding temporary planters or whatever on the right or  
12 whatever, or even we could put a stripe maybe with bike lanes there or  
13 whatever. So that's why I was asking for your suggestions.  
14

15 Wetmore: Yeah and so there ... it's a little complicated if you know you're going to  
16 need the additional lanes at some point in the future, you know that's  
17 preordained and there's no way around it. But in terms of pedestrians  
18 using it at the moment, you know anything that can reduce the crossing  
19 distance or you break it up with an island, anything that can increase that  
20 lateral separation from the traffic going parallel to the sidewalk and also  
21 you know when you narrow the roadway sometimes you have less of a  
22 speeding problem if you know the drivers don't feel like they have more  
23 pavement than I-25, why should they go slow.  
24

25 Nunez: And it's good that you picked that photo also because it was obviously with  
26 the sign that this is a point you're supposed to cross at and I didn't see a  
27 cross walk in that photo.  
28

29 Wetmore: Yeah and when I was passing through you know it might very well have  
30 just been repaved and I don't know how many lanes they were striping it  
31 in. You know the number of cars I saw on it could easily have been taken  
32 care of in two lanes, one in each way, but you know who knows what it will  
33 be like in rush hour in 30 years.  
34

35 Curry: I think that, the reason I asked where that school was because I think it  
36 might've been Missouri going east from Telshor and if it is right up there,  
37 then they have done kind of a road diet where they painted stripes to have  
38 on-street parking, a bike lane, and then just narrowed it to one lane in  
39 each direction and then they had striped across a crosswalk for that  
40 school. So if that was that road which looked familiar to me, I think that  
41 they may have gone that ... not to say that they're not lots of other  
42 opportunities in town, but.  
43

44 Wetmore: But well that's good to hear because you know it just seemed like it was a  
45 lot more pavement than you really needed and for children to be crossing



1 that wide a distance seemed to be a bit more of a challenge than you want  
2 to give them.

3  
4 Curry: I don't think they added any bulb-outs, but at least it's marked and there's  
5 parking on either side. My question is, I've talked to the City before and I  
6 can't tell you exactly who, but we've talked about what we call the furniture  
7 zone, or you call, what did you call it, the plant area or whatever.

8  
9 Wetmore: Yeah it's usually the furniture zone next to the curb where you put your  
10 benches and trashcans and trees, and then your travel zone, and then  
11 what's sometimes called the frontage zone right next to the front of the  
12 building where you're not going to walk because you don't want to have  
13 your elbow rubbing against the brick or adobe and the doors open and so  
14 on. And in its more suburban context it'd be a place with just housing, that  
15 furniture zone and just be a planting zone with street trees.

16  
17 Curry: Yeah or planter strip. Yeah. Well what I'd run into here is the City being  
18 against planting strips or that kind of refuge between the road and the  
19 sidewalk saying that that posed a maintenance problem. So I don't know  
20 why Las Cruces is a City that has problems with maintenance, because  
21 they say that then the City has to go and maintain that area. Where as if  
22 they put a sidewalk right up against the street they don't have that area  
23 that they have to maintain and then it sort of implies that the owner of the  
24 property on the other side of the sidewalk, between the house and  
25 sidewalk maintains that. Do you see what I'm saying?

26  
27 Wetmore: Yeah.

28  
29 Curry: So I've tried to kind of get them to consider that as well, but it's been kind  
30 of shut down, it's not an option so I don't know if anybody has any ideas of  
31 how to change the City's mind about that.

32  
33 Wetmore: What's commonly done in many parts of the country, the town where I  
34 grew up in eight feet or even ten feet of grass and trees in between the  
35 sidewalk and the curb was typically maintained by the adjacent property  
36 owners. They mowed it along with the rest of their front lawn. One of the  
37 problems you might have around here is all the places where there's a  
38 high wall right next to the, on the property line and that area outside the  
39 wall is orphaned. The adjacent property owners don't really feel part of it.  
40 I don't know whether you'd have, you go down in the area near the old  
41 train depot where you have the old planting surfaces, grass, I haven't been  
42 there to watch it but I imagine the adjacent homeowners probably take  
43 care of that grass and, so I don't know what you do to change the culture,  
44 to get the property owners with the high walls to take ownership of this  
45 sidewalk and space next to me. It's next to my property, I'll take some  
46 pride in it and I'll take care of it. It's typically the adjacent property owners

1 that'll be taking care of you know anything outside of the curb except for  
2 perhaps when the concrete needs replacement and then the City crew can  
3 come in.  
4

5 Curry: And that makes sense to me and obviously to you, but I don't know how  
6 your change the designers minds who are doing that. I don't know James  
7 if you have thoughts along those lines, if you've run into that as well.  
8

9 Nunez: I've been with the City for three years now and I do remember that  
10 conversation. I know that, let me think of a couple of designs I've done,  
11 we've had just enough, we've done both actually. It depends, so I know  
12 that we've had the sidewalk right at the back curb, and then we also have  
13 our way, but we have not on the projects I had, we hadn't added any  
14 landscaping, so it's basically dirt so that it hasn't become an issue for them  
15 to maintain. So I can look and ask some more. But I know that in our  
16 design books based on the amount of right-of-way that we have, whether  
17 it be a 60 foot road, 50, 30, whatever, is that then we have our design  
18 standards that we go to in our book and there's both in there, so we can  
19 select from those too and actually it comes from my boss's, boss's, boss.  
20 They help us decide which of the sections to go with. Just as we looked at  
21 the road sections over there on Valley Drive, right, we did that what a year  
22 or so ago and some of the options that ... we weren't the final say but we  
23 had what we preferred so.  
24

25 Wetmore: On my website, pedestrians.org, I have a list of 20 reasons why you might  
26 want to have a space between the curb and the sidewalk. And some of  
27 them, they aren't all relevant everywhere, but at least several of them  
28 would be relevant in most places and from my point of view the most  
29 important is getting that lateral separation from traffic for pedestrian  
30 comfort so that people would fee comfortable walking on that sidewalk.  
31 Because if people don't feel comfortable they won't walk unless they  
32 absolutely have to and they don't have any choice.  
33

34 Herrera: Mr. Chair.  
35

36 Pearson: Jolene.  
37

38 Herrera: I don't work for the City but I think part of the issue might be the watering  
39 because it doesn't rain a lot here so it's not the same as back east where  
40 the grass just grows and the plants just grow and the City would have to  
41 pay for that. I really seriously doubt you can get a homeowner to pay  
42 additional water bill for something that's not on their property. So just  
43 something to think about as well.  
44

45 Pearson: Yeah I think some of that depends on the neighborhoods and the  
46 roadway. Like some of these, a lot of the roadway designs now if it's an

1 arterial or a collector or whatever, there's probably not a direct owner the  
2 way the subdivisions are done, there's no frontage on that roadway, it's  
3 accessed from some place else. But you still have people that want to  
4 walk along that roadway. And having that extra buffer, especially on an  
5 arterial, it's going to be a faster road so the further away you can move the  
6 pedestrians from the traffic lane the better off you would be. But then like  
7 in my neighborhood which is Alameda Depot, that there's 12 feet of gassy  
8 right-of-way there and the neighbors pretty take care of that and they  
9 consider it part of their yard even though from the sidewalk to the street  
10 that's all public right-of-way.

