



METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA, AND MESILLA

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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 **July 18, 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. May 16, 2017 _____ **Chair**
4. **PUBLIC COMMENT** _____ **Chair**
5. **ACTION ITEMS** _____
 - 5.1. 2018-2023 Transportation Improvement Program Amendments _____ **MPO Staff**
 - 5.2. NACTO Draft Resoluton for Policy Committee Approval _____ **MPO Staff**
6. **DISCUSSION ITEMS** _____
 - 6.1. Active Transportation Plan _____ **CLC Community Development Staff**
 - 6.2. Recommended EBID Laterals Funding Priority for the City of Las Cruces _____ **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 Advisory
5 Committee of the Mesilla Valley Metropolitan Planning Organization (MPO) which was
6 held May 16, 2017 at 5:00 p.m. in Commission Chambers at Dona Ana County
7 Government Building, 845 Motel Blvd., Las Cruces, New Mexico.
8

9 **MEMBERS PRESENT:** George Pearson, Chair (CLC Citizen Rep) (arrived 5:22)
10 Andrew Bencomo (Pedestrian Community Rep)
11 Maggie Billings (Bicycle Community Citizen Rep)
12 Ashleigh Curry (Town of Mesilla Citizen Rep)
13 Jolene Herrera (NMDOT)
14 Mark Leisher (DAC Citizen Rep)(arrived 5:08, departed 6:01)
15 James Nunez (City of Las Cruces Staff Rep)
16 Samuel Paz (Dona Ana County Rep)
17 David Shearer (NMSU Staff Rep) (arrived 5:02)
18 Jess Waller (Bicycle Com. Rep.)
19

20 **MEMBERS ABSENT:** Lance Shepan (Town of Mesilla Staff Rep)
21

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

26 **OTHERS PRESENT:** Wyatt Kartchner, Molzen Corbin
27 Armando Morales, CLC Economic Development
28 Becky Baum, Recording Secretary, RC Creations, LLC
29

30 **1. CALL TO ORDER (5:01)**
31

32 Bencomo: Well go ahead and get started. I don't know what the official ... I have 5:01.
33 What's the official time you have?
34

35 Wray: Five-oh-one.
36

37 Bencomo: 5:01, all right, we're good. So call the meeting to order of the Bicycle and
38 Pedestrian Advisory Committee.
39

40 **2. APPROVAL OF AGENDA**
41

42 Bencomo: The first order of business is the approval of the agenda. Anybody have
43 any comments on the agenda, changes they would like made? Seeing
44 none. We can look for a motion to approve.
45

46 Curry: I'll put forth a motion to approve the agenda.

1
2 Bencomo: Do we have a second?

3
4 Nunez: Second.

5
6 Bencomo: So moved. Take a roll. All in favor say "aye."

7
8 MOTION PASSES UNANIMOUSLY.

9
10 Bencomo: All opposed, same sign. Motion carries.

11
12 **3. APPROVAL OF MINUTES**

13
14 **3.1 April 17, 2017**

15
16 Bencomo: Next business is approval of the minutes. Do we have any changes or
17 comments on that, the minutes? All right, seeing none. A motion to approve
18 those.

19
20 Curry: I'll put forth a motion to approve the minutes.

21
22 Bencomo: Second, anyone?

23
24 Herrera: I second.

25
26 Bencomo: All right. It's been moved and seconded. All in favor "aye."

27
28 MOTION PASSES UNANIMOUSLY.

29
30 Bencomo: All opposed, same sign. And so that carries, approval of the minutes.

31
32 **4. PUBLIC COMMENT**

33
34 Bencomo: Any public comment? Do we have members of the public here that would
35 like to speak, time to come forward. Okay, seeing none.

36
37 **5. ACTION ITEMS**

38
39 **5.1 Recommendation of Approval to the Policy Committee of the FFY**
40 **2018-2023 Transportation Improvement Program (TIP)**

41
42 Bencomo: Move on to the next item, which is action items, recommendation of
43 approval to the Policy Committee of the FFY 2018-2023 Transportation
44 Improvement Program.

45
46 ANDREW WRAY GAVE HIS PRESENTATION.

1
2 Bencomo: Has everybody had the chance to look at these previously or we need a
3 little of time to browse through them?

4
5 Wray: Mr. Chair. I apologize. I also want to mention that as part of the public
6 comment period this document is available on the MPO website for public
7 review.

8
9 Bencomo: Good. Comments or questions anyone?

10
11 Paz: Quick question. Have you guys received any public comments at all?

12
13 Wray: Mr. Chair, Mr. Paz. We have not as of this time.

14
15 Bencomo: Okay. Seeing that there appears to be no comments up here, I will entertain
16 a motion to approve moving forward with this item.

17
18 Paz: I make a motion to approve.

19
20 Herrera: I second.

21
22 Bencomo: We have a motion and a second on that. All in favor "aye."

23
24 MOTION PASSES UNANIMOUSLY.

25
26 Bencomo: All opposed, same sign. Seeing no opposing, it passes.

27 28 **6. DISCUSSION ITEMS**

29 30 **6.1 Valley Drive Improvements**

31
32 Bencomo: Move onto the next item, discussion items. Valley Drive improvements.

33
34 Wray: Thank you Mr. Chair. We have with us this evening Mr. Wyatt Kartchner
35 from Molzen Corbin. He is here to speak regarding the Valley Drive
36 improvements project.

37
38 WYATT KARTCHNER GAVE HIS PRESENTATION.

39
40 Nunez: Excuse me. Can I interrupt you?

41
42 Kartchner: Yes sir.

43
44 Nunez: Threw me off a little bit. Just if you go back to the Pic Quik intersection.
45 Right there on the southwest corner. What's that going to look like? In other
46 words, I'll just tell me. I've been there at least four times when an 18-

1 wheeler's come through there and jumped the curb and pretty much taken
2 out whatever's there.
3
4 Kartchner: So we are putting signs and there currently are signs that trucks are not
5 allowed to turn right onto Hickory Drive. I know people probably don't follow
6 that and we've seen lots of trucks actually making that movement. So
7 Hickory going towards Wal-Mart will have one lane in the direction towards
8 Wal-Mart and then they'll have a raised median which'll be three foot wide
9 and then it'll have a dedicated left turn lane and a through/right lane. We've
10 actually changed the radius as much as we can. It is still pretty tight there
11 just because of right-of-way constraints. But then the big concern with this
12 one particularly on both sides is if somebody's trying to turn into the Pic Quik
13 or turn into the McDonalds they often block traffic into the intersection of ...
14
15 Nunez: Right.
16
17 Kartchner: Of Avenida de Mesilla and so by putting that raised median in it eliminates
18 that conflict there.
19
20 Nunez: Well I guess, I'll let you go on with your presentation but I was just thinking
21 of the little pads and the ADA ramps.
22
23 Kartchner: Oh the ADA ramps.
24
25 Nunez: In all that. And I'm trying to you know kind of hit my bicycle/pedestrian
26 goggles here you know and I'll let you go through the rest of your
27 presentation.
28
29 Kartchner: Okay for that particular crossing there is no sidewalk along Hickory on the,
30 I guess west side of Hickory and so the crosswalk actually crosses just in
31 one direction there, or I guess two directions, you could cross Avenida de
32 Mesilla or cross Hickory. And then we can show you ... I don't have the
33 plans with me today but I can show you in the future what that particular
34 location looks like if you want.
35
36 Nunez: Thanks.
37
38 WYATT KARTCHNER CONTINUED HIS PRESENTATION.
39
40 Shearer: Can I ask, at the intersection of Picacho and Valley what's the beige areas,
41 are those ...?
42
43 Kartchner: Those beige areas are areas that we are going to put in some landscape
44 gravel and some landscaping. There's right-of-way there right now where
45 those turn lanes are and rather than just leave it bare we're trying to dress
46 it up a little bit.

