

**MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION
BICYCLE and PEDESTRIAN FACILITIES ADVISORY COMMITTEE**

The following are minutes for the meeting of the Bicycle and Pedestrian Facilities Advisory Committee of the Mesilla Valley Metropolitan Planning Organization (MPO) which was held March 18, 2014 at 5:00 p.m. in Commission Chambers at Dona Ana County Government Building, 845 Motel Blvd., Las Cruces, New Mexico.

MEMBERS PRESENT: George Pearson, Chair (City of Las Cruces Citizen Rep)
Jolene Herrera (NMDOT Rep)
Carlos Coontz (Pedestrian Community Rep)
Albert Casillas (proxy - Dona Ana County Rep)
Leslie Kryder (Bicycle Rep)
Scott Farnham (City of Las Cruces Rep)

MEMBERS ABSENT: Karen Rishel (Las Cruces Community Bicycle Rep)
Lance Shepan (Town of Mesilla)
Mark Leisher (DAC Citizen Rep)
David Shearer (NMSU – Environmental Health & Safety)

STAFF PRESENT: Tom Murphy (MPO)
Chowdhury Siddiqui (MPO)
Orlando Fierro (MPO)

1. CALL TO ORDER

Meeting was called to order at 5:00 p.m.

2. APPROVAL OF AGENDA

Pearson: Next order is approval of the agenda. Are there any changes to the agenda from anybody? Hearing none I'll hear a motion to approve the agenda as presented.

Casillas: Motion to approve.

Murphy: Actually staff has noticed one thing just now. We did election of officer's last meeting. So I move we strike that.

Pearson: Can't do that. I'll listen to....

Coontz: Second to approve with the amendment

Pearson: No

Murphy: I'm not voting

1 Pearson: You can make the motion to...

2
3 Coontz: Motion to approve the agenda with item 2 deleted, no item number 3 deleted.

4
5 Herrera: Second

6
7 Pearson: Second from Jolene. All those in favor say aye.

8
9 All in favor.

10
11 Pearson: Any opposed? Hearing none, we continue

12
13 3. ELECTION OF OFFICERS (This item was removed from the agenda)

14
15 **4. APPROVAL OF MINUTES**

16
17 **4.1 January 21, 2014**

18
19 Pearson: Next item is approval of the minutes for January 21, 2014. I had a change
20 that I noticed. On the first page under item 2 – Approval of the Agenda. It
21 said "George Pearson asked for motion to approve..." oh, wait a minute...
22 Election of Officers. "George Pearson opened the floor for nominations".
23 That's ... I turned the meeting over to Andrew to run that portion since I was
24 potentially up for nominations. So I'd like to make that change, any other
25 comments on the minutes? I'll hear a motion to approve the minutes as
26 amended.

27
28 Kryder: So moved.

29
30 Pearson: So moved by Leslie, and a second?

31
32 Casillas: I'll second that.

33
34 Pearson: All in the favor of approving the minutes as amended, Aye

35
36 All in favor.

37
38 Pearson: Any opposed? Hearing none that item is approved. The next item is Public
39 Comment.

40
41 **5. PUBLIC COMMENT – No public comment**

42
43 **6. ACTION ITEMS**

44
45 **6.1 2014-2019 Transportation Improvement Program Amendments**

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

CN	FY	Agency	Project & Termini	Scope	Change
E100110	2014	NMDOT	NM 28 MP 0.0-30.4	Pavement Preservation	New Project

2
3 This amendment will not affect any other projects currently listed in the TIP.

4
5 Pearson: We have no public presence, so we will move on to the next item, Action
6 Items. We have a TIP amendment. Tom?

7
8 Murphy: Staff is requesting a recommendation of approval to the Policy Committee for
9 the TIP placed in your packet. This is a project on New Mexico 28 from mile
10 post zero (0), to mile post 30.4. It's a pavement preservation project. I will
11 yield to Ms. Herrera if there are any other details that DOT would like to
12 illuminate.

13
14 Herrera: Just, I received an email this morning from George asking about whether this
15 was gonna be a full width pavement preservation project because it is New
16 Mexico Bike Route 1 and yes it definitely is, that's been made very clear that
17 we need to make sure that it goes all the way from shoulder to shoulder, so
18 yes.

19
20 Pearson: Okay with that I can heartily approve the project.

21
22 Murphy: So it's inclusive of the shoulders?

23
24 Herrera: Yes, it's the entire width of the road.

25
26 Pearson: Any other comments or questions on this TIP amendment?

27
28 Pearson: I'll hear a motion to approve the TIP amendment as presented.

29
30 Casillas: I move to approve the amendment as presented

31
32 Pearson: And a second?

33
34 Coontz: I second it.

35
36 Pearson: Hearing a motion and second, all in favor of approving the TIP amendment,
37 aye.

38
39 All in favor.

40
41 Pearson: Any opposed, hearing none that passes.

42
43 Pearson: Now we have some discussion items.

7. DISCUSSION ITEMS

7.1 Bicycle/Pedestrian Planner Position Discussion

Whereas, The MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION, CITY OF LAS CRUCES, DOÑA ANA COUNTY, and TOWN OF MESILLA have all adopted *Complete Streets* policies recognizing the need to consider vehicle, bicycle, pedestrian, and transit modes when planning for and implementing transportation infrastructure, and

Whereas, the CITY OF LAS CRUCES has been recognized as a Bronze Level Bicycle Friendly Community by the League of American Bicyclists, and will need to reapply for continuing recognition by July 2015, and

Whereas, the League of American Bicyclists guidelines for Bronze Level Bicycle Friendly Community designation suggests one bike program staff person for each 77,000 of population, and

Whereas, the CITY OF LAS CRUCES has recently crossed the 100,000 population mark, included in the DOÑA ANA COUNTY population of about 215,000, and

Whereas, the MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION Policy Committee recognizes the importance of bicycles as a viable mode of transportation, its importance for public health, and as an economic force both locally and through tourism,

Therefore, let it be resolved that, the MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION Policy Committee recommends that each member entity (CITY OF LAS CRUCES, DOÑA ANA COUNTY, and TOWN OF MESILLA) designate a staff member to be the bicycle/pedestrian contact.

Pearson: The next discussion items, a request from the Policy Committee regarding bike/ped resolution.

Murphy: At this Committee's direction, we took to the Policy Committee a proposed resolution and discussed the importance of requesting our member governments designate a point of contact for bicycle and pedestrian issues, within their government. That was apart from the MPO, as many people have become aware, or made aware that FHWA is very hesitant about MPO staff, in particularly MPO funds, doing work on what's more of a local, rather than a regional level so; therefore, the need to have an individual in the local governments to kind of be the go to person as far as bicycle and pedestrian projects. We have included the language proposed for the resolution within the action or the discussion sheet within your packet. And I guess I would like to have a discussion, if there are any other changes, before we take it back to Policy Committee for the Policy Committee to vote on it.