11

12 Nunez: Mr. Chair I'm thinking of some of the ones that we do have, desert scape  
13 and even, I just forgot the name of the road, but it's heading out US-70,  
14 running parallel to the south by the Walmart, if you look at that, that has  
15 separation, it's a good, whatever it is, ten feet. What's the name of it?  
16 Rinconada and then they have a number of trees etc. in the center and at  
17 the ... which does slow down the traffic and it's curved, got some curve to  
18 it.

19

20 Pearson: Rinconada has a bike lane on it also. But Hillrise is more of a problem.

21

22 Nunez: Is it Northrise?

23

24 Pearson: Northrise, yeah Northrise.

25

26 Nunez: Okay.

27

28 Billings: I have a question. So we have a street, I don't know if you've seen it  
29 called Alameda and on Alameda it's a very old street and there are three  
30 different elementary schools and one high school within kind of a close  
31 distance and the sidewalks are terrible. They're about four feet wide and  
32 right up next to four lanes of traffic, it's fairly busy all the time, but it's a  
33 very old neighborhood and the four lanes are fairly necessary, so I was  
34 wondering if you knew of any solutions to make the sidewalks more  
35 usable, especially for the kids that are going on them, when you can't  
36 really take road out of it, because it is a huge problem we have.

37

38 Wetmore: Does the sidewalk go right up to the edge of the right-of-way?

39

40 Billings: Yeah.

41

42 Wetmore: If you can't get space from the right or you can't get space from the left,  
43 you've got a real problem and if you're serious about doing something for  
44 the children you're probably going to have to bite the bullet and do one or  
45 the other. And depending upon the nature of the road, you know if the  
46 reason you need four lanes is because there's a lot of turning traffic,

1 sometimes having two-way left turn lane in the middle and one in each  
2 direction, that's a common road diet that done. If the issue is a lot of left  
3 turning traffic, you know that might be an issue. If you have a really good  
4 street grid, it's possible that you could have a good sidewalk a block over  
5 on each side and so the children could walk you know a block over and  
6 not be on the very busy street. But that depends upon having the parallel  
7 route that would seem to the average user to be just as convenient as  
8 going out onto the main route. And in some places that works, a place like  
9 Portland that's how they deal with a lot of their bicycle traffic. Rather than  
10 trying to finagle the main arterials they've got a good grid, they'll have a  
11 block over they'll call it a bicycle boulevard and run the bikes there. So but  
12 you'd have to sort of examine what the road network was like. Is there a  
13 good alternative and could you put in a good six foot or even eight foot  
14 side walk to handle all the children on a street a block over or is that going  
15 to present it's own set of difficulties.

16

17 Billings: I think it would, we have a terrible street grid in that part of town. But  
18 thank you. I guess it's just hard to solve.

19

20 Wetmore: But you might bite the bullet, are the children a priority you're going to  
21 have to do something.

22

23 Pearson: So I forget if it was Portland or Eugene you showed a road diet where you,  
24 looked like a pretty high capacity road that was narrowed down, was there  
25 a lot of blow back from that after that was done? Did people figure out  
26 that it was really a good thing or?

27

28 Wetmore: Yeah that was Eugene, Oregon. They've done quite a few road diets now.  
29 And the case of that particular road it was actually just a two-lane road  
30 except for a half mile stretch where it went by the park and the school, and  
31 when people thought about it they decided that really was kind of dumb.  
32 Why should we introduce a higher traffic threat right where you're going to  
33 have the most children? So from a traffic standpoint it was basically went  
34 from four lanes to two lanes but with the median there you could still have  
35 left turn lanes where they were needed so that you didn't have to worry  
36 about traffic piling up behind someone waiting to make a left turn. And my  
37 understanding is it's been successful, because as I said the road on either  
38 end of this stretch didn't have any more capacity.

39

40 Pearson: Right.

41

42 Wetmore: And they've done enough of them in Eugen now that people have seen  
43 them and realized they're not the end of the world, that they actually work  
44 pretty well.

45

1 Pearson: Yeah we've done some road diets in Las Cruces and from what I've heard  
2 some feedback on is after it's done then the businesses say, "Well it's a  
3 bad thing because cars are ..." Well I don't understand their complaint  
4 because I understand how road diets work and they slow down traffic so  
5 you have more of a chance to get into the businesses and they increase  
6 safety because with the center turn lane you don't have rear end crashes  
7 and I think we had a traffic study on Solano that showed we had like a  
8 23% reduction in crashes on that roadway after the road diet which was a  
9 little bit lower than and I think the federal guideline of something like 29%  
10 or, I don't remember the number, 26% is the expected crash reduction, but  
11 still you know more than 10% sounds like a win to me.  
12

13 Wetmore: And so you might need to, if the business community has concerns find  
14 out what's the basis of their concerns. *(Inaudible)* up to four lanes, well  
15 why do you have to have four lanes and maybe there's some underlying  
16 concern behind that that doesn't really need four lanes to be addressed,  
17 but the idea that people can drive by your business very fast, it's good for  
18 your business, is something that strikes many people as a little odd.  
19

20 Pearson: And increasing capacity really also increases congestion. Build and they  
21 will come and it'll mess things up. You're better off kind of diversifying the  
22 traffic patterns I think if you can teach people to go on less capacity roads,  
23 they're still going to get where they're going to go.  
24

25 Wetmore: And another thing to look at in transit vested concerns is the business  
26 community is, where do their customers come from and frequently  
27 businesses assume, well all my customers drive, they don't know that  
28 because they're not in their car when they walk in the door. And they  
29 might not realize, how many of their customers might come by foot, might  
30 be doing park once in a trip and so they've actually visited three other  
31 buildings before they got into that building, might come by bicycle. If New  
32 Mexico is typical of most states you probably have somewhere around  
33 30% of your residents do not have a driver's license and they might be  
34 young, they might be old, they might have a disability, they might just have  
35 never chosen to get a drivers license, or not been able to afford it and that  
36 30% of the population, that's a lot of potential customers even if some of  
37 them are a little young.  
38

39 Pearson: When New York City put in their dedicated bike lanes on the roadways  
40 their sales tax went by 50% so slowing down traffic and increasing bicycle  
41 commuters is good for business.  
42

