



METROPOLITAN PLANNING ORGANIZATION

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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE AGENDA

The following is the Agenda for a meeting of the Policy Committee of the Mesilla Valley Metropolitan Planning Organization (MVMPO) to be held **August 8, 2018 at 1:00 p.m.** in the **City of Las Cruces Council Chambers**, 700 North Main, 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/ Pledge of Allegiance** _____ **Chair**
2. **CONFLICT OF INTEREST INQUIRY** _____ **Chair**
Does any Committee Member have any known or perceived conflict of interest with any item on the agenda? If so, that Committee member may recuse themselves from voting on a specific matter, or if they feel that they can be impartial, we will put their participation up to a vote by the rest of the Committee.
3. **PUBLIC COMMENT** _____ **Chair**
4. **CONSENT AGENDA*** _____ **Chair**
5. *** APPROVAL OF MINUTES** _____
5.1. *June 13, 2018 _____ **Chair**
6. **ACTION ITEMS** _____
6.1. Resolution 18-05:A Resolution amending the 2018 Meeting Calendar _____ **MPO Staff**
7. **DISCUSSION ITEMS** _____
7.1. Committee training: Pedestrian Safety and Transit _____ **MPO Staff**
7.2. NMDOT update _____ **NMDOT Staff**
8. **COMMITTEE and STAFF COMMENTS** _____ **Chair**
9. **PUBLIC COMMENT** _____ **Chair**
10. **ADJOURNMENT** _____ **Chair**

1 **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION**
2 **POLICY COMMITTEE**

3
4 The following are minutes for the meeting of the Mesilla Valley Metropolitan Planning
5 Organization (MPO) Policy Committee which was held June 13, 2018 at 1:00 p.m. in
6 Commission Chambers at Dona Ana County Government Building, 845 Motel Blvd., Las
7 Cruces, New Mexico.

8
9 **MEMBERS PRESENT:** Mayor Nora Barraza (Town of Mesilla)
10 Trent Doolittle (NMDOT)
11 Councillor Jack Eakman (CLC)
12 Trustee Stephanie Johnson-Burick (Town of Mesilla)
13 Councillor Gabriel Vasquez (CLC)
14 Commissioner Benjamin Rawson (DAC)
15 Councillor Gill Sorg (CLC)

16
17 **MEMBERS ABSENT:** Commissioner Kim Hakes (DAC)
18 Commissioner Isabella Solis (DAC)

19
20 **STAFF PRESENT:** Andrew Wray (MPO staff)
21 Michael McAdams (MPO staff)

22
23 **OTHERS PRESENT:** Becky Baum, RC Creations, LLC, Recording Secretary

24
25 **1. CALL TO ORDER / PLEDGE OF ALLEGIANCE (1:02 PM)**

26
27 Eakman: Members of the Metropolitan Planning Organization of Mesilla Valley
28 welcome today. I'm calling this meeting to order.

29
30 **2. CONFLICT OF INTEREST INQUIRY**

31
32 Eakman: Do we each of us have an agenda in front of us at this time? If you would
33 please review that agenda and declare whether or not you have a conflict
34 of interest regarding today's agenda?

35
36 **MEMBERS DECLARED NONE.**

37
38 Eakman: It's unanimous, there are no conflicts. Well open it up to public comment
39 at this time. Oh, I am told that I have overlooked something. We're going
40 to at this time have our Pledge of Allegiance.

41
42 **ALL STAND FOR THE PLEDGE OF ALLEGIANCE.**

43
44 Eakman: I apologize to everyone present on that oversight.

45
46 **3. PUBLIC COMMENT**

1
2 Eakman: Is there public comment? Mr. Wray would you poll the MPO to see if we
3 have a quorum.

4
5 Wray: Yes Mr. Chair. Councillor Vasquez.

6
7 Vasquez: Yes.

8
9 Wray: Trustee Johnson-Burick.

10
11 J-Burick: Yes.

12
13 Wray: Trustee Arzabal.

14
15 Arzabal: Here.

16
17 Wray: Commissioner Rawson.

18
19 Rawson: Here.

20
21 Wray: Mr. Doolittle.

22
23 Doolittle: Here.

24
25 Wray: Councillor Sorg.

26
27 Sorg: Yes.

28
29 Wray: Madam Mayor.

30
31 Barraza: Here.

32
33 Wray: Mr. Chair.

34
35 Eakman: Thank you so much. And I appreciate everyone's attendance today and
36 their promptness.

37
38 **4. CONSENT AGENDA ***

39
40 Eakman: The consent agent is in front of us. It only includes the approval of
41 minutes. Are there any additions or corrections to the minutes?

42
43 Rawson: Mr. Chairman.

44
45 Eakman: Yes.

1 Rawson: Move to approve.
2
3 Vasquez: Second.
4
5 Eakman: Motion and a second to approve the minutes. Mr. Wray will you poll the
6 Board.
7
8 Wray: Councillor Vasquez.
9
10 Vasquez: Yes.
11
12 Wray: Trustee Johnson-Burick.
13
14 J-Burick: Yes.
15
16 Wray: Trustee Arzabal.
17
18 Arzabal: Yes.
19
20 Wray: Commissioner Rawson.
21
22 Rawson: Yes.
23
24 Wray: Mr. Doolittle.
25
26 Doolittle: Yes.
27
28 Wray: Councillor Sorg.
29
30 Sorg: Yes.
31
32 Wray: Madam Mayor.
33
34 Barraza: Yes.
35
36 Wray: Mr. Chair.
37
38 Eakman: Yes.
39

