



# METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA COUNTY, AND MESILLA

P.O. BOX 20000 | LAS CRUCES NM | 88004  
PHONE (575) 528-3222 | FAX (575) 528-3155  
<http://mvmpo.las-cruces.org>

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

### AMENDED AGENDA

The following is the agenda for the Mesilla Valley Metropolitan Planning Organization's (MPO) Bicycle and Pedestrian Advisory Committee meeting to be held on **May 20, 2014 at 5:00 p.m.** in the **Doña Ana Commission Chambers, 845 Motel Boulevard**, Las Cruces, New Mexico. Meeting packets are available on the [Mesilla Valley MPO website](http://mvmpo.las-cruces.org).

The Mesilla Valley MPO does not discriminate on the basis of race, religion, sex, sexual orientation, gender identity, color, ancestry, serious medical condition, national origin, age, or disability in the provision of services. The Mesilla Valley MPO will make reasonable accommodation for a qualified individual who wishes to attend this public meeting. Please notify the Mesilla Valley MPO at least 48 hours before the meeting by calling 528-3043 (voice) or 1-800-659-8331 (TTY) if accommodation is necessary. This document can be made available in alternative formats by calling the same numbers list above. *Este documento está disponible en español llamando al teléfono de la Organización de Planificación Metropolitana de Las Cruces: 528-3043 (Voz) o 1-800-659-8331 (TTY).*

1. **CALL TO ORDER** \_\_\_\_\_ **Chair**
2. **APPROVAL OF AGENDA** \_\_\_\_\_ **Chair**
3. **APPROVAL OF MINUTES** \_\_\_\_\_ **Chair**
  - 3.1. March 18, 2014 \_\_\_\_\_
4. **PUBLIC COMMENT** \_\_\_\_\_ **Chair**
5. **ACTION ITEMS** \_\_\_\_\_
  - 5.1. Amendment to the 2014-2019 Transportation Improvement Program **MPO Staff**
6. **DISCUSSION ITEMS** \_\_\_\_\_
  - 6.1. Unified Planning Work Program Discussion \_\_\_\_\_ **MPO Staff**
  - 6.2. Dripping Springs Road Project \_\_\_\_\_ **MPO Staff**
  - 6.3. San Augustine Pass Safety Report \_\_\_\_\_ **MPO Staff**
7. **COMMITTEE and STAFF COMMENTS** \_\_\_\_\_
  - 7.1. Local Projects update \_\_\_\_\_ **CLC, DAC, TOM, NMSU Staff**
  - 7.2. NMDOT Projects update \_\_\_\_\_ **NMDOT Staff**
8. **PUBLIC COMMENT** \_\_\_\_\_ **Chair**
- ADJOURNMENT** \_\_\_\_\_ **Chair**

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

3   The following are minutes for the meeting of the Bicycle and Pedestrian Facilities Advisory  
4   Committee of the Mesilla Valley Metropolitan Planning Organization (MPO) which was held  
5   March 18, 2014 at 5:00 p.m. in Commission Chambers at Dona Ana County Government  
6   Building, 845 Motel Blvd., Las Cruces, New Mexico.  
7

8   **MEMBERS PRESENT:**     George Pearson, Chair (City of Las Cruces Citizen Rep)  
9                                 Jolene Herrera (NMDOT Rep)  
10                                Carlos Coontz (Pedestrian Community Rep)  
11                                Albert Casillas (proxy - Dona Ana County Rep)  
12                                Leslie Kryder (Bicycle Rep)  
13                                Scott Farnham (City of Las Cruces Rep)  
14

15   **MEMBERS ABSENT:**     Karen Rishel (Las Cruces Community Bicycle Rep)  
16                                 Lance Shepan (Town of Mesilla)  
17                                 Mark Leisher (DAC Citizen Rep)  
18                                 David Shearer (NMSU – Environmental Health & Safety)  
19

20   **STAFF PRESENT:**       Tom Murphy (MPO)  
21                                 Chowdhury Siddiqui (MPO)  
22                                 Orlando Fierro (MPO)  
23

24   **1. CALL TO ORDER**  
25

26   Meeting was called to order at 5:00 p.m.  
27

28   **2. APPROVAL OF AGENDA**  
29

30   Pearson:     Next order is approval of the agenda. Are there any changes to the agenda  
31                   from anybody? Hearing none I'll hear a motion to approve the agenda as  
32                   presented.  
33

34   Casillas:     Motion to approve.  
35

36   Murphy:     Actually staff has noticed one thing just now. We did election of officer's last  
37                   meeting. So I move we strike that.  
38

39   Pearson:     Can't do that. I'll listen to....  
40

41   Coontz:     Second to approve with the amendment  
42

43   Pearson:     No  
44

45   Murphy:     I'm not voting  
46

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.  
45



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 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  $\frac{3}{4}$  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...  
45

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



## METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA COUNTY, AND MESILLA

P.O. BOX 20000 | LAS CRUCES NM | 88004  
PHONE (575) 528-3222 | FAX (575) 528-3155

<http://mvmpo.las-cruces.org>

### MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE ACTION FORM FOR THE MEETING OF May 20, 2014

#### AGENDA ITEM:

5.1 2014-2019 Transportation Improvement Program Amendments

#### ACTION REQUESTED:

Review and recommendation for approval to the MPO Policy Committee

#### SUPPORT INFORMATION:

TIP Amendment Spreadsheet

Email from Jolene Herrera, NMDOT Planner

#### DISCUSSION:

On May 8, 2013, the MPO Policy Committee approved the 2014-2019 Transportation Improvement Program (TIP).

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

CN	FY	Agency	Project & Termini	Scope	Change
LC00100	2014	NMDOT	I-25 Missouri Bridge	Bridge Reconstruction/Widening & Addition of Auxiliary Lane	Change BOP from MP 1.5 to MP 0.8
G100030	2015 & 2016	Baylor Canyon and Dripping Springs Roads	Unpaved Section of Both Roadways	Road Reconstruction – Pave unpaved sections	\$610,000 in FY2014 for design, \$5,950,000 in FY2015 for construction, \$3,220,000 in FY2016 for construction
LC00140	2017	US 70	Intersection with 17 <sup>th</sup> St.	New Traffic Signals and intersection improvements	New Project

LC00210	2014 & 2015	Goathill Rd	At BNSF RR Crossing #019679L (east of Dona Ana Rd, north of Las Cruces)	Design and Install new lights and gates at crossing	\$30,000 in FY2014 for design, \$220,000 in FY2015 for construction
LC00220	2014 & 2015	NM 226	At BNSF RR Crossing #019744P (west of intersection with Berino Rd)	Design and construct new crossing surface, lights, and gates	\$30,000 in FY2014 for design, \$290,000 in FY2015 for construction

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

CN	FY	Route	Termini	Scope	Funds listed on TIP	Project total	Change
LC00100	2014	I-25	Missouri Bridge	Bridge Reconstruction/Widening & Addition of Auxiliary Lane	\$13,800,000	\$13,800,000	Change BOP from MP 1.5 to MP 0.8
G100030	2015 & 2016	Baylor Canyon & Dripping Springs Roads	Unpaved section of both roadways	Roadway Reonstrution-Pave unpaved sections	\$610,000	\$9,780,000	\$610K in FY2014 for design, \$5,950,000 in FY2015 for const, \$3,220,000 in FY2016 for const
LC00140	2017	US 70	At intersection with 17th St.	New traffic signal and intersection improvements	\$0	\$750,000	New project
LC00210	2014 & 2015	Goathill Rd	At BNSF RR Crossing #019679L (East of Dona Ana Road, North of LC)	Design & Install new lights and gates at crossing	\$0	\$250,000	\$30K in FY2014 for design, \$220K in FY2015 for construction
LC00220	2014 & 2015	NM 226	At BNSF RR Crossing #019744P (West of int with Berino Rd)	Deisgn and construct new crossing surface, lights, and gates	\$0	\$320,000	\$30K in FY2014 for design, \$290K in FY2015 for construction

**From:** Herrera, Jolene M, NMDOT <JoleneM.Herrera@state.nm.us>  
**Sent:** Wednesday, May 07, 2014 9:44 AM  
**To:** Andrew Wray  
**Subject:** TIP Amendments  
**Attachments:** FY2014 TIP Amendment 4.xls

Good morning Andrew,

Can you please include a TIP Amendment as an action item on the upcoming BPAC, TAC, and PC meetings? You can include this email and the attached spreadsheet as backup documentation.

I am requesting this out of cycle TIP Amendment to add the construction funds to the Central Federal Lands project. The NMDOT Rail Bureau also just released the list of RR crossings they will be working on in FY2014 and FY2015; 2 of these projects are in the MVMPO boundaries and cannot move forward until they are amended into the TIP.

Please let me know if you have any questions.

Thanks,

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



## **METROPOLITAN PLANNING ORGANIZATION**

SERVING LAS CRUCES, DOÑA ANA COUNTY, AND MESILLA

P.O. BOX 20000 | LAS CRUCES NM | 88004

PHONE (575) 528-3222 | FAX (575) 528-3155

<http://mvmmpo.las-cruces.org>

### **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE DISCUSSION FORM FOR THE MEETING OF May 20, 2014**

#### **AGENDA ITEM:**

6.1 2015-2016 Unified Planning Work Program

#### **SUPPORT INFORMATION:**

Draft copy of the proposed 2015-2016 Unified Planning Work Program (UPWP)

#### **DISCUSSION:**

The UPWP is a biannual document that outlines transportation planning activities to be conducted by MPO Staff as well as processes that MPO Staff will participate in, but not oversee. The UPWP also includes a budget, allocation of staff time and money toward accomplishing the tasks. The UPWP must be in compliance with the Metropolitan Transportation Plan.



**Mesilla Valley Metropolitan Planning Organization**

# **Unified Planning Work Program**

**Federal Fiscal Years 2015 & 2016  
(Oct. 1, 2014 through Sept. 30, 2016)**

Approved \_\_\_\_\_2014

---

**Mesilla Valley Metropolitan Planning Organization**  
CITY OF LAS CRUCES  
700 North Main, Las Cruces, New Mexico 88001-1120  
(575) 528-3225-telephone (575) 528-3155-fax <http://mvmpo.las-cruces.org>.



## **Mesilla Valley Metropolitan Planning Organization**

Councillor Olga Pedroza, City of Las Cruces-Chairperson of the Policy Committee  
Commissioner Billy G. Garrett, Doña Ana County- Vice Chair of the Policy Committee  
Mayor Nora L. Barraza, Town of Mesilla  
Commissioner Leticia Duarte-Benavidez, Doña Ana County  
Trustee Sam Bernal, Town of Mesilla  
Trustee Linda Flores, Town of Mesilla  
Commissioner Wayne D. Hancock, Doña Ana County  
Councillor Gill M. Sorg, City of Las Cruces  
Councillor Nathan Small, City of Las Cruces  
Trent Doolittle, District Engineer, NMDOT

### **Contributing Staff:**

Tom Murphy, MPO Officer  
Andrew Wray, Transportation Planner  
Chowdhury Siddiqui, Associate Transportation Planner  
Orlando Fierro, Planning Technician

### **Special Thanks for Providing Data or Comments:**

MVMPO Technical Advisory Committee (TAC)  
MVMPO Bicycle and Pedestrian Facilities Advisory Committee (BPAC)  
Federal Highway Administration – New Mexico Division  
Federal Transit Administration Region VI  
South Central Regional Transit District  
NMDOT Transportation Planning and Safety Division  
NMDOT Transit and Rail Division  
NMDOT District 1

This report was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the authors or agency expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

Mesilla Valley Metropolitan Planning Organization and the City of Las Cruces fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, please contact the MVMPO Title VI Coordinator at (575) 528-3225-tel. (575) 528-3155-fax or email [mpo@las-cruces.org](mailto:mpo@las-cruces.org) or visit our website at <http://mvmpo.las-cruces.org> .

## **Table of Contents**

### **I. INTRODUCTION**

- A. General Overview
- B. Transportation Planning
- C. Governance, Boards and Committees
- D. Unified Planning Work Program Requirements
- E. The UPWP Development Process and Opportunities for Public Input
- F. Funding Sources for Transportation Planning Activities
- G. Planning Factors Under Federal Law
- H. Planning Priorities for the Metropolitan Planning Area

### **II. WORK PROGRAM TASKS**

#### **Task 1 - Program Support and Administration**

This consists of activities necessary for the administration, management, and operation of the MPO. This includes basic overhead, administrative costs, UPWP development, budget and financial management, annual and quarterly reports, general public participation, and public information.

- 1.1 Program Management and Administration
- 1.2 UPWP and Quarterly and Annual Reporting
- 1.3 Public Participation Plan and Title VI Plan and Monitoring (includes Environmental Justice)
- 1.4 Committee Meetings
- 1.5 Website and Other Communications
- 1.6 Staff Training and Professional Development
- 1.7 Board Member Training

#### **Task 2 - Transportation Improvement Program (TIP)**

This task covers the development, monitoring and management of the Transportation Improvement Program which implements transportation projects through federal, state and local funding programs.

- 2.1 TIP Development
- 2.2 TIP Management
- 2.3 Annual Project Listing and Obligation Report

#### **Task 3 - General Development and Data Collection/Analysis**

This consists of general planning activities, data collection, socioeconomic projections, mapping services, orthophotography, travel demand/traffic forecasting, development review, and local assistance.

- 3.1 Traffic Counting and Reporting
- 3.2 Population and Land Use Data Collection
- 3.3 Travel Demand Model Maintenance
- 3.4 Software Upgrades
- 3.5 Highway Functional Classification Review and Update
- 3.6 GIS Data Development, Mapping and Database Management
- 3.7 Development Review

### 3.8 Planning Consultation & Local Transportation Planning Assistance

#### **Task 4 - Transportation Planning**

This includes the development and monitoring of the long-range Metropolitan Transportation Plan (MTP), travel forecasting, coordinating with the state's long-range transportation plan and other studies. It also includes corridor studies and other sub-area studies.