43 Wetmore: And that's essentially one of the better studies that's out there that you  
44 have actual tax receipts from the businesses along the streets with bike  
45 lanes and sales went up relative to the other nearby parts of the City.  
46 That doesn't tell you whether that's because the streets are moving a little

1 slower so that the cars passing by might actually know that you're  
2 business is there, or whether it was bicyclists who were buying stuff, or  
3 whether the pedestrians just found it a little more pleasant to walk along  
4 that street with the little more lateral separate from the traffic and less  
5 distance to cross at the corners. So the sales tax data doesn't tell you  
6 which of those factors is most important, but it does tell you that adding  
7 the bike lanes was good for business.  
8

9 Pearson: Anybody else have any comments?

10  
11 Shearer: I do. I just had a quick question. So does the City have a complaint line  
12 for concerns about their sidewalks and so on, which would be directed to  
13 James Nunez?  
14

15 Nunez: I'm sure they do. Does the university?

16  
17 Shearer: The safety office I believe they have a complaint line.  
18

19 Nunez: I know people are always calling and I'm not sure which they direct the  
20 appropriate department.  
21

22 Pearson: The City has their website too that ends up with Jamie Rickman, because  
23 I get an answer back from her whenever I complain about something.  
24

25 Shearer: Just a question. Thank you.  
26

27 Pearson: Well thank you very much.  
28

29 Wetmore: Well you're most welcome.  
30

## 31 **7. COMMITTEE AND STAFF COMMENTS**

### 32 33 **7.1 MPO Staff Update** 34

35 Pearson: So we're on to MPO update.  
36

37 McAdams: We have just one update and that is we are starting to make the final, I  
38 guess participate in the final selection of the consultants for the active  
39 transportation plan. We hope to (*inaudible*) I guess in a couple of weeks.  
40 And I'd like to hand it over to the Chairman for other reports.  
41

### 42 **7.2 Local Projects update** 43

44 Pearson: Okay, local projects, City.  
45

1 Nunez: I want to go back to the last meeting, some of the questions, I'm still  
2 working on some of the same items with the, I think they have one change  
3 order on the trails, the Dam Trails, but that job as far as I understand it is  
4 complete. There are designs still on the Picacho/Valley project, right but  
5 that's NMDOT also. But the downtown right now they're having a meeting  
6 as we're talking on the downtown two-way conversion. And when I  
7 brought that one up you asked the question Mr. Chair about the Hadley  
8 bike boulevard and turning that down to Las Cruces Avenue. My answer  
9 from my supervisor working on that design also is that they don't have a  
10 current plan to do that but then we also looked at the design book and that  
11 could occur at some point on Las Cruces in that what they would do is turn  
12 the focus from car traffic to pedestrian, put the emphasis there and simply  
13 change the speed limit signs to 18. So it would match that design if at  
14 some point that decision is made. So you're up on that, some of that  
15 design. You want to elaborate a little bit for everybody what your view for  
16 that is or.

17  
18 Pearson: For the Hadley bike boulevard. Well the Hadley bike boulevard has been  
19 in the long-range plan for 10 years, some long time, two plans at least,  
20 right? So we update every five years, so 10 years. And it would roughly  
21 run from Triviz to Roadrunner Lane along the Hadley alignment and of  
22 course Hadley doesn't go through the downtown area, so it seems to  
23 make sense to come across Mesquite, down Las Cruces Avenue to  
24 Mesilla Road where it would then go back onto Hadley and with all the  
25 work that's being done on the downtown area, seems like now it makes a  
26 low hanging fruit, so even if we can't do other parts of the trail or the bike  
27 boulevard for whatever reason, do the parts that make sense now.

28  
29 Nunez: Okay. I understand.

30  
31 Pearson: And a bike boulevard is like you say design, typically it's an 18 mph speed  
32 limit marked to show that bicycles have pretty much full rights to the road,  
33 to the lane.

34  
35 Nunez: Okay. Right. So that's what the design is now and it would take I think,  
36 members on this committee to go before other decision makers like City  
37 Council etc., etc. to make that occur.

38 So onto the question and the work that's going on, we added the  
39 signalized intersection there at Roadrunner and Golf Club and they did  
40 have the cross walk closed off for a while there and actually I think they're  
41 finished that up. But I did see some kids actually going to the park from  
42 the school there to the north and they were actually going through the  
43 apartment complex. So a lot of work is, I just saw that a couple of days  
44 ago. But they should have that curb painted and that back up soon.

1 Curry: Mr. Chair if I may. The schools decided, the walking group has decided  
2 that they prefer the other start location now because it felt like the traffic  
3 was so fast so whichever way they're coming now from the south side,  
4 they kind of like it which we notice happens when you guys do work and  
5 make improvements and we have to move the walking to school bus,  
6 some times they find a better solution. So I'm not quite sure where they're  
7 going to next year, if they're going to start at the park or if they're going to  
8 start at the pediatrician's office or maybe they'll have both. But thanks.  
9 I'm not entirely sure. They shouldn't be walking from the park right now  
10 because as I understand it they were going to maintain the start location  
11 through the school year.  
12  
13 Nunez: Okay. I think it was a little special event that maybe something they had  
14 going on with the school but I did see one class walking through there  
15 down from the school along the trail and cross, they were able to get  
16 through safely so.  
17  
18 Curry: Good. Well the more safe routes we have the better.  
19  
20 Nunez: The other thing I want to point out is that we've got next year's  
21 maintenance for the road projects coming up and I've got the list here and  
22 I can give it to whomever, but the reason I mention it is, and this is a draft,  
23 we've identified a number of roads where we're going to be adding like a  
24 micro surfacing and overlay and then even the pavement replacement, but  
25 as that's occurred over the years sometimes we've taken the opportunity  
26 to think about restriping the roads and for on the pavement overlay list we  
27 have Missouri east of Telshor. Even our conversation earlier about where  
28 that photo was taken, so I know currently they have two lanes with parking  
29 so we could look at maybe putting bike lanes on that. And the person that  
30 makes that decision is the City Traffic Department, Soo Gyu Lee, so I  
31 couple of us should visit with him is my suggestion, along with a couple of  
32 other streets that are coming up on micro surfacing, on Parker, 17th, and  
33 maybe Mars. I'm just mentioning a couple of streets that popped out of  
34 the list. So that's my report.  
35  
36 Pearson: Okay. I noticed the City receives I think state funding or matching fund,  
37 whatever, for project on Main Street from Avenida de Mesilla I think to  
38 Missouri and I was wondering if that ... to Boutz. Missouri/Boutz,  
39 whatever it's called there. I wonder if that includes adding a new shoulder  
40 in that area because that where a shoulder is missing. Main Street.  
41 When the resolution came through I didn't see what the extent of the work  
42 was. And the other one was Roadrunner, and I don't know what the road  
43 cross sections going to look like on that, what they're going to do there  
44 because Roadrunner of course is horrible for bicycles and it's one of those  
45 only routes for bicycles so anything that could be done there to improve  
46 bicycle safety would certainly be appreciated.