1 Pearson: So the Policy Committee had this in front of them and they sent it back to us,
2 essentially, right? Did they have any questions or concerns that we should be
3 looking at?
4

5 Murphy: They didn't necessarily, Jolene do you have any recollection of ...
6

7 Herrera: Yeah, they did have some concerns. They wanted to know exactly what...
8 basically they wanted a job description or a description of what tasks this person
9 would be responsible for. So it's my understanding that they wanted that so that
10 they could, first of all, pick the person best suited for the position. But then also
11 not overload somebody that's already on staff. So that was, I don't think they
12 had any problems with the language here in the resolutions, but I just remember
13 them specifically wanting like a list of duties that this person would be
14 responsible for.
15

16 Murphy: And we were working on, we were working on the list of duties, things to kind of
17 include making sure that the priority is listed in the transportation plan. Move to
18 the next level to either get on the ICIP or the CIP, depending upon the
19 jurisdiction. And also basically just be kind of a coordinator for all activities
20 bicycle. They didn't have a problem with the language. We took it to them as a
21 discussion item. They didn't say return it to the BPAC for changes and then a
22 revote. They just wanted to add, have some added information on it. So we
23 brought it back to this Committee as a discussion item rather than a re-action
24 item.
25

26 Kryder: Mr. Chairman, I've solicited some ideas from people, could throw some ideas out
27 for what this position could do, if you're looking for that.
28

29 Pearson: Certainly. I mean that's what they asked for so....
30

31 Kryder: They could be promoting development of trails along ditches. Teaching bicycle
32 safety; I don't know how exactly how this one would be done but stopping drivers
33 from talking trash about bike riders and forwarding work for the bike friendly
34 community status that we will be talking about and perhaps promoting a bike
35 share program.
36

37 Murphy: The talking trash comment could probably be reworded to more than educational
38 program.
39

40 Kryder: For drivers.
41

42 Murphy: For drivers and also for bicyclists.
43

44 Pearson: Promoting respect amongst different users.
45

46 Kryder: There you go.

1
2 Pearson: Any other Committee members have any comments? Okay, well this was more
3 or less my idea to begin with so I did some thinking on this and a little bit of
4 research. One of the comments that I got back, maybe from Andrew, was that, is
5 Commissioner Garrett the chair of the Policy Committee now?
6

7 Murphy: Yes.
8

9 Pearson: Okay. So Chair Garrett wanted a concise summary of what to expect for this
10 person. The most concise summary that I could come up with would be that this
11 person for each of the entities would be a single point of contact for all bike/ped
12 issues and that becomes important because otherwise, if somebody, even within
13 the staff or within the public comes, they don't know who to go to. If you
14 designate a single point of contact that gives a focal point for someplace to go.
15 In addition to that I think the initial thought is that we would, that each entity could
16 find some existing employees, so it wouldn't be, we're not trying to burden the
17 entities with another expenditure at this point. We're just trying to focus what this
18 task is that happens in our community and then this person could, would
19 essentially be a point person for, not only the public, but especially for the rest of
20 the employees in the City. Currently or in the past there was a bicycle friendly
21 task force that was put together. Andy, of course, was kind of leading that, which
22 has been determined is not appropriate for that position and Andy has since
23 moved away from that position in any case. And I think Andy had been
24 associated so closely with bike/ped issues that without Andy there, there is
25 nobody associated with bike/ped issues. So designating it as a position means
26 that there will be some consistency so that maybe, maybe all they're doing is
27 calling the meetings for the bike friendly task force but it also allows for proper
28 succession when there is a change in personnel so that task stills exists, not
29 depending upon some individual and past that, I also did a search on the internet
30 for job description for bike/ped coordinator and I've pulled up five different job
31 descriptions. There's a lot of consistency in them. I found one for Albuquerque.
32 It starts coordinating all on street bike/ped issues, develop bike lane and route
33 evaluation study; bike/ped auto safety campaign; update, print, distribute bike/
34 ped map. It also included that they would report to the Transportation Division
35 Manager. As to whom that person reports to is gonna depend on what's the best
36 fit for the entity. In the City it might be in the Community Development
37 Department rather than the Transportation Department. That's up to the entity to
38 decide. Brownsville, Texas lists: technical expert for bike/ped issues; work
39 across departments, which follows with one of my points that I had created;
40 bike/ped data collection; MPO might be able to cover some of those if we have
41 some bike counts. I guess we've had discussion on doing bike/ped data
42 collection.
43

44 Murphy: MPO is certainly appropriate for data collection. And if you check this upcoming
45 newsletter, you'll see some of that.
46

1 Pearson: Develop, update, promote bike/ped programs and plans; administrate and
2 implement guidelines for bicycle parking I mean parking is an important issue, I
3 think, in the City. When they put in the new Walmart out there, they put in the
4 wrong bike parking furniture, whatever you want to call it. And it shouldn't be up
5 to me, which I did. Go into City Planning Department and say "Hey, they've got
6 the wrong stuff out there. They need to fix that." That should have been done at
7 the planning stage, where somebody could have said to whoever's building it,
8 that here are the bike parking that you can have. So there's clearly some
9 misinformation, or when those plans go through, they say oh, bike parking we
10 can do whatever we want. But that's not true in the City. The other ones, the
11 only other addition that I saw, in Milwaukee they included ADA compliance. And
12 the City of Las Cruces has some ADA issues. I think they have an ADA
13 compliance officer but I think that most of those issues, there was a time when
14 that was very, a big political football. And they had a separate, they hired a
15 separate ADA position. And I think that they've addressed enough issues now
16 that that's fallen into a more routine aspect that it could fall within that area.
17 Gainesville includes visits and prevents safety programs at local school systems.
18 Which is something that we're trying to work with, with the Safe Routes to
19 School, in Las Cruces, with the school district. So those are all the issues that I
20 have identified that hopefully will be concise enough that staff can present that to
21 the Policy Committee in answer to their questions.

22
23 Herrera: Mr. Chair some of those things might be appropriate, more appropriate for the
24 MPO to handle. For instance, prioritizing facilities, because we want to do that
25 regionally, not just entity specific. And then, I think distributing and coming up
26 with the maps and those kinds of things, I mean that's what the MPO kind of
27 does. And I think, taking a regional approach is much better than specific
28 entities.

29
30 Pearson: Yeah, there might be something where the MPO comes up with the map, and
31 then it's up to the City to publicly distribute, I don't know. That's beyond my pay
32 grade.