- 4.1 Metropolitan Transportation Plan (MTP)
- 4.2 Safety Analysis and Planning
- 4.3 Safe Routes to School
- 4.4 ITS- Intelligent Transportation Systems Planning
- 4.5 Land Use/ Transportation Integration

#### **Task 5 - Special Studies and Miscellaneous Activities**

This task covers transportation planning activities that do not fall under the categories above.

- 5.1 Viva Doña Ana
- 5.2 Transportation Asset and Safety Management Plan
- 5.3 University Avenue Phase A
- 5.4 Missouri Avenue Phase A
- 5.5 Transit Short Range Plan

#### **APPENDICES**

- Appendix A – Budget Summary by Task
- Appendix B – Mesilla Valley Metropolitan Planning Area Map
- Appendix C – Status Report of Certification Review and  
Planning Process Review Findings
- Appendix D – UPWP Adoption Resolution
- Appendix E– Traffic Count segments

# **I. INTRODUCTION**

This Unified Planning Work Program (UPWP) is a mechanism for listing and organizing the Mesilla Valley Metropolitan Planning Organization's transportation planning activities that will be undertaken during the time period covered. This document was developed in accordance with the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) that was signed into law by President Obama on July 6, 2012, federal regulation 23 CFR 450 and FTA Circular 8100.1C.

## **A. MVMPO General Overview**

The Mesilla Valley Metropolitan Planning Organization (MPO) has been in existence since 1982, originally under the name Las Cruces MPO. The MPO was created under a Joint Powers Agreement (JPA) signed by the City of Las Cruces, Doña Ana County, and the Town of Mesilla. The JPA was most recently updated in 2013. The JPA designates the City of Las Cruces as the fiscal agent for the MPO. The MPO is supported by a permanent full-time staff of an MPO Officer, two planners, a planning technician and two part-time co-ops.

## **B. Transportation Planning**

The MPO is a multi-jurisdictional agency responsible for transportation planning in Las Cruces, Mesilla and central Doña Ana County. Federal regulations<sup>1</sup> require the designation of an MPO to carry out a coordinated, continuing and comprehensive transportation planning process for urbanized areas with a population of more than 50,000. The Mesilla Valley MPO annually establishes project priorities for consideration by the New Mexico Department of Transportation (NMDOT) when programming transportation funds. The MPO is also responsible for planning all aspects of the transportation system, including roads, bicycle and pedestrian facilities, public transit and the airport.

Refer to Appendix B for a map of the Mesilla Valley MPO Planning Area.

## **C. Governance, Boards, and Committees**

The MPO operates under the guidance of a Policy Committee which is comprised of nine elected officials plus the NMDOT District One Engineer. The elected officials are three City of Las Cruces Councillors, three Doña Ana County Commissioners, and three Town of Mesilla Trustees. The Policy Committee makes decisions to plan for the future transportation needs of the regions. The Policy Committee has two advisory committees: the Technical Advisory Committee (TAC), which makes recommendations to the Policy Committee regarding technical issues, and the Bicycle and Pedestrian Advisory Committee (BPAC) which provides recommendations for the planning of bicycle and pedestrian facilities within the MPO area.

## **D. Unified Planning Work Program Requirements**

---

<sup>1</sup> 23 USC 134(d).

A Unified Planning Work Program (UPWP) must be developed by each MPO in cooperation with the state and public transportation operators<sup>2</sup> which identifies the work of the MPO over a one or two year period. The development of the UPWP is the joint responsibility of the MPO, State DOT, other state departments, public transportation operators and other planning and implementation agencies. The UPWP must identify work by major activity and task including those that address the planning factors in 23 CFR 450.306(a) which are listed in section G, below. Other requirements are that a discussion of planning priorities facing the metropolitan planning area must be included. This UPWP meets all federal requirements and covers a two year period.

The UPWP developed by an MPO must include:

- a description of the work to be accomplished;
- who shall perform the work for an activity/task;
- a schedule for completing the activity/task;
- resulting products of the activity /task;
- proposed funding by activity/task;
- a summary of the total amounts and sources of federal and matching funds<sup>3</sup>;
- identification of any incomplete work elements/activities carried over from previous fiscal years; and
- a summary of the work program that shows federal share by type of fund, matching rate by type of fund, state and/or local matching share and other state of local funds.

## **E. The UPWP Development Process and Opportunities for Public Input**

The MPO staff develops the work program and budget for the next upcoming period in accordance with the following schedule. (Exact dates may vary by a few days.)

May 1 <sup>st</sup> Even Years	1 <sup>st</sup> Draft of UPWP to NMDOT Transp. Planning & Safety Div. (NMDOT TPSD), RoadRUNNER Transit, and South Central RTD
May 1 <sup>st</sup> Even Years	Proposed UPWP is posted online for Public Review and Comment. Begin 30 day public comment period.
May 31 <sup>st</sup> Even Years	MPO & NMDOT TPSD meeting on Draft UPWP
June 1 <sup>st</sup> - June 15 <sup>th</sup>	MPO staff revise proposed UPWP if necessary
Mid-June Even Years	Policy Committee votes on Approving UPWP Opportunity for Public Comment at meeting
July 1 <sup>st</sup> Even Years	MPO submits approved UPWP to NMDOT TPSD
Aug 1 <sup>st</sup> Even Years	NMDOT TPSD submits UPWP to FHWA-NM Division and FTA-Region VI for Review
Sept 1 <sup>st</sup> Even Years	FHWA-NM Division & FTA-Region VI comments on UPWPs to NMDOT TPSD
Sept 8 <sup>th</sup> Even Years	NMDOT TPSD submits final UPWPs (with changes, if any) to FHWA-NM Division and FTA-Region VI
Oct 1 <sup>st</sup> Even Years	Effective Date of UPWP at Beginning of Federal Fiscal Year

The public may participate in the development of the UPWP in a few ways. The first is to attend MVMPO's Policy Committee meetings which are held on a monthly basis and are open to the public. To learn more about these meetings, please contact Mr. Andrew Wray at (575) 528-3070 or email at [awray@las-cruces.org](mailto:awray@las-cruces.org) . The public can also review the draft document during the

---

<sup>2</sup> 23 CFR 450.308(c)

<sup>3</sup> 23 CFR 450.308(c)

30-day public comment period. During this time, an electronic copy of the UPWP will be posted on the MVMPO website at <http://mvmmpo.las-cruces.org>. Additionally, information in the *MVMPO Public Participation Procedures* can also be found at <http://mvmmpo.las-cruces.org>.

Amendments to the UPWP are required periodically to accommodate new tasks, award of funding grants and changes in work priorities. Amendments are scheduled, if needed, on a quarterly basis with the approved UPWP amendment submitted to NMDOT TPSD on the last day of each Federal Fiscal Year Quarter (December 31, March 31, June 30 & September 30). Opportunities for public comment on UPWP amendments are available at any board meeting at which the item will be discussed. Agendas for all Policy Committee meetings are posted online at <http://mvmmpo.las-cruces.org>.

## **F. Funding Sources for Transportation Planning Activities**

Transportation planning efforts in the metropolitan area are financed primarily through federal funds. (FHWA Section 112 funds, FHWA State Planning and Research (SPR) grant funds, FTA Section 5303 funds.) Funds from local jurisdictions provide the required matching funds to receive the federal funds. Local funds also provide additional funds for transportation planning purposes. Occasionally, state funds or grants are used for general transportation planning. Special federal planning grants for specific programs are also utilized when the MPO is awarded these types of funds.

## **G. Planning Factors Under Federal Law**

The newest transportation bill, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) continues the planning factors identified by the previous transportation bill Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The planning factors as stated in MAP-21 are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and nonmotorized users;
- Increase the security of the transportation system for motorized and nonmotorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local *planned* growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

## **H. Planning Priorities for the Metropolitan Planning Area**

The MVMPO planning priorities are established in its Metropolitan Transportation Plan, known in this iteration as Transport 2040.

Transport 2040 Goals:

1. Integrate land uses with well-connected transportation systems to develop an economic environment that provides timely access to a wide-range of jobs, services, education, and recreational opportunities.

2. Balance the built and natural environments to promote physical activity, social interaction, and the sustainable use of resources.
3. Provide a variety of transportation choices that serve all users through developing safe, reliable, and convenient transportation modes.

## II. WORK PROGRAM TASKS

The MPO's work program tasks are described in this section and are organized as shown below. Funding sources for all tasks are included in Appendix A.

<b>Task 1 - Program Support and Administration</b>	
1.1	Program Management and Administration
1.2	UPWP and Quarterly Reporting
1.3	Public Participation Plan and Title VI Plan and Monitoring (includes Environmental Justice)
1.4	Committee Meetings
1.5	Website and Other Communications
1.6	Staff Training and Professional Development
1.7	Board Member Training
<b>Task 2 - Transportation Improvement Program (TIP)</b>	
2.1	TIP Development
2.2	TIP Management
2.3	Annual Project Listing and Obligation Report
<b>Task 3 - General Development and Data Collection/Analysis</b>	
3.1	Traffic Counting and Reporting
3.2	Population and Land Use Data Collection
3.3	Travel Demand Model Maintenance
3.4	Software Upgrades
3.5	Highway Functional Classification Review and Update
3.6	GIS Data Development, Mapping and Database Management
3.7	Development Review
3.8	Planning Consultation & Local Transportation Planning Assistance
<b>Task 4 - Transportation Planning</b>	
4.1	Metropolitan Transportation Plan (MTP)
4.2	Safety Analysis and Planning
4.3	Safe Routes to School
4.4	ITS - Intelligent Transportation Systems Planning
4.5	Land Use/Transportation Integration
<b>Task 5 - Special Studies, Plans, Projects and Programs</b>	
5.1	Viva Doña Ana
5.2	Transportation Asset and Safety Management Plan
5.3	University Phase A
5.4	Missouri Phase A
5.5	Transit Short Range Plan



## Task 1 - Program Administration and Management

This Task consists of activities necessary for the administration, management, and operation of the MPO. This includes basic overhead, administrative costs, UPWP development, budget and financial management, annual and quarterly reports, general public participation, and public information.

Estimated Cost for Task 1 (includes all subtasks) = \$ \_\_\_\_\_

Est. Staff Hrs.	Avg. Rate	Staff Cost	Consul. Hrs.	Con. Rate	Con. Cost	Other Costs	Est. TOTAL
1000	\$20.00	\$20,000.00	1	\$100.00	\$100.00	\$1.00	\$20,101.00

### 1.1 Program Support and Administration

This task encompasses general administration and oversight of the MPO. Included in this task are: staff meetings, day-to-day MPO activities, preparing and posting meeting agendas, review and revisions (if needed) of Metropolitan Transportation Board Bylaws and other similar administrative activities. This includes monitoring MPO progress in meeting scheduled deadlines in various state and federal policies, procedures and regulations.

Responsibilities: MPO staff and other agencies as necessary

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products:

Reimbursement Invoices are due the 25<sup>th</sup> day of the month following each FY quarter.

### 1.2 UPWP - Unified Planning Work Program and Quarterly & Annual Reporting

Monitor and revise, if necessary, the current UPWP. Develop the following UPWP for the next fiscal period. Prepare quarterly reports on the progress of main tasks and an annual report at the end of each Federal Fiscal Year.

Responsibilities: MPO staff and other agencies as necessary. For development of the next UPWP, RoadRunner Transit, and NMDOT will be involved.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

Main Products and Schedule by Month																								
PRODUCT	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Quarterly Reports	X			X			X			X			X			X			X			X		
Annual Perf. & Expen. Rpt.			X											X										
1 <sup>st</sup> Draft UPWP (FY 2017-18)																			X					
Revised UPWP to Policy Committee																					X			
Amend. UPWP (if needed)			X			X			X			X		X			X			X			X	

### 1.3 Public Participation Plan and Title VI Plan and Monitoring

Implement the *Public Participation Procedures for the Mesilla Valley MPO* and monitor progress. Conduct surveys, online surveys, hold workshops and focus groups, utilize visualization techniques, and employ other methods to disseminate information and gather public input in the transportation planning process. Review the *Public Participation Procedures* (revise if necessary) prior to the development of the Metropolitan Transportation Plan.

Implement the *MVMPO Title VI Plan (contained within the PPP)* and monitor environmental justice issues. Assure that all communications and public involvement efforts comply with the plan. Prepare the Annual Title VI Report (refer to page 4 or *Title VI Plan*). Review the *Title VI Plan* prior to the quadrennial Federal Certification Review and prepare revisions if necessary. Resolve all complaints in accordance with the *Title VI Plan*.

Responsibilities: MPO staff and other agencies as necessary.

Source of Funds: FHWA, FTA, Local Funds for Match

## Main Products and Schedule by Month

	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Annual Title VI Report			X												X									
Rev Title VI Plan/Quad Rev	This does not occur in the fiscal period of this UPWP																							
Resolution of Complaints	This task occurs if and when a complaint is filed.																							

#### 1.4 Committee Meetings.

Public meetings of the MVMPO and its advisory committees are the foundation of the MVMPO Transportation Planning Process. The MVMPO is directed by the Policy Committee. Monthly meetings of the Policy Committee are held to review and take action on various transportation issues in the urban area. The Policy Committee has established two advisory committee. The Technical Advisory Committee (TAC) is made up professionals from member governments and other agencies that are regional planning partners for the transportation system. The Bicycle and Pedestrian Facilities Advisory Committee is made up of citizens interested in bicycle and pedestrian issues and staff from the CLC, DAC, TOM, and NMDOT. Both committees provide advice to the Policy Committee and allow for more public participation.