40 **5. * APPROVAL OF MINUTES**

41
42 **6.1 * May 9, 2018**

43
44 - VOTED ON VIA THE CONSENT AGENDA
45

46 **6. ACTION ITEMS**

1
2 **6.1 Resolution 18-04: A Resolution Adopting the FY2019 and FY2020**
3 **Unified Planning Work Program (UPWP)**
4

5 Eakman: At this time we have one action item. Andrew would you like to discuss
6 that.
7

8 Wray: Yes Mr. Chair. I'd like to turn the attention of the Committee to page 32 of
9 the packet. This is the final draft that staff is presenting to this Policy
10 Committee of our impending, for federal Fiscal Years 2019 through 2020,
11 Unified Planning Work Program. We did give a presentation about this at
12 the last meeting going into some detail as the projects that are included in
13 this UPWP. I'm not going to go into that level of detail today unless
14 somebody wishes for me to. I will just say that the UPWP is the list of staff
15 tasks that are to be undertaken during a specified timeframe. Things that
16 fall outside of the scope of the UPWP MPO staff is not allowed to work on.
17 There really are no substantive changes to the document from the last
18 time this Committee reviewed it. There were a couple of small typos and
19 things of that nature that staff found that were pointed out to us that we
20 have corrected since the May meeting, other than that the document is the
21 same as when this Policy Committee last reviewed it. And I will stand now
22 for any questions.
23

24 Eakman: Hearing no questions. What are the wishes of the Board on this action
25 item?
26

27 Vasquez: Mr. Chair.
28

29 Eakman: Yes.
30

31 Vasquez: I'd like to make a motion to adopt Resolution 18-04.
32

33 Eakman: Is there a second?
34

35 Barraza: Second.
36

37 Sorg: Second.
38

39 Eakman: There is a second. Discussion. Hearing no discussion. Would you poll
40 the Board?
41

42 Wray: Councillor Vasquez.
43

44 Vasquez: Yes.
45

46 Wray: Trustee Johnson-Burick.

1
2 J-Burick: Yes.
3
4 Wray: Trustee Arzabal.
5
6 Arzabal: Yes.
7
8 Wray: Commissioner Rawson.
9
10 Rawson: Yes.
11
12 Wray: Mr. Doolittle.
13
14 Doolittle: Yes.
15
16 Wray: Councillor Sorg.
17
18 Sorg: Yes.
19
20 Wray: Madam Mayor.
21
22 Barraza: Yes.
23
24 Wray: Mr. Chair.
25
26 Eakman: Yes. Thank you.
27

28 **7. DISCUSSION ITEMS**

29 **7.1 Committee Training: Roundabouts: How they work for pedestrians**

30
31
32 Eakman: We have two discussion items here and we'll start now with MPO staff on
33 a discussion about roundabouts.
34
35 Wray: Yes Mr. Chair. I'd like to introduce Michael McAdams to speak on this
36 topic.
37
38 McAdams: Thank you Andrew. Pleased to do the presentation Mr. Chairman and
39 Committee Members. This actually was a portion of an FHWA training
40 that I attended in March 2018 by the FHWA with sponsorship of NMDOT.
41 And I think it was one of the best I've seen coming out of DOT.
42 So roundabouts are just not fun, but they are so are, they can and
43 do prevent pedestrian and bicycle crashes. There is reluctance
44 sometimes with, from the public and sometimes others, public officials
45 about roundabouts. Usually from a survey people really concerned after
46 they get used to the roundabout, they find that it works better, they're

1 pleased with it. Here's I'll walk you through some aspects of roundabouts.
2 If you know approaching from the south and you're going toward the
3 roundabout the roads get narrower and so will the speeds. And the
4 pedestrian crosswalks you see are right before the yield area on purpose
5 so that the drivers will not be distracted. At that point the drivers will then
6 proceed into the intersection. If they're a truck there's an apron so the
7 trucks can go on the radius and then again since there's a slower speed
8 probably 25 miles an hour I hope, you will see the crosswalk and where
9 there's one right as they get out of the intersection. Going through the
10 other side you'll see that they separate sidewalks for pedestrians and then
11 going around, exiting the roundabout there is crosswalks and again slower
12 speeds and also a (*inaudible*) too. You see so the process you can see
13 on your screens how that process goes through the roundabout and exists
14 the roundabout.

15 Roundabouts are really a subset and distinct subsets of circular
16 intersections which includes rotaries, neighborhood traffic circles, and
17 others. Here's example of how a rotary is not a roundabout and just go
18 through it real quickly. If you look at this example that here is before,
19 example of a regular intersection with turn lanes, travel lanes, etc, and you
20 see that this is a very almost unapproachable area for pedestrians. Once
21 you have four lanes it becomes treacherous for pedestrians and also
22 particularly those who have disabilities. And you look at this, this is how it
23 would look if you reconstruct it, actually a site that was reconstructed. You
24 can see that pedestrians since there are refuges have a short distance to
25 travel, but the same we look before, before the intersection the crosswalks
26 and also the other side you can see the same thing happening where the
27 pedestrian refuge and the short distance to walk. The other thing is with
28 the roundabout is that usually it's recommended landscaping to distinguish
29 this area as a different area as opposed to travel or areas without the
30 roundabout. So it creates a different space and says we're in a place we
31 want to slow down. And that's been shown in studies as well.