33
34 Murphy: I think some of those duties, can follow under the purview of the MPO. You
35 know, if the hope is to add these duties to an existing person, then we don't want
36 to give them a full time job duty list. So I think if we be selective about being the
37 single point of contact, that's probably, that's probably going to be the major thing
38 to hit.

39
40 Pearson: Right, yeah, I think that's really what, at this time, I think after they are in a
41 position, and they work six months or a year, they'll find out that they will have to
42 budget a separate half time, whatever, position. But that's still to be learned. So
43 right now it's just important that we have a single point of contact for both the
44 public and for staff for the entities.

1 Herrera: Mr. Chair, I did mention that at the Policy Committee meeting when they kind of
2 asked what the purpose of the position would be. And they basically said a
3 single point of contact. So, I mean I don't know how much clear we can be.

4
5 Murphy: Right, and we really, somebody, somebody to take the plans that the MPO
6 develops through this committee and actually move them to the, to the technical
7 staff that implements them, and again, eventually gets them built.

8
9 Pearson: Because the City's been working, fairly well I think, on the engineering side. I
10 think the miss might be with the public, and communication with the public. And
11 maybe communication, like with the bicycle friendly community application.
12 Somebody in the City has to take the lead on that one, so that would be, so might
13 be a task that's assigned to that person. So have we beaten this one? So it's
14 over?

15
16 Murphy: I guess that segways us in Bicycle Community Friendly Community Certification?

17 18 19 **7.2 City of Las Cruces Bicycle Friendly Community Certification Discussion**

20
21 The City of Las Cruces designation of Bronze Level Bicycle Friendly Community by the
22 League of American Bicyclists expires in mid-2015.

23
24 The BPAC requested an ongoing Discussion Item to discuss the process for renewing the
25 certification.

26
27 Pearson: So we're on the next item, the Bicycle Friendly Community Certification item.

28
29 Murphy: And I think this was discovered at the BPAC meeting, that this calendar year
30 we're not due to, the committee's not due to apply and, but the committee
31 wanted it to remain on the agenda, so that it can have continued discussion.
32 We've talked with Santa Fe MPO and learned some things about what, or
33 Andrew has learned some things about some of their involvement in Santa Fe's
34 recent League certification, that we'll be able to pass on to, whoever, from the
35 City, gets charged with shepherding this application.

36
37 Pearson: I guess the main point we've got to try to figure out is who in the City is gonna do
38 that, and how can that happen? We've still got about a year to go before the
39 deadline, but at the rate things are going, that year is going to go real fast.

40
41 Murphy: Yes, and we have had, on a staff level, discussion I think with members of the
42 Parks and Recreation Department, the Public Works Department, Transportation,
43 Community Development and the Sustainability Office. So several City staff
44 people, that are aware of this upcoming, this upcoming application, and we
45 should be able to have, the information should be ready to be populated once
46 that person's identified.

1
2 Pearson: So we don't really have much more from this committee to say about this, at this
3 point.
4
5 Murphy: Right. I think just, just keeping this committee up, up to speed on what's
6 happening behind the scenes.
7
8 Kryder: Mr. Chairman, we had mentioned, I think at the last meeting that we weren't at all
9 clear on what was the criteria for moving, from say a Bronze to a Silver level.
10 And this takes a little bit of study, but it's actually a pretty good indicator. They're
11 saying that there is no set standard that they use. It's, I guess considered on a
12 case by case basis. However, they have summarized here, more or less, where
13 the Silver level cities are at. And I think that gives us some good indicators as to
14 what to shoot for, in terms of moving us to the next level. There was also a
15 comment on their website, to the effect that getting a Bronze level designation, a
16 Bronze level community may, in fact, not seem particularly friendly to cyclists,
17 which would fit with my experience trying to cycle around here. So I'm definitely
18 for trying to move to the next level.
19
20 Pearson: So this info graphic is from the League of American Bicyclists and it has a lot of
21 good information on it. Have we been able to share this with the City staff,
22 whoever we're talking, MPO is talking to?
23
24 Murphy: I have not seen this particular graphic before.
25
26 Pearson: I had sent it to Andrew, who past it around
27
28 Murphy: Ok. He may have, just to update you on him, MPO activities, we're tracking
29 crashes, not only automobile crashes, but bicycle and pedestrian crashes as
30 well. Through MAP 21, we'll be developing performance measures, and key
31 among those are safety performance measurers and, I envision that we will have
32 separate goals, by mode. We're not going to concentrate just on one mode,
33 when evaluating the performance of our MPO area. As far as ridership, we've
34 also gotten on board, and I know we've made the report to this committee, the
35 trail counters, so we're tracking, we're continuously tracking the use on the, on
36 the multi-use trails. We recently purchased six more of those counters, so we'll
37 pretty much have them on most, pretty much all of the different routes at all
38 times. So we'll have a much better idea of the overall usage of those facilities.
39 It's becoming, it's becoming part of, it's getting integrated into our traffic count
40 program. So we're, you know I think that will probably help with our evaluation
41 from the League, is that we're integrating bicycles as an integral part of the, of
42 our activities.
43
44 Pearson: So Map..., I have a couple of questions for you. MAP21 requires performance
45 standards, performance measures for transportation for automobiles I believe,
46 but not for, not the multi-modal aspects. And that was called out because there

1 is currently a senate and house bill in place, to require, to add those performance
2 measurers for the multi-modal aspects. And, so will the MPO do those multi-
3 modal ones anyways?
4

5 Murphy: The national goals are really, the language, the language out of congress really
6 doesn't say automobiles only. I think that is just because for sixty years, that's
7 what's mostly been concerned with, so that's the data that people have been
8 collecting, and that's most easily available. But I think, as we make our data
9 collections more inclusive, we'll have those in order to do it. I haven't had a
10 really good chance to study it, but FHWA, or I should say USDOT released the first
11 rule making last week, on the performance measures. They really centered
12 around reducing crashes and reducing crashes per VMT. We have opportunity
13 to comment into that. That's really not multi-modal measures. I thinking we'll be
14 making those comments. As far as from the attitude itself, the, once the rule
15 making is finalized, NMDOT will have one year in which to delineate their
16 performance measurers out of those, and then after that, the MPO will have six
17 months. So we're, a minimum of 18 months out from this. But I anticipate
18 NMDOT to mention the multi-modal aspect. That's in their mission statement,
19 that's in their current long range plan, is being a multi-modal agency. So I expect
20 that. Additionally, I think their strong sentiment on our policy committee that we
21 do have performance measures that encompass each of the modes. So I think,
22 barring a whole self-change of leadership at that level, I see our MPO developing
23 performance measures for each mode.
24