Responsibilities: MPO staff and other agencies as necessary.

Source of Funds: FHWA, FTA, Local Funds for Match

## Main Products and Schedule by Month

	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Policy Committee Meetings	X	x	x	X	x		X	x	x		x	x	X	x	x	X	x		X	x	x		x	x
TAC Meetings						X	X											X						
BPFAC Meetings	x			x		x	x	x		x	x		x			x		x	x	x		x	x	
Pub Mtg FY 2016-2021 TIP						X	X																	
Review Pub. Part. Proc.	This is done prior to start of MTP development and as needed.																							

### 1.5 Website and Other Communications

Produce the *Intersections* E-newsletter, maintain and update the MPO pages on CLC's website and use other methods to disseminate information.

Responsibilities: MPO staff and other agencies as necessary.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Travel Times E-Newsletter	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Website Maint & Update	This is an ongoing activity.																							

### 1.6 Staff Training and Professional Development

Staff will attend meetings, workshops, webinars, and conferences designed to enhance their technical and professional skills and promote coordination between the MPO and other professional staff and stakeholders.

Responsibilities: MPO staff.

Source of Funds: FHWA, FTA, Local Funds for Match, Local Non-Matching Funds

Representative Conferences, Training and Workshops

Attendance is dependent upon review of conference/session offerings, conference costs, travel costs, conference location, employee work schedules and work load, etc. and may be subject to change. Other workshops and conferences may be attended by staff depending on funding availability and course offerings.

- ITS America
- Assoc. of Metropolitan Planning Organizations (AMPO) Conference
- American Planners Association (APA) Conference
- NM APA
- Smart Growth conference
- National Highway Institute (NHI) and National Transit Institute (NTI) courses
- Transportation Research Board (TRB) Conference
- VISUM modeling training
- a socioeconomic modeler's conference
- a pedestrian-bicycle planning seminar
- webinars hosted by APA, ITE and other agencies

Main Products and Schedule by Month

PRODUCT	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
MPO Quarterly Mtgs			x			x			x			x			x			x			x			x
Other Conferences/Training	The schedule is dependent upon course offerings and staff work load.																							

### 1.7 Board Member Training

Board member training and workshops to educate policy board members and possibly other committee members as to their roles and responsibilities regarding the transportation planning process.

Responsibilities: MPO staff.

Source of Funds: FHWA, FTA, Local Funds for Match, Local Non-Matching Funds

#### Main Products and Schedule by Month

	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Board and committee member training												x												x

1 <sup>st</sup> Q. Report	
2 <sup>nd</sup> Q. Report	
3 <sup>rd</sup> Q. Report	
4 <sup>th</sup> Q. Report	
End of Year Report – Supplemental, if needed	

## Task 2 - Transportation Improvement Program (TIP)

This task covers the development, monitoring, and management of the Transportation Improvement Program (TIP) which implements transportation projects through federal, state, and local funding programs. The TIP spans a period of six years with the first four years constituting the federal TIP and the 5<sup>th</sup> and 6<sup>th</sup> year serving as informational years. The TIP must be fiscally constrained therefore; the total amount of funds programmed does not exceed the total amount of funding available.

Estimated Cost for Task 5 (includes all subtasks) = \$ \_\_\_\_\_

Est. Staff Hrs.	Avg. Rate	Staff Cost	Consul. Hrs.	Con. Rate	Con. Cost	Other Costs	Est. TOTAL
14	\$20.00	\$280.00	1	\$100.00	\$100.00	\$1.00	\$381.00

### 2.1 TIP Development

Develop and adopt a list of projects to be funded with federal transportation funds and regionally significant projects funded with state or local funds.

Responsibilities: All agencies through the TAC (Technical Advisory Committee), which is responsible for the development of the TIP with MPO staff input and facilitation.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Review TIP Policies & Proc.	X																							
Update on Existing TIP Proj	X																							
TIP Proj. Proposals Subm.		X																						
1 <sup>st</sup> Draft FY 2016-2021 TIP					X																			
TIP for Public Review						X																		
Policy Committee Aprv. FY 2016-21 TIP							X																	

### 2.2 TIP Management

Monitor the progress of projects in the TIP and their progress toward the timely obligation of funds. Revise the TIP to accommodate increased or decreased funding, to delay or advance projects as progress monitoring dictates. Revisions fall into two categories: TIP Administrative Modifications which are minor revisions and TIP Amendments which require approval by the Policy Committee.

Responsibilities: MPO staff manages the TIP and processes TIP Administrative Modifications. TIP Amendments are processed upon recommendation and analysis of the TAC and BPFAC.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09

Progress Rpt fr Agencies	X	X	X	X	X	X	X	X					X	X	X	X	X	X	X				
TIP Admin. Modifications	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Quarterly TIP Amend.			X			X			X			X			X			X				X	
TIP for Public Review						X																	
Policy Committee Aprv. FY 2016-21 TIP							X																

### 2.3 Annual Project Listing and Obligation Report

In accordance with 23 CFR 450.332 the MPO shall prepare an annual report (no later than 90 days following the end of the program year) of the status of projects in that program year's TIP and the status of the obligation of the funds programmed in that year.

Responsibilities: MPO staff, NMDOT and other agencies as needed.

Source of Funds: FHWA, FTA, Local Funds for Match

#### Main Products and Schedule by Month

	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
1 <sup>st</sup> Draft Annual Proj Listing		X											X											
Final Annual Proj. Listing			X											X										

1 <sup>st</sup> Q. Report	
2 <sup>nd</sup> Q. Report	
3 <sup>rd</sup> Q. Report	
4 <sup>th</sup> Q. Report	
End of Year Report – Supplemental, if needed	

## Task 3 - General Development and Data Collection/Analysis

This consists of general planning activities, data collection, socioeconomic projections, mapping services, orthophotography, travel demand/traffic forecasting, development review, and local assistance.

Estimated Cost for Task 2 (includes all subtasks) = \$ \_\_\_\_\_

2000	\$20.00	\$40,000.00	1	\$100.00	\$100.00	\$1.00	\$40,101.00
------	---------	-------------	---	----------	----------	--------	-------------

### 3.1 Traffic Counting and Reporting

Collect and process traffic data for routine monitoring of the transportation network, report data to NMDOT and conduct special needs traffic counts as needed. Counts are collected on all major roads in the MVMPO region for a total of approximately 600 count locations. (See Appendix E for count locations and cycle) Each location is counted once every three years (approx. 200 counts/year) and all counts are reviewed to confirm they meet the Highway Performance Monitoring System standards of FHWA and the NMDOT.

Data collection is conducted system-wide as well as targeted locations and includes traffic counts, directional volume data, vehicle classification, bicycle counts, pedestrian counts, and intersection turning movements. Data is archived and logged into the traffic counts database and shared with local agencies for use in transportation planning activities. The Traffic Counts Program operates servers to receive traffic data from member agencies' ITS networks (including NMDOT-ITS). All reports and analyses are made available to member agencies and the general public. Funds are managed each fiscal year to maintain a reserve of funding that allows for the timely replacement of the traffic counting vehicle (approx. every 5-6 years) and counter machines (approx every 10-15 years).

Special Notes: add as needed

Responsibilities: MPO staff and other agencies as necessary.

Source of Funds: FHWA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Conduct Traffic Counts	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Quarterly Transmittal	X			X			X			X			X			X			X			X		
Annual Traffic Flow Map										X												X		

### 3.2 Population and Land Use Data Collection

Collect, maintain and analyze multiple types of socioeconomic and demographic data. Provide forecasts for transportation planning purposes and for use by local and state agencies. Analyze and present data regarding growth and land use to member governments, planners, and the general public. The MPO serves

Responsibilities: MPO staff and other agencies as necessary.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Collect & Analyze Data	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Economic Impacts of Proj.	As needed on a project-by-project basis.																							
Planning Scenario Devel.																								

### 3.3 Travel Demand Model Maintenance

The MPO currently uses VISUM as the travel demand modeling program. Model runs are conducted upon request by various agencies and for development of the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). Updates are done periodically, to the model's socioeconomic and demographic data, the roadway network and transit network.

Responsibilities: MPO staff and other agencies as necessary

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Model Maint. & Updates	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Model Runs	As needed.																							

### 3.4 Software Upgrades

Describe any upgrades to travel demand model, new software purchases, etc.

Responsibilities: MPO staff and other agencies as necessary

Source of Funds: FHWA, FTA, Local Funds for Match, Local Non-Matching Funds

Main Products and Schedule by Month

	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09

### 3.5 Highway Functional Classification Review and Update

Review the current Highway Functional Classification and revise if necessary. Major changes to the Highway Functional Classification occur approximately 2-3 years after each US Decennial Census in accordance with federal procedures. However, new roadways and changes in roadway utilization sometimes require revisions to the system; these are conducted on an as-needed basis.

Responsibilities: MPO staff and other agencies as necessary



Source of Funds: FHWA, Local Funds for Match

## Main Products and Schedule by Month

	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)													FFY 2016 (Oct 1, 2015 - Sept 30, 2016)												
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09		
Functional Class Revisions	As needed.																									

### 3.6 GIS Data Development, Mapping, and database management

Provide Geographic Information Systems (GIS) coverages and data in support of transportation planning within the metropolitan planning area. This includes GIS analytical and cartographic support for the MTP, TIP, ITS and CMP, system-wide, subarea and corridor technical studies, and maintaining systems maps.

Responsibilities: MPO staff and other agencies as necessary

Source of Funds: FHWA, FTA, Local Funds for Match, Local Non-Matching Funds

## Main Products and Schedule by Month

	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
GIS Data Collection & Maint	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Update Google Transit Feed	As needed																							

### 3.7 Development Review

The MPO will assist local agencies with reviews of development plans and traffic forecasts as requested. Plans will be reviewed for consistency with the MTP, TIP, and other pertinent planning documents and plans. MPO staff is a member of two regional development review committees: The CLC Development Review Committee (DRC) and the Extra-Territorial Authority's EDRC.

Forecasts requested by developers must be brought to the attention of the MPO through one of the agencies. Furthermore, the MPO will not perform a Traffic Impact Analysis (TIA) or Traffic Impact Study (TIS) for developers. Developers may obtain information the MPO has already compiled or collected.

The MPO approved the Mesilla Valley Access Management Guidelines in November 2012. MPO staff will apply those guidelines to the review of development plans.

**Responsibilities:** MPO staff and other agencies as necessary.

Source of Funds: FHWA, FTA, Local Funds for Match

## Main Products and Schedule by Month

[illegible]

### 3.8 Planning Consultation and Local Transportation Planning Assistance

The MPO will assist local agencies with the development of the transportation element of their comprehensive plans and other planning documents. The level of MPO involvement is dependent upon available resources.

MPO staff will assist local agencies with progressing capital improvement projects funded in the TIP through the project development process, certification process, and the process for the obligation of funds.

This subtask also includes routine, cooperative planning efforts with NMDOT, FHWA, FTA, other federal agencies, municipalities, transit agencies, natural resource agencies, and other similar agencies.

Responsibilities: MPO staff and other agencies as necessary.

Source of Funds: FHWA, FTA, Local Funds for Match

#### Main Products and Schedule by Month

	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Transp. Elem. for Plans	As requested and as MPO resources allow.																							
Capital Project Assistance	As requested and as initiated by the TIP coordinator.																							

1 <sup>st</sup> Q. Report	
2 <sup>nd</sup> Q. Report	
3 <sup>rd</sup> Q. Report	
4 <sup>th</sup> Q. Report	
End of Year Report – Supplemental, if needed	

## Task 4 - Transportation Planning

This includes the development and monitoring of the long-range Metropolitan Transportation Plan (MTP), travel forecasting, coordinating with the state's long-range transportation plan and other studies. It also includes the Congestion Management Process (CMP), Intelligent Transportation Systems (ITS) planning, safety analyses, and other short to medium range planning activities.

Estimated Cost for Task 3 (includes all subtasks) = \$ \_\_\_\_\_

Est. Staff Hrs.	Avg. Rate	Staff Cost	Consul. Hrs.	Con. Rate	Con. Cost	Other Costs	Est. TOTAL
1	\$20.00	\$20.00	1	\$100.00	\$100.00	\$1.00	\$121.00

### 4.1 Metropolitan Transportation Plan (MTP)

The Metropolitan Transportation Plan (MTP) forms the basis for all transportation planning and projects within the metropolitan planning area. The current MTP for the Mesilla Valley MPO is known as Transport 2040. The MTP covers all modes of transportation that may serve the current and future needs of the region. The plan conforms to federal regulations as set forth in 23 CFR 450. The MTP is updated every five years and may be amended, if necessary, as required.

Responsibilities: MPO staff serves as the lead. The development of the MTP is a cooperative effort by the MPO and its member agencies, NMDOT, and area transit agencies, with coordination and input from several other agencies such as: FHWA, FTA, "land use" planning agencies (i.e. municipal planning departments, US Bureau of Land Management, NMSU, local governments, and other agencies as necessary

Source of Funds: FHWA, FTA, Local Funds for Match

#### Main Products and Schedule by Month

PRODUCT	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
90% Draft 2040 MTP	X	X																						
1 <sup>st</sup> Draft for Public Review			X																					
Final Draft Public Review						X																		
Public Comment Period						X	X																	
Policy Committee Apprv 2040 MTP							X																	
MTP Amendments	Amendments are processed as necessary.																							

### 4.2 Safety Analysis and Planning

Develop, research, and analyze data to assist member agencies and the public with understanding crash information and transportation planning issues confronting the metropolitan region and identification of safety issues related to the transportation network. Explore the development of methodologies to estimate future crash data as well as economic impacts of crashes. This subtask includes maintaining consistency with the *NMDOT Comprehensive Transportation Safety Plan (CTSP)* and providing assistance to local member agency and health organization planning efforts and health impact assessments.