32 You look at pedestrians (*inaudible*) reduced travel speed. We know
33 reduces pedestrian collisions and also decrease the injury rates. Anything
34 below 25 the possibility of fatality is lowered and major injury is also
35 lowered as well. And you look at, we'll look at a further slide, the conflict
36 points are almost divided in half and I think they are. Splinter islands or
37 refuge islands make a short distance from the curb to the first refuge
38 island and a shorter distance for people to cross. And also it prevents this
39 attitude of having to look at all four lanes before you cross. You only look
40 at one lane at a time. And the traffic, the crosswalk is always placed
41 before the yield sign and one car length back. Here is just what I was
42 talking about, in the normal intersection you have 16 conflict points. If you
43 have a roundabout you have eight conflict points which means you reduce
44 the amount of crashes both vehicles and for pedestrians, so it's much
45 safer on all accounts. Here's another example of looking at how your
46 pedestrians and how they would maneuver the roundabout. If you notice

1 they would look toward one travel lane, not two, bidirectional, they would
2 cross the street and then look at the other lane as the vehicles going out
3 of the roundabout and then you notice also addition there is back, the stop
4 for the vehicles or where the crosswalk, before they yield, the stop
5 pedestrian signs and then they have the apron as well for large trucks or
6 buses so they can safely, you don't have to run over the curb etc.

7 Look at this, looking in another direction and this is a good example
8 when you approach a roundabout there'll be a narrow entry for slow driver
9 that slows the drivers. We know that reducing the size of the width of
10 travel lanes normally reduces speed. So you reduce and the travel in this
11 situation are very defined crosswalk and hopefully that will alert drivers
12 that there are pedestrians or possible pedestrians in there and then of
13 course you get beyond that, look at the next slide and the (*inaudible*) lane,
14 you see the pedestrians walk safely, the car is stopped and then as you
15 exit you can see that again it's slowing, they have enough time to look at
16 pedestrians (*inaudible*) then trip speed because every time you slow down
17 speed you widen your angle of vision. If you go further and further and
18 further I think we saw that before, you vision becomes narrow. So slower
19 speed makes you aware of things around you, particularly of things like
20 pedestrians. Here is also an example of schools, there are about 100
21 schools in the nation that have roundabouts, again safer conditions for
22 schoolchildren crossing the road.

23 Lighting as in any situation, lighting can improve safety for
24 pedestrians. It's also true for roundabouts, this is the situation we have
25 the center mounted lighting and pedestrian will be only in silhouette, so
26 very difficult to see them and the signs are not visible. You put approach
27 mounted lighting toward the pedestrian, they become clearer as actual not
28 silhouettes but clearer images and also the signs are also clearer as well.
29 Simple things like lighting can make a difference between a severe injury
30 or no injury.

31 One thing that is a detriment to roundabouts is where people are
32 visually impaired and what you can do is have beacons, flashing beacons
33 etc. to make people aware, also sound items as well for blind people can
34 safely maneuver roundabouts. So if you look we'll go through really
35 quickly. The hybrid stuff, we have hybrids in the City and those are very
36 effective and they're also effective in looking at (*inaudible*) access too. Go
37 through very quickly. One thing that's really apparent in roundabouts too
38 is that sidewalk, raised crossing can also make people more aware of the
39 pedestrian crossing around roundabouts in combination with hybrid
40 signals.

41 We have actually two roundabouts in the MPO area; one is at Vado
42 and dual roundabouts at the Vado interchange. The Vado interchange
43 has limited pedestrian facilities. The one we're also familiar with is the Las
44 Cruces City Hall roundabout. If you notice there's good principles in this
45 situation. The crosswalks are before the yield on all four sides. There are
46 pedestrian refuges which actually is much better if you look at surrounding

1 intersections, pretty good on at Spruce, you can see that it's much more
2 inviting for pedestrians. And I think Spruce and Picacho and North Main
3 and I think this, although there's controversy, I think this roundabout does
4 operate in fairly well condition. We also have a proposed in the Triviz/I-25
5 interchange project's coming up in the near future. Two roundabouts, one
6 above University, one below. I think that's still on the planning stage so
7 it's interesting what's being proposed. This has been an issue in this
8 project, a very interesting issue to look at but I think that it may be a
9 possibility. And I stand for questions or open up for discussion.

10
11 Eakman: Questions? Comments.

12
13 Rawson: Mr. Chairman.

14
15 Eakman: Vice-Chair.

16
17 Rawson: Thank you. Could you go back to the before and after pictures that you
18 had? I think they were slides nine and ten maybe.

19
20 McAdams: The one with the big. Okay. That.

21
22 Rawson: That one. So that's an intersection in Las Cruces that could be similar to
23 maybe Lohman and Telshor type of area with three lanes going. Then we
24 go to the after example. How do they go from three lanes down to one?
25 Where did all the traffic go? An alternate route?

26
27 McAdams: In roundabouts the traffic's still accommodated. It doesn't decrease the
28 capacity at all. It's just a way that the traffic is moved around the
29 roundabout. So it doesn't avert traffic in the least in normal situations.
30 Have to qualify that. So we can accommodate the same traffic volume
31 within the roundabout. It's safer too.

32
33 Rawson: I guess what I'm curious at is we've got three lanes on the right hand.

34
35 McAdams: Right.

36
37 Rawson: That are going, actually four lanes, two straight and then two turning, and
38 you're saying you can take all four lanes of that traffic and make it one
39 lane and it doesn't decrease the volume of traffic it carries?

40
41 McAdams: Normally it does not. I mean I have to qualify it, but normally roundabouts
42 do not decrease, it doesn't divert traffic to another facility.