1
2 Billings: I have a question. So where the buffer drops because of the right-of-way
3 the bike lane stays, right?
4
5 Kartchner: Yes ma'am.
6
7 Billings: Okay. And then I notice that the bike lane goes away here at Picacho.
8
9 Kartchner: Correct. The bike lane does go away at Picacho. North of Picacho that
10 phase of Valley Drive has a shared bike lane so the right lane is actually 14
11 feet wide and it's a shared lane.
12
13 Billings: Yeah and I bike on there a lot and I think it's very safe, but I was wondering
14 if part of your plan includes putting up signs to warn motorists and cyclists
15 that there will be no bike lane for a little bit so that everybody knows to look
16 for bicyclists merging and also cyclists know that maybe they should turn
17 off somewhere.
18
19 Kartchner: We do have signs at every intersection "Yield to Bicyclists" and then I don't
20 recall exactly if we have a sign like that but I can look and make sure that
21 we include something.
22
23 Billings: Yea I think that would be wonderful. I think it would really increase cyclist
24 safety if that's possible.
25
26 Kartchner: Okay.
27
28 Billings: Thanks.
29
30 Shearer: At that intersection of Picacho and Valley, is there any provision there for a
31 bike lane to the left of the right turn lane as you go north? Are there any ...
32 or does it just disappear.
33
34 Kartchner: Let me zoom in here see if I can see it better. The issue that we run into is
35 we've run out of right-of-way because of this location, if it'll regenerate.
36 We're actually putting in dual left turn lanes. It's going to go. And so we
37 actually dropped the bike lane at Van Patten and the bikes would actually
38 end up sharing the road from Van Patten to the north, to the City limits.
39
40 Shearer: So there's no way of putting a three-foot wide lane coming straight forward
41 so that people on the right lane can go right and bike can be to the left of
42 the right lane?
43
44 Kartchner: Not within the existing right-of-way constraints that we have.
45

1 Shearer: I mean that's a heavy intersection. A bike out there trying to go straight
2 forward the people are going to more or less run them right over that's why
3 just getting a lane in there, if they want to go straight there should be some
4 sort of a bike lane so they can continue north on Valley rather being
5 squeezed over in the right turn lane and then getting run over by somebody
6 turning right.
7
8 Kartchner: At that point I'll make sure that we have a sign that says, "Bicyclists can use
9 entire lane" or something because we're physically constrained by the right-
10 of-way of adding additional space there.
11
12 Shearer: You're putting in two left turn lanes because ...?
13
14 Kartchner: The traffic volumes.
15
16 Shearer: The volume merits it.
17
18 Kartchner: Yes sir.
19
20 Shearer: But yet as you just tell me across the street you've got a lot beige area which
21 is more or less worthless. It seems like there might be some additional
22 room to put a bike lane straight on through.
23
24 Kartchner: At that point you could, but if you get back closer to Van Patten in this area
25 here is where you run out of additional space.
26
27 Shearer: I mean pushing Valley a little further north because they've got, and just
28 adding in a little space in there. I don't know, you know.
29
30 Herrera: Mr. Chair can I jump in here really quick? So we don't have time to purchase
31 right-of-way on this project. We're at 90% designed and so as far as
32 reconfiguring the intersection, that is something that we looked at, but
33 there's just not room and to purchase right-of-way in that area we would
34 have to purchase businesses and it would be millions of dollars. And so
35 that's actually why, we did look at that as an option of you know carrying the
36 typical section all the way through this area with the bike lane and the buffer
37 but we just couldn't get the cost effectiveness of purchasing all of those
38 properties along there to create a bike lane.
39
40 Shearer: Let's just think the other way, is there really a need for a dedicated right turn
41 lane?
42
43 Kartchner: There is. The traffic volumes at this intersection are ...
44
45 Shearer: And the width of the lanes there, is it a full 12 foot? Reducing that maybe
46 down to 11.

1
2 Kartchner: They are currently 11 foot. We've actually squeezed everything in here to
3 get the number of lanes we need for the traffic volumes in here.
4
5 Shearer: Okay. Thank you.
6
7 Pearson: (*inaudible*) good solution but, okay. I was going to ask you about bicycles
8 may use full lanes and it looks like you're going to look at that. What about
9 putting the bike lane on the left side of the right turn lane, have you looked
10 at that kind of a thing? Example in town is on Solano at Idaho and ...
11
12 Kartchner: Can you repeat that?
13
14 Pearson: Have a bicycle lane marked inside of the right hand turn lane, on the left
15 side of the right hand turn lane so that bicyclists end up ...
16
17 Nunez: Not against the sidewalk.
18
19 Kartchner: Yeah.
20
21 Curry: So the right turn lane is shared with the bicycle lane.
22
23 Nunez: That's, yeah.
24
25 Kartchner: Okay, we can look at that. I don't know what, I'm not sure how we're going
26 to accomplish that. I mean there's a high volume of traffic turning right and
27 then, so I think from a traffic perspective we're going to be better off if the
28 bicyclists was actually in the lane if they're going to go through.
29
30 Pearson: Okay.
31
32 Kartchner: Rather than blocking that right turn.
33
34 Pearson: And have you looked at the NACTO design standards for these types of
35 intersections?
36
37 Kartchner: Yes we have.
38
39 Pearson: Okay.
40
41 Herrera: Mr. Chair. We definitely appreciate the comments. We've looked at all sorts
42 of different options here. It's just the volume of traffic that goes through this
43 intersection is surprising if you look at the numbers. It doesn't maybe look
44 like it all the time but it is a huge amount of traffic that flows through here
45 and we are trying to make it as safe as we can for bicycles and pedestrians
46 but we also need to look at the traffic flow and make sure that we're following

1 all the specs on that as well so. Molzen did a really good job at looking at
2 every single available option.
3
4 Pearson: Right this is on the Adventure Cycling Southern Tier.
5
6 Kartchner: Correct.
7
8 Pearson: It would anticipate to be on the U.S. Bike Route 90 Plan, so it is an
9 important. It is important that we consider cyclists carefully in this design.
10
11 Kartchner: Right. That's, we have from the beginning. I mean you were involved
12 George from ...
13
14 Bencomo: I appreciate all the work you've done. This is kind of late in the game and
15 we're giving our comments and I understand that. So I'm going to put a plug
16 in for what we're going to talk about later, this is a perfect example of why
17 we need to use things like the irrigation ditch that runs on the other side of
18 that as a separate route off of roadways. It leads the same direction all the
19 way across the City. This is a perfect example of why because trying to do
20 this and buy businesses would be cost prohibitive, definitely. So just wanted
21 to throw that plug in there. Sorry.
22
23 Shearer: Before you go away, can you back up to the other major intersections. I
24 really didn't see. So how are we addressing them, what are we looking at
25 here ...
26
27 Kartchner: So this intersection of Amador, so you can see the bike lane is actually
28 between the right turn lane and the through lane, both legs, and that's how
29 it's addressed in all locations, besides.
30
31 Bencomo: I have another question.
32
33 Shearer: Thank you.
34
35 Bencomo: So the buffered bike lanes and the striping that you're going to use, is there
36 any possibility of using striping between the driving lanes and the bike lanes,
37 like a ribbed type striping. One of the things I've talked about consistently
38 and I have a concern with is, people are texting and driving all the time. I
39 know it's against the law, but it doesn't stop anybody and they drift. They
40 drift into bike lanes. I see them when they make turns, they turn and use
41 the bike lane as part of their turn on curves and things. Is there any way to
42 use a ribbed striping so when they hit that, I always call them drunk bumps,
43 the ones you do on the freeways, it kind of makes you go back into your
44 lane. Can that be done with this project?
45

1 Herrera: Mr. Chair. I think I can maybe address that a little bit. So we did partner
2 with the City of Las Cruces on this project. They will be taking over the
3 roadway after the project is completed to include maintenance. I know that
4 we did discuss a lot of different options with them and I think, it's kind of a
5 trade off so if you want something like that you know we might be able to
6 talk to the City. Again, it's very late in design, but again then, as far as
7 sweeping goes and maintenance and that kind of stuff, it might be harder to
8 do some of those things so.
9

10 Bencomo: And that concern has been brought up before about maintenance and
11 things and we talked about specifically about the separated bike lanes trying
12 to get in there or the multiuse paths, whatever they're going to call them,
13 but I'm no traffic engineer, I'm no street maintenance person but that ribbed
14 striping is not like really high ribbed striping, they can't sweep right over the
15 top of that when they do maintenance on that, like the sweeping?
16

17 Herrera: And they probably can. I guess you know the best thing to do is to maybe
18 check with the City on that. We did partner with them and ...
19