1  
2 Nunez: All of Roadrunner?  
3  
4 Pearson: Oh of course, all of Roadrunner.  
5  
6 Nunez: I don't understand.  
7  
8 Pearson: There was some sort of funding for Roadrunner improvements and I'm not  
9 sure what extent of that project is.  
10  
11 Nunez: All right I'll look.  
12  
13 Pearson: I was just wondering what the cross section might look like and ...  
14  
15 Nunez: Okay. I'll investigate.  
16  
17 Pearson: Okay. Dona Ana County.  
18  
19 Paz: There's no updates from Dona Ana County right now related to projects.  
20 The one thing we're working on is we're updating the ADA transition plan  
21 to receive some federal funding. So that's about it for the County.  
22  
23 Pearson: And Town of Mesilla have any updates.  
24  
25 Shepan: No sir. I was unable to get with the Mayor. She was in meetings all day.  
26 So I don't know if you did ...  
27  
28 Pearson: So I guess I'll ask the question that was presented, there's a missing  
29 speed limit sign at the school zone where the flashing light, the radar  
30 detector is on the east end on ...  
31  
32 Curry: The west end of Calle del Sur.  
33  
34 Pearson: West end, right. West end of Calle del Sur. I wonder if you were aware of  
35 that or to bring that to somebody's attention.  
36  
37 Curry: It's been missing for more than 6 months, and I've sent it to Debbie Lujan  
38 several times and I haven't heard anything back, so if you could put a  
39 word in that would be great.  
40  
41 Shepan: So west of the speed limit sign.  
42  
43 Curry: It's west of the school. It's the speed limit, it's the flashing signs.  
44  
45 Shepan: Right.  
46

1 Curry: But the sign is missing. So the flashers are ... I'll find a picture on my  
2 phone. I have pictures of it.  
3  
4 Shepan: Flashes but there no sign.  
5  
6 Pearson: The actual speed limit 25.  
7  
8 Shepan: It was flashing when ...  
9  
10 Pearson: Yes the flashing works but the speed limit, the actual regulatory sign is  
11 missing.  
12  
13 Shepan: Because it says 15 miles an hour.  
14  
15 Pearson: That part's missing.  
16  
17 Shepan: Okay.  
18  
19 Pearson: The flashing and the actual speed that it's detecting still works, but the  
20 static sign is missing.  
21  
22 Shepan: Is there one on the other end?  
23  
24 Curry: Yes.  
25  
26 Pearson: And there used to be one on that end.  
27  
28 Shepan: I wonder if when that sign got hit when they did the repairs, because they  
29 replaced it because a car took it out basically, and that just didn't get put  
30 back up.  
31  
32 Curry: Are you talking about at the irrigation ditch where that ... no a different  
33 one.  
34  
35 Shepan: No. The west end of Calle del Sur, that flashing light got taken out.  
36  
37 Curry: Got some bad drivers in Mesilla.  
38  
39 **7.3 NMDOT Projects update**  
40  
41 Pearson: Okay, NMDOT update. You have a project.  
42  
43 Herrera: We have several projects and more upcoming, which is a good thing, trust  
44 me. So the first one I guess we'll just go ahead and get it out of the way,  
45 the Spitz/Solano/Three Crosses intersection. If you try to drive through  
46 there you know that there's a lot of traffic control, so right now they're

1 installing storm drain and then the next part is going to be to build a  
2 retaining wall to hold up the current retaining wall and then they'll move  
3 onto the roadway stuff. At the same time the City will be updating utilities  
4 so hopefully that goes smoother than the last section and if it does then  
5 the whole project will go smoother. It's supposed to take just a little bit  
6 over a year, so hopefully we'll be done, weather permitting, by May of next  
7 year on that project. There is a public meeting on Thursday, this Thursday  
8 the 20th at 6:00 p.m. at the Solano yard and they're going to be doing  
9 public meetings every month to keep everybody updated on the progress  
10 and the different phasing and how traffic control will change. So I would  
11 recommend if you're interested in that project or driving through there that  
12 you attend those meeting.  
13

14 Pearson: Okay I had a question on that project. On other project, like the bridge  
15 projects there was an art component. Is there any art component? You're  
16 building the retaining wall, seems like that's a blank canvas that has an  
17 opportunity. Is that part of this project at all?  
18

19 Herrera: No. Because we are transferring that over to the City and they chose I  
20 think the color and that's it.  
21

22 Pearson: So if want any kind of art project there it's a City project then?  
23

24 Herrera: Yes.  
25

26 Pearson: Okay.  
27

28 Herrera: The second project that we have going on which is a little bit outside of the  
29 MPO area but it's the pavement preservation on US-70 sort of from the  
30 White Sands interchange to the county line, you probably haven't been  
31 over there but it's going very smoothly. They should be done by the end  
32 of next month. It's Mountain States, they're a really great contractor so  
33 everything's smooth on that one, which will be probably just in time for the  
34 next project which is the shoulder widening project in that same area to be  
35 let. That one is going to bid this month actually on Friday. So we'll have  
36 bids on that one. You should see construction out there probably August,  
37 September.  
38

39 The other big project that we have upcoming is Valley Drive. We  
40 had to push the production date on that one back which means our letting  
41 date is now August or September of this year. We are in negotiations with  
42 the City on some design elements that they changed at 90%, so we are  
43 having to redesign that project.

44 And then the other big one that we have is the University/I-25  
45 interchange. We're still in design on that. We had to submit an interstate  
46 access control request to FHWA and so they're reviewing our preliminary  
designs and giving us feedback. That one is scheduled to let October of

1 2018. So we're just about a year and half out from that project. And that's  
2 all we have unless there are any questions.

3  
4 Pearson: Okay. Any questions? Not hearing any.

5  
6 **7.4 Committee Members update**

7  
8 Pearson: Any committee members have any comments that they wish to make at  
9 this point? I think I don't have anything either today.

10  
11 Shearer: For NMSU, progress.

12  
13 Pearson: I missed, oh I'm sorry.

14  
15 Shearer: For NMSU progress okay. The safety committee recently and we asked  
16 for concerns from the campus if anyone had them to bring them forward  
17 and there were a few concerns. We changed Espina, did a road diet and  
18 changed it from a four lane to a two lane with a turning lane in the center  
19 and there were some miscellaneous concerns about where we've  
20 changed the thru lane at the horseshoe and so we're going to address  
21 those with additional signage. There were a few people that were maybe  
22 used to going straight through and they were in a turn lane only and they  
23 were continuing straight through so and the question was did they have  
24 enough space to get over into the right lane to go through, so we're going  
25 to put some additional street symbols out to take care of that.