43
44 Rawson: And I apologize, maybe I should be more clear. We're going from four,
45 disregarding the roundabout we're going from four lanes to one lane ...
46

1 McAdams: That's correct.
2
3 Rawson: And you're saying that one lane can carry as much traffic as the four
4 lanes?
5
6 McAdams: In, I can't, I would have to, I can't speak to this particular situation, but
7 normally roundabouts can carry the same amount of traffic that the other
8 intersection can do and that's possibly because the way the traffic can
9 move smoothly throughout, it's not stop and go and so the right lane's
10 accommodated by going off the roundabout. There may be exceptions of
11 course. I don't know, it's not particular, this is an example, but we have to
12 study, but in the rules, the literature says, and experience says that
13 roundabouts can actually accommodate more traffic (*inaudible*).
14 Roundabouts are not cookie cutter, basically they should be designed on
15 the amount of traffic that's flowing through the intersection.
16
17 Rawson: Thank you. Thank you Mr. Chairman.
18
19 Eakman: Yes Mr. Doolittle.
20
21 Doolittle: Sorry I didn't mean to cut in front of Councillor Sorg, but I just wanted to
22 add just one small thing that I noticed. Michael could you go to the after
23 photo. If you also notice they did a road diet, so past the roundabout you
24 no longer have the four lanes of traffic, so they did the road diet so that's
25 why it's not just about taking the four lanes and putting it into one, they
26 also did traffic calming through that entire corridor, so that's just something
27 else that I noticed.
28
29 Rawson: And that's what would indicate that the traffic must have gone somewhere
30 else.
31
32 Doolittle: Mr. Chair. Not necessarily Commissioner. They may have had the same
33 volume but what they're doing is they're slowing them down, they're doing
34 more access control, they're putting on-street parking, so again I
35 understand where Michael's coming from without knowing the specifics,
36 but a road diet similar to Solano, it used to be four lanes and now it's down
37 to two through the southern section, that doesn't necessarily mean the
38 traffic went somewhere else, it just means you're slowing it down and
39 controlling it a little bit better than a faster four lane facility.
40
41 Rawson: Thank you. Thank you Mr. Chairman.
42
43 Eakman: Thank you so much. I think we'll get back to that point in a little bit.
44 Councillor Sorg.
45

1 Sorg: Thank you Mr. Chairman. Thank you for that presentation. I likened it to
2 the roundabouts to a situation where you go on any street that has several
3 traffic lights and you're stopping at most of them for the green light as
4 opposed to another street where you're maybe going half as fast but
5 you're not being stopped Commissioner. You understand? If you can
6 keep moving even though it's a much slower speed, you'll get there at the
7 same time than if you were at the stop and go all the way.
8

9 MR. RAWSON SPEAKING, MICROPHONE NOT TURNED ON.
10

11 Sorg: Okay. I will also add the fact that I hope we continue to encourage all of
12 our planning in the area here, where appropriate roundabouts or traffic
13 circles to be used, as opposed to one of my constituents that just didn't
14 see the light and I couldn't convince him otherwise. I don't know, have
15 any of you seen the, I think it's a video, yes, in fact it is a video of an
16 intersection somewhere else in the world in which they had pedestrians,
17 bicyclists, car traffic, and it was as I recall kind of a multiple intersection
18 with more than just four roads into it. And they took everything away;
19 there are no signs, there are no lanes, no nothing and people actually
20 navigated it just as well or better, because people just slowed down.
21 There were less accidents, less crashes, less pedestrians being hit and
22 everything just by doing that. It was kind of an experimental thing but
23 actually it worked. Took away all lanes, took away all signs, you just
24 figure out how you're going to get through there, and you can make it
25 better. Thank you Mr. Chairman.
26

27 Eakman: Thank you Councillor. Are there other, yes Stephanie.
28

29 J-Burick: Yes, thank you Chair. What are the key criteria that are used in
30 determining where the roundabouts are placed? Traffic? Location? What
31 other?
32

33 McAdams: Let me think a little bit on this too. Generally roundabouts are like I said
34 are good for road diets. There is a certain amount of volume, there are
35 certain limits. I can't say exactly what the limit, but roundabout would not
36 work well but even then (*inaudible*) turbo roundabout which is how you
37 develop a roundabout. A roundabout can actually be teardrop or oval
38 which will accommodate traffic, very large volume of traffic. It really
39 depends on studying the situation and where it accommodate. The
40 biggest factor is do you have enough land available, right-of-way to do it
41 without, as people don't really want to take right-of-way but I think a lot of
42 times (*inaudible*) space available. That would be the criteria and also
43 appropriate for the road you're looking at, but Councillor Sorg is correct,
44 that was in the Netherlands I think, they actually did, no traffic signs, no
45 stop light. People slowed down. So actually regulations at stop signals
46 can also cause more crashes than they actually prevent sometimes. So I

1 hope that answers your questions. It's again, I don't mean to waffle, but
2 it's a case-by-case basis based on space and criteria, the amount of
3 volume and also what directions the traffic is going to. We did this on El
4 Paseo, looked at roundabouts and they stay the same way; where the
5 traffic's going, the direction etc. is quite complex but it can be done too.
6 Thank you.
7
8 J-Burick: Thank you.
9
10 Eakman: Any other questions? I have a request of staff, with Vice-Chair Rawson's
11 question, is there data available on how many vehicles can get through a
12 roundabout in an hour compared with streets with four lanes?
13
14 McAdams: Chairman. We can look into that. How many, it's supposed to say how
15 many volume for regular intersection, what would be the volume for a
16 roundabout.
17
18 Eakman: Yes, I think the data would be very great.
19
20 McAdams: I would be glad to look into that for you.
21
22 Eakman: Okay. And secondly, does staff have any ideas, recommendations, or a
23 project they're working on where they see roundabouts fitting better in this
24 region for the MPO?
25
26 McAdams: We're presently not looking at that but I think we're going to have the MTP
27 coming up very soon and I think there'll be a good item to include. Where
28 roundabouts will be appropriate.
29
30 Eakman: The one thing that strikes me is the higher number of pedestrians might be
31 a cue here, so that we can have really good pedestrian safety within the
32 MPO. Is that a possibility?
33
34 McAdams: Looking at pedestrian volumes are quite difficult sometimes, you actually
35 have to manually count them, but we have done that in the past. I don't
36 think, sometimes it's the chicken and egg situation as far as pedestrian
37 movement. When you have high areas of pedestrians that warrant
38 perhaps a roundabout or other improvements like we did hybrid beacons,
39 so I think that would be a good thing to study but in high pedestrian area
40 particularly on University could we use roundabouts or other type of road
41 calming or road diet on University perhaps. So it's kind of, we can do that
42 but it's the way to do it through traffic planning is very difficulty but it can
43 be done, but we don't have any pedestrian counts at this point and to do
44 that would be, we could do that, it'd be a very time intensive thing to do.
45