20 Bencomo: So is the City doing the striping or the State Highway Department?
21

22 Kartchner: We ...
23

24 Herrera: We are but they agreed to the typical section that we've chosen.
25

26 Kartchner: And the City of Las Cruces, we've actually incorporated their preferred
27 striping for this project rather than what the NMDOT would prefer in this
28 location.
29

30 Bencomo: So we're going to miss another opportunity. Wonderful.
31

32 Shearer: Can I go back to that intersection? I do have a question.
33

34 Kartchner: Which particular?
35

36 Shearer: Oh the Picacho and Valley. Do you anticipate the volumes that you're
37 talking about, the true use for this, are they the same volumes we have
38 now? Current volumes. Or have you extrapolated additional volume for
39 traffic volume? In other words you're telling me you need two left turn lanes
40 as you're going north, it's turn left onto Picacho, yet I have hardly ever seen
41 any backup in the current one turn lane that goes left, as you're going left.
42

43 Kartchner: There's a couple of reasons that we have that dual left turn lane; we've
44 actually, to accommodate access into Maloolys Carpet and Flooring and the
45 Day's End Motel, we've had to do that and then the traffic study is warranted,
46 actually we have dual left turn lanes on all quadrants of this intersection

1 because of the high volumes of traffic. The volumes on this particular leg,
2 the one going north on Valley to west on Picacho is the lowest of the four
3 legs at that intersection, but it is still high enough to warrant that dual left
4 turn and it's not always, I mean I haven't seen it on the normal peaks like
5 you would see on these other corners, it's at a different peak time than like
6 the p.m. peak that we see it on Picacho.

7
8 Shearer: Okay. All right. Thank you.

9
10 Pearson: Would you talk about the Hadley and Valley intersection and with respect
11 to pedestrian access and the school zones, if there are going to be any
12 changes to that? Because that's a high pedestrian area for the schools to
13 use.

14
15 Kartchner: At that particular intersection the improvements that we're making are pretty
16 minor when it comes to pedestrians and bicyclist. The roadway
17 configuration is getting changed because right now on Hadley going to the
18 East there is a dedicated right turn lane and a shared left through lane which
19 causes lots of backup problems on Hadley, and so we've reconfigured that
20 intersection to make it a dedicated left turn lane and a through right turn
21 lane on both of those legs which is the preferred configuration for an
22 intersection. That way we can get a dedicated left turn phase in that signal.
23 We know that is a Safe Routes to School crossing there and so we've
24 incorporated new school flashing beacons there and then throughout
25 construction that Safe Routes to School will be maintained. Because that
26 Safe Routes to School crosses at this intersection, continues along Valley
27 Drive on the east side to McFie, crosses McFie and then goes east on McFie
28 to MacArthur Elementary School.

29
30 Curry: Can I just give you a quick update? I'm the Safe Routes to School
31 Coordinator there and I know that we used funding a couple years ago and
32 created that safe route, that walking path along Valley to McFie, but I was
33 at the school when the City was redoing the whole project area in there and
34 I was talking to the people who actually lead that walking school bus and
35 their preference is to stay, so whatever difference it makes to you, to stay
36 on Hadley, instead of going along Valley, they prefer to stay on Hadley to
37 5th and then go up that way. They just say for whatever reason, you know
38 being alongside busy road, they would rather be on Hadley. So if it makes
39 a difference to you we can change that map.

40
41 Kartchner: I think the issue with that is going to be that Hadley doesn't have sidewalks
42 to the east of Valley Drive.

43
44 Curry: They're using it to the north of Hadley Drive, on the north side of Hadley
45 there are sidewalks; on the south side of Hadley there are not.

1 Kartchner: Okay.
2
3 Curry: So they're crossing over so they're down at Valley Verde Park coming there
4 in front of Sav-Mart, crossing over to the north on the west side of Hadley
5 there, crossing over on the north side of that intersection and then staying
6 on the north side of Hadley. So they're just not continuing up Valley to
7 McFie any more.
8
9 Kartchner: Okay.
10
11 Curry: So if that makes a difference to you, they would like to have that map
12 changed, the people who are walking, doing that walking school bus. They
13 say they've done it several times and I said "Well I'd really like you to change
14 it and use what we've constructed for you." And they said they really don't
15 feel comfortable having the kids, even with the school zone there. So if it
16 makes a difference to any of your school zone piece of it. As far as the
17 actual walking school bus, and as far as the actual walking route for Safe
18 Routes to School, they're using something different.
19
20 Kartchner: Okay. And would probably help us during construction in particular because
21 it being a Safe Routes to School route along Valley Drive that becomes
22 problematic during construction when we have to reconstruct that sidewalk.
23
24 Curry: Okay. So currently as it stands it's better the way they are using it? Is that
25 what I'm understanding?
26
27 Kartchner: Yes ma'am.
28
29 Curry: Okay. So we can just officially change that route.
30
31 Kartchner: The issue that you may run into, that's way beyond me, is the current
32 sidewalk along Hadley is not within the City of Las Cruces right-of-way, it
33 is actually on private property and so I don't know what that ...
34
35 Pearson: The one on the south side?
36
37 Curry; The one on the south side or the one on the north side?
38
39 Kartchner: The one on the north side.
40
41 Curry: Because they're crossing through that parking lot.
42
43 Kartchner: Well actually the curb line is the right-of-way line. So the sidewalk that's on
44 the north side of Hadley, on the east side of Valley drive and the north side
45 of Hadley is all in private property.
46

1 Curry: Okay. So we would need permission from the landowners there to use that
2 as a route? Is that what you're thinking?
3
4 Kartchner: I don't know.
5
6 Curry: Okay.
7
8 Kartchner: I don't the answer to that question. That's just something that may be
9 addressed ...
10
11 Curry: I know that it's not sidewalked, it's asphalted to the curb.
12
13 Kartchner: Correct.
14
15 Curry: But it's not sidewalked to the curb. I was out there looking that and
16 photographing that a couple of weeks ago.
17
18 Kartchner: Correct.
19
20 Curry: So, okay I didn't realize that was ...so we'd have to purchase right-of-way
21 or something like that or have an agreement with the landowner.
22
23 Kartchner: If there was ... I'm not sure on the rules about how, what that Safe Routes
24 to School needs to be.
25
26 Curry: Right.
27
28 Kartchner: To be legal or meet some kind of standards. So that may be something to
29 look into. I mean I don't if walking on the roadway is acceptable.
30
31 Curry: Walking on the roadway is not acceptable, but you know having an
32 agreement with the property owner would be.
33
34 Kartchner: Okay.
35
36 Curry: So, you don't happen to know with all you're work there who owns that
37 property, do you?
38
39 Kartchner: I do. It's Privet Investments I believe.
40
41 Curry Okay. Thank you.
42
43 Kartchner: Yes ma'am.
44
45 Pearson: So are there any bike routes designated on Hadley through there? On the
46 MPO Transport 2040 Hadley bike boulevard is an idea that's supposed to

1 be in the plan. So anything to help implement that plan I guess would be
2 worthwhile at this point.
3
4 Kartchner: At this point we have not looked at really any improvements to Hadley other
5 than the geometry at that intersection. We're constrained especially on the
6 east side with the right-of-way, we can't even build the sidewalk in there
7 which we would like to do, because of the right-of-way. And then on the
8 west side of the intersection the existing sidewalk is again outside of the
9 right-of-way. There is on Hadley to the west, those lanes are at least 14
10 feet wide and then I think as you get further, closer to Valley where they
11 park those, I don't know if it's actually striped a bike lane or signed a bike
12 lane but I know it is very much wide enough where you could have one.
13
14 Pearson: At least a shoulder for a bike lane there.
15
16 Kartchner: In both directions. To the east it's where it gets tight in that Palmar
17 Subdivision.
18
19 Pearson: And the signals will work for any bicyclists that might drive up to it.
20
21 Kartchner: If you flash your arms enough, yes they should. They're all video actuated
22 and then they're all synchronized throughout the corridor.
23
24 Pearson: Okay. And can I look at the Hickory and Avenida de Mesilla? I'm sorry I
25 missed that part. And is, the existing condition if you're westbound on
26 Avenida de Mesilla at the light there, it's a shoulder maybe or right turn
27 maybe or something, so ...
28
29 Kartchner: We have it striped where the bicycle lane continues through the intersection.
30 So there is a through right lane to turn to go to McDonald's and then the
31 bicycle lane is between that and the curb.
32
33 Pearson: And it looks like the bicycle lane is to the right of the right turn lane?
34
35 Kartchner: It's a shared through right turn lane.
36
37 Pearson: Oh, okay.
38
39 Curry: That's what we were talking about at Picacho and Valley there is a shared
40 through right turn lane.
41
42 Kartchner: Correct. And that intersection warrants a dedicated right turn lane.
43
44 Curry: Gotcha.
45