Responsibilities: MPO serves as lead in cooperation with NMDOT Transportation Planning and Safety Division and the UNM Division of Governmental Research

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Annual Crash Report							X	X											X	X				

#### 4.3 Safe Routes to School

The MPO participates in the Safe Routes to School Coalition in the Mesilla Valley. The MPO adopted the Safe Routes to School Action Plan.

Responsibilities: MPO serves as the lead in updating the SRTS Action Plan. Acts as participating member in coalition activities.

Source of Funds: FHWA, Local Funds for Match, Local Non-Matching Funds

Main Products and Schedule by Month

	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Amend SRTS Action Plan	As necessary.																							
Walk and Roll to School Day; Bike to School Week	x							x					x							x				
SRTS steering committee			x			x			x			x			x			x			x			x

#### 4.4 Intelligent Transportation Systems (ITS)

ITS uses integrated systems to improve transportation safety, mobility, and traveler knowledge through the use of innovative technologies. The MPO coordinates the programming and deployment of ITS infrastructure and is responsible for maintaining the *Regional ITS Architecture* and updating the *ITS Implementation Plan*.

The MPO will collect data to monitor system-wide and link-based performance to investigate recurring and nonrecurring congestion. The CMP uses performance data to determine the cause and severity of congestion in the region. The CMP is used at various levels of planning and operational analyses such as the MTP, TIP and development of individual projects. The CMP is integrated into the metropolitan planning process and provides comprehensive information on the performance of the transportation system so residents, elected officials, and agencies can make informed decisions based on congestion levels and location appropriate strategies. This is an ongoing core activity of the MPO.

Responsibilities: MPO serves as lead in coordination with member agencies, regional transit providers and NMDOT.

Source of Funds: FHWA, FTA, Local Funds for Match, Local Non-Matching Funds.

Main Products and Schedule by Month

	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09

Amend Reg. ITS Arch.	As necessary.																							
CLC Traffic Management System Plan																								

#### 4.5 Land Use/Transportation Integration

The MPO tracks the coordination of land use and transportation in the Mesilla Valley region through the use of Mobility Zones developed in Transport 2040. Mobility Zones analyze sub area to gauge the interaction between land use and transportation. Mobility Zones can be best described as geographic areas within which planning tools are applied to assess characteristics (spatial patterns and relationships) of the physical environment. These characteristics may include land use density, distribution, and diversity, crash rates, multimodal networks, and system connectivity. The initial assessments that the Las Cruces MPO focused on included street connectivity indices, access to land uses, transportation mobility for all modes, and safety analyses.

Responsibilities: MPO staff .....

Source of Funds: FHWA, FTA, Local Funds for Match

#### Main Products and Schedule by Month

PRODUCT	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Intersection Crash Rate Average																								
Bicycle Facility Connectivity Index																								
Bicycle Facility Miles																								

1 <sup>st</sup> Q. Report	
2 <sup>nd</sup> Q. Report	
3 <sup>rd</sup> Q. Report	
4 <sup>th</sup> Q. Report	
End of Year Report – Supplemental, if needed	

## Task 5 - Special Studies and Miscellaneous Activities

This task covers transportation planning activities that do not fall under the categories above.

Estimated Cost for Task 6 (includes all subtasks) = \$ \_\_\_\_\_

Est. Staff Hrs.	Avg. Rate	Staff Cost	Consul. Hrs.	Con. Rate	Con. Cost	Other Costs	Est. TOTAL
1	\$20.00	\$20.00	1	\$100.00	\$100.00	\$1.00	\$121.00

### 5.1 Viva Doña Ana

The MPO is a planning partner with other regional agencies in the Sustainable Communities Grant through the EPA, partnering with USDOT and HUD. The Viva Doña Ana regional project focuses on three specific aspects of Doña Ana County: people, places, and prosperity. These three areas will be addressed throughout the Viva Doña Ana planning efforts, and will help build a better quality of life for Doña Ana County residents. This project will provide a complete picture of the issues related to living in Doña Ana County, growing the region, and thriving as a community. The Viva Doña Ana project will also provide strategies, actions, and tools to continue to improve your quality of life.

Through the Viva Doña Ana project, the region will work together during public meetings, working sessions, community discussion groups, and other collaborative settings to address people, places, and prosperity.

Responsibilities: Doña Ana County, MPO staff, CLC, Town of Mesilla, El Paso MPO staff, South Central Regional Transit District, South Central Council of Governments, Coloñias Development Council, City of Sunland Park, and Tierra del Sol.

Source of Funds: FHWA, FTA, Local Funds for Match, Local Non-Matching Funds

#### Main Products and Schedule by Month

PRODUCT	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Participation in RLC	X	X	X	X	X	X																		
Public events	As needed																							

### 5.2 Transportation Asset and Safety Management Plan/ Performance Measure Implementation

The overall purpose of this TASM Plan is to develop strategies, projects and tasks for implementation of a management approach to regionalized decision making related to transportation system improvement, maintenance, and replacement. This plan has been developed under the framework of MAP-21, Moving Ahead of Progress in the 21 Century Act (P.L. 112-141). MAP-21 is a performance-based program; therefore, a broader purpose of this Plan is to develop a data collection and prioritization process that can be used to evaluate the performance of the region's transportation planning efforts as they align with the criteria used in MAP-21.

Responsibilities: MPO staff .....

Source of Funds: FHWA, FTA, Local Funds for Match

#### Main Products and Schedule by Month

PRODUCT	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Adopt MPO Performance Measures										X														

#### 5.3 University Avenue Corridor Study Phase A

The MPO is contracting out the tasks to complete a Phase A report for the University Avenue corridor from NM 478 to NM 28. The primary objectives of this phase are: 1) establish purpose and need, 2) develop a range of potential alternatives, and 3) eliminate alternatives that are clearly not feasible for further consideration.

Responsibilities: MPO staff .....

Source of Funds: FHWA, Local Funds for Match

#### Main Products and Schedule by Month

PRODUCT	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Purpose and need statement																								
Public meetings																								
Phase A report																								

#### 5.4 Missouri Avenue Corridor Study Phase A

The MPO is contracting out the tasks to complete a Phase A report from the end of Missouri Avenue to Sonoma Ranch north of Centennial High School. The primary objectives of this phase are: 1) establish purpose and need, 2) develop a range of potential alternatives, and 3) eliminate alternatives that are clearly not feasible for further consideration.

Responsibilities: MPO staff, contracted consultant

Source of Funds: FHWA, Local Funds for Match

#### Main Products and Schedule by Month

PRODUCT	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Purpose and need statement	X																							
Public meetings		X																						
Phase A report				X																				

#### 5.5 Short Range Transit Plan Update

The goal of the 2014 SRTP update is to evaluate existing services provided by RoadRUNNER Transit and to develop a plan to improve system performance. The SRTP shall include and reflect the following areas of public transit concern:

- Statutory and regulatory compliance
- Service Reliability and route evaluation in regards to route timing
- System effectiveness

- Customer service excellence
- Safety and security
- Funding and reserve policies
- System efficiency
- Intermodal/regional connectivity

Responsibilities: MPO staff, contracted consultant

Source of Funds: FTA, Local Funds for Match

**Main Products and Schedule by Month**

	FFY 2015 (Oct 1, 2014 - Sept 30, 2015)												FFY 2016 (Oct 1, 2015 - Sept 30, 2016)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Preliminary report on existing conditions and trends.	X																							
Goals, objectives, and performance standards.		X																						
Draft service alternatives.			X																					
Financial and capital plan.				X																				
Final Plan				X																				

1 <sup>st</sup> Q. Report	
2 <sup>nd</sup> Q. Report	
3 <sup>rd</sup> Q. Report	
4 <sup>th</sup> Q. Report	
End of Year Report – Supplemental, if needed	



# Appendices

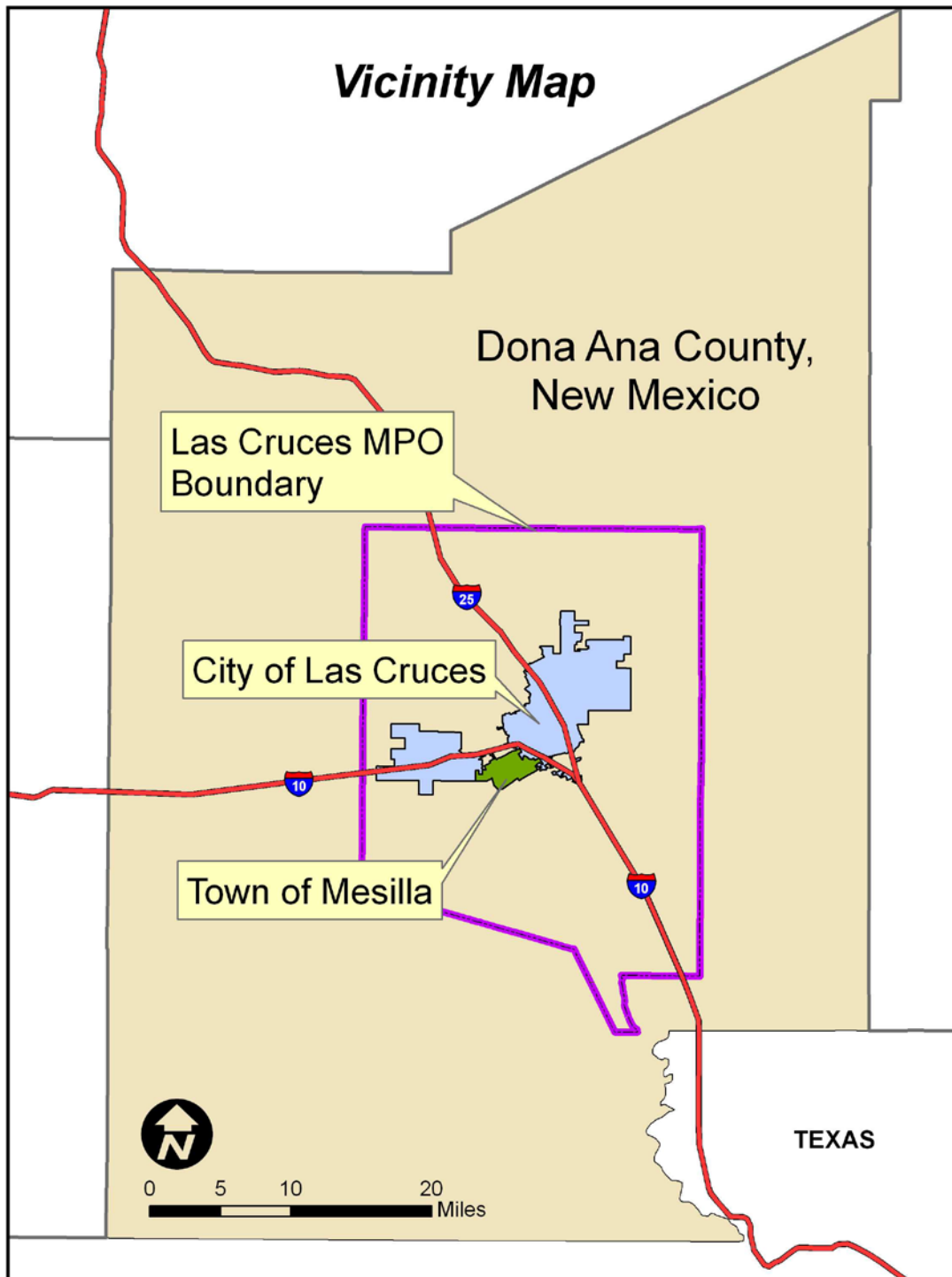
## **Appendix A – Budget Summary - Financial Resources Available**

[illegible]

## Budget Summary - Proposed Expenditures

Task Number	Program	Budgeted PL Funds	Budgeted Special Project Funds	Total Budgeted
1				
2				
3				
4				
5				
6				
TOTAL				

## Appendix B - Metropolitan Planning Area Map



## **Appendix C**

### **Status of Findings from the 2012 Planning Process Review**

#### **Status of Findings**

The following is the status, as of March 6, 2014, of all findings listed in the 2012 Planning Process Review.

##### Corrective Actions:

1. The LC-MPO, the State DOT, and transit operator must update the current JPA to meet federal requirements as required in 23 CFR 450.310. A draft of the revised agreement must be submitted to FHWA and FTA for review by December 31st, 2012, with the final draft signed by the responsible parties by June, 2013. The agreement shall clearly define the roles and responsibilities of participating parties, fiscal and financial responsibilities of participating parties, representation, decision making structure, and a process to establish when updates to the agreement will occur. The Bylaws for the LC-MPO should be updated to clearly respond to the new JPA and define the membership, function, authority, and delegated responsibilities of the Policy Committee as an entity of the LC-MPO with responsibility of overseeing transportation planning for the region.

JPA adopted by Dona Ana Count, City of Las Cruces and Town of Mesilla May 2013. D1 Engineer added to Policy Committee, financial responsibilities delineated, and name changed to Mesilla Valley Metropolitan Planning Organization. JPA submitted to and approved by NM Department of Finance and Administration. The TAC and BPAC have reviewed and gave recommendations for bylaw changes needed after JPA update. Was a Discussion Item at the February 2014 Policy Committee for first reading. Action Item for April 2014.

##### Recommendations and/or Findings:

###### Recommendation #1

"The MPO, State, and transit operator must update all of the agreements required by 23 CFR 450.314 to reflect the new or updated JPA. To the extent possible, a single agreement between all responsible parties should be developed. A draft of the revised agreement(s) must be submitted to FHWA and FTA for review by December, 2012 and the final(s) signed by the responsible parties by August, 2013. The agreement(s) shall clearly define the roles and responsibilities at all parties and committees in cooperatively carrying out all aspects of the transportation planning process defined in 23 CFR 450 Subpart C. This will include the development of work programs, fiscally constrained plans and TIPs, annual reporting of obligated projects, public participation plan, and a clarification of when documents are due and planning cycles are repeated. The agreement needs to clearly address the voting proportionality provision in accordance with 23 CFR 450.310 (k)(1) and (2)."