26 We did have a concern from at least one if not two about the  
27 crossing on University, well there were comments on the new crosswalk,  
28 the hot crosswalk and I think that got praise on University. I forget the  
29 cross street there but it's at the Chick-fil-A. And so they're much happier  
30 about that, being able to go across there. There was a little concern about  
31 being able to get a bicycle across there. I think because they wanted to  
32 ride the bicycle across there which I believe the City ordinance doesn't  
33 allow, so but anyhow got praised. But there was a question and James  
34 I'm going to ask who to address it. This has to do with Triviz going across  
35 on University. Pedestrians were asking about maybe putting some sort of  
36 a block there, the cars headed east that are turning onto Triviz and  
37 ignoring the pedestrians as they cross there. And they had some  
38 suggestions and I didn't know who to direct them to.

39  
40 Pearson: Is that within NMDOT right-of-way?

41  
42 Herrera: Possibly. It's definitely part of our redesign, so it's only going to be an  
43 issue until October 2018 and then we're going to redesign the whole thing  
44 with Triviz under and the path continuing, so for right now it's still an issue  
45 though. And I don't know how to solve that. I'll ask.

1 Shearer: It looked like something might be able to do with some paint perhaps or  
2 maybe mark the intersection there.  
3  
4 Herrera: I'll ask our maintenance guys if that belongs to us and then if it does what  
5 we can do, maybe James you can ask the City too, because I'm not sure  
6 where exactly that line is between the NMDOT right-of-way and the City  
7 right-of-way so.  
8  
9 Nunez: City, okay.  
10  
11 McAdams: We think there might be a (*inaudible*) enforcement that comes from the  
12 City police department, perhaps when they see people violating that they  
13 can ticket them.  
14  
15 Nunez: That's a good suggestion and I don't know that we have enough  
16 enforcement at times. If we can do something physical like you mentioned  
17 with the paint or whatever that'd be, but my guess would be that that far  
18 down it would be probably the City right now is my guess. And I'm glad  
19 you brought it up about you know the call and such. Even from your  
20 department right Dave, I mean to you an e-mail to, it would be the traffic  
21 department most likely, it'd end up with Willie Roman or Soo Gyu Lee is  
22 what I'm guessing and actually we've got a reorg. at the City now. I mean  
23 they're in our department now so they're under Ms. Loretta Reyes. They  
24 were years ago and then they went to another manager, and now they're  
25 back under the public works department so. So an e-mail.  
26  
27 Pearson: I'm not quite sure but is this something that maybe some bollards, plastic  
28 bollards and paint could solve a problem.  
29  
30 Shearer: I'm not completely understanding what the exact problem was but  
31 basically like I said there was a pedestrian concern about people ignoring  
32 ...  
33  
34 Pearson: Because if it's one of those cases like what we saw the presentation today  
35 even where it's a wide curb you can extend and square out the corner,  
36 that might solve the problem a corner that might solve the problem.  
37  
38 Shearer: Okay. All right. That's good at least that gets something to go back on  
39 that because like I say it's just off the campus property.  
40  
41 Curry: Mr. ... , oh sorry, go ahead.  
42  
43 Shearer: The last thing, I just want to cover, just make sure, we're here in April and I  
44 wanted to point out that there's a lot of bicycle activities coming out and  
45 basically I've got it on our Facebook we put the sort of combined calendar  
46 of all the events here through April and into May going on with schools

1 and so on. It's on our Facebook and I have copies of this, but a lot with  
2 Velo Cruces and then also the University Bike Friendly University Task  
3 Force is helping and so on, but I've got a complete listing, I made a couple  
4 of five pages, there're up here if anyone's interested. But we won't be  
5 meeting until what, I think August or something like that, so, there's a  
6 number of events going on related to bikes and we're doing a bike safety  
7 thing on campus with the fire department, a big Aggie safety fair that's  
8 going to include the codes department and bike rodeo and whatnot and  
9 you've got something I think for the Safe Routes to Schools and so on.  
10 Just mention it. All right. Thank you.

11  
12 Billings: I have a comment, just as an update kind of. I brought this up before but  
13 on Alameda north of Picacho there's this wonderful bike lane that goes in  
14 front of Alameda Elementary and then disappears into the Picacho  
15 intersection, very dangerously and you're forced into traffic. And I was  
16 wondering if there was anyway we could get a sign just a few streets down  
17 that says; "bike lane ends" so that cyclists can turn off onto Parker or  
18 another road because it's incredibly dangers and you have not warning  
19 into Picacho. So if there's anyway we could get a sign there that would be  
20 wonderful.

21  
22 Nunez: Let me write it down. As bicycle rep. I know and I appreciate some of  
23 what Mr. Murphy had added. He had some forms a while back and when I  
24 first got on the committee I didn't realize, I actually thought MPO was part  
25 of the City, I didn't know. But any rate, now the, let me see if I can state it  
26 clearly, is even though I work for the City and I have grey hair, I'm a junior  
27 engineer. So I know that I wear different hats and when it comes from me  
28 it's like "Who's this guy?" "What is he telling me what to do?" Or even  
29 when you guys maybe mention, hey like I have a direct voice to Council or  
30 City Manager or what, I don't. You guys have a greater voice than  
31 anything that I could say or do. I can mention it or whatever but anyway.  
32 But so like what I mentioned to you Dave earlier or your suggestion, your  
33 e-mail will go far.

34  
35 Shearer: Okay.

36  
37 Nunez: But for you and your suggestion, I can certainly write that down and I can  
38 send an e-mail asking for that, but an e-mail from you is much more  
39 powerful than anything I could do.

40  
41 Billings: Okay. Thank you, I'll do that.

42  
43 Nunez: I mentioned his name earlier, and you'll eventually end up with Willie  
44 Roman, but I'll write it down and ask too.