1 Pearson: I guess I'd like to see that, more detail to see how that might work. I'm trying
2 to imagine where I'm going to be and where the cars are going to be.
3
4 Kartchner: At this particular intersection?
5
6 Pearson: Right, going westbound.
7
8 Curry: Would you be up for taking a little bicycle trip to those intersections and just
9 riding it? I'm not being sarcastic, but just actually getting out on a bike and
10 just seeing how all that feels and if it does before it actually goes to
11 construction.
12
13 Pearson: Looking at that, that concerns me greatly. That looks like a, that's a crash
14 waiting to happen. (*inaudible*) in a way, it comes back. Because you've got
15 me up at that stop bar and you've got right turning traffic, and the right
16 turning traffic is not going to wait when that light turns green. This might
17 even be a candidate for a bicycle box.
18
19 Kartchner: What would your suggestion be?
20
21 Pearson: Not being an engineer, off hand, look at a bicycle box. Otherwise I would
22 say move the through bicycle lane to the, take away that solid line and move
23 the through bicycle lane to the left of the right hand, well it's a straight
24 through, but what's there is a crash waiting to happen and so maybe a
25 bicycle box is the closest.
26
27 Bencomo: Yeah at the minimum you can have a bicycle lane coming clear up and it
28 needs to be dashed 50-100 feet back so bikes can go over to the left lane
29 if they need to rather than continue a straight line. You probably should just
30 eliminate it and make it wider.
31
32 Pearson: Yeah because a through bicycle should not be where you're putting them.
33 A through bicycle needs to be, I would probably take the center of that lane
34 if I was a through bicycle, which I do now when I come to that shoulder/right
35 turn/whatever it is.
36
37 Kartchner: Okay.
38
39 Nunez: I've been pretty quiet over here as the City rep. Yeah if you could make
40 some suggestions that you deem is a good design on your company, it may
41 be received pretty well by Willie and Soo Gyu or whoever else at the City
42 for a bicycle box there. I don't know how many we have in the City?
43 George.
44
45 Pearson: We don't have any yet. We don't have any green painted bike lanes that
46 I'm aware of.

1
2 Nunez: And then as you know the City will say "yea" or "nay" or whatever.
3
4 Pearson: But this is also on the Southern Tier Route and the future U.S. Bike Route
5 90.
6
7 Nunez: Right.
8
9 Kartchner: Okay, we can look at that.
10
11 Curry: And I also think for the bicycle friendly community where we're trying to go
12 for a silver status, it would be nice to be able to show that we've done some
13 innovative bicycle infrastructure improvements and that would be a good
14 example that we would use to say that this, you know a bike box is approved
15 for that area. We could say "Hey look we're actually trying to do some more
16 innovative bicycle infrastructure."
17
18 Kartchner: Okay.
19
20 Nunez: Mr. Chair. I don't know how much more you have to go through this. I think
21 we've talked about some interesting design points and all. You may be at
22 the end of your presentation or close to it, wrapping it up, but back to, I'm
23 going to comment on what you'd said earlier Mr. Bencomo, is similar on
24 those bike lanes. Like you had mentioned maybe some additional marking
25 or whatever, more paint. You know I'm kind of an advocate, I'd love to see
26 like not the whole length but just a few square feet of green paint on each
27 end. That's just my dream. I think it'd be really nice. It pops. It shows well.
28 But you know again like Ms. Herrera said it's all maintenance, so it's
29 whatever the City can maintain and adopt. So I mean suggestions can be
30 made, it's just I don't know how we can get there in terms of, you know we
31 can get upset and get mad and all that other stuff but at some point it'd be
32 nice if we had some sort of rapport that was, I don't know, positive, right. I
33 don't know how better to say it. We get in with Willie and Soo Gyu and
34 whoever the other decision makers are and see how we can get into their
35 brain. Because they're facing, you know it comes down to money and they
36 have other issues they have to deal with. That's a little (*inaudible*). Let me
37 yield the floor.
38
39 Kartchner: That's one of the issues that we're running into on this project is we're, \$14
40 million budget and right now our cost estimate is over that, so we're hoping
41 and praying that our bids come in low and we get lots of competitive bids
42 and we can make this thing work as it is. So we've actually had to do several
43 cost cutting measures on the project, actually get it close enough to actually
44 go to bid.
45

1 Herrera: And Mr. Chair if I can just add one more comment. I think this is at least the
2 second presentation that Molzen Corbin has given to this committee.

3
4 Kartchner: Yes.

5
6 Herrera: The first one or the last one that I remember was when we were at 30%
7 design which would've been a lot easier to incorporate a lot of these ideas
8 and some of them were not brought up at that time. And so at this point in
9 time you know we'll definitely look at the bike box at that one intersection,
10 but as far as complete redesign, we're way too late in the game for that.
11 Plus the MOU with the City has already been kind of been moved along
12 finally. A.J. did you have something? Maybe if we can ask A.J. the PDE.

13
14 Romero: Good afternoon, good evening Chair, Members of the Committee. I'd like
15 to address just the comment though that Mr. Bencomo had with the ribbed
16 striping. That similar striping can be observed on I-10 across the Texas
17 State line. TXDOT does utilize that, however that type of striping, the
18 application is done, it's a glued on heated stripe and it's good in segments.
19 The district, District 1 has tried to utilize similar type of applied marking on
20 the stop bar. What the stop bar is it's the solid one-foot stripe before a
21 crosswalk. That type of striping application does not bode well here in the
22 southern part, in the warmer weather, especially when you have friction
23 vehicles coming to a complete stop. I'd hate for a brand new tape to get
24 heated by the sun, people slowing down to make a right turn lane over the
25 bike lane and just peeling this off, because remember it is ribbed, it has little
26 I guess levitations if you will on it that provides the friction for a vehicle and
27 that's what you feel when you start to go off. It's very subtle but you still feel
28 it, that's true. However I'd hate for a vehicle to be skidding on it. Not really
29 skidding but, because it can't, but peeling it off when it's slowing down,
30 because that's what we've observed on the stop bars with the same
31 application.

32
33 Bencomo: Mr. Chair so that's a point well taken. Maintenance is part of that, so then
34 maybe the answer is when cars are going to turn and go cross over that,
35 then that ribbed striping drops away and it's just in the length of it where
36 you're driving and they are drifting into the lane down the lengthy of it where
37 they're not crossing. So I think there's always give and take on both sides.

38 I'm very passionate about this and I apologize if I come across too
39 passionate at some times, but I just think that we continue to do things very
40 car-centric in this state, probably the whole country and some innovative
41 things like maybe a little middle ground, taking into account maintenance,
42 taking into account greater safety because once again safety to bicyclists
43 isn't always just safety in terms of "Well we don't have crash data to do that,
44 blah, blah, blah, on and on." It's been proven time and again that if people
45 don't feel safe, they're not going to use these facilities. We're never going
46 to grow our bike community in Las Cruces if we don't give people that ability

1 to feel safer. They're just not going to use the facilities, no matter how many
2 we build and if we continue to do that, traffic counts continue to go up
3 because we never get people out of cars onto bicycles and we just
4 exacerbate the problems and having to replace pavement more often,
5 having to build more roads, having to make them wider, so it's really a self-
6 fulfilling problem when we don't try to address it in a greater fashion for non-
7 motorized transportation. It's a cycle that we're building to get more cars
8 out there. So I think it hurts us in the long run. Thank you.