1 Eakman: And maybe the cueing system is where we want more pedestrian traffic
2 such as in our retail areas, our downtown, our campus, there might be
3 other areas where we want more retail traffic because of the businesses
4 that are there.
5

6 McAdams: Absolutely. I think that we have, and we look at land use and try to put
7 stores affronting the sidewalks, making the parking in the back like we
8 discussed in last session, will definitely include increased pedestrian
9 traffic. And we'd like to have more people and pedestrians than vehicles I
10 think because it's more user friendly and also it does encourage more
11 retail activity because people go to one store and then decide to go to
12 another one because it's right next door. So I think that that's really
13 beyond our aspect as transportation planning, but I think in the
14 Comprehensive Plan those will be addressed and think they're at the
15 forefront to make our City more walkable, more transit oriented, and in
16 turn there is a correlation between walkability and business development.
17 And we'd like to go through that way and I think that's the way that most
18 communities are going to because of the big boxes are failing; Sears,
19 Penny's, etc. We're going to have to go to more localized walkable
20 situations so, and that's also if you look at cities that are making success
21 economically, they are going that way. People want walkable, transit-
22 oriented places and companies locate because of that.
23

24 Sorg: Mr. Chairman.
25

26 Eakman: Yes, Councillor Sorg.
27

28 Sorg: I would like to relate a personal experience. I spent three years in a
29 country that had nothing but traffic circles. Not only that, they drove on the
30 left side of the road, the wrong side, you know. And it didn't take me long
31 to get used to it, sure the first two or three times I got to a traffic circle,
32 especially the busier ones in the bigger City I was quite nervous, but boy
33 you pick it up just like that, at least young people do like I was young. And
34 so the O&M on traffic circles are much less than signal intersection too.
35 So there's two things to consider. That's why I'm so in favor of traffic
36 circles to use. Thank you.
37

38 Eakman: Yes, Councillor Vasquez.
39

40 Vasquez: Thank you Mr. Chair. Some good conversations and relevance to
41 obviously some of the traffic circles we have here now and some of the
42 resistance to using them or adopting them as viable traffic devices is
43 interesting. The evolution of the roundabout on Main Street obviously is
44 one that comes to mind as far as how the community has accepted it a
45 little bit more, especially with some of those landscaping features that in
46 addition to calming the traffic make the entrance, one of the entrances to

downtown a lot more aesthetically pleasing, I appreciate that. And then the opportunities for cultural stuff in the middle of those roundabouts is really cool. I've noticed more people have started to understand how to use them. I use them frequently. Of course I'm not sure, this probably happens everywhere but there's always people who will just never know when to yield and the potential for accidents more so I've seen more road rage type of scenarios where people get mad because they get stuck yielding to each other and nobody wants to go, but I haven't seen very many accidents and so that's definitely a positive over maybe some of the higher speed accidents at intersections.

The only thing I'll say regarding the pedestrian angle on this is that I think, you know I share the thoughts that there are some really important retail and kind of lodging areas in the City right now that don't have very good connectivity, very good walkability. I'm thinking about for example where Hotel Encanto is on Telshor, I see tourists who stay at that hotel frequently crossing the street to try to go to one of the restaurants or the shopping mall or further down to some of the other entertainment establishments and you know they're kind of playing Frogger because the traffic's going pretty fast and people aren't accustomed to seeing pedestrians in some of those areas because there is so much traffic and such high speed area. The same thing with perhaps Lohman and Walnut area, people walking from Walmart to do grocery shopping and then subsequently crossing those, I think it's got to be about eight lanes worth of traffic there. I think by the time they start and finish and especially if they have some type of disability or mobility impairment, often the timer almost runs out on them before they can actually safely cross. So I think there's some good opportunities to look at those places where we have high retail or high pedestrian activity that's already happening but it's not very safe, so I hope that we're looking some of those areas.

In addition to just making the City more pedestrian friendly in general, growing up here and in El Paso, I mean coming home after a one-mile walk with jeans and boots or shoes full of you know all kinds of vegetation right, what do they call them, the burrs and everything. It's not a pleasant experience and part of that is because we have a lack of sidewalks, lack of infrastructure, but sometimes lack of transportation so we have to walk. So for folks to be able to walk with dignity to wherever they need to go and not come with their pants shredded up or their shoelaces in shambles, I think is something that we owe to people as we're thinking about pedestrian connectivity, whether roundabouts are the best option or not. I know at least at the City we're really thinking about how we pay for more sidewalks, how we build more sidewalks without the need for developers or impact fees to cover some of those costs because it's tough to get around the City if you don't have a car or if you don't know or you don't have public transportation available to you. So if this is part of the solution to do that and especially in some key areas where this makes sense, I think hopefully staff continues to look at those opportunities. Also

1 I'm thinking around the area of the Convention Center, people that come
2 to conventions want to leave a convention and be able to walk to their
3 hotel or to a restaurant. And I think we've gotten better on University but
4 there's still some work to be done I think in other parts of the City as well.
5 I appreciate this presentation and the analysis. Thank you. Thank you
6 Chair.

7
8 Eakman: Great discussion. Thank you so much Dr. McAdams.