JPA adopted by Dona Ana Count, City of Las Cruces and Town of Mesilla May 2013. D1 Engineer added to Policy Committee, financial responsibilities delineated, and name changed to Mesilla Valley Metropolitan Planning Organization. JPA submitted to and

approved by NM Department of Finance and Administration. The TAC and BPAC have reviewed and gave recommendations for bylaw changes needed after JPA update. Was a Discussion Item at the February 2014 Policy Committee for first reading. Action Item for April 2014

Recommendation #2:

The UPWP needs to meet all federal requirements as established in 23 CFR 450, 23 CFR 420 and FTA Circular C8100.1B. The MPO goals should align with the goals identified in the document and with the work elements/tasks. The MPO needs to work with NMDOT on the development and implementation of the UPWP Policies and Procedures to be developed in the near future. The NMDOT needs to monitor and verify that all activities performed by sub-recipients with FHWA planning and research funds have been managed in a satisfactory manner according to the established schedules and requirements as specified in 23CFR420.117. The MPO and NMDOT need to work on resolving the traffic count concerns and problems. Reliable traffic count information is critical for the development of studies, project development and for reporting needs.

MVMPO has been involved with NMDOT on development and implementation of UPWP Policies and Procedures. Policy Committee is scheduled to be briefed on PPM during May 2014 meeting.

Recommendation #3:

It is strongly recommended that the MPO review and update the assumptions made in the financial plan of the MTP and updated as needed. This will require that the MPO, State, and transit operators create a structured, cooperative, and transparent financial revenue estimation process that will provide flexibility for future plan updates. The MPO, State, and transit operators should work on obtaining, refining, and documenting system level operations and maintenance cost information that can be deducted from the available revenue information to demonstrate available funding to start new capital projects.

The MPO is continuing to develop its Transportation Asset and Safety Management Plan. This will be the basis for assumptions in the financial plan of the MTP. A draft plan has been developed and is currently in internal QC. Will be item at April 2014 TAC. Work has also commenced on the MTP update with public meetings held beginning the second week of November. Stakeholder meetings are currently being scheduled.

Recommendation #4:

It is strongly recommended that the MPO, State, and transit operators develop a cooperative approach to assess and prioritize regional capital investments and other strategies or measures necessary to maintain the operation of the existing transportation system at the same time that future needs are prioritized

Discussions are ongoing between MPO, State, and transit operator

Recommendation #5:

Work with the NMDOT in the implementation of the STIP Policies and Procedures. Las Cruces MPO should consider developing a formal prioritization process that outlines project evaluation and selection procedures of projects for inclusion in the TIP based on principles and priorities outlined in the metropolitan transportation plan. Federal legislation requires that an MPO cooperatively develop a TIP that is financially constrained. The TIP financial plan's revenue and

cost estimates must be produced in “year of expenditure (YOE) dollars” to reflect the time-based value of money

MPO has formalized approach for projects submitted by member agencies. NMDOT projects operate outside this system. Training has been held with common TIP database for New Mexico MPOs. Statewide meeting on this issue scheduled for January in Albuquerque

Recommendation #6:

The current Public Participation Plan (PPP) was updated for the incorporation of goals and the description of explicit procedures, strategies, and desired outcomes of the ten listed areas in 23 CFR 450.316(a). Update efforts must be developed in consultation with all interested parties and include a documented process by which the effectiveness of the public involvement process is routinely evaluated. The Las Cruces MPO should consider a formal evaluation of the effectiveness of the current public involvement strategies at all levels (internal and external stakeholders). It will be recommended to evaluate opportunities and strategies to educate the Board on the metropolitan planning process and their role and responsibilities as board members. In addition, the MPO will benefit on evaluating how public input has impacted the transportation planning process

The PPP was updated at the August 14, 2013 Policy Committee meeting

## **Appendix D – UPWP Adoption Resolution**



## Appendix E Traffic Count Cycles

### Cycle One

ROADWAY	SEGMENT	TIMS NUMBER
ALAMEDA	McClure to Hoagland	
ALAMEDA	Amador to Griggs	
Alameda	Hoagland to Three Crosses	
Alameda	Lohman to Amador	11901
Amador	Mesquite to Espina	
AMADOR	Campo to Mesquite	
ARMSTRONG	Doña Ana Rd to El Camino Real	
BATAAN MEMORIAL EAST	End to Del Rey	
BATAAN MEMORIAL EAST	Del Rey to Roadrunner	
BATAAN MEMORIAL EAST	Sonoma Ranch to Mesa Grande	
BATAAN MEMORIAL WEST	Mesa Grande to Porter	
BATAAN MEMORIAL WEST	Porter to Dunn	
BATAAN MEMORIAL WEST	Dunn to Weisner	
Bataan Memorial West	Rinconada to Sonoma Ranch	
Bataan Memorial West	Weisner to NASA	
BATAAN MEMORIAL WEST	I-25 Interchange to Del Rey	
BOUTZ	NM 28 to Stern	16438
Bowman	Capri to University	22932
BRAHMAN	US 70 to Arroyo	17925
CALLE DEL NORTE	Snow to Paisano	25857
CALLE DEL NORTE	Paisano to NM 28	8730
CALLE DEL NORTE	Fairacres to Snow	
Calle del Sur	Calle Segunda to NM 28	16794
CALLE JITAS	Sonoma Ranch to Calle Abuelo	
CAMINO DEL REX	Main to Desert	16572
Campo	Amador to Hadley	16514
Campo	Hadley to Picacho	
Campo	Colorado to Lohman	16510
Conway	Bowman to Main	16321
CORTEZ	Davis to Dunn	16684
Cortez	Dunn to Saromi	16684
Don Roser	Idaho to Mall	18242
Don Roser	Missouri to Idaho	11923
DON ROSER	Terrace to Missouri	
DONA ANA	Doña Ana School Rd to Thorpe	16633
DONA ANA	Thorpe to Harvey Farm	
DONA ANA	Harvey Farm to Fort Seldon	
Doña Ana	Engler to Lopez	16631
DONA ANA SCH.	El Camino Real to Elks	18110
DUNN	Aldrich to Cortez	16715
EL CAMINO REAL	Spitz to Carlton	22915
EL CAMINO REAL	Main to Spitz	20965
EL CAMINO REAL	Carlton to Armstrong	16766
EL CAMINO REAL	Taylor to Doña Ana Sch Rd	16769
ELKS	Main to Valley View	19351
ELKS	Doña Ana Sch. Rd to El Camino Real	
ELKS	Hatfield to Taylor Rd/Boyd	19354
Elks	Valley View to Hatfield	19353
ENGLER	Jornada to Mesa Grande	
ESPINA	College to University	
EVELYN	Mulberry to Madrid	16695
EVELYN	Spruce to Mulberry	16697
FAIRACRES	Calle Del Norte to Aries	
Fairway	Imperial Ridge to Pomona	16383
Farney	Hixon to El Paseo	16351
Farney	El Paseo to Espina	16350
FOOTHILLS	Lohman to Roadrunner	18128
Glass	Snow to Paisano	16622
GRIGGS	Walnut to Triviz	
Hadley	Valley to Mesilla	16589
HADLEY	Espina to Solano	16605
HILLRISE	Telshor to Curnutt	16390

HILLRISE	Executive Hills to Roadrunner Cr	
Hoagland	Highland to Alameda	16555
HOLMAN	Bataan Memorial West to Peachtree Hills Rd	18249
IDAHO	Don Roser to Telshor	
LAS ALTURAS	Johnson to Tellbrook	
Las Alturas	Tellbrook to Cholla	23797
LAS ALTURAS	Mission Bell to University	
Las Cruces	Church to Campo	17521
Las Cruces	Alameda to Water	17520
LOHMAN	Mesquite to Espina	
LOHMAN	Campo to Mesquite	
LOHMAN	Roadrunner to Paseo de Oate	
LOHMAN	Main to Campo	
LOHMAN	Paseo de Oate to Sonoma Ranch	
Lohman	Espina to Solano	
Madrid	Solano to Desert	16551
MAIN	Boutz to Idaho	
Main	Lohman to Amador	9217
Main	Las Cruces to North Roundabout	
Main	Farney to Boutz	9169
Main	El Paseo to Lohman	
Main	Griggs to Las Cruces	
MAIN	Solano to Camino Del Rex	31954
MARS	Venus to Roadrunner	16566
Melendres	Main to El Molino	
MESQUITE	Picacho to Juiper	16563
MESQUITE	Griggs to Las Cruces	16559
MESQUITE	Hadley to Picacho	16561
MESQUITE	Colorado to Lohman	16549
Mesquite	Idaho to Utah	16546
Missouri	Solano to Locust	16378
Montana	Pecos to Locust	16435
Moongate	El Centro to Dragonfly	18259
MOONGATE	Bataan Memorial West to Arroyo	18251
Motel	Amador to Roadrunner Ln	18789
Motel	Calle del Norte to Glass	8410
Mulberry	Evelyn to Triviz	
NM 192	Hwy 28 to Hwy 478	
NM 226	Hwy 478 to Stern	
NM 28	Apodaca to NM 373	
NM 28	NM 373 to NM 101	16780
NM 28	NM 359 to I-10	16781
NM 28	Calle de Parian to NM 359	
NM 28	Hwy 192 to Snow	
NM 28	Calle Del Sur to Calle de Parian	
NORTHRISE	Riconada to Sonoma Ranch	
NORTHRISE	Del Rey to Roadrunner	
PAJARO	NM 28 to Main	16610
Picacho	Alameda to Main	4140
Picacho	Main to Campo	16685
Picacho	Valley to Melendres	4126
PICACHO	Shalem Col. Tr to Roadrunner Lane	
PICACHO	I-10/US70 Interch to Picacho Hills D	
PICACHO	Melendres to Alameda	24387
Quail Run	Las Alturas to Shadow Run	16741
Quail Run	Shadow Run to Condor	16742
ROADRUNNER LN	Hadley to Picacho	
ROADRUNNER LN	Motel to Hadley	
Roadrunner Pkwy	Mission to Morningstar	
ROADRUNNER PKWY	Lohman to Golf Club	
SEDONA HILLS	Sonoma Ranch to Calle Abuelo	
SEDONA HILLS	Calle Abuelo to Mesa Grande	
SEVENTEENTH	Hadley to Picacho	18451
Seventeenth	Amador to Hadley	18450
SHALEM COLONY TR	Old Picacho to HWY 185 (Valley)	22913
SHALEM COLONY TR	US70 to Old Picacho	17617

SNOW	Apodaca to Union	20975
SNOW	University to NM 359	
Snow	NM 28 to Apodaca	8859
SOLANO	Hadley to Spruce	
SOLANO	Spruce to Mulberry	
Solano	Madrid to Main	11857
SOMONA SPRINGS	Golf Club to Sonoma Ranch	
SONOMA RANCH	Sonora Springs to Calle Jitas	
SONOMA RANCH	Dripping Springs to High School	
SPITZ	Suzanne to Jasmine	
Spitz	El Camino Real to Lenox	18190
Spitz	Three Crosses to El Camino Real	
SPRUCE	Solano to Walnut	
STERN	Salopek to San Francisco	
Stern	San Francisco to Union	16054
STERN	Broadmoor to Salopek	
STEWART	Espina to Locust	16341
STEWART	Locust to Payne	
Taylor	Northwind to Valley	16620
Tellbrook	Las Alturas to Ocotillo	17620
Telshor	Lohman to Spruce	18855
Telshor	Missouri to Idaho	18846
Terrace	University to Telshor	16687
THORPE	Strange to Doña Ana Rd	
UNION	Stewart to University	
Union	Main to Stern	11873
University	Espina to Solano	7298
US 70	Organ to San Augustine Pass	23786
VALLEY	Bridle Path to Thorpe	
VALLEY	Mayfield Lane to Swartz	
VALLEY	Taylor to Bridle Path	
VALLEY	Shalem Colony Tr to Harvey Farm	
Valley	Hadley to Picacho	
VALLEY	Main to Boutz	
WALNUT	Seldon to Spruce	
WALNUT	Idaho to Nevada	
WALNUT	Nevada to Lohman	
WATER (M)	Amador to Griggs	
WATER (M)	Griggs to Las Cruces	
WATER (M)	Las Cruces to Lucero	
WEISNER	US 70 to Lisa	18453
WYATT	Main to El Paseo	16506
Wyoming	Locust to Gladys	16376
LOHMAN	Walton to Telshor	
LOHMAN	Solano to Del Monte	
UNIVERSITY	Triviz to I-25 Bridge	16313
US 70	Del Rey to Roadrunner	
US 70	Brahman to NASA	
US 70	Weisner to Brahman	

Cycle Two

ROADWAY	SEGMENT	TIMS NUMBER
AIRPORT FRONTAGE	Crawford to Picacho (US 70)	16050
ALAMEDA	Griggs to Las Cruces	
ALAMEDA	Las Cruces to Picacho	
AMADOR	Motel to Westgate	
AMADOR	Westgate to 17th	
AMADOR	Main to Campo	
AMADOR	Valley to Compress	
AMADOR	Espina to Solano	
AMADOR	Compress to Melendres	
APODACA	NM 372 to NM 28	16612
BATAAN MEMORIAL EAST	Rinconada to Sonoma Ranch	
BATAAN MEMORIAL EAST	Porter to Dunn	
BATAAN MEMORIAL EAST	Dunn to Weisner	
BATAAN MEMORIAL WEST	Del Rey to Roadrunner	
BOUTZ	Main to El Paseo	16444