9
10 Curry: And Mr. Chair, Mr. Bencomo. I'd actually like to add to that. I agree with
11 you but I also think they've done a really good job of considering bicycles
12 and putting in a bicycle lane for the length of it and a buffered bicycle lane.
13 So we can't have everything that we wanted necessarily, but at least
14 bicycles are being considered for this project. And for me using that area I
15 think it's nice to have a buffered bike lane. So we may disagree on that
16 point and we may not get 100% of what we want, but I feel like consideration
17 has been put forth for bicycles.

18
19 Shearer: Yeah. Yes I would commend them yes. The lanes is a very good job, I just
20 still see one or two things where you're using traffic volumes. Where I don't
21 think there's a problem adding extra lanes in where currently I don't see it
22 being there and you're doing it at the expense of what would be the safety
23 of a bicyclist going through the Picacho/Valley intersection. I think they'd
24 be better off if they had a designated lane so people know where they're
25 going to be; the bicyclist as well as the car driver. And again you're adding
26 in two left turn lanes and a dedicated right turn lane that right now they're
27 not needed, they have one left turn lane and they don't have a dedicated
28 right turn lane there. I know the intersection and so you're expanding you
29 know two extra lanes at the safety of a bicyclist at that particular
30 intersection. So that would be my point. Thank you.

31
32 Billings: I wanted to comment that I think this is great. I think it's a really good starting
33 point and I think that it's making this a road that you can actually ride a bike
34 on at all and this current stirp of Valley is terrifying to ride a bike on and I
35 think that this is great starting point. So thank you for including bikes. And
36 I think it'll give us something to work from and that's better than what we
37 have now, so that's great. Thank you.

38
39 WYATT KARTCHNER COMPLETED HIS PRESENTATION.

40
41 Bencomo: I have a couple of questions, not about bike lanes, just to be safe. Valley
42 Drive, turning it over to the City at the end, is it just going to be the project
43 area? It's not going to be all of Valley Drive.

1 Kartchner: So Valley Drive currently is owned by the City of Las Cruces from University
2 where it begins to Avenida de Mesilla. And so it'll actually be turned over
3 from Avenida de Mesilla to the City limits which is just north of Mayfield.
4

5 Bencomo: Okay.
6

7 Pearson: So the current north part is still NMDOT?
8

9 Kartchner: Yes sir.
10

11 Pearson: Okay.
12

13 Kartchner: And it'll be turned over, part of this road transfer agreement.
14

15 Bencomo: Okay. Thank you. And also my second question was for Fire Station 3, is
16 there going to be signalization there? What kind of signalization is that going
17 to be and how (*inaudible*)?
18

19 Kartchner: We are putting in a signal there. It is a signal that is actuated by the
20 firefighter/fire department in the truck and it's not an actual stop signal, it is
21 a warning signal that starts to flash when it is activated and other than that
22 it'll be dark.
23

24 Bencomo: Okay. No that's a good thing because the flashing ones on Picacho at Fire
25 Station 1 and they flash 24/7, nobody pays attention to it.
26

27 Kartchner: Exactly.
28

29 Bencomo: They don't even pay attention at all. So are they manually activated or is it
30 going to be an automated system you know?
31

32 Kartchner: It's an automated system that's on their truck. Similar to ...
33

34 Bencomo: Opitcon System. Awesome. Perfect. Wonderful. Thank you.
35

36 Kartchner: Any additional questions?
37

38 Leisher: Mr. Chair. I just want to note that I was here, however I have to leave so.
39

40 Kartchner: Well thank you all.
41

42 Pearson: Okay. Thank you.
43

44 McAdams: Mr. Chair. Thank you very much and thank you Mr. Wyatt for this great
45 presentation.
46

6.2 City of Las Cruces Bicycle Task Force Progress Report

Pearson: So now we're at 6.2.

McAdams: And now I'd like to introduce Armando Morales to talk about the Bicycle Task Force.

ARMANDO MORALES GAVE HIS PRESENTATION.

Pearson: Do you have any information on the success yet or if it's still pending for the Paseo Del Norte Grant?

Morales: That is still pending. We should find out the first week of June.

Pearson: Any questions?

Herrera: Mr. Chair. I have sort of a related question, not specifically about this, but you mentioned that Active Transportation Plan. Can you give us an update on that where it currently stands now?

Morales: I do not. The only thing I know is that I believe they have already picked ... the RFP is complete and I believe they have already picked someone to do it and it will be brought to Council the first week of June to be decided on.

Herrera: Great. I'm really looking forward to that plan. I think the timing of it is going to work out great for the timing of the next Transportation Alternatives Program funding cycle, and so I hope that we can maybe implement some of the things in that plan using TAP funding if we can get the plan kind of done before then so.

Curry: The plan has a 10-month range, so once it's adopted they have 10 months.

Herrera: That's perfect timing. Thank you.

Bencomo: So Mr. Chair, Jolene. Ashleigh and I were able to be part of the selection committee for those groups and there were some really good, some better than others, but there was, the ones that we looked at, I think the top three probably were really good as far as taking all these different aspects into account, not only just designing a system but also sustainability and all kinds of other things that go with it. So I'm really excited about this. I'm looking forward to it. The last I had heard we had selected one and they were going to do some negotiating with them and then depending on how that went they may have to go to the next one, but anyway they were doing that piece of it, so hopefully we'll get it adopted in June sometime.

Paz: Can we do any education at the County?

1
2 Curry: Yes, I would love to. Starting June 10th we will have an education class
3 open to the public and if any of you would ... I'll get some information out
4 there soon, but it'll be a Traffic Skills 101 and that's open to anybody with a
5 cap limit, but anybody who would like individual programs, whether it's the
6 County, the school district asked for the same thing, so I'm happy to do any
7 education.

8
9 Pearson: Any other Committee Member comments? Well thank you for this update.
10 It's very informative. It's good to hear City participation at our Committee
11 also, so thank you.
12

13 Morales: Thank you.
14

15 McAdams: Thank you Mr. Morales. The MPO is an active part of the Bicycle Task
16 Force as well as the future Active Transportation Plan and many of us are
17 co-related and (*inaudible*). Thank you again Armando.
18

19 **6.3 NACTO Bicycle Design Standards**

20

21 MICHAEL MCADAMS GAVE HIS PRESENTATION.
22

23 Curry: Mr. Chair. I think that it would be fantastic. I would wonder if maybe we
24 could wait for the Active Transportation Plan. I'm guessing that they will
25 recommend it as well and if it comes part of the recommendation from the
26 Active Transportation Plan it might carry a little bit more weight within the
27 City, the Town of Mesilla, Dona Ana County as coming from an outside
28 person recommending it as well.
29

30 McAdams: Mr. Chair, Ms. Curry, I think part of the Active Transportation Plan, they will
31 review MUTCD, AASHTO, and NACTO and look at how those are
32 applicable to the City. And also since the MPO is involved the urbanized
33 area which kind of bleed over from the City as well. So it takes on a regional
34 approach as far as urbanized area.
35

36 Pearson: So how do the organizations work? I mean AASHTO Association of
37 Highway Traffic Engineers, is the City a member of that? Is NACTO a group
38 where the City pays dues as a member or is that maybe a suggestion we
39 should make?
40

41 McAdams: Mr. Chair. At this moment I think that the City is not a member of NACTO.
42 I think they're in the process of trying to be a NACTO member. There are
43 different levels of I guess authority per se. AASHTO is a highly
44 recommended standard but (*inaudible*) wrong is law. You have to conform
45 to MUTCD standards. NACTO is actually mostly compliant with both
46 MUTCD and AASHTO standards. So in some states about (*inaudible*) they

1 are different, but the greater thing is that federal government (*inaudible*) has
2 incorporated or encouraged people to use NACTO. But they have to be
3 incorporated into the ordinance the existing the city or town or county.
4

5 Bencomo: Mr. Chair. The planning engineering group, that was actually one of our
6 very first recommendations in the list of recommendations that we had was
7 for the City to become a NACTO member.
8

9 Pearson: Okay. And NMDOT, do they, they must be aware of the NATO. And have
10 you used them or been considered in any of the designs that you work with?
11

12 Herrera: Yes, actually the planning division in Santa Fe ordered us a bunch of
13 NACTO books and so the design engineers have them and we do look at
14 them. It's still kind of in the early stages and a lot of the projects that we
15 have been working on are sort of far along in design, but for the new ones
16 coming up, NACTO is definitely something that we're looking at. And sort
17 of as a side note road diets are also something that we're really looking at
18 in a lot of different places. So we are coming along with the times also.
19