1 Billings: Thank you. Could you repeat the name of the person to e-mail about  
2 that?  
3  
4 Nunez: Willie Roman.  
5  
6 Billings: Thank you.  
7  
8 Nunez: Or Soo Gyu Lee. Willie is Soo Gyu Lee's boss.  
9  
10 Billings: Thank you.  
11  
12 Pearson: I'd love to see Alameda have a road diet from Picacho to Las Cruces  
13 Avenue and that's something that I've been advocating for and  
14 unfortunately Alameda's not up for repaving for some amount of time.  
15  
16 Nunez: Yeah, Alameda.  
17  
18 McAdams: Mr. Chair we did have the recommended (*inaudible*) request as well as  
19 other projects.  
20  
21 Curry: Mr. Chair may I add a couple of comments before we close?  
22  
23 Pearson: Sure.  
24  
25 Curry: So Maggie I just wanted to let you know I have worked with Soo with  
26 some signage along Alameda for Alameda Elementary beginning and end  
27 school zone signs, so he's been really responsive to me, so that's Soo  
28 Gyu Lee. He's the City Traffic Engineer. And so if you want to talk to him  
29 about signage on Alameda that's who I would go to.  
30 And then I just wanted to add in, thank you Dave for mentioning  
31 this, that Sacred School has their family bike fiesta coming up this  
32 weekend and we're going to meet a Young Park from 9:00 to 12:00, that's  
33 a free event, helmets, thank you very much to your Parks and Rec. for  
34 helmets and the Moose Lodge donated some as well. We have free  
35 helmets. The codes enforcement, we have lots and lots of people coming  
36 out doing bike repair. Last year we repaired I think over a hundred  
37 bicycles, so if you have kids or know of kids that want to come and  
38 participate, they don't have to have a broken bicycle to come, lots of other  
39 fun activities going on, all bike related. And we're teaming up with two  
40 over organizations, the Junior Leagues Kid Fit event, so they have tennis  
41 and gymnastics and dance and all kinds of other activities for kids and  
42 then the MS walk. So we're all going to be at the park at the same time  
43 9:00 to 12:00, so if anybody would be willing to take some of these fliers  
44 and post them up around where you go, it's coming up quickly and if  
45 anybody would like to volunteer at the event we're still taking volunteers.  
46 Thank you.

1  
2 Pearson: Okay, any other committee member comments?

3  
4 Herrera: Mr. Chair. Sorry I just remembered a project that I forgot to update the  
5 committee on. It's kind of an important one. It's the signal at 17th street  
6 and US-70, that one has gone to bid and has been awarded. They're in  
7 the ramp up stages so I think we should, what Trent said is they should  
8 start and finish construction by the time school starts is their goal. So  
9 they're hoping to have that signal completely in by mid August. The  
10 company apparently is right down the street from there, so that's the goal  
11 on that one. Thanks.

12  
13 Pearson: Okay.

14  
15 **8. PUBLIC COMMENT**

16  
17 Pearson: So then we have public comment. We have an opportunity for any  
18 member of the public again to address us. Any comments? Anybody?  
19 Not seeing any.

20  
21 **9. ADJOURNMENT (6:11)**

22  
23 Pearson: We'll go to adjournment. Hear a motion to adjourn.

24  
25 Curry: I put forth a motion to adjourn.

26  
27 Shearer: Second.

28  
29 Pearson: All in favor "aye."

30  
31 MOTION PASSES UNANIMOUSLY.

32  
33 Pearson: We're adjourned. Thank you.

34  
35  
36  
37  
38  
39 \_\_\_\_\_  
Chairperson  
40  
41





## **METROPOLITAN PLANNING ORGANIZATION**

SERVING LAS CRUCES, DOÑA ANA COUNTY, AND MESILLA

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### **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE DISCUSSION FORM FOR THE MEETING OF May 16, 2017**

#### **AGENDA ITEM:**

5.1 Recommendation of Approval to the Policy Committee of the FFY 2016-2021 Transportation Improvement Program

#### **ACTION REQUESTED:**

Review and Recommendation of Approval to the Policy Committee

#### **SUPPORT INFORMATION:**

Draft 2018-2023 Transportation Improvement Program

#### **DISCUSSION:**

Every two years, the Mesilla Valley MPO is required to develop a Transportation Improvement Program (TIP). The TIP outlines the 6-year program for funding of various transportation projects that receive federal or selected state funds for their completion. Through the TIP process, the MPO can also request federal funding for transportation construction projects.

The Open Call for Projects for the FFY 2018-2023 TIP commenced on October 14, 2016. The original deadline was December 16, 2016. On January 12, 2017 the Open Call for Projects was extended until February 24, 2017.

**Mesilla Valley Metropolitan Planning Organization - Las Cruces, New Mexico**
**Transportation Improvement Program (TIP)**

**CN:** LC00230      **MVMPO - Rec Num:** 1      **NMDOT Dist.:** 1      **County:** Dona Ana      **Municipality:** City of Las Cruces  
**Fed ID:** LC00230      **Lead Agency:** NMDOT Transit Rail      **Length:** 0 Miles  
**RT:** Proj Various City of Las Cruces Streets      **Est. Proj. Cost:** \$1,026,000  
**Fr:**      **To:**      **Est. Letting:**  
**Category:** Rail/Highway Crossing      TIP Amendment Pending? ☐

**Project Desc.:** Signal Upgrades at Various RR Crossings

**Project Phases:** ☐ Environ. Document    ☐ Prel. Engr.    ☐ Design    ☐ Right-of-way    ☐ Construction    ☐ Other      **Work Zone:** Exempt

**Remarks:**

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category							TIP Informational Years			
FUND SOURCE	2018	2019	2020	2021	4 Yr. TOTALS		2022		2023	
State Match					\$0		\$55,000			
Local Match					\$0		\$0			
Safety (HSIP)					\$0		\$445,500	22		
<b>Totals</b>					\$0		\$500,500			

**Mesilla Valley Metropolitan Planning Organization - Las Cruces, New Mexico**
**Transportation Improvement Program (TIP)**

**CN:** LC00250      **MVMPO - Rec Num:** 2      **NMDOT Dist.:** 1      **County:** Dona Ana      **Municipality:** City of Las Cruces  
**Fed ID:** LC00250      **Lead Agency:** NMDOT SRDC      **Length:** 1 Miles  
**RT:** I00025      **Proj** University Interchange      **Est. Proj. Cost:** \$25,000,000  
**Fr:**      **To:**      **Est. Letting:**  
**Category:** Hwy & Brg Pres      TIP Amendment Pending? ☐

**Project Desc.:** Bridge Replacement, Ramp modifications/reconstruction, roadway reconstruction, and extension of multi-use path

**Project Phases:** ☐ Environ. Document   ☐ Prel. Engr.   ☐ Design   ☐ Right-of-way   ☐ Construction   ☐ Other      **Work Zone:** Signif.