25 Pearson: That's wonderful. The other question, you were talking about the multi-use trails,
26 didn't the City open up a new one off of Sonoma Ranch someplace? Is that
27 true? And if you're doing counts on there? When you presented the counts
28 before, you had a nice little map that showed the multi-use trails, and all the
29 segments. So if that's been opened up, I would love to see that added to that
30 map, and hopefully the new counts on there.
31

32 Murphy: If it is indeed opened up, we will, we will go out to count it.
33

34 Pearson: I'm not exactly sure where it is. I've heard it's like Sonoma, Sonoma Ranch,
35 Sonoma Springs, or a connection between Sonoma Ranch and Roadrunner.
36 Someplace in there.
37

38 Murphy: I'll have to check on that... I'm not familiar with that specific....
39

40 Pearson: I think that's the trail that was, that used RTP funds. A Recreational Trail
41 Program funds that the City had.
42

43 Murphy: That may, is it along an arroyo?
44

44 Pearson: I think so.
45

1 Murphy: Okay, I think we've heard of that, and Orlando's nodding to me yes we are
2 planning on counting that.
3

4 Herrera: Mr. Chair, Chowdhury and Tom, I think Chowdhury that you told me that the
5 counters do pedestrians and cyclists. They don't differentiate between the two?
6

7 Murphy: That's correct. Their infrareds. They're infrared counts that just count capture
8 the warm body moving past it. Thought that this is a beginning of data collection,
9 and it was cost prohibitive to go up to technology that purports to make that
10 differentiation, but hasn't proven itself.
11

12 Herrera: And that's okay, because that's what some of the other MPOs in the State are
13 doing to, just because of the cost, and the new technology changing. But I'm
14 wondering if there is some kind of analysis or some kind of assumption that could
15 be made from Mode share. And I'm kind of wondering if really that's something
16 the State should make assumptions on. I think it would be different per areas, so
17 I'm not sure if it would be appropriate at the State level, but if the MPO could look
18 into that. Because I know for El Paso MPO, I have to do their CMAP reporting
19 into the Federal system. And so they came up with the formula for mode share.
20 So they do like a one percent (1%) cyclist mode share or something like that.
21

22 Murphy: I think there's a couple of ways we can go about it. We can look to the American
23 Community survey, and do a mode share assumption though that. We could
24 also probably deploy some strategic spot counters to have a human out there to
25 see what the split is. And then I've also become aware of the video technology,
26 is also coming down in price, and that's one thing that I was, we're entertaining
27 purchasing, but I hadn't talked with it about, with my NMDOT rep on paying for it
28 yet. Essentially, it's a video traffic counter. It's got applications, not only could it
29 do vehicle counts on dangerous sections, where we do not have, we do not have
30 the space to really tie down, or for instance we don't count the road segment of
31 Spruce between Triviz and Telshor, one because queuing vehicles really don't,
32 it's unreliable because of the queuing vehicles and we don't get accurate counts
33 off the pneumatic tubes. And additionally there's no safe place to secure the box
34 on that. So a chance where a video counter would do. This video counter would
35 also be useful for turning count movements at intersections. It's fairly
36 inexpensive piece of equipment, the drawback is its proprietary software to
37 actually analyze the video stream. But they have recently changed their
38 business practice, where you now own the video stream, and if you wanted to,
39 you could have somebody sit down and watch the film.
40

41 Pearson: And that's the obvious...

42

43 Murphy: And, right, which we, which wasn't available two years ago. So we would do
44 that, and with the case of a mode split count, it would be fairly simple to have a
45 student intern sit and watch, and watch it at 16 times the speed, and slow it down
46 when there is something to see. So we are looking to, looking into the purchase

1 of that, once I make sure I won't get my thumbnails pulled out, spending that
2 much.

3
4 Pearson: The Missouri I-25 project might be a candidate for that. I don't know if, it seems
5 like the traffic signals would be involved in that, on Missouri. Anything that we
6 can capture along Triviz, which would include the trail that might be a good
7 candidate.

8
9 Murphy: There are many applications for that, but it would be, it would be something we
10 have in our, in our truck of tools, and would be able to deploy, and would have
11 usefulness for bicycle and pedestrian issues as well.

12
13 Pearson: Do we have any other comments?

14
15 Kryder: Yes. I just wanted to ask... they've got five or six different categories on this
16 chart. And one way to approach this, if we're working toward moving to a Silver
17 designation, would be to pick several of these, maybe one or two from each
18 category, to focus on or to recommend to our member entity designated people.
19 So for instance, under "Enforcement", which is to the far left, the first one is "A
20 Law Enforcement/Bicycling Liaison". At the Silver level they saying that you
21 would definitely have something like that. Then under "Education", one that
22 looked like perhaps some low hanging fruit, was the "Annual Offering of Adult
23 Bicycling Skills Classes". Moving from one to at least two per year, at the Silver
24 level. It seems like it out to be doable. Under "Engineering", the middle one,
25 "Total Bicycle Network Mileage, To Total Road Network Mileage at about 30%"
26 might be something that we can move toward, or recommend member entities
27 more toward. Under "Evaluation", it says "One bike program staff person per so
28 many citizens". This might be useful as we talk to the member entities. For
29 instance if we've got about 100,000 people in Las Cruces....

30
31 Pearson: That's in our resolution remember.

32
33 Kryder:We've got about 100,000 people in Las Cruces, so that would be basically, a
34 ¾ time bicycle liaison, is what they recommend. Then under "Encouragement"
35 the middle one is "An active bicycle advisory committee". Perhaps we're already
36 there on that one. And then "Tracking", staff was talking about the key
37 outcomes, which I guess we're already doing. So those might be, or if we, as a
38 group, feel that different ones would be the appropriate one to target. But we
39 could, as a group, perhaps, recommend which ones to go after.

40
41 Pearson: On the Education item, I could speak directly to that. As a qualified person that
42 teaches these classes. We have had very little success at actually marketing the
43 classes. We've got a group of LCIs in Las Cruces, who would be more than
44 happy to teach these. It's a matter of gathering the students together. We've
45 been teaching Bicycle Basics, which is a lower level course than what they're

1 talking about probably; which is the Traffic Skills 101. We've tried to teach that
2 once a year, and we've had varying degrees of success.

3
4 Kryder: Is the issue the marketing, do you think?