20 Pearson: Yeah one of the ... having looked at the book briefly, one of the templates
21 that I've seen is that intersections, especially a loop intersection, there's a
22 template that shows where the bicyclists should be at the intersection so
23 that it can activate the traffic signal. That in itself is an important piece that
24 I'd love to see the City consider. I know when they redid Las Cruces Avenue
25 and did a surface treatment on that, all of a sudden you couldn't see where
26 the loop wires were anymore, so then all of a sudden it was a red light for
27 forever. And so being able to have that as part of the design where bicycles
28 are considered as users of the facility and can actually passively activate
29 the traffic signal lights, that's worthwhile.
30

31 Curry: Mr. Chairman may I ask just a side question? So if there is a camera at the
32 intersection, then it's camera activated for bicycles. And if there isn't a
33 camera then there'd be a loop activation, is that how we would know the
34 difference?
35

36 McAdams: Mr. Chair, Ms. Curry. There are some guidelines in the standards of
37 NACTO, but they don't address that particular, that's more of a technical
38 question. That there may be difficult, you know activate visually may be
39 some problematic how the cameras read, but I think there's other, the loop
40 seems to be the, from my knowledge is the most widely used technique for
41 bicycling, for activation of priority. Again like Ms. Herrera said, these are
42 guidelines and they're recommendations, but they're also under the review
43 of engineering judgement. So it's not like you, this is what you have to do,
44 but it's like how does that fit in your local environment you know.
45

1 Pearson: Yeah I think, the modern technology's moving towards the cameras but
2 there's certainly plenty of loop technology and I know one intersection, I
3 think there's only one in town that actually uses radar detection as the
4 method.
5

6 Curry: I think that Wyatt from Molzen Corbin was talking about waving your arms
7 for the cameras. So are they doing camera activation on all of that new
8 project?
9

10 Herrera: Yes they are.
11

12 Paz: Mr. Chair. I have two quick questions. Do you know of El Paso MPO, what
13 they do with NACTO?
14

15 McAdams: Mr. Chair, Mr. Paz. I have no knowledge of that.
16

17 Paz: All right. I was just wondering. Now my next question is, isn't there also a
18 NACTO transit design or guidelines for just transit?
19

20 McAdams: Mr. Chair, Mr. Paz. Yes there is. There is a separate book for transit
21 guidelines and also an urban street guideline as well.
22

23 Herrera: Mr. Chair. I can answer the question about El Paso MPO. Yes, the MPO
24 definitely has sort of adopted the NACTO standards and they are pushing
25 the City and the County and all of the entities in the New Mexico side to use
26 those standards as well.
27

28 Paz: Yeah so the reason I was asking is the County has a lot of activity and
29 growth in that area and that would be one potential resource for us to follow,
30 particularly in the Santa Teresa/Sunland Park area, so that'd just be a good
31 opportunity for us to kind of adopt to it as a County to say, "We'll you know
32 El Paso MPO already does it and we're going to potentially go after future
33 funding" so.
34

35 Curry: And ... sorry.
36

37 Nunez: Mr. Chair. I was listening to you all's words on this, but let me first talk, I've
38 a couple of things written down here on bullet two. You say "What are some
39 of the advantages of incorporating the guide into the regulations of the City
40 of Las Cruces, Town of Mesilla, and the County of Dona Ana?" But I think
41 it's, instead of regulations you want to say guidelines adopting the
42 guidelines. So in other words ... go ahead.
43

44 McAdams: Mr. Chair, Mr. Nunez. That is correct. These are guidelines, they're not you
45 know, at the discretion of the staff of each one of them. So it's like you can
46 choose to a certain degree what you want to incorporate based on your

1 local situation. Obviously something like the bicycle signals, may not be
2 appropriate or some other things but in our case it would, so you sort of look
3 at them and say "What should we put in our ordinance?" and based on the
4 local criteria.

5
6 Nunez: Well then again you just now used the word ordinance. I'm not sure, I don't
7 want to get too tripped up on this, but basically I'm saying they're adopting
8 certain guidelines. I mean like you said earlier, MUTCD we designed this
9 law and you even, we lent you the other version that I had actually too of
10 the NACTO and just like Ms, Herrera said in El Paso what they're doing, we
11 have and we have those books for a while and we refer to them and we
12 designed a number of things over the years referring to those. Now, and
13 the reason I bring all this up is, is that hopefully we can get the City of Las
14 Cruces or I'm not sure what level it would occur at the Director's level is to
15 adopt the guidelines, this guideline to help us design our roads and that
16 would also allow us to, they're not as stringent on certain, they're a little
17 more lenient or more bicycle and pedestrian friendly, so that would allow
18 designers such as myself or the other people in the traffic department to
19 make certain decisions. So it's to our benefit. I don't know if I got that out
20 clearly, but that's what I was trying to do. It helps our efforts to be more
21 pedestrian and bicycle friendly. Let me look at my other note too, excuse
22 me. Oh he already addressed the loops item. You're right. I mean all of
23 our new intersections we are going with the cameras. Like right now,
24 Amador/Melendres, we're about to put that one, it has a camera. So
25 historically we've had the loops on another they'll stay until we can you know
26 at some point if that intersection is modified, then we would go to the
27 cameras.

28
29 Curry: Mr. Chair may I add one thing? This is sort of a maybe more towards Jolene
30 here or to James, but when they do the buffer on Valley Drive is it possible
31 for them to stripe it like they have in the NACTO standards, where it's that's
32 diagonal stripe. Because I think there are other places in town where it isn't
33 striped and it's a confusion. People think that they should be driving in the
34 buffer and then they think that the other thing is a parking on the side. And
35 if it's striped it's much more clear. So is that something that we can add in?

36
37 Herrera: Yeah, actually the plans do have the diagonal stripes in them, so.

38
39 Pearson: So we're an advisory committee to the Policy Committee, would it be, should
40 the MPO Policy Committee adopt, I guess, what has the El Paso MPO done
41 and should we do something similar to that? Should we recommend to the
42 policy committee that they have NACTO as a design guide for each
43 jurisdiction or what would be the next step?

44
45 Herrera: Mr. Chair. I think that that's a good starting point is to have the MPO Policy
46 Board on board with using NACTO. That's basically what they've done in

1 El Paso. Of course their board is a lot bigger and they have a lot more
2 money and so that's kind of how they're able to have a stick to sort of get
3 their entities to follow that but I think definitely if you've got three County
4 Commissioners, three City of City of Las Cruces Councillors and three Town
5 of Mesilla Trustees who all support it, you know it's going to be really hard
6 for the larger boards to say that they don't. So I'd say yeah that's probably
7 a good step.
8

9 Pearson: So can we ask staff to put together such a resolution to bring to our next
10 meeting?
11

12 McAdams: Yes Mr. Chair we can.
13

14 Pearson: Any further discussion on this?
15

16 **7. COMMITTEE AND STAFF COMMENTS**

17 **7.1 MPO Staff Update**

18
19
20 Pearson: Let's go on to our next item then which is MPO update.
21

22 McAdams: Yes, just two updates; one is that we have the new volume counts from
23 2016, I think it's all ... is very good. I think you'll like it. The other is that
24 one question you asked about the bicycle counters and I've already talked
25 about that too in person, but we will have the bicycle counters and software
26 hopefully in the next two months. It's been requisitioned, PO's it's a done
27 thing. I asked about, through the firm which is Clever Devices about bicycle
28 counters on the racks, at this present point in development there's actually
29 a city that they're using it. They contact with them with Clever Devices for
30 the bicycle rack counters, but it's really too expensive for us even to
31 consider. And what they suggest is let them go through development and
32 then probably the price will be much reduced, but it's going to be a year
33 before we can consider that. So it is a possibility but it's not just simple just
34 attach and wire (*inaudible*). With bicycle counters quite complex and quite
35 expensive. And that's all I have for the MPO.
36

37 Pearson: Okay.
38

39 Curry: Mr. Chair may I just ask a quick question about the bicycle counters? Are
40 those a permanent or is that a temporary thing? How long will we have
41 bicycle counters? And where will they be?
42