BOUTZ	Espina to Solano	16447
BOUTZ	El Paseo to Espina	16446
BRAHMAN	El Centro to Rincon	18259
BROWN	Valley to Melendres	
CALLE ABUELO	Calle Jitas to Northrise	
CAMPO	Arizona to Colorado	
CAMPO	Las Cruces to Hadley	
CHOLLA	Stern to Las Alturas	16055
CHURCH (P)	Griggs to Las Cruces	
CHURCH (P)	Amador to Griggs	
CORTEZ	Morningside to Wilt	16683
CORTEZ	Porter to Morningside	16682
CRAWFORD	Venture to Mountain Vista	
CRAWFORD	North Frontage to Zia	
DEL REY	Engler to La Reina	
DEL REY	Settler's Pass to Engler	
DESERT WIND WAY (THORPE)	Ocotillo to Pleasant Hill	18647
DONA ANA	Taylor to Doña Ana Sch Rd	16632
DONA ANA	Lopez to Taylor	16631
DONA ANA SCH.	Doña Ana to El Camino Real	18111
DRIPPING SPRINGS	Terrace to Sonoma Ranch	
DUNN	Cortez to Bataan Memorial East	16714
EL CAMINO REAL	Doña Ana Sch.Rd. to Elks	
EMERALD	Bataan Memorial West to Jade	18440
ENGLER	Valley to Doña Ana	
ESPINA	Amador to Las Cruces	16337
ESPINA	University to Farney	16330
ESPINA	Hadley to Virginia	
FAIRWAY	Pomona to Enchanted	
FARNEY	Main to Hixon	16349
FOOTHILLS	Telshor to Lohman	
FORT SELDON	Doña Ana/Leasburg to Tel High	
GOLF CLUB	Roadrunner to Mission	
GOLF CLUB	Mission to Sonoma Ranch	
GRIGGS	Solano to Walnut	
HADLEY	Motel to 17th St	16585
HADLEY	Roadrunner to Motel	16580
HADLEY	Walnut to Triviz	
HOAGLAND	Carlyle to Highland	
HOAGLAND	Valley to Carlyle	16555
IDAHO	Main to El Paseo	16363
IDAHO	Telshor to Mormon	16690
IDAHO	Mesquite to Espina	
IMPERIAL RIDGE	High to Enchanted	16395
IMPERIAL RIDGE	Enchanted to end	16396
JORNADA	Bataan Memorial West to Engler	
LA REINA	Del Rey to Sunland	
LOCUST	Missouri to Montana	16361
LOHMAN	Nacho to Roadrunner	
MADRID	Anita to Triviz	
MADRID	Desert to Debra	16552
MADRID	Alameda to Main	16429
MADRID	Debra to Evelyn	16553
MADRID	Main to Solano	
MAIN	Madrid to Solano	
MAIN	Valley to Farney	
MAIN	University to Valley	9199
MAIN	Picacho to Chestnut	
MAIN	Wyatt to El Paseo	
MAIN	South Roundabout to Griggs	
MAIN	North Roundabout to Picacho	
MAIN	Pajaro to Carver	
MAJESTIC RIDGE	Telshor to Mormon	16415
MAJESTIC RIDGE	Arrowhead to Roadrunner	16417
MCCLURE	Carlyle to Highland	16708
MCCLURE	Valley to Carlyle	16707

MESA	Bataan Memorial West to Peachtree Hil	
Mesquite	Juniper to Madrid	
MESQUITE	Lohman to Amador	16557
MESQUITE	Madrid to Solano	
MISSION	Roadrunner to Golf Club	
MISSOURI	Triviz to Don Roser	16384
MISSOURI	Gladys to Triviz	16382
MISSOURI	Don Roser to Telshor	16386
MONTANA	Locust to Gladys	16436
MONTANA	Solano to Pecos	16434
MOONGATE	Arroyo to El Centro	18259
MOTEL	Roadrunner Lane to Picacho	
MOTEL	Picacho to Tashiro	
NM 189	Hwy 28 to Hwy 478	
NM 227	Hwy 478 to Stern	
NM 28	Addington to Pajaro	
NM 28	Esslinger to Harlackner	
NM 28	Snow to Addington	
NM 28	Berino Rd to Afton	
NM 478	Snow to Addington	
NM 478	Addington to Pajaro	
NORTHRISE	Roadrunner to Rinconada	
NORTHRISE	Sonoma Ranch to Calle Abuelo	
PEACHTREE HILLS	Mesa to Porter	
PICACHO	17th to Valley	
PICACHO	Motel to 17th	
PICACHO	Picacho Hills Dr to Shalem Colony Tra	
PORTER	Aldrich to Cortez	
PORTER	Cortez to Bataan Memorial East	
ROADRUNNER PKWY	Golf Club to Mission	
ROADRUNNER PKWY	Northrise to Bataan Memorial East	
ROADRUNNER PKWY	Morningstar to Northrise	
SOLANO	Wofford to Boutz	11866
SOLANO	Griggs to Hadley	
SOLANO	Mulberry to Madrid	
SOLANO	Wyoming to Wofford	
SOLANO	Boutz to Idaho	
STEWART	Payne to Triviz	16342
SONOMA RANCH	Bataan Memorial West to Las Colinas	
SONOMA RANCH	High School to Roadrunner Parkway	
SONOMA RANCH	Northrise to Bataan Memorial East	
SONOMA RANCH	Lohman to Sonora Springs	
SPITZ	Suzanne to Jasmine	
TAYLOR	Valley to Doña Ana	16621
TAYLOR/BOYD	El Camino Real to Elks	
TELSHOR	Idaho to Mall	
TELSHOR	Mall to Foothills	
TELSHOR	Foothills to Lohman	
TERRACE	Telshor to Don Roser	16688
THREE CROSSES	Alameda to Spitz	11908
THORPE	Doña Ana to Barela	
THORPE	El Camino Real to Del Rey	
THORPE	Valley to Strange	
THREE CROSSES	Dalrymple to Alameda	
TRIVIZ	Spruce to Mulberry	
TRIVIZ	Missouri to Idaho	11915
TRIVIZ	University to Missouri	
TRIVIZ	Mulberry to San Acacio	
TRIVIZ	Hadley to Spruce	
TRIVIZ	Idaho to Nevada	11916
UNION	Stern to Stewart	
UNION	Snow to NM 28	8860
UNION	NM 28 to Main	
UNIVERSITY	Valley to El Paseo	7294
UNIVERSITY	NM 28 to Bowman	
UNIVERSITY	El Paseo to Espina	20767

UNIVERSITY	Locust to Triviz	16006
UNIVERSITY	I-25 Bridge to Telshor	20773
US 70	Elks to I-25 Bridge	4158
US 70	Rinconada to Sonoma Ranch	24375
US 70	Porter to Holman/Dunn	
US 70	Mesa Grande to Porter	
VALLEY	Lopez to Taylor	
VALLEY	Boutz to Ave de Mesilla	
VALLEY	Ave de Mesilla to Amador	7828
WALNUT	Griggs to Hadley	
WATSON	NM 28 to Watson Place	
WATSON	Watson Place to Main	
WESTWIND	Northwind to Valley	16626
LOHMAN	Telshor to Nacho	
PICACHO	Roadrunner Lane to Motel	
TELSHOR	University to Missouri	
VALLEY	Amador to Hadley	7828
CALLE ABUELO	Sonora Springs to Calle Jitas	
ENGLER	Elks to Del Rey	
PORTER	Bataan Memorial West to Central	
PORTER	Central to Peachtree Hills	

Cycle Three

ROADWAY	SEGMENT	TIMS NUMBER
ADDINGTON	NM 28 to end	22948
ALAMEDA	Picacho to McClure	
ALAMEDA	El Molino to El Paseo	
ALAMEDA	Main to Lohman	11899
AMADOR	Melendres to Alameda	
AMADOR	Alameda to Main	8684
AMADOR	Main to Campo	
AMADOR	17th to Valley	
BATAAN MEMORIAL EAST	Roadrunner to Rinconada	
BATAAN MEMORIAL EAST	Mesa Grande to Porter	
BATAAN MEMORIAL EAST	Weisner to NASA	
BATAAN MEMORIAL WEST	Roadrunner to Rinconada	
BATAAN MEMORIAL WEST	Sonoma Ranch to Mesa Grande	
BOUTZ	Stern to Valley	16439
BOUTZ	Valley to Main	16443
BOWMAN	Conway to Capri	
BRAHMAN	Arroyo to El Centro	18258
CALLE ABUELO	Sonora Springs to Calle Jitas	
CALLE DEL SUR	Calle del Oeste to Calle Segunda	22939
CALLE DEL SUR	Snow to Calle del Oeste	16795
CALLE LAS LOMAS	Del Rey to La Reina	18235
CAMPO	Lohman to Amador	16511
CAMPO	El Paseo to Arizona	16507
CARVER	NM 28 to NM 478	16611
CHURCH (P)	Las Cruces to Lucero	
CORTEZ	Morningside to Wilt	16683
DEL REY	Mars to Settler's Pass	
DEL REY	Bataan Memorial West to Mars	
DEL REY	La Reina to Thorpe	22943
DON ROSER	University to Terrace	
DONA ANA	Carlton to Engler	
DONA ANA	Dalrymple to Carlton	
EL CAMINO REAL	San Ysidro to Taylor	16768
EL CAMINO REAL	Elks to Thorpe	
EL CAMINO REAL	Armstrong to San Ysidro	16767
EL PASEO	Wyatt/Campo to Main	11897
EL PASEO	Idaho to Wyatt/Campo	20927
EL PASEO	University to Boutz	
ELKS	Taylor to Doña Ana Sch Rd	19355
EL PASEO	Boutz to Idaho	11889
ENGLER	Valley to Doña Ana	
ENGLER	Elks to Del Rey	
ESPINA	Boutz to Idaho	16332

ESPINA	Farney to Boutz	16331
ESPINA	Las Cruces to Hadley	16338
ESPINA	Lohman to Amador	16335
ESPINA	Idaho to Lohman	
FAIRACRES	Picacho(US70) to Aries	
FAIRWAY	Telshor to Imperial Ridge	16380
FORT SELDON	Tel High to I 25	
GLASS RD	Paisano to Hwy 292	
GRIGGS	Alameda to Water	16538
GRIGGS	Water to Church	16539
HADLEY	17th to Valley	16588
HADLEY	Church to Mesquite	
HADLEY	Hermosa to Walnut	16607
HADLEY	Solano to Hermosa	16606
HADLEY	Mesquite to Espina	16604
HANGER LAKE	Bataan Memorial West to Englehardt	18246
HILLRISE	Curnutt to Executive Hills	16391
IDAHO	Idaho/Walnut Intrsectn. to Triviz	
IDAHO	Locust to Lee's	16368
IDAHO	El Paseo to Mesquite	
IDAHO	Lee's to Idaho/Walnut Intersecti	16369
IDAHO	Espina to Solano	16367
IDAHO	Solano to Locust	
IMPERIAL RIDGE	Fairway to High	16394
JORNADA	Engler to Peachtree Hills	
LAS ALTURAS	Cholla to Mission Bell	
LOCUST	Wyoming to Missouri	16360
LOCUST	Montana to Idaho	16362
LOCUST	University to Wyoming	16359
LOHMAN	Walnut to Walton	
LOHMAN	Alameda to Main	
LOHMAN	Del Monte to Walnut	25938
LOPEZ	Valley to Doña Ana Rd	
MADRID	Evelyn to Anita	16553
MAIN	Watson to Union	9197
MAIN	Conway to University	
MAIN	Idaho to Wyatt	
MAIN	Wyatt to El Paseo	
MAIN	Carver to Watson	9193
MAIN	Union to Conway	
MAIN	Temple to Elks	
MAIN	Camino Del Rex to Lenox/Temple	4152
MAJESTIC RIDGE	Mormon to Arrowhead	16416
MALL	Idaho to Telshor	16421
MARS	Del Rey to Venus	16567
MCCLURE	Highland to Alameda	16709
MELENDRES	Amador to Organ	16533
MELENDRES	El Molino to Amador	16532
MESA GRANDE	Bataan Memorial West to Engler	
MESA GRANDE	Engler to Peachtree Hills	
MESQUITE	Utah to Colorado	
MESQUITE	Las Cruces to Hadley	16560
MESQUITE	Amador to Griggs	16558
MESQUITE	Colorado to Lohman	16549
MISSOURI	Telshor to Echo Lane	16404
MISSOURI	Locust to Gladys	16381
MOTEL	I-10 to Amador	8420
MOTEL	Glass (C-270) to I-10	8411
MULBERRY	Solano to Calle Sosa	17586
MULBERRY	Calle Sosa to Evelyn	17590
NASA	Bataan Memorial West to Rincon	18963
NM 226	Hwy 28 to Hwy 478	
NM 228	Hwy 478 to Stern	
Avenida De Mesilla	I-10 to Valley	18617
NM 28	Afton to Hwy 189	
NM 28	Harlackner to Hwy 192	6290