5
6 Pearson: I think that's mainly the issue. So something, tying that in with law enforcement,
7 a traffic diversion type of thing. If we increase the enforcement for some of the
8 cyclists that are running red lights, or soft signs. If they got diverted to our traffic
9 skills, then we can kill two birds with one stone essentially. So that involves
10 cooperation, not only with Las Cruces City government, with the Administrative
11 side of the Police Department, but also with the court system. And I don't know,
12 the court system hasn't been approach, as far as I know. And it's a matter, it has
13 to be interest of some three parties in order to bring that together at least. The
14 Educators, which finding the right time to do that. We could probably figure out
15 doing a class once every other month. The Law Enforcement, who actually write
16 the citations, and the court system that says they would agree to, which would be
17 the chief judge, the municipal judge probably, agreeing to divert the, those
18 people to a class instead of \$100.00 ticket or something. Maybe do a \$50 class
19 for those people, but not criminal citation. But that's all good discussion that
20 needs to be brought forward as part of the Bicycle Friendly Community.

21
22 Pearson: On to street treatment discussion.

23 24 **7.3 Street Treatment Discussion**

25
26 At their January meeting, the BPAC requested information regarding street treatments
27 on Valley Drive and Melendres Street.

28
29 Siddiqui: Following up with the committee's interest, MPO staff spoke with the ??
30 Department of the City. And what we got from them, is that as of now they don't
31 have any upcoming projects coming up. However, if there is a street
32 rehabilitation project, specifically pavement rehabilitation, they would happy to, it
33 would be more convenient for them to mark bicycle striping for example, with that
34 layover project. These are the things that I was told.

35
36 Herrera: Where is Melendres at.... Is that north or south of Alameda?

37
38 Pearson: It's a north-south street that runs... you know where Mesilla is, in front of the train
39 station? It's the next one east. So it runs from Main Street to past Picacho
40 essentially. It will jog through the, it stretches from.....

41
42 Casillas: EBID?

43
44 Murphy: No it's a city street.

45
46 Kryder: Yeah, EBID is on Melendres

1
2 Murphy: Oh, the office, of yeah. I was thinking irrigation.
3
4 Pearson: I think where this came up from Melendres, discussion came up, is that they
5 have the traffic bulb outs on Melendres. And I think the bicyclist community
6 didn't appreciate that. I don't think the traveling community does either, but, auto
7 community. Because you can tell by all the tire marks that are on those bulb
8 outs. So I think the discussion came up that we didn't want that to continue.
9 Were we also talking about Valley as part of this discussion?
10
11 Herrera: Well that's what my interest was in it. Because we do have an upcoming project.
12 The NMDOT has an upcoming project in 2016, from Picacho to Avenida on
13 Valley Drive. We need to go looking at possibly, actually ???? construction,
14 adding sidewalks, curbing gutter, and
15
16 Pearson: And that's, I remember when this committee first formed back in early 90's, late
17 80's, Valley was identified as a study corridor for bicycle facility. And I think
18 we've got a large right of way there, so, and we've have fatalities, both on the
19 NMDOT controlled portion, and on the City controlled portion. Do we have any
20 information as to if the City has any plans to do something with their half? On the
21 CIP or whatever?
22
23 Murphy: I don't believe it's a City CIP project. And I will have to check with Streets to see
24 if they have any resurfacing projects on the horizon for south of Avenida de
25 Mesilla. But I can say, I don't think that there's any project that's soon in the
26 pipeline.
27
28 Pearson: Cause maybe we should bring it to the City's attention, that this needs to rise to
29 the level, probably requires a capital improvement to add sidewalks, bicycle
30 facilities and hopefully match with what the State would do. All the way from
31 Picacho to Main Street.
32
33 Murphy: That would be excellent. I think when we do the, we are in the cycle for the MTP
34 update. And certainly we, it would be a good thing to add that to one of our lists
35 of priorities. I do believe Valley is listed as a Tier I, for bicycle facility in the
36 current plan. But, to my memory that's, that specific project is not called out as
37 one of the top priorities. And perhaps that should change through this update.
38
39 Pearson: And we might even have enough right of way to put a segregated lane there,
40 instead of just a lane, like, I can't think of an example off hand, right now for
41 some reason. But just, well Picacho for example, where it's essentially a
42 shoulder. Maybe there's enough right of way, where we can put a four foot....
43
44 Murphy: Protected.....
45
46 Pearson: Four foot protected area, and then the bicycle lane, and then a sidewalk.

1
2 Murphy: That could be an interesting demonstration project, and is included in some of
3 the treatments, in the proposed, some of the proposed standards that the City is
4 evaluating, or thinking of adopting.
5
6 Pearson: National Bike Senate Secretary Fox mentioned that they're doing the Tiger
7 Grants again. I don't know if that's an appropriate project for Tiger Grant. I don't
8 know how, if that's NMDOT application, or
9
10 Murphy: Tiger Grants pretty much are minimum ten million dollar (\$10,000,000.00)
11 projects.
12
13 Pearson: Oh, we can spend that.
14
15 Murphy: I know we can spend that.
16
17 Herrera: The Tiger Grants are really large kind of, I don't know how to explain it. It's
18 they're just the really big projects that. That's probably, I mean, the City if
19 welcomed to apply, but there is a lot of effort that goes into the applications, for
20 something that probably isn't gonna...
21
22 Pearson: So it's something that Albuquerque should have done for the Paseo del Norte,
23 where there's been...
24
25 Herrera: Yeah
26
27 Pearson: ...problems with bicycle facilities up there?
28
29 Murphy: And the City's current focus, if they do go down the route of the Tiger Grants, I
30 understand, they'll be looking at City wide ITS implementation, and certainly
31 some, bicycles could probably be benefited in something of that nature as well. I
32 know Mr. Roman, from the City is looking at possibly, putting together an
33 application along those lines.
34
35 Herrera: And just further on Tiger Grants, the DOTs can apply for them, but it's a
36 separate, I mean it's separate from the entities. So the local governments don't
37 have to go through the DOT. We all just apply to the same pot of funding, and
38 then they award. However the DOTs don't have priority over local governments
39 at all. We're just all in the same pot. So I think it's a good opportunity for some
40 local governments to get a lot of money.
41
42 Pearson: Ok, I wasn't aware of the scale of the Tiger Grant.
43
44 Herrera: Yeah. They're really for larger projects. And if I can just talk a little bit more
45 about Valley Drive, just because this is, it's an important project. We've set aside
46 quite a bit of money for it. I think it's eleven million dollars (\$11,000,000.00), so

1 we want to get it right. But we just had an RFP got out and, we should be
2 awarding to a consultant, probably here in the next few weeks. And they'll be
3 having stakeholder meetings. And I think it's very important to have somebody
4 from this committee, besides me, go to those meetings and be a voice for the
5 cycling community. Because you did mention that by you Mr. Chair, but they're
6 specifically looking at the best treatments for cyclists. They don't already have it
7 in their heads, just an on-road bike lane. They're gonna study that. And we do
8 have a lot of right of way there, so we can do a number of things.

9
10 Pearson: Okay, so maybe you should identify this committee as a stakeholder, and then
11 we can decide as a committee who besides you should attend?