43 McAdams: I mean they're bus counters.
44

45 Curry: Bus.
46

1 McAdams: Bus counters. They're bus counters for passenger counters. We have two
2 installed presently on our buses. They count people when they come in
3 and out of the bus.
4
5 Curry: So they're not bicycle counters, they're just bus counters.
6
7 McAdams: No they're not. They're not. We have the bus counters.
8
9 Curry: They're passenger counters.
10
11 McAdams: Exactly. Excuse me.
12
13 Curry: Okay, thanks.
14
15 McAdams: I was referring to ... there are ways to count bicycles on the racks (*inaudible*)
16 you know how many (*inaudible*) and where the location which is very
17 important. Some of this we do manually and I've asked some of the staff if
18 that's possible and we (*inaudible*) we can do it manually to see about that
19 too. But the bicycle counters are a little bit more complex and just add, just
20 putting on the bike racks and when they press it so, because it has to
21 connect with the, it has to connect with two things, it has to connect with the
22 console in the bus and also connect with the GPS to really identify what
23 stop they get off and on.
24
25 Pearson: So the passenger counters on the buses (*inaudible*) ...
26
27 McAdams: Bicycle counters (*inaudible*) to be more specific is software, we already
28 have the passenger counters on the buses. It's software we can better
29 account for the data. Right now the stuff is (*inaudible*) a text format which
30 is almost unusable. And so (*inaudible*) able to quickly access the data and
31 hopefully we can use it for National Transit Database reporting as well. But
32 we have to test it out. So it'd really be a good way to look at when people,
33 exactly when people getting on and off, what routes, etc and hopefully it will
34 connect very well with Active Transportation Plan as well.
35
36 Pearson: Okay is that on all the buses or just on some select (*inaudible*) ...
37
38 McAdams: No it's only two buses.
39
40 Pearson: Two buses.
41
42 McAdams: Because the unit cost is close to \$25,000, we have two. That's enough for
43 National Transit base data reporting. We hope to get it on many more buses
44 as well.
45
46 Pearson: So do you just select one or two routes and keep it on that route?

1
2 McAdams: No.

3
4 Pearson: Or you try to move it around?

5
6 McAdams: Actually they're rotating. So bus, rotate on different routes and of course
7 we monitor that and so over a period of time we have a good sample of the
8 ridership on the routes. But which we're already have accounting for routes
9 by hour, but we don't have it by stop and that's really crucial to find a lot of
10 the information, in particular like what stops been used, what (*inaudible*)
11 are, where are the most popular stops, etc. It's very good for rural planning.
12

13 **7.2 Local Projects update**

14
15 Pearson: So local projects, City.

16
17 Nunez: Like I mentioned in the last meeting we're about to come up on the road
18 maintenance work so we'll have a number of roads, we've identified, we
19 actually did identify a few to you know maybe a slurry or whatever and the
20 Utilities department had not replaced and we're trying to do the water lines
21 first so they've changed some of our map direction of some of the road
22 selected, but I left a copy I think with Ms. Curry last time and I think you're
23 reviewing that to see if after they go ahead and you know take off the striping
24 basically then candidates for potentially restriping those roads. So we may
25 want to look at those, and that's coming up in the next few months. The
26 other thing I have is like I mentioned a few minutes ago is
27 Amador/Melendres we're about to bid out that new signalized intersection
28 and so that one should be done, can't remember the exact dates but the
29 coming months we'll get that one bid out and constructed. And then a lot of
30 my co-workers were in AutoCAD training so I was unable to talk to them
31 about their projects. Does anyone have any other questions or ideas I can
32 go back and ask? I'll be glad to do so. That's my report then.
33

34 Pearson: Okay. Thank you. County.

35
36 Paz: No updates on County projects right now.

37
38 Pearson: Okay. Thank you. NMSU, do you have any projects to share with us?

39
40 Shearer: Not at the current time. No. Thank you.

41
42 Pearson: Okay.

43 **7.3 NMDOT Projects update**

44
45
46 Pearson: NMDOT.

1
2 Herrera: Thank you Mr. Chair. A few project updates and the big elephant in the
3 room is the Spitz/Solano/Three Crosses/US-70 intersection. The project is
4 going well right now. You'll notice a lot of work they're doing; prep work to
5 put in the storm drain system and then they'll be building that retaining wall
6 to hold up the current retaining wall that's there and then the City will start
7 doing their utility work. So the roadwork will come after that. It's scheduled
8 for a one-year contract time, so hopefully by this time next year we'll be
9 completely done with the intersection. There is a public meeting this
10 Thursday, May 18th at 6:00 p.m. at the Solano yard, the NMDOT offices, so
11 if you have any concerns, questions, please feel free to come to that
12 meeting and voice those.

13 Another project that we have going on is the signal at 17th Street and
14 Picacho. Right now they're doing some work in the shoulder areas, but
15 they're going to wait until after school ends to really start most of that work
16 and they will have that signal installed by the time school starts again, so as
17 to not impact the buses coming in and out of the street. So that one should
18 just be a quick maybe month and a half project there.

19 We also have the bike lane, or I guess widened shoulder on US-70
20 going over the Aguirre Springs Pass. The plans were turned in in February,
21 it lets this month and so we'll have a better idea on that. Hopefully we're
22 looking at starting construction maybe late summer, early fall on that one.

23 And then the only other one that we have in the works besides the
24 Valley Drive project which you all just heard about is the University/I-25
25 interchange. That's a really big project so we're going to be totally
26 reconfiguring it and replacing the bridges over I-25 on University just
27 because they're old, but then also to make them more accessible to bicycles
28 and pedestrians as well. And so we're working really closely with NMSU
29 and with the City on that project. And that's all I have unless there are any
30 questions.

31
32 Pearson: Okay. Thank you.

33 34 **7.4 Committee Members Update**

35
36 Pearson: And now we have Committee Member update. Have any Committee
37 Members have any comments to make? I guess I will just say it is bike
38 month, so we've had several activities already. Still coming up tomorrow
39 night is the Ride of Silence starting at the Mesilla Plaza at 6:15 and Saturday
40 May 20th at 10:00 in the morning is the Mayor's Bike Ride so I would enjoy
41 seeing everybody at the Mayor's Bike Ride. And I think that's all I have.

42
43 Shearer: Mr. Chairman. There's also a ride to work for County employees. It's
44 Friday. I think it's downtown, it's near the West Heritage Bank. I think it's
45 7:30 and there's also a ride to work at NMSU on Friday the 19th.
46

1 Pearson: Okay.

2
3 Waller: SPEAKING BUT NOT AT THE MICROPHONE.

4
5 Pearson: Let's just wait for public comment and then ask you to come up for that.

6
7 Wray: Mr. Chair that's a member of the Committee.

8
9 Pearson: Oh.

10
11 Wray: He should come and speak into the microphone though.

12
13 Nunez: Right we never took role.

14
15 Waller: I'm really happy to mention for the first time ever they're going to open up
16 the NASA access road and allow employees at the Air Force/NASA facilities
17 to bike to work. If coming from town, go up the Route 70, but that's a first
18 time opportunity for employees out there. So we're really excited about that.
19 Just wanted to mention that.

20
21 Pearson: Okay. Thank you.

22
23 **8. PUBLIC COMMENT**

24
25 Pearson: Okay, so now we're at public comment, but now we have nobody from the
26 public.

27
28 **9. ADJOURNMENT (6:42)**

29
30 Pearson: So I'll entertain a motion to adjourn.

31
32 Shearer: Motion to adjourn.

33
34 Curry: Second.

35
36 Pearson: And we're adjourned. Thank you.

37
38
39
40
41
42

Chairperson



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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE ACTION FORM FOR THE MEETING OF July 18, 2017

AGENDA ITEM:

5.1 2018-2023 Transportation Improvement Program Amendments

ACTION REQUESTED:

Review and recommendation for approval to the MPO Policy Committee

SUPPORT INFORMATION:

Email from Jolene Herrera, NMDOT

TIP Amendment Table

DISCUSSION:

On June 14, 2017, the MPO Policy Committee approved the 2018-2023 Transportation Improvement Program (TIP)

The following amendment(s) to the TIP have been requested:

CN	FY	Agency	Project & Termini	Scope	Change
LC00250	2018	NMDOT	University Interchange	Bridge Replacement, Ramp modifications/reconstruction, roadway reconstruction, and extension of multi-use path	Moving \$775,000 from construction to preliminary design in FFY 2018
G10040	2018	Doña Ana County	Dripping Springs to End of Soledad Canyon	Preliminary Engineering, Construction Engineering, Construction	New \$10,166,500 Project
LC00300	2019	NMDOT	US 70 – Elks to Dripping Springs	Bridge & Pavement Preservation	Change in project termini and scope

This amendment will not affect any other projects currently listed in the TIP.