**Remarks:**

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category						TIP Informational Years	
FUND SOURCE	2018	2019	2020	2021	4 Yr. TOTALS	2022	2023
State Match	\$2,475,200	\$1,164,800			\$3,640,000		
Local Match	\$0	\$0			\$0		
NHPP		\$1,708,800	04		\$1,708,800		
NHPP	\$10,680,000	11			\$10,680,000		
STP-Flex		\$2,563,200	04		\$2,563,200		
STP-Flex	\$854,400	11			\$854,400		
STP-Sm Urb		\$2,563,200	04		\$2,563,200		
STP-Sm Urb	\$2,990,400	11			\$2,990,400		
<b>Totals</b>	\$17,000,000	\$8,000,000			\$25,000,000		

Mesilla Valley Metropolitan Planning Organization - Las Cruces, New Mexico

Transportation Improvement Program (TIP)

**CN:** LC00300    **MVMPO - Rec Num:** 3    **NMDOT Dist.:** 1    **County:** Dona Ana    **Municipality:** City of Las Cruces  
**Fed ID:** LC00300    **Lead Agency:** NMDOT SRDC    **Length:** 1 Miles  
**RT:** US0070    **Proj** US 70 - Elks to Del Rey    **Est. Proj. Cost:** \$5,000,000  
**Fr:** Elks    **To:** Del Rey    **Est. Letting:**  
**Category:** Hwy & Brg Pres    TIP Amendment Pending? ☐

**Project Desc.:** Bridge & Pavement Preservation & ADA Improvement

**Project Phases:**   ☐ Environ. Document   ☒ Prel. Engr.   ☒ Design   ☐ Right-of-way   ☒ Construction   ☐ Other    **Work Zone:** Routine

**Remarks:** Amended 2/8/17 to move to FY 2019

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category						TIP Informational Years	
FUND SOURCE	2018	2019	2020	2021	4 Yr. TOTALS	2022	2023
State Match		\$728,000			\$728,000		
Local Match		\$0			\$0		
NHPP		\$4,272,000	04		\$4,272,000		
<b>Totals</b>		\$5,000,000			\$5,000,000		

**Mesilla Valley Metropolitan Planning Organization - Las Cruces, New Mexico**
**Transportation Improvement Program (TIP)**

**CN:** LC00310      **MVMPO - Rec Num:** 9      **NMDOT Dist.:** 1      **County:** Dona Ana      **Municipality:** City of Las Cruces  
**Fed ID:** LC00310      **Lead Agency:** Las Cruces Public Schools      **Length:** 0 Miles  
**RT:** Proj Las Cruces Public Schools Safe Routes to School Coordinator      **Est. Proj. Cost:** \$92,000  
**Fr:** To:      **Est. Letting:**  
**Category:** Bike/Ped      TIP Amendment Pending? ☐

**Project Desc.:** Las Cruces Public Schools Safe Routes to School Coordinator

**Project Phases:** ☐ Environ. Document    ☐ Prel. Engr.    ☐ Design    ☐ Right-of-way    ☐ Construction    ☒ Other      **Work Zone:** Routine

**Remarks:**

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category							TIP Informational Years	
FUND SOURCE	2018	2019	2020	2021	4 Yr. TOTALS		2022	2023
State Match	\$0				\$0			
Local Match	\$13,396				\$13,396			
TAP-Sm Urb	\$78,604	44			\$78,604			
<b>Totals</b>	\$92,000				\$92,000			

Mesilla Valley Metropolitan Planning Organization - Las Cruces, New Mexico

Transportation Improvement Program (TIP)

CN: **LC00320**      MVMPO - Rec Num: **10**      NMDOT Dist.: 1    County: Dona Ana    Municipality: Town of Mesilla  
 Fed ID: LC00320      Lead Agency: Town of Mesilla      Length: 0 Miles  
 RT: **Proj** Town of Mesilla Calle del Norte Multi-Use Path      Est. Proj. Cost: \$616,545  
      **Fr:** La Llorona      **To:** Mesilla Lateral      Est. Letting:  
      Category: Bike/Ped      TIP Amendment Pending? ☐

**Project Desc.:** Design and Construction of Multi-Use Path

**Project Phases:**   ☒ Environ. Document   ☒ Prel. Engr.   ☒ Design   ☒ Right-of-way   ☒ Construction   ☐ Other      **Work Zone:** Routine  
**Remarks:**

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category						TIP Informational Years	
FUND SOURCE	2018	2019	2020	2021	4 Yr. TOTALS	2022	2023
State Match	\$0	\$0			\$0		
Local Match	\$7,613	\$82,130			\$89,743		
TAP-Flex		\$196,992	28		\$196,992		
TAP-Sm Urb	\$44,673	15			\$44,673		
TAP-Sm Urb		\$284,957	28		\$284,957		
<b>Totals</b>	<b>\$52,286</b>	<b>\$564,079</b>			<b>\$616,365</b>		

**Mesilla Valley Metropolitan Planning Organization - Las Cruces, New Mexico**
**Transportation Improvement Program (TIP)**

**CN:** TL00100      **MVMPO - Rec Num:** 4      **NMDOT Dist.:** 1      **County:** Dona Ana      **Municipality:** City of Las Cruces  
**Fed ID:** TL00100      **Lead Agency:** City of Las Cruces      **Length:** 0 Miles  
**RT:** Proj RoadRUNNER Transit Operations      **Est. Proj. Cost:** \$0  
**Fr:**      **To:**      **Est. Letting:**  
**Category:**      TIP Amendment Pending? ☐

**Project Desc.:** Operating Assistance

**Project Phases:** ☐ Environ. Document    ☐ Prel. Engr.    ☐ Design    ☐ Right-of-way    ☐ Construction    ☒ Other      **Work Zone:** Exempt

**Remarks:**

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category										TIP Informational Years			
FUND SOURCE	2018		2019		2020		2021		4 Yr. TOTALS	2022		2023	
State Match	\$0		\$0		\$0		\$0		\$0	\$0		\$0	
Local Match	\$1,655,184		\$1,655,184		\$1,655,184		\$1,655,184		\$6,620,736	\$1,655,184		\$1,655,184	
FTA 5307 (Sm Urb Oper)	\$1,655,184	23	\$1,655,184	23	\$1,655,184	23	\$1,655,184	23	\$6,620,736	\$1,655,184	23	\$1,655,184	23
<b>Totals</b>	\$3,310,368		\$3,310,368		\$3,310,368		\$3,310,368		\$13,241,472	\$3,310,368		\$3,310,368	

**Mesilla Valley Metropolitan Planning Organization - Las Cruces, New Mexico**
**Transportation Improvement Program (TIP)**

**CN:** TL00110      **MVMPO - Rec Num:** 5      **NMDOT Dist.:** 1      **County:** Dona Ana      **Municipality:** City of Las Cruces  
**Fed ID:** TL00110      **Lead Agency:** City of Las Cruces      **Length:** 0 Miles  
**RT:** Proj RoadRUNNER Transit Revenue Rolling Stock      **Est. Proj. Cost:** \$0  
**Fr:**      **To:**      **Est. Letting:**  
**Category:** Transit      TIP Amendment Pending? ☐

**Project Desc.:** Revenue Rolling Stock

**Project Phases:** ☐ Environ. Document    ☐ Prel. Engr.    ☐ Design    ☐ Right-of-way    ☐ Construction    ☐ Other      **Work Zone:** Exempt