Avenida De Mesilla	Valley to Main	6302
NM 28	Pajaro to Apodaca	
NM 478	Hwy 189 to Hwy 192	
NM 478	Hwy 192 to Snow	
NM 478	Berino to Hwy 189	9177
PEACHTREE HILLS	Porter to Holman	
PICACHO HILLS	Puertas de Esperanzas to Picacho	18964
PORTER	Bataan Memorial West to Central	
PORTER	Central to Peachtree Hills	
RINCONADA	Sonoma Ranch to Bataan Memorial East	
RINCONADA	Bataan Memorial West to Settlers Pass	
ROADRUNNER LN	Picacho to Burke	7592
SNOW	Union to University	9940
SNOW	NM 359 to Glass	
SOLANO	Lohman to Amador	
SOLANO	Idaho to Lohman	
SOLANO	University to Wyoming	11870
SOLANO	Amador to Griggs	
SONOMA RANCH	Calle Jitas to Northrise	
SONOMA RANCH	Roadrunner Parkway to Lohman	
SONORA SPRINGS	Sonoma Ranch to Calle Abuelo	
SOUTHWIND	Myles to Burke	17619
SPITZ	Lenox to Suzanne	18191
SPRUCE	Campo to Mesquite	16685
SPRUCE	Walnut to Triviz	
SPRUCE	Mesquite to Solano	16686
STEWART	Payne to Triviz	16342
STEWART	El Paseo to Espina	16340
SUNLAND	La Reina to Creek	18462
TASHIRO	Motel to Valley	
TAYLOR	Doña Ana to El Camino Real	18859
TELISHOR	Spruce to Commerce	
TELISHOR	Commerce to Del Rey	
THORPE	Barela to El Camino Real	
THREE CROSSES	Spitz to Main	18955
TRIVIZ	San Acacio to Main	11921
TRIVIZ	Entrada del Sol to Griggs	
TRIVIZ	Nevada to Entrada del Sol	11917
TRIVIZ	Griggs to Hadley	
UNIVERSITY	Solano to Locust	20771
UNIVERSITY	Bowman to Main	20764
UNIVERSITY	Telshor to Dripping Springs	
UNIVERSITY	Main to Valley	20765
US 70	Holman/Dunn to Weisner	
US 70	Roadrunner to Rinconada	
US 70	Sonoma Ranch to Mesa Grande	
US 70	NASA to Organ	
VALLEY	McClure to Hoagland	20966
VALLEY	Thorpe to Shalem Colony Tr	
VALLEY	Hoagland to Mayfield Lane	20966
VALLEY	Picacho to McClure	18788
VALLEY	University to Main	7812
VALLEY	Engler to Lopez	
VALLEY	Swartz to Engler	
WALNUT	Lohman to Griggs	16371
WALNUT	Hadley to Seldon	
WEISNER	Lisa to Arroyo	18454
WILT	Aldrich to Cortez	16745
WYOMING	Solano to Locust	16377





## **METROPOLITAN PLANNING ORGANIZATION**

SERVING LAS CRUCES, DOÑA ANA COUNTY, AND MESILLA

P.O. BOX 20000 | LAS CRUCES NM | 88004

PHONE (575) 528-3222 | FAX (575) 528-3155

<http://mvmpo.las-cruces.org>

**MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION  
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE  
DISCUSSION FORM FOR THE MEETING OF May 20, 2014**

**AGENDA ITEM:**

6.2 Dripping Springs Road Report

**SUPPORT INFORMATION:**

None

**DISCUSSION:**

The BPAC Chair requested a report be made to the BPAC regarding possible bike improvements along Dripping Springs Road.



## **METROPOLITAN PLANNING ORGANIZATION**

SERVING LAS CRUCES, DOÑA ANA COUNTY, AND MESILLA

P.O. BOX 20000 | LAS CRUCES NM | 88004

PHONE (575) 528-3222 | FAX (575) 528-3155

<http://mvmpo.las-cruces.org>

### **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE DISCUSSION FORM FOR THE MEETING OF May 20, 2014**

#### **AGENDA ITEM:**

6.3 San Augustine Pass Road Safety Audit

#### **SUPPORT INFORMATION:**

Copy of the latest draft of the San Augustine Pass Road Safety Audit by Occam Consulting Engineers

#### **DISCUSSION:**

Occam Consulting Engineers recently released a revised draft of their San Augustine Pass Road Safety Audit. This item is to discuss that report.

# **A Road Safety Audit**

conducted for the

**New Mexico Department of Transportation  
(NMDOT)**



in conjunction with  
**Area Stakeholders**

for the

**US 70 from Nasa Road (MP 161) to White Sands Missile  
Range Interchange (MP 170)**

District 1  
March 2014

**Conducted by the Road Safety Audit Team**



## TABLE OF CONTENTS

I. Introduction.....	2
A. Scope and Purpose of the Road Safety Audit (RSA).....	2
B. Identification of Project Stage, Existing Road and..... Items Reviewed	3
C. Project Limits.....	3
II. Background.....	4
A. Audit Team, Affiliation and Qualifications.....	4
B. Data Collection.....	4
C. Commentary on data received from Project Owner..... And Design Team	8
D. Site Visit General Observations.....	8
III. Findings and Suggestions.....	9
IV. Appendix.....	15

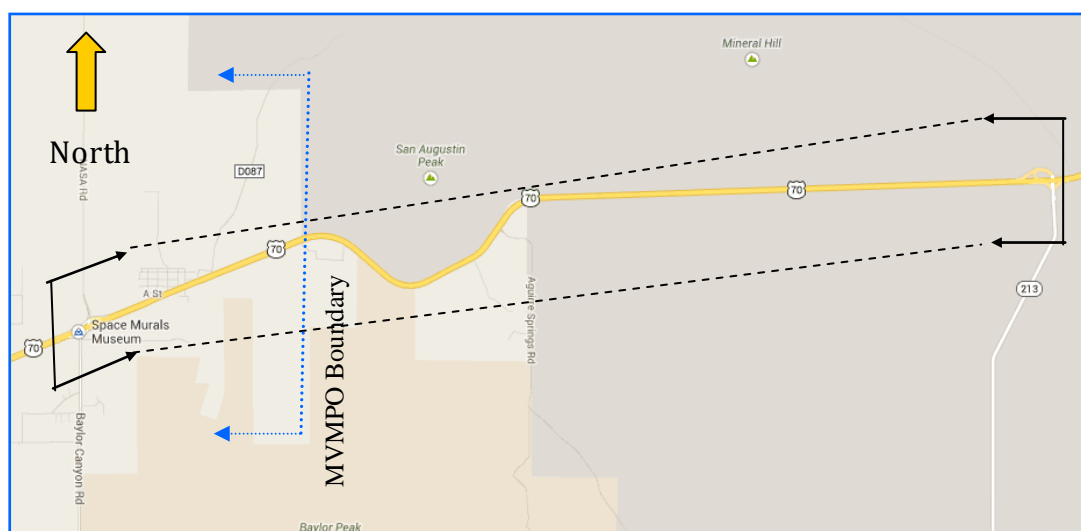
## I. Introduction

### A. Scope and Purpose of the Road Safety Audit (RSA)

The NMDOT received funding under the Federal Highway Safety Improvement Program (HSIP) to conduct a Road Safety Audit (RSA) for existing conditions on US 70 east of Las Cruces, NM. The objective of the study is to offer traffic safety recommendations for multi-modal traffic within the corridor. The Department would like the study to address options to provide for safe connectivity over the San Augustin Pass. A multi-modal crash with fatality occurred within the study area in 2011. The scope of the project included pre-study preparation, data collection, analysis, stakeholder workshop and documentation. The RSA includes a workshop with study team professionals to brainstorm the issues and develop countermeasures to address safety deficiencies identified in the study.

The fatal crash involving a bicyclist occurred on March 6, 2011 on westbound US 70 at MP 165. The crash occurred when a Ford Ranger rear ended a bicyclist in the right travel lane. There are three travel lanes on westbound US 70 at this location. The vehicle and bicycle were both traveling westbound in the uphill direction (up-grade) towards San Augustin Pass. Based upon accounts taken from the driver, it is estimated that the vehicle was traveling 62 mph. The roadway section includes three driving lanes, a shoulder with guardrail and rumble strips. The conditions surrounding this crash are further detailed and analyzed in the body of this report.

The purpose of the RSA was to evaluate the study area on US 70 and identify potential areas for improvement related to safety in the corridor that could help to prevent future crashes such as the bicycle fatality described in this report. The purpose includes development of an



**Figure 1. Vicinity Map and Study Limits**

implementation plan to be included into the STIP program for design and construction.

## **B. Identification of Project Stage, Existing Road, and Items Reviewed**

This study was conducted for the US 70 corridor from MP 161 (Nasa Rd. in Organ) to MP 170 (White Sands Missile Range Interchange at NM 213). This area is being studied to evaluate the conditions for multi-modal use for vehicular traffic, bicycle traffic, pedestrians, and heavy commercial traffic. Data was collected and reviewed for the study area that included traffic counts, roadway typical section elements, stakeholder input, site visit observations and stakeholder workshop. The RSA team coordinated and considered a separate pavement preservation project conducted by others in the study area that may impact the recommendations for this study.

**C. Project Limits** The project limits include US 70 from MP 161 (NASA Road) in Organ, NM west of San Augustin Pass to the interchange to White Sands Missile Range (NM 213; MP 170) east of San Augustin Pass over the Organ Mountains. San Augustin Pass is included in the study area. A vicinity map is provided in Figure 1.

<b>Table 1. Road Safety Audit Team</b>	
NMDOT General Office	Steve Eagan, PE (Safety Engineer)
NMDOT General Office (BPE Bureau)	Rosa Kozub
NMDOT District 1	Maria Hinojos, PE
NMDOT District 1	Harold Love, PE
NMDOT District 1	Aaron Chavarria, PE
NMDOT Southern Design Region	Jolene Herrera
NMDOT Southern Design Region	Jessica Hunter, PE
Occam Consulting Engineers	Lisa Koontz & Clay Koontz PE/PTOE
Mesilla Valley Bicycle Coalition/Public	Trina Witter, Ben Widner, Dr. Chris Brown, Tammy Schurr, George Pearson
Mesilla Valley MPO	Tom Murphy, Andrew Wray, Chowdhury Siddiqui

## II. Background

**A. Audit team, Affiliation and Qualifications.** The RSA team organized for this study is identified in Table 1. The RSA workshop team included representatives from NMDOT General Office, District 1, Southern Design Region, Mesilla Valley Bicycle Coalition, Mesilla Valley MPO, public, and Occam Consulting Engineers. The workshop and site visit was conducted on September 17, 2013. The site visit was conducted prior to the meeting.

The workshop was held at the City of Las Cruces Council Chambers beginning with introductions. The study background was presented followed by a briefing on known issues, and data collected and preliminary analysis of the data. A discussion of the site visit earlier in the am occurred. The team subsequently initiated a brainstorming session. The team discussed known operational conditions and observations from the site visit and walk-through. Upon brainstorming of the issues, team members discussed possible countermeasures for vetting and consideration.

## B. Data Collection

### Existing Roadway Geometry Conditions

Record drawings were obtained for the project limits in order to determine the specific geometry and cross sections in the study area. An existing typical section of the roadway through San Augustin Pass is provided for reference in the Appendix.

US 70 varies from a four-lane typical section to a six-lane typical section through San Augustin Pass. US 70 has shoulders, guardrail, and concrete wall barrier (CWB) in select locations throughout the study limits. The roadway is constructed with rumble strips outside of the outside lane stripe. The roadway is constructed with curb and gutter through Organ near the west end of the project study area. The speed limit on US 70 in the project limits is 65 mph in the rural sections, while the speed limit drops to 45 mph through the Town of Organ.

Bicyclists currently use either the existing shoulder or the right outside travel lane depending upon shoulder accommodations for a bicycle. In open areas where wide shoulders exist, bicyclists may use the shoulder on the outside of the existing rumble strips. In areas where guardrail is present in addition to narrow shoulders, bicycles use the existing right travel lane. The available shoulder width is less than the desirable width for bicycles to use in most of the areas. Due to roadway overlays over time, a pavement drop-off exists between the driving lane and shoulder of approximately 3 inches to 6 inches. This condition is not desirable for the bicycle user.

In the San Augustin Pass section of roadway with CWB, a bicyclist must use the travel lane due to the close proximity of the CWB to the outside lane stripe. The existing conditions create wide extremes in speeds for the bicycle user with slow speeds in the uphill direction and higher than desirable speeds in the downhill direction. The vertical curve over the summit pre-