9
10 **7.2 NMDOT update**

11
12 Eakman: We'll now have an update from NMDOT.

13
14 Doolittle: Thank you Mr. Chair. North Main we continue to finish a few of the last
15 punch list items, but again for the most part we've been completed with
16 that one for a little over a month now.

17 Valley Drive, last month I reported that they expected to start
18 sometime in July, contractor's actually worked diligently to get his things
19 on site and the plan is for them to start work on June 26th as opposed to
20 July. For those of you that are interested, we are going to have our first
21 construction public meeting on June 20th at 6:00 at our Solano Project
22 Office. We'll continue to hold those every month for the duration of the
23 project as long as we have public participation. And in general what they
24 do at that one is the contractor comes in, talks about their schedules,
25 gives updates on how their doing, any kind of major traffic changes it will
26 have. Valley Drive won't be near as complicated as for instance the North
27 Main project at Spitz and Three Crosses, only because this one our plan is
28 to move traffic to one side, reconstruct the one that's torn up and then
29 basically do the exact same thing the other way, so it won't be a lot of lane
30 changes like you saw at North Main. So it's a fairly complex project but for
31 impacts to the public it's pretty simple and will stay the same through a
32 majority of it.

33 The other two that I wanted to touch on very quickly are some
34 studies that we've been conducting. On June 11th we had our first public
35 meeting, actually the second public meeting for the US-70 Corridor Study
36 which is basically from the Spitz/Three Crosses intersection, across I-25
37 just prior to getting to the Del Rey intersection. What we're looking at
38 there is potential for six laning all of US-70 to that Spitz/Three Crosses
39 intersection. What do we do with the traffic at the Elks/Triviz/US-70
40 intersection? So we presented that to the public on June 11th. Just a
41 quick and dirty on that one, ultimately there's two alternatives for the main
42 line US-70 that pretty much the same, looking at six lanes of traffic all the
43 way through town. The biggest change between the two alternatives is
44 the intersection at Elks; one is an at-grade intersection which is what you
45 experience now but will be substantially larger on the Triviz/Elks legs.
46 Actually we're going to put the presentation on our website but if you get a

1 chance to look at that it's a little daunting. Very large intersection,
2 extensive right-of-way purchase from CVS and Walgreens, but is one of
3 the alternatives. Right now the preferred alternative pending public
4 comment is an interchange very similar to what you see along the entire
5 US-70 corridor headed east out of town. Basically US-70 would go over
6 Elks/Triviz. You'd have Texas turnarounds for those quick U-turn
7 movements, but all of the City traffic would basically be underneath the
8 US-70. So that's the preferred alternative right now. Again, pending
9 public comment. The biggest difference is cost of course. So the full build
10 out for that entire corridor on alternative two is about \$55 million,
11 alternative one I believe was about \$36 million I believe. Substantial
12 difference between the two, but I will tell you that alternative one doesn't
13 really do a whole lot for the local traffic on Elks and Triviz because they're
14 still having to wait for the US-70 cross traffic. The one thing I will tell you
15 is we as a department, unless the DOT hits the lottery, we won't have the
16 money to build that entire corridor all at once. So our plan is to basically
17 try to do it in segments. Our very first priority is to address the bridge right
18 there at the Jiffy Lube that goes over the arroyo, only because right now
19 it's a safety concern. There is no pedestrian or bicycle access across that
20 bridge because there's no shoulder. So we're continuing to move forward
21 with design, making that our number one priority just because it needs to
22 be done regardless of what we do in that corridor and it's a safety issue
23 now. Outside of that, once we get the Phase A/B completed, we'll start
24 looking at how do we prioritize that project and then second how do we
25 fund it. But right now it's a very preliminary. We did have a lot of public
26 participation. I was actually kind of surprised. We probably had between
27 30 and 40 people there. A lot of good questions, most of them were
28 focused on the design and the construction time, but again we're way
29 ahead of that. One of the more participative meetings that I've been to. I
30 was pleasantly surprised at the turn out that we had. Again, the Phase
31 A/B and the presentation will be posed on our website I expect in the next
32 couple of days, so if you're interested take a look at it and then I'd be
33 happy to answer any questions that you all may have once you have a
34 chance to look at that.

35 The other one I wanted to mention is a little bit outside of your MPO
36 boundary area, but it's certainly something that has been of interest to this
37 Board. We've been studying the New Mexico 404 corridor which is the
38 Anthony Gap basically from I-10 over to Chaparral. We have our first
39 public meeting on June 13th in Chaparral at 6:00. We'll have a second
40 meeting on June 14th in Anthony, basically to talk about what we're doing
41 with that study. Again very preliminary but I will tell you that we're moving
42 forward with the design of the I-10/404 interchange; one to increase
43 capacity, but we've had several accidents and fatalities between I-10 and
44 just past the community college, so that project will address all of that. But
45 if you're interested I guess what I can do just to make things simple is I'll
46 forward the flyers to Andrew for that project and then maybe we can get

1 that sent out today if possible to the Board, just so if you're interested,
2 especially the county, we'll have some impacts with the county. But if
3 you're interested I'll make sure that you get the flyer before I leave today.
4 With that Mr. Chair I believe that's all I've got unless anyone has any
5 questions for me.
6
7 Eakman: Questions?
8
9 Sorg: Yes.
10
11 Eakman: Yes, Councillor Sorg.
12
13 Sorg: Did you mention something about the Interstate 25/University project? I
14 probably missed it.
15
16 Doolittle: I did not, but I can give a quick update on that. We are continuing to move
17 forward with the design on that project. It's currently scheduled for a
18 December let, so that hasn't changed, so we can expect to see
19 construction on that project some time in the spring.
20
21 Sorg: A December let?
22
23 Doolittle: Correct.
24
25 Sorg: Proposal.
26
27 Doolittle: Let out for bid. December bid.
28
29 Sorg: Yes.
30
31 Doolittle: So we'll have a contract February, my expectation probably late
32 spring/early summer for construction. So we are moving ...
33
34 Sorg: 2019.
35
36 Doolittle: That's correct. It's just right around the corner.
37
38 Sorg: Okay.
39
40 Eakman: Any other questions? That's a busy report Mr. Doolittle. Mr. Wray could
41 you please get me the information on the June 20th meeting that they're
42 going to have on Valley Drive?
43
44 Wray: I will certainly do that.
45
46 Eakman: Very important to my District.