**Remarks:**

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category										TIP Informational Years			
FUND SOURCE	2018		2019		2020		2021		4 Yr. TOTALS	2022		2023	
State Match	\$0		\$0		\$0		\$0		\$0	\$0		\$0	
Local Match	\$37,818		\$37,818		\$37,818		\$37,818		\$151,272	\$37,818		\$37,818	
FTA 5307 (Sm Urb Cap)	\$214,300	23	\$214,300	23	\$214,300	23	\$214,300	23	\$857,200	\$214,300	23	\$214,300	23
<b>Totals</b>	\$252,118		\$252,118		\$252,118		\$252,118		\$1,008,472	\$252,118		\$252,118	



**Mesilla Valley Metropolitan Planning Organization - Las Cruces, New Mexico**
**Transportation Improvement Program (TIP)**

**CN:** TL00120      **MVMPO - Rec Num:** 6      **NMDOT Dist.:** 1      **County:** Dona Ana      **Municipality:** City of Las Cruces  
**Fed ID:** TL00120      **Lead Agency:** City of Las Cruces      **Length:** 0 Miles  
**RT:** Proj RoadRUNNER Transit Capital Equipment      **Est. Proj. Cost:** \$0  
**Fr:**      **To:**      **Est. Letting:**  
**Category:** Transit      TIP Amendment Pending? ☐

**Project Desc.:** Capital Equipment

**Project Phases:** ☐ Environ. Document    ☐ Prel. Engr.    ☐ Design    ☐ Right-of-way    ☐ Construction    ☐ Other      **Work Zone:** Exempt

**Remarks:**

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category										TIP Informational Years			
FUND SOURCE	2018		2019		2020		2021		4 Yr. TOTALS	2022		2023	
State Match	\$0		\$0		\$0		\$0		\$0	\$0		\$0	
Local Match	\$12,500		\$12,500		\$12,500		\$12,500		\$50,000	\$12,500		\$12,500	
FTA 5307 (Sm Urb Cap)	\$50,000	23	\$50,000	23	\$50,000	23	\$50,000	23	\$200,000	\$50,000	23	\$50,000	23
<b>Totals</b>	\$62,500		\$62,500		\$62,500		\$62,500		\$250,000	\$62,500		\$62,500	

## Transportation Improvement Program (TIP)

**Project Phases:** ☐ Environ. Document ☐ Prel. Engr. ☐ Design ☐ Right-of-way ☐ Construction ☐ Other **Work Zone:** Exempt

**Remarks:**

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category									TIP Informational Years				
FUND SOURCE	2018		2019		2020		2021		4 Yr. TOTALS	2022		2023	
State Match									\$0	\$0			
Local Match									\$0	\$3,000,000			
FTA 5309 (Bus/Facil)									\$0	\$12,000,000	23		
Totals									\$0	\$15,000,000			

**CN:** TL00140      **MVMPO - Rec Num:** 8      **NMDOT Dist.:** 1      **County:** Dona Ana      **Municipality:** City of Las Cruces  
**Fed ID:** TL00140      **Lead Agency:** City of Las Cruces      **Length:** 0 Miles  
**RT:** Proj RoadRUNNER Transit 5339 Funds for Rolling Stock      **Est. Proj. Cost:** \$0  
**Fr:**      **To:**      **Est. Letting:**  
**Category:** Transit      TIP Amendment Pending? ☐

**Project Desc.:** 5339 Funds for Rolling Stock

**Project Phases:** ☐ Environ. Document   ☐ Prel. Engr.   ☐ Design   ☐ Right-of-way   ☐ Construction   ☐ Other      **Work Zone:** Exempt

**Remarks:**

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category										TIP Informational Years			
FUND SOURCE	2018		2019		2020		2021		4 Yr. TOTALS	2022		2023	
State Match	\$0		\$0		\$0		\$0		\$0	\$0			
Local Match	\$33,529		\$33,529		\$33,529		\$33,529		\$134,116	\$450,000			
FTA 5339 (MAP-21 Bus/Facil	\$190,000	23	\$190,000	23	\$190,000	23	\$190,000	23	\$760,000	\$2,550,000	23		
<b>Totals</b>	\$223,529		\$223,529		\$223,529		\$223,529		\$894,116	\$3,000,000			



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### **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE ACTION FORM FOR THE MEETING OF May 16, 2017**

#### **AGENDA ITEM:**

6.1 Valley Drive Improvements \_\_\_\_\_ **NMDOT Staff, Molzen-Corbin Staff**

#### **Summary:**

The New Mexico Department of Transportation (NMDOT) along with Molzen Corbin is a conducting planning and engineering for Valley Drive (NM 188 ) from NM 28 (Avenue de Mesilla) to US 70 (Picacho Avenue) and Avenue de Mesilla from Valley Drive to Hickory Drive. The project will include improvements to the roadway with Safety, Access Control, Driveway Access, ADA improvements, Bicycle Accommodations, Signals, Geotechnical and Drainage.

#### **SUPPORT INFORMATION:**

For further information go to the NMDOT website page concerning the Valley Drive project:  
<http://dot.state.nm.us/content/nmdot/en/ProjectsD1.html>

#### **DISCUSSION:**

NMDOT staff and representatives from Molzen-Corbin will give a presentation on the improvements planned for Valley Drive. .



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#### **AGENDA ITEM:**

6.2 City of Las Cruces Bicycle Task Force Progress Report \_\_\_\_\_ CLC Economic Development Staff

#### **Summary:**

The Economic Development Department is working with various departments of the City, and other stakeholders to achieve an improved status for the Bicycle Friendly Community Rating. Three committees focusing on education, enforcement and planning/engineering are working cooperatively to address issues that would make the City of Las Cruces more accommodating for bicycle travel.

#### **SUPPORT INFORMATION:**

For further information go to the webpage in the Bike League website at :  
<http://www.bikeleague.org/bfa/awards>

#### **DISCUSSION:**

The staff of the City's Economic Development Department will give a brief discussion on the present progress of the Bicycle Task Force.



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### MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE ACTION FORM FOR THE MEETING OF May 16, 2017

#### AGENDA ITEM:

6.3. NACTO Bicycle Design Standa\_\_\_\_\_ *MPO Staff*

#### Summary:

In improve bicycle movement in urban areas, the National Association of City Transportation Officials (NACTO) have developed several guidelines related to urban streets to make them more accommodating to public transit, bicycles and pedestrians. The exceed similar MUTC and AASHO standards for these three modes. The Urban Bikeway Design Guide gives standards for bicycle facilities for urban areas.

#### SUPPORT INFORMATION:

For further information go to the NACTO webpage on the Guide at :

<https://nacto.org/publication/urban-bikeway-design-guide/>

#### DISCUSSION:

MPO staff will give a brief overview of the Guideline and facilitate discussion concerning how to address the adopting of the Guide by the MPO's jurisdictions.