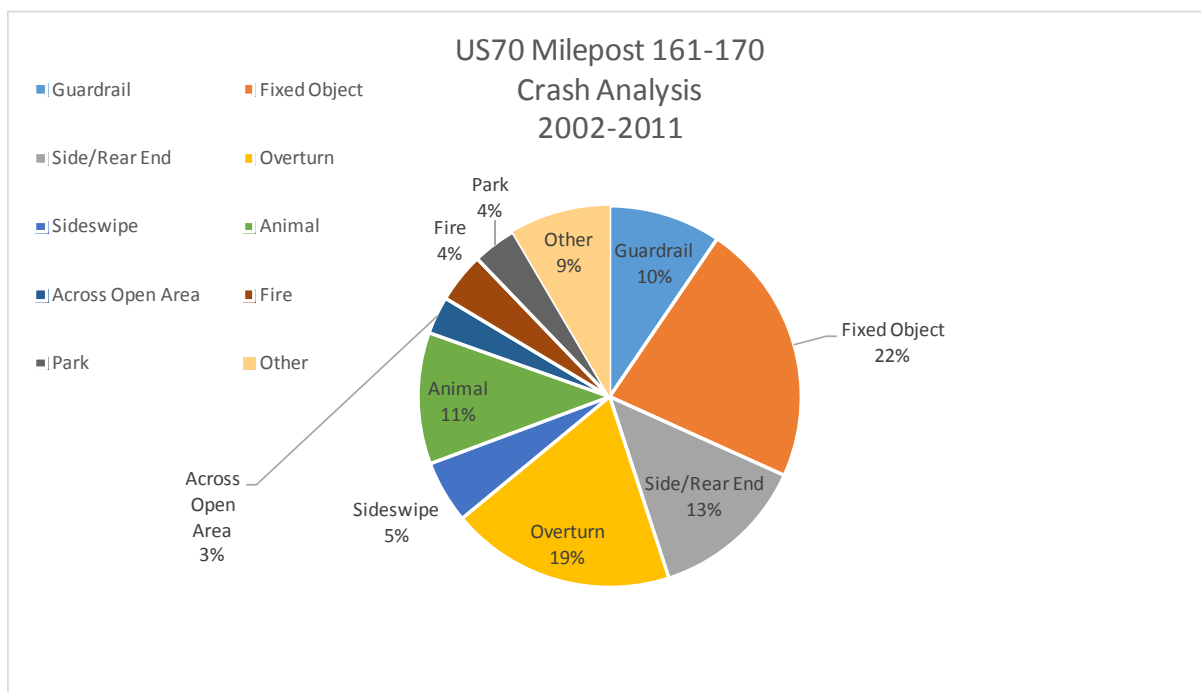


Figure 2. Crash Analysis by Type

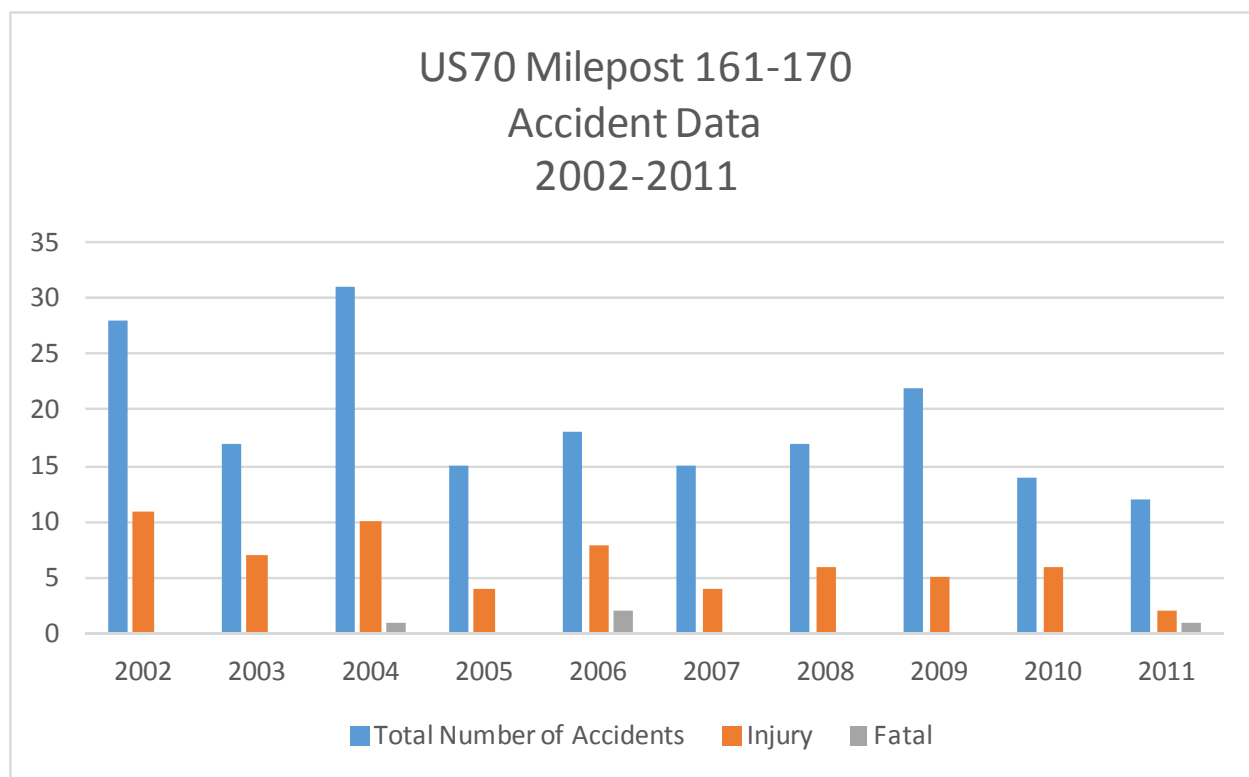


Figure 3. Crash Analysis by Year



sents an additional geometric element that is not desirable for multi-modal use of shared lanes. At many locations in the study area, rumble strips are present at the guardrail face. The rumble strips create an additional obstacle that forces the bicyclist to use the right travel lane.

### Crash Data Collection and Analyses

Ten year crash history (2002-2011) was analyzed for the study. An analysis of the crash data is provided on the charts on page 5.

There were a total of 189 crashes recorded during the analysis period. There were a total of four (4) fatalities reported in the crash records. There were a total of sixty three (63) crashes involving injuries and one hundred twenty two (122) involving property damage only. Of the three hundred fifty seven (357) occupants involved in crashes during the analysis period, two hundred sixty six (266) involved some degree of injury.

There were no crashes (other than the bicycle fatality crash) that involved bicycle users during the study period. There were three crashes that involved pedestrians (1.6%). The crash analysis is presented in Charts 1 and 2 on Page 5.

There were sixteen (16) crashes reported during the Dawn/Dusk/Night time period over the ten year analysis period.

The objective of the study is to offer traffic safety recommendations for multi-modal traffic within the corridor. The Department would like the study to address options to provide for safe connectivity over the San Augustin Pass. A multi-modal crash with fatality occurred within the study area in 2011. The incident occurred on Sunday March 6, 2011 at approximately 1:55 PM (Crash Record No. 30028262) near MP 165 on US 70. The weather was sunny and windy.

The crash occurred when a driver of a Ford Ranger traveling in the right lane of three lanes, struck a bicyclist also traveling westbound in the right travel lane. The roadway consists of three travel lanes for westbound traffic, a shoulder with rumble strips and guardrail that splits the shoulder. A pavement drop-off exists between the travel lane and the shoulder, due to the travel lane overlays.

From the crash report it was determined that driver inattention was a contributing factor in the crash. It was concluded by the RSA team reviewing the crash report, investigation, and site visit that the bicyclist was traveling in the driving lane and was unable to use the shoulder at this location, due to rumble strips and the proximity of the guardrail to the rumble strips.

### Peak hour Traffic Counts

Peak hour traffic counts were conducted within the study area in fifteen minute intervals at four locations within the study area identified below: Traffic flow and classification data were collected in fifteen minute intervals for each location to determine the peak hours. Classifications were conducted to determine the flow of passenger vehicles, bicycles, motorcycles and heavy commercial vehicles. The traffic data collection program was developed to capture the recreational bicycle user, the commuter bicycle user, heavy commercial traffic at the rest area and peak hour traffic flow rates for the study corridor. Detailed traffic counts are provided in the Appendix and summarized below.

### Rest Area/Scenic Overlook (Eastbound Only)

Traffic counts were collected for the AM and PM weekday period. The count periods were from (6:30 am-9:30 AM) & (3:30 PM-6:30 PM); The AM Peak Hour occurred from 6:45 AM to 7:45 AM. There were 677 vehicles recorded during the AM Peak hour. One bicyclist was observed during the 8:15 AM to 8:30 AM time period. There were 20 motorcycles recorded during the AM count period.

A total of three (3) vehicles (1 passenger vehicle/2 trucks) merged onto US 70 from the rest area in the eastbound direction during the AM Peak hour.

The PM peak hour occurred from 4:00 PM to 5:00 PM. There were a total of 218 vehicles recorded traveling eastbound during the PM Peak hour. There were no bicycles recorded during the PM count period. There were 9 motorcycles recorded during the PM count period.

A total of six (6) vehicles (4 passenger vehicles/2 trucks) merged onto US 70 from the rest area in the eastbound direction during the PM Peak Hour.

The percentage of heavy commercial vehicles was 4.2% over the AM and PM count periods at this location.

### San Augustin Pass (West side of Pass at end of guardrail on eastbound side) Saturday, August 10, 2013 (5:30 am-11:30 am) (Eastbound and Westbound)

The peak hour on Saturday occurred from 10:30 AM to 11:30 AM; A total of 432 vehicles were recorded during the peak hour. A total of three (3) bicyclists were observed on Saturday in the uphill eastbound direction. One (1) bicyclist was observed from 8:45 am to 9:00 am and two were recorded from 9:45 am to 10:00 am. The percentage of heavy vehicles during the Saturday count period was 5.9%.

San Augustin Pass: Weekday, July 31, 2013 (5:30am-8:30am) and (3:00 pm to 6:00 pm)  
(Eastbound and Westbound)

The AM Peak hour occurred from 6:30 AM to 7:30 AM. A total of 853 vehicles were recorded during the AM Peak hour. One bicyclist was recorded in the eastbound direction during the 8:15 AM to 8:30 AM time period.

The PM Peak hour occurred from 3:30 PM to 4:30 PM. A total of 957 vehicles were recorded during this period. There were no bicyclists recorded during this count period.

The percentage of heavy commercial was 4.1% during the AM and PM count periods. A total of 28 motorcycles were recorded during the same period.

Organ, NM (6:30 am-9:30 am) (weekday) August 1, 2013 (Eastbound and Westbound) The AM Peak Hour occurred from 6:30 am to 7:30 am. There were a total of 914 vehicles recorded during the AM Peak Hour. There were three (3) bicycles observed traveling eastbound during the 8:45 am to 9:00 am fifteen minute period. One (1) bicycle was observed traveling westbound during the 9:00 am to 9:15 am time period. The percentage of heavy commercial vehicles was 4.4% during this count period.

### **C. Commentary on Data Received from Project Owner and Design Team.**

The team collected crash data, traffic data on the weekday and weekend to capture recreational users and weekday commuters. Classification data was collected for passenger vehicles and heavy commercial vehicles in the study corridor. Background information included designated bicycle routes and input from the Mesilla Valley Bicycle Coalition and Zia Velo Bike Club.

The team obtained as-built drawings along US 70 for the study area. The team reviewed the cross sections and construction plans during the safety evaluation.

### **D. Site Visit General Observations**

The study team conducted a site visit on the morning of the RSA workshop. The team began at the rest area/scenic overlook on the east side of San Augustin Pass. The team elected to walk the area on US 70 westbound to the end of the wall barrier to the west and crossed to the north side and walked eastbound to the end of the wall barrier on the east end.

The team began the site visit at 8:30 AM in anticipation of observing bicyclists traveling the corridor. It was not until near the end of the site visit in Organ, before a bicyclist was observed traveling on US 70.

The team observed the cross-section through the pass and observed the restrictions that the concrete barrier creates through the pass. The site distance was noted as limited near the

summit. The team walked behind the wall barrier to determine the feasibility of constructing a bike path behind the concrete wall barrier. Team members observed that drainage will be an important consideration if a bike path were recommended. The team observed and noted that construction of a bike path is feasible. Debris from the vertical face of the mountain was noticed in the area.

The pavement drop-off between the edge driving stripe and the shoulder was noted in areas throughout the corridor.

The proximity of the guardrail to the edge stripe was noted in areas throughout the study corridor. Particular locations have rumble strips, narrow shoulder, and a pavement drop-off between the edge stripe and shoulder, forcing bicyclists into the driving lane.

Several team members traveled to the site after the classroom meeting to observe the specific location of the bicycle fatality. The location occurred near MP 165 in the westbound direction. The team observed the proximity of the guardrail to the edge stripe. This area had rumble strips in addition to pavement drop-off, and a narrow shoulder width, requiring a bicyclist to ride in the travel lane at this location.

Pictures of the site are provided in the Appendix.

### **III. Findings and Suggestions**

The following issues and suggestions are recommended for consideration. An initial programming level cost estimate of the recommendations and conceptual figures are provided in the conclusion section of the report.

#### **1. Improve accommodations for bicyclists on US 70 (project-wide):**

**Suggestion:** Remove and dispose of existing guardrail project-wide (MP 161-170). Install new guardrail (upgrade to new guardrail standard) to provide a minimum of six feet of shoulder between the edge stripe and guardrail face for bicycle use.

Eliminate drop-off between edge stripe and edge of shoulder. Provide consistent grade across the width of the roadway (2% typical). Eliminate rumble strips at guardrail locations. It is recommended that these items be included in the pavement preservation project that is currently in PS&E in Santa Fe scheduled for bidding soon. This coordination and implementation through the pavement preservation project is recommended for efficiency and cost-saving purposes.

#### **2. Improved accommodation for bicyclists (specific) to area at San Augustin Pass in locations where concrete wall barrier (CWB) begins on the outside shoulder:**

**Suggestion Option 1:** Construct 5 FT wide bike path through the San Augustin Pass behind the Concrete Wall Barrier (CWB) in both directions (north side and south side). This figure is conceptually shown on Figures 1 and 2 on Pages 13 and 14, respectively.

**Suggestion Option 2:** Remove and dispose of existing outside shoulder Concrete Wall Barrier through the San Augustin Pass. Construct outside bike lane, shoulder, buffer area, new CWB, and rock fall mitigation measures through the pass for eastbound and westbound directions.

### **3. Accommodate pedestrians between Rest Area/Scenic Overlook and Summit to San Augustin Pass on the south side of US 70.**

**Suggestion:** Construct a walking path adjacent to bike path (combined 10 FT wide bicycle/pedestrian path (five feet for bicyclists and five feet for pedestrians) from the rest area on south side of US 70 to the summit of San Augustin Pass. Designers should consider signing the bicycle/pedestrian path to provide clarity as to where bicycles are to travel and where pedestrians are to walk. Consider providing a separate path for each. Provide a pull-off area for bicyclists at the summit. Optional addition: Install elevation marker or destination sign noting summit and place for bicyclists/pedestrians to pull off and rest. A routine maintenance schedule is recommended to keep bike path free of falling debris behind CWB. This concept is also shown on Figures 1 and 2 on Pages 13 and 14, respectively.

Note: If the bike lane on the shoulder is implemented through the San Augustin Pass in lieu of a separate bike path behind the CWB, the combination bike/pedestrian path from Rest Area/Scenic Overlook should be