1
2 **8. COMMITTEE AND STAFF COMMENTS**
3

4 Eakman: Moving on. Are there any Committee comments for the good of the cause
5 today?
6

7 Rawson: Mr. Chairman.
8

9 Eakman: Yes Vice-Chair.
10

11 Rawson: Mr. Chairman. Do we have any update on the plans for Weisner? I've
12 heard that Weisner was going to loop through the City on that side of the
13 community, but I haven't heard anything from that on a few years. Is that
14 still the written plan and just waiting on funding, or do we have a different
15 plant on that?
16

17 Wray: Mr. Chair, Commissioner Rawson. That is still in the MPO future
18 thoroughfare plan as existing. There's been no, that I am aware of, there's
19 been no impetus or any sort of initiative to bring that to fruition as far as
20 I'm aware.
21

22 Eakman: It's not on the CIP?
23

24 Wray: No, I don't believe it is.
25

26 Rawson: Mr. Chair. It'd be nice to move that forward. We're starting to see some
27 traffic taking Baylor Canyon now that that road is paved as people seek for
28 an alternate way around the City and that road and Dripping Springs is
29 certainly not designed to be a bypass there so it might be something worth
30 looking at again.
31

32 Eakman: Thank you so much.
33

34 Rawson: Thank you.
35

36 Wray: Mr. Chair, Commissioner Rawson. I will say that we are on the cusp of
37 starting our next MTP process so that can very well be part of the
38 conversation for that next MTP.
39

40 Rawson: Appreciate that. Thank you Mr. Chair.
41

42 Eakman: Thank you. Appreciate that. Thank you for the comments and question.
43 Any other comments from Committee Members? Hearing none. Does
44 staff have comments today?
45

46 Wray: Mr. Chair, we do not.

1
2 **9. PUBLIC COMMENT**
3

4 Eakman: Then is there any public comment? Hearing nothing.
5

6 **10. ADJOURNMENT (1:43 PM)**
7

8 Eakman: This meeting is adjourned. Thank you.
9

10
11
12
13 _____
14 Chairperson

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METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA, AND MESILLA

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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE ACTION FORM FOR THE MEETING OF December 13, 2017

AGENDA ITEM:

6.1 Resolution 18-05: A Resolution Amending the 2018 Meeting Calendar

ACTION REQUESTED:

Approval of Amendment to the 2018 MPO Meeting Calendar

SUPPORT INFORMATION:

Amended 2018 MPO Meeting Calendar

Email from Councilor Eakman, Chair of the Mesilla Valley MPO Policy Committee

DISCUSSION:

The Chair of the MPO Policy Committee requested this amendment to the 2018 MPO Meeting Calendar to eliminate a potential scheduling conflict with the Domenici Conference.

The proposed amendment is to make September 5, 2018 the date of the next MPO Policy Committee meeting.

MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 18-05

A RESOLUTION APPROVING THE 2018 MEETING SCHEDULE

The Mesilla Valley Metropolitan Planning Organization (MPO) Policy Committee is informed that:

WHEREAS, the Mesilla Valley MPO's Policy Committee has the authority to adopt and amend the MPO's schedule of meetings as it deems appropriate; and

WHEREAS, the MPO Chair has requested an amendment to the Mesilla Valley MPO Schedule of Meetings changing the September 2018; and

WHEREAS, the Policy Committee has determined that it is in the best interest of the MPO for the amendment to the 2018 Schedule of Meetings to be APPROVED.

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

(I)

THAT the amended 2018 Schedule of Meetings for all MPO committees, attached hereto as Exhibit "A" and made part of this resolution, be APPROVED.

(II)

THAT staff is directed to take appropriate and legal actions to implement this Resolution.

DONE and **APPROVED** this 8th day of August , 2018.

APPROVED:

Chair

Motion By:	
Second By:	
VOTE:	
Chair Eakman	
Vice Chair Rawson	
Trustee Arzabal	
Mayor Barraza	
Mr. Doolittle	
Trustee Johnson-Burick	
Commissioner Rawson	
Commissioner Solis	
Councilor Sorg	
Councilor Vasquez	

ATTEST:

APPROVED AS TO FORM:

Recording Secretary

City Attorney



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2018 Schedule of Meetings

Month	Policy Committee	TAC	BPAC
January	10 th	4 th	16 th (TIP)
February	7 th (TIP)	1 st (TIP)	20 th
March		1 st	
April	11 th	5 th	17 th (TIP)
May	9 th (TIP)	3 rd (TIP)	15 th
June	13 th	7 th	
July			17 th (TIP)
August	8 th (TIP)	2 nd (TIP)	21 st
September	5 th	6 th	
October	10 th	4 th	16 th (TIP)
November	7 th (TIP)	1 st (TIP)	13 th (if needed)
December	12 th	6 th	
January 2019	9 th	3 rd	15 th (TIP)

Policy Committee Meetings for January – June 2018 and January 2019

Place: County Commission Chambers, 845 Motel Boulevard

Time: 1:00 p.m. to 3:00 p.m.