12
13 Herrera: Yes. Cause I'll be there, but it's better if they hear from community members.

14
15 Kryder: Would they be day time meetings, or evening meetings?

16
17 Herrera: Mostly evening meetings. We normally have the stakeholder meetings, or try to,
18 when more people can attend.

19
20 Pearson: So there wouldn't be a restriction if Leslie and I both wanted to go. That should
21 be fine?

22
23 Herrera: No.

24
25 Pearson: No?

26
27 Herrera: Ok fine, we don't....

28
29 Murphy: I think she meant no restriction.

30
31 Herrera: If you're a stakeholder, you're a stakeholder. I don't think we put a number on
32 how many people that is. *{too low, unintelligible}*

33
34 Pearson: Okay any other discussion on this item?

35
36 Pearson: On to the next item, the best practices discussion.

37 38 **7.4 Best Practices Discussion**

39
40 Murphy: Approximately a year ago we met at this very table to discuss concerns about
41 doing, implementing or recommending some best practices from this committee
42 to pass on to our agencies, as far as implementing bicycle facilities, specifically
43 cross sections. Within that time period, the City of Las Cruces has been
44 reevaluating their design standards. Essentially a work item that was compelled
45 for them to do when they adopted their complete streets resolution. And staff
46 from various City department have been meeting to identify strategies and ways

1 to move forward with this. The committee, that committee of staff had their last
2 meeting this past Friday. What they've done, and the center pass out that I sent
3 around is one chapter of a complete manual that is put out by the Institute of
4 Transportation Engineers. These are, basically it's an entire design guideline,
5 that the, that this employee committee's going to recommend to the City Council
6 to adopt in whole, as the design book for City major streets. And I passed it out
7 so that you can view, particularly they have some recommended practice for
8 bicycle lane treatments at intersections. The table 10.3 lists those down there. It
9 covers many of the issues that have been brought to light by this committee.
10 Hopefully it will be adopted by the City as official policy. Their next steps is
11 they're going to have some public outreach meetings. Andy Hume is the staff
12 member in charge of that outreach. He hasn't identified any specific meeting
13 times as of yet, but he has assured me that there will be a round of public input,
14 and then additionally, the council adoption process offers other opportunities for
15 public invite. The second handout that I've given you is Chapter 8 from a
16 document called "The Model Design Manual For Living Streets". That was the
17 alternate approach that they were looking at. They decided to go with the IT, the
18 main adoptive one, because it was, it essentially appealed to the engineers
19 within that working group more. But they decided that they wanted to kind of
20 move forward with the Living Streets documents when it comes to non-major
21 thoroughfares, the local streets, and ultimately the minor collectors. They would
22 like to use this document to guide their designs.

23
24 Kryder: So this other one's for the big streets?

25
26 Murphy: The other one is for the big streets, yes. And we can make the entire, the entire
27 document, they're searchable on the web, but we can certainly make the
28 electronic copies of these documents available to you. But they're a couple
29 hundred pages each, so I just kind of printed out the highlight.

30
31 Pearson: This looks like a lot of the work that we were trying to do.

32
33 Murphy: Right. So that work was on going, while you had directed that it be done. It just
34 happened that the City Council wanted City staff to work on it as well.

35
36 Pearson: From our committee perspective, we were talking about maybe adding an
37 addendum to the Transportation, Transport 2040 Transportation, MPO
38 Transportation plan right?

39
40 Murphy: Yeah, that was the discussion.

41
42 Pearson: That's still appropriate I believe, isn't it?

43
44 Murphy: It certainly could be appropriate, I think from a work level effort. I would rather
45 see it rolled into the update, which is due next June, at this point. I think that
46 way, I don't see any controversy with putting these ideas into the Transportation

1 plan. I wouldn't see the need to have it go through its own distinct amendment
2 process. We just include it in the update.
3

4 Pearson: So we can feel good that what we, our meetings did, were productive and gave
5 forth good ideas that are being listened to.
6

7 Murphy: Right. And then it will be up to, hopefully, that individual from earlier in the
8 meeting, for them to get implemented from their local agencies.
9

10 Herrera: Mr. Chairman, I think there is a discussion that needs to happen. This kind of
11 thing is great for new projects, or is you're doing major reconstruction. But a lot
12 of the projects that the NMDOT does and probably the City and County, is
13 maintenance work. So they do a lot of chip sealing and that kind of stuff. There
14 aren't any, really, guidelines for that kind of work. And I think that's probably
15 where a lot of money gets spent.
16

17 Pearson: I think that's where we've complained about previously, where projects, you do a
18 chip sealing and they come back and they put the lanes lines back exactly where
19 they were, when it's an opportunity to improve the situation. I think I could call
20 out any number of city intersections and NMDOT intersections on that.
21

22 Murphy: That's correct, and I apologize for not anticipating that question. Both of these
23 publications do have extensive chapters on retrofitting. Concerning stuff within
24 the retrofit, or the reconstruction, well reconstruction is kind of big, but the normal
25 maintenance that occurs, such as the chip sealing. So I would like to make the
26 entire document available to you. I think Jolene brings up a very good point. A
27 lot happens on smaller projects. And given the state of federal funding and what
28 our commitments are to maintain what we already have, I don't see that we're
29 gonna have a lot of large projects. So where were gonna gain ground is on the
30 smaller projects, when opportunities arise.
31

32 Pearson: I can offer a real world example, on my way to this meeting on my bicycle, NM
33 Bike Route 1, NM 28 at the intersection with Boutz, I was in the bike lane, the
34 lane, actually it's a shoulder at that point, but the lane line goes all the way up to
35 the intersection. And a car came up behind me, had its blinker turned on, so fine,
36 it's gonna wait, but it decided it wanted to come up beside me, like he was gonna
37 turn in front of me. There's no clear indication that this was a stupid thing for that
38 driver to do. And that might be something where stopping the lane line back, it
39 discusses even a bus length or something, or going to a dotted dashed line or
40 doing something. Maybe we have some signage where we put in the "yield to
41 bicyclists, begin right turn" kind of thing. That's something that would never
42 change unless it's put in somehow, and through a maintenance program.
43

44 Herrera: And not just the intersections, but I mean the roads themselves. I was gonna talk
45 about this a little bit later in the updates. The Valley Drive, the chip seal that was
46 done came from the City limits headed North. There's a drop off in the shoulder.