From: Herrera, Jolene M, NMDOT <JoleneM.Herrera@state.nm.us>
Sent: Monday, July 10, 2017 1:25 PM
To: Andrew Wray
Subject: TIP Admin Mod for LC00250

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon Andrew,

Please set aside \$775K from construction for preliminary design in FY2018. This change can be made administratively since there is no net change in the project total.

Thanks,

Jolene Herrera
Urban & Regional Planner D1 & D2
NMDOT South Region Design
750 N. Solano Dr.
Las Cruces, NM 88001
O: (575) 525-7358
C: (575) 202-4698

From: Herrera, Jolene M, NMDOT <JoleneM.Herrera@state.nm.us>
Sent: Thursday, July 13, 2017 12:45 PM
To: Andrew Wray
Cc: Tom Murphy
Subject: Fwd: LC00300 New STIP

Good afternoon Andrew,

Please see below regarding a TIP amendment for LC00300. Although the package went out for BPAC next week can we do a floor amendment to get this approved?

Thanks,

Jolene Herrera
NMDOT Urban & Regional Planner
Cell: (575) 202-4698
Jolenem.herrera@state.nm.us

----- Original message -----

From: "Linnan, Andreas, NMDOT"
Date: 07/13/2017 12:35 PM (GMT-07:00)
To: "Herrera, Jolene M, NMDOT"
Cc: "Contreras-Apodaca, Gabriela, NMDOT" , "Chavarria, Aaron, NMDOT" , "Franks, Earl, NMDOT"
Subject: LC00300 New STIP

Good morning Jolene,

As briefly discussed this morning, please make sure that in the new STIP, we not only change the project scope, but also adjust the Project Termini as shown below.

CN: LC00300	Plan: 20162021-WRK-8	MPO/RPO: LAS CRUCES MPO - ID: 110.00	NMDOT Dist.: 1	County: V
Fed/State ID: LC00300	Demo IDs:	Lead Agency:		
RT: US0070	Project Location: US 70 - ELKS TO DEL REY - FROM ELKS TO DEL REY			Beg/Er
Category: Reconstruction- No Added Capacity				PDE
Project Scope: BRIDGE & PAVEMENT PRESERVATION & ADA IMPROVEMENTS				
Proj. Phases: <input type="checkbox"/> Environ. Document <input checked="" type="checkbox"/> Prel. Engr. <input checked="" type="checkbox"/> Design <input type="checkbox"/> Right-of-way <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Other FHWA Wo				
Remarks: AMENDED 2/8/17 TO MOVE TO FY 2019				

		PROGRAMMED FUNDS			
FUND SOURCE	IMP TYP	2016	2017	2018	2019
State Match		\$0	\$0	\$0	\$0
National Highway Performance Program	04	\$0	\$0	\$0	\$4
TOTALS:		\$0	\$0	\$0	\$5

Thanks,

Andreas

Andreas Linnan, P.E., MBA

Project Development Engineer

NMDOT South Region Design

ASCE-NM Southern Branch President

750 N. Solano Dr.

Las Cruces, NM 88001

Work: 575-525-7316

Fax: 575-524-6060



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FFY 2018-2023 TIP							
CN	FFY	Location	Termini	Scope	Current Funds	New Total	Change
LC00250	2018	University Avenue & Triviz	I-25 Interchange	Bridge Replacement & Interchange Modifications	\$27,800,000	\$27,000,000	Moving \$775K from construction to preliminary design in FFY 2018
G10040	2018	Soledad Canyon	Dripping Springs to End of Soledad Canyon	Preliminary Engineering, Construction Engineering, Construction	N/A	\$10,166,500	New Project
LC00300	2019	US 70 - Elks to Del Rey	MP 149.8 - 151	Bridge & Pavement Preservation	\$5,000,000	\$5,000,000	Change in project termini and scope



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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE ACTION FORM FOR THE MEETING OF July 18, 2017

AGENDA ITEM:

5.2 NACTO Draft Resolution for Policy Committee Resoultion

ACTION REQUESTED:

Review and recommendation for approval to the MPO Policy Committee

SUPPORT INFORMATION:

NACTO Draft Resolution for Policy Committee Approval

DISCUSSION:

At the May 16, 2017 BPAC meeting it was recommended that the MPO staff develop a draft resolution for review by the BPAC and if approved transmitted to the Technical Advisory Committee and the Policy Committee for review and possible approval

MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 17-xx

A RESOLUTION RECOMMENDING THE ADOPTION OF NATIONAL ASSOCIATION OF COMMUNITY TRANSPORTATION OFFICIALS URBAN STREET DESIGN GUIDE BY MPO MEMBER ORGANIZATIONS

WHEREAS, the Mesilla Valley Metropolitan Planning Organization (MPO) is the transportation planning agency for the City of Las Cruces, the Town of Mesilla and the urbanized portion of Doña Ana County; and

WHEREAS, the Las Cruces Metropolitan Planning Organization 2040 Transportation Plan states as two of its goals to: “provide and improve multi-modal and intermodal options for all users and increase transportation safety for all uses starting with the most vulnerable modes”; and,

WHEREAS, The Urban Street Design Guide offers well-articulated and visual approaches for improving the safety and livability of our streets for pedestrians, bicyclists, drivers, and transit users; and

WHEREAS, Urban city streets demand a unique approach unmet by most conventional design guidelines and

WHEREAS, The MPO views the Guide as an important reference in planning modern urban city streets that not only complements our member agencies’ own design guidance, but is a companion with other international national and local resources that is in use widely available to encourage well connected modes of transportation for all people; and

WHEREAS, the Bicycle and Pedestrian Facilities Advisory Committee recommended the use of the Guide by all member MPO agencies at their June 18, 2017 meeting; and

WHEREAS, the Technical Advisory Committee recommended the use of the Guide by all member MPO agencies at their (month) (date), 2017 meeting , and;

WHEREAS, the Policy Committee has determined that it is in the best interest of all appropriate implementing agencies to adopt the Guide.

NOW, THEREFORE, be it resolved by the Policy Committee of the Mesilla Valley Metropolitan Planning Organization:

THAT the Policy Committee recommends that all appropriate implementing agencies adopt the Guide .

DONE and **APPROVED** this ____ day of __ , 2017.

APPROVED:

Chair

Motion By:	
Second By:	
VOTE:	
Chair Flores	
Vice Chair Vasquez	
Mayor Barraza	
Trustee Bernal	
Mr. Doolittle	
Commissioner Rawson	
Commissioner Solis	
Councillor Eakman	
Councillor Pedroza	
Councillor Sorg	

ATTEST:

APPROVED AS TO FORM:

Recording Secretary

City Attorney



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AGENDA ITEM:

6.1 Active Transportation Plan

DISCUSSION:

The staff of the Planning and Revitalization Division of the Community Development Department of the City of Las Cruces will give a presentation on the progress of the Active Transportation Plan. The MPO is also a participant in the Plan.



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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE ACTION FORM FOR THE MEETING OF July 18, 2017

AGENDA ITEM:

6.2 Recommended EBID Laterals Funding Priority for the City of Las Cruces

DISCUSSION:

A Memorandum of Understanding between the Elephant Butte Irrigation District (EBID) and the City of Las Cruces has recently been renewed, establishing a cooperative relationship to allow for potential use of the laterals for bicycle/walking facilities by area citizens. The Trail System Priorities Map which was adopted as part of the 2040 MPO Transportation Plan has EBID laterals recommended for potential bicycle and/or pedestrian trails. The use of the laterals has been an ongoing topic for several years

At this meeting, the MPO would like to facilitate a general discussion on determining a priority for improvement of the EBID laterals by the City of Las Cruces. The MPO staff will supply online map for Committee members at the meeting.