Policy Committee Meetings for August – December 2018

Place: City Council Chambers, 700 North Main Street

Time: 1:00 p.m. to 3:00 p.m.

Technical Advisory Committee (TAC) Meetings for January – June 2018 and January 2019

Place: County Commission Chambers, 845 Motel Boulevard

Time: 4:00 p.m. to 6:00 p.m.

Technical Advisory Committee (TAC) Meetings for August – December 2018

Place: City Council Chambers, 700 North Main Street

Time: 4:00 p.m. to 6:00 p.m.

Bicycle and Pedestrian Advisory Committee Meetings 2018

Place: County Commission Chambers, 845 Motel Boulevard

Time: 5:00 p.m. to 7:00 p.m.

From: Jack Eakman
Sent: Thursday, June 14, 2018 8:55 AM
To: Tom Murphy; Andrew Wray
Subject: September 12th

Follow Up Flag: Follow up
Flag Status: Flagged

Is there any possibility that we could reschedule the 9/12/18 MPO meeting.
The Domenici Conference is on the same date and many will want to attend.

Jack Eakman

City Councillor, District 4
Las Cruces, New Mexico 88004
575-541-2066

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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE DISCUSSION FORM FOR THE MEETING August 8, 2018

AGENDA ITEM:

7.1 Committee Training: Pedestrian Safety and Transit

DISCUSSION:

MPO staff will give a brief discussion focused on pedestrian safety and transit, based on the presented material at the FHWA Workshop “Designing for Pedestrians (Focus City)”, sponsored by the NMDOT.

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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE DISCUSSION FORM FOR THE MEETING August 8, 2018

AGENDA ITEM:

8.0 Memo from MPO Staff to the MPO Policy Committee

DISCUSSION:

See the attached memo.

MEMORANDUM

To: Mesilla Valley MPO Policy Committee

From: Michael A. McAdams, Transportation Planner **Initials:**

Date: July 3, 2018 **File #:** M-18-134

Subject: Capacity of Intersections compared to roundabouts

At the Policy Committee Meeting of June 13, 2018, several members inquired if the same amount of traffic could be handled by a roundabout in comparison to an intersection. MPO staff did a literature review to find information about this issue.

The same amount of traffic can be accommodated by a roundabout in a more efficient manner than a 4-legged intersection, in most cases. It is a common misperception that roundabouts are not efficient and congested with traffic. While the speeds are slower in roundabouts, they greatly reduce delays because drivers stop briefly from entering streets to the roundabout only to find a gap in the traffic

A roundabout can handle up to 45,000 AADT for a horizon year (see table below.) As AADT increases so does the diameter of the circle and lanes needed. A roundabout can handle more than 45,000 AADT, but at this level an operational analysis would be necessary. Another restriction is the amount of traffic turning left in the intersection to be treated which could require specific considerations in the design.

Exhibit 1-9
Roundabout Category
Comparison

characteristics of the
roundabout categories.

Design Element	Mini-Roundabout	Single-Lane Roundabout	Multilane Roundabout
Desirable maximum entry design speed	15 to 20 mph (25 to 30 km/h)	20 to 25 mph (30 to 40 km/h)	25 to 30 mph (40 to 50 km/h)
Maximum number of entering lanes per approach	1	1	2+
Typical inscribed circle diameter	45 to 90 ft (13 to 27 m)	90 to 180 ft (27 to 55 m)	150 to 300 ft (46 to 91 m)
Central island treatment	Fully traversable	Raised (may have traversable apron)	Raised (may have traversable apron)
Typical daily service volumes on 4-leg roundabout below which may be expected to operate without requiring a detailed capacity analysis (veh/day)*	Up to approximately 15,000	Up to approximately 25,000	Up to approximately 45,000 for two-lane roundabout

*Operational analysis needed to verify upper limit for specific applications or for roundabouts with more than two lanes or four legs.

Source: FHWA, Roundabouts: An Informational Guide, Second Edition (NCHRP Report 672).

It has been shown that roundabouts are efficient during peak and off-peak time. In a study by Kansas State University, it was found that that delays can be cut by 65 % and the degree of saturation (what percent is its demand from its capacity) is reduced by 53% when compared to an intersection. The number of vehicles stops was reduced by 42%. (Mandavilli, 2002.)

It should be noted that the selection and engineering of a roundabout is one requires extensive study from transportation planners and engineers who are knowledgeable in roundabout design, traffic engineering and travel demand forecasting. Roundabouts candidates are generally selected due to congestion and safety considerations. (Roundabouts can reduce all crashes by 30%, fatalities by 90% and serious injury by 76% (FHWA, 2018.) Once candidates are selected there must be more evaluation and design so that they can be the most efficient for future traffic volumes. This process is detailed in the FHWA publication, Roundabouts: An Informational Guide (Second Edition.)

It would be fallacious to infer that roundabouts are a panacea for reducing crashes or delay at intersections. Each candidate for conversion from a traditional intersection to a roundabout should be examined with rigor to determine that this an appropriate treatment. The context of the situation should always be considered.

References:

FHWA, Intersection Safety:

<https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/fhwasa08006/#why>)

FHWA, Roundabouts: An Informational Guide (Second Edition.), NCRP 672, 2010:

<https://nacto.org/docs/usdg/nchrprpt672.pdf>

Mandavilli, Srinivas, Eugene Russel and Margaret J. Rys. Operational Performance of Kansas Roundabouts, 2004: <http://www.k-state.edu/roundabouts/research/KDOT.pdf>

Priceconomics, "The Case for More Traffic Roundabouts, 2015: <https://priceconomics.com/the-case-for-more-traffic-roundabouts/>

cc: David P. Dollahon, Assistant City Manager (Operations)