1 That's an NMDOT maintenance project. So we made a commitment to not do
2 this anymore, and then we did it again. So obviously we're gonna fix it. We're
3 waiting for the temperatures to warm up. I think it's getting that word to the right
4 people at the right time that makes it happen. So that's something we always
5 talk about implementing all this stuff, and that's fine, but just the basic things like
6 (inaudible) I mean that's a really basic thing that nobody every talks about,
7 except this group.
8

9 Pearson: And if we're the only ones talking about it, things happen and then we have to be
10 the bad, then we have to complain about it, which we don't want to be. We want
11 it to be done right the first time.
12

13 Herrera: Maybe, sorry Tom, maybe when we're defining kind of the scope for this Point of
14 Contact person, I don't know if we can explicitly say that somehow, but ...
15

16 Kryder: Coordinate with Maintenance projects.
17

18 Herrera: I mean not just kind of the big projects, but the maintenance ones.
19

20 Murphy: And I think also the upcoming performance measures will give us opportunity as
21 well. I think we need to just, citing an example from 15 years ago, 20 years ago
22 NMDOT performance metrics or how they rate how well their engineers are doing
23 operating their shops. We have, you know bridges are famous for being in
24 substandard condition, but I think one of the causes, it's not really discussed
25 much, and why it got to that point was, the folks whose job were to maintain the
26 bridges and the roadways, they were judged on how many miles they did. And it
27 was in, they would look a lot better if they did 90 miles of resurfacing of a road,
28 and then skip the half mile of bridges along that same section. You know they
29 would be able to do twice as much that may and they would look twice as good.
30 Because nobody held them, they were held to that standard, that bridges are the
31 special case and needs to be held up as well. I think the same thing with bicycle
32 facilities. I think we out to find a way, or do our maintenance performance
33 measures that, if you rehab ten miles of roadway, you get your gold star, but if
34 you rehab nine miles of roadway that also have multi-modal facilities including
35 bicycles, pedestrian whatever is appropriate in the context, you get two gold
36 stars. So that we make, not just the absolute number be the king, but what the
37 quality of that work is. And I think that's one of the things I would like us to keep
38 in mind as we move forward. Not only adopting our performance measures, but
39 adopting our MTP. Kind of every discussion that we have.
40

41 Pearson: State long range plan. MPO has a section that's gonna go in that. That
42 discussion can happen there also.
43

44 Murphy: I've mentioned that to Rosa as well, the idea of giving special credit for the
45 roadways that are designated New Mexico State Bike Racks. Give the

1 maintenance engineers a little extra credit for maintaining those roadways edge
2 to edge, rather than just driving lanes.

3
4 Herrera: And just something that Rose is working, she's just kind of getting the internal
5 EPE committee off the ground now, but one of the first things that she wants to
6 do is create a whole bunch of standards for the DOT. Basically just saying when
7 you do this type of work, you will do this at minimum. So that there's no
8 question. It's just automatic. You pull out the manual, you look what kind of work
9 you're doing, and that's what you do. So I think that's what the districts have said
10 that they want. That's something that she's working on, and I think, at least from
11 our perspective, also the State Long Range Plan will talk about that a lot too.
12 We're changing the mindsets, so it will be good if both the county and city could
13 follow suit.

14
15 Murphy: That's all. I email out those electronic documents to the committee, so you can
16 look at them. Check out the section on the retrofitting as well.

17
18 Pearson: The next discussion, which is the striping plans discussion

19 20 **7.5 Striping Plans Discussion**

21
22 Pearson: So we had some concerns about the Avenida de Mesilla I-10 bridge construction
23 projects. And Jolene shared some striping plans that raised some questions,
24 and we have new striping plans. Do you want to describe what's going on
25 Jolene?

26
27 Herrera: So previously we had in the striping plans, just the shoulders, well there wasn't
28 any signage for cyclists. There wasn't any striping on the pavement to dedicate
29 bike lanes, or any of that stuff. So what you see in front of you is the new
30 improved striping plans, which include dedicated bike lanes, and they're on the
31 roadway, but at least there's not ??? and then all the signage to go with that. If
32 you all will take a minute to look at it, I think one of the main areas of concern is
33 on the third page. That intersection where there's a right turn lane. In particular
34 one area. But we have the dashed lines and then the bike lane goes through
35 that too.

36
37 Pearson: Previously it was just a shoulder line that went all the way through, which if you
38 were a not very careful cyclist, you might just continue until you were well into the
39 danger area for right turn only vehicles.

40
41 Herrera: Right, so that area was of concern. And then on the next page, the other
42 direction, there's another area there that was made a dedicated right turn lane.
43 The contractor has these plans in hand. They're not going to be striping for
44 some time, but...

1 Pearson: But these are the plans so that's what will happen. These are the kinds of
2 standards I would love to see for our projects.
3

4 Herrera: And I think that the development is ??? to the south region design, have recently,
5 this is a current example, have been made more aware of things that they should
6 be doing. So really, this is something that should have been taken care of and
7 considered at the beginning of the project. It wasn't. Luckily, we were able to
8 catch it in time to make these changes, but I think we're kind of changing the
9 mindset, like I said earlier, to where this is going to be a consideration from the
10 start.
11

12 Pearson: Just to use the example of Motel Boulevard, the south bound on Motel isn't that
13 friendly. North bound happens to have, has a big, has too much actually. I think
14 that could have been reconfigured, to be much more friendly for both sides. So
15 this is good work, and we are thankful for it.
16

17 Herrera: And just so you know, cause one of the concerns that the project development
18 engineer had, with these modifications is, his comment was "Well the bike lane
19 just ends there, with the end of our project." And so one thing that we've added,
20 heading east, so if you're heading east, Avenida to turn on to Valley. So it ends
21 at Hickory, the project. And where the McDonald's is, this current project. And
22 so one of the things that we did for the Valley Drive project was pick up that little
23 piece. So the bike lane will continue through and then connect to whatever we
24 do on Valley Drive. For a couple years it's gonna be a little bit weird, but once
25 we kind of get that corridor done
26

27 Pearson: That whole piece is NMDOT?
28

29 Herrera: Yeah. It's yes.
30

31 Kryder: This is Valley where?
32

33 Herrera: Valley Drive to Avenida de Mesilla. And so it's that little section from Valley to
34 Hickory, to where the McDonald's is, is not part of this project, but it will be part of
35 the Valley Drive project. And the one thing I like that they did is they put the
36 "Wrong Way" signs for cyclists.
37

38 Pearson: Yeah, I saw that on the Picacho Plans also. Especially in this part of town, I think
39 it's very important for the so called "invisible cyclist". The primary cause for
40 wrong way riders.
41

42 Herrera: That's all I had unless there were any questions.
43

44 Pearson: That's a good example of how the facilities can educate the users. Any other
45 comments? So we're on to Committee and Staff Comments.
46

8. COMMITTEE AND STAFF COMMENTS

8.1 Local Projects update

Murphy: We have some TIP administrative modifications, included in your packet. If anybody has any questions over any of those. And then also, the booklet that was passed around, we had a meeting last week with the consultant and NMDOT who's conducting the Road Safety audit for San Augustine Pass. They made this available for us to pass out to this committee. Just note that this is a draft document. Trent Doolittle and Gabby Apodaca had some serious concerns with some of the content of the document, and they sent it back to the consultant, in order do it. Their primary things were, there was potential solutions that were discussed, at the meetings that were not included in cost estimates. Particularly Mr. Doolittle was adamant that he wanted to see all those within the document, so that this would be a more useful report for District 1, moving forward, in order to implement things. Other than that, I think that that project is moving forward quickly.

Pearson: I think you're probably talking about potential to do a trail, segregated bike trail through the pass, which may be cost prohibitive, but.

Murphy: It would be cost prohibitive, but Trent didn't want the consultant to make that decision. He wanted that to be an option in there, and then others who have control.

Pearson: The Tiger Grant would.

Murphy: Maybe get a Tiger Grant. We had one comment during Transport 2040 that we lower the Pass. Tiger Grant that. Pass this around for your review and you can contact staff if you have any questions, or wish for us to convey some feedback back to NMDOT or the consultant.

Pearson: So since this is a draft, is there another draft that's gonna come out? Or is there gonna be a final? Or what's the process?

Murphy: I think it was intended that this would be a draft followed by a final, but I think due to the severity of the DOT comments, I think we'll probably see another draft. I'll have to check on that to be certain.

Herrera: We will definitely be seeing another draft. There were just some really blatant things that were commented on at the last draft that were not included in this draft. So those are definitely needing to be put in.

Pearson: So can that draft be shared with this committee when it's available?

1 Herrera: Yes. Even if you don't take time to read the whole thing, if you would all just
2 please look at page 9 and beyond. That's the really important part. The findings
3 and suggestions. So we want feedback on this document. Just because the
4 consultants have never ridden that section of roadway. And maybe some of you
5 have, or know people who have. Would these fixes actually be useful? That's
6 kind of what we want to get at. And if there's other things.
7

8 Pearson: Any other local updates or NMDOT updates?
9

10 Farnham: Mr. Chair I talked with Louis Grijalva, Project Development on one project, it's a
11 trail project along the Rio Grande from Picacho north up to Outfall Channel. It is
12 a TAP project, it is TAP funding. It is about \$450,000.00 and that includes the
13 City Match. This project is to remove the existing gravel surface and it gets
14 replaced with a permeable type of surface pavement.
15

16 Pearson: You're saying the treatment that the Outfall Channel has?
17

18 Farnham: Well no, I think the Outfall Channel was just asphalt surfacing. So this supposed
19 to have actual, permeable type pavement design. There's also other amenities
20 that are included, and that's benches, dog waste stations, trash cans, along that
21 route. It is still waiting on the agreement between NMDOT and the City. To have
22 project authorization from target dates is August 15. There's, just on a couple of
23 other projects, Bruins Lane that goes West from Valley, through the high school,
24 Mayfield High School. That is under construction and that does include the bike
25 lanes on both sides. I'm sure Jerry must have probably filled the committee on
26 that one. There is a trail system that goes from Roadrunner to Sonoma, ped, I
27 believe it's also bike and it's asphalt paved, that Parks and Rec, Parks, Cathy
28 Matthews was the lead person on that for the department. That's over by
29 Morningstar. So you got the Las Cruces dam and this is north of Morningstar. It
30 kind of starts at the high school there, and connects Roadrunner to Sonoma.
31

32 Pearson: That sounds like the one that I've, has that been done, or is that under
33 construction?
34

35 Farnham: That's actually done.
36

37 Pearson: That's the piece that I was thinking about that maybe that the MPO could do the
38 traffic, or the counters on.
39

40 Farnham: I've walked it several times already, and haven't ridden my bike there yet, but
41 plan to. And that's all I have.
42

43 Pearson: As far as traffic counts, I was out on the Outfall Channel Sunday and you count
44 Councilor Sorg as one of the riders of that. I saw him on the trail. Any other
45 committee member comments?
46

8.2 NMDOT Projects update

Jolene Herrera gave updates on San Augustine Pass and the Picacho project.

Pearson: I haven't been up there. (*discussing San Augustine Pass*). There was the project reconstruction, or re---something. Has that happened, or is it still under....

Herrera: It's on going.

Pearson: So there's work going on out there?

Herrera: Yes there is. And they are doing full-width.

Pearson: Do you know, off hand, when that might be finished?

Herrera: They were moving a lot pretty quick. If you give me just a minute Mr. Chair I'll look that up. So they have 90 calendar days. It started February 18.

Pearson: Those are work days, so it....

Herrera: It's calendar days though. They'll work every day of the week.

Pearson: OK, so sometime in May, by the end of May they probably should be done.

Herrera: Yes.

Pearson: And how is the Picacho project going?

Herrera: That one's going very well. I drove it today. They've got most of the striping done, most of the signing done. They are still working on some structure extensions. But I think they have probably just a few more weeks there.

Pearson: Cause I went out to La Llorona and I saw that there was construction... the barrels were there.

Herrera: Yeah, it's actually, it's a really nice project. The striping turned out very good. I saw three cyclists riding today. They were actually using their bike lane.

Pearson: Any other committee member comments? I guess I have a couple. I was gonna talk about the meeting configuration and you've already acted on that. Leslie had mentioned that to Tom and I think we're pretty happy with this. So long as the recording works out, I guess if there's complaints with that, we have adjust for that, but even we if have, four more committee members, I think we could still fit around this table. And we still have the chairs over here.

Murphy: I think with a little more advanced notice, I think they can accommodate more mics too. I didn't give Dennis enough advance notice.

1
2 Pearson: Okay, well maybe we should just plan on this as a configuration then, and then
3 we can take care of that.

4
5 Murphy: Will do.
6

7 Pearson: Last meeting we talked about membership and we were talking about the by-
8 laws, and that brought up attendance. Our Town of Mesilla employee member
9 hasn't been here but once. I wonder if we should ask staff to send a letter the
10 Town of Mesilla asking about that position, or we should just schedule a vote to
11 revoke that position and have it reappointed, at the next meeting. What's staff
12 suggestion on how we should handle that?
13

14 Murphy: Staff's suggestion would be that, that we can send a letter to Town of Mesilla and
15 advise them that the staff has not attended.
16

17 Pearson: Ok, can we do that? Anybody else have any comments?
18
19

20 **9. PUBLIC COMMENT – No public comment**
21

22 **10. ADJOURNMENT**

23
24 Meeting adjourned at 6:40 p.m.
25

26 Jolene Herrera motioned to adjourn.

27 Leslie Kryder seconds the motion.

28 All in favor.
29

30
31
32 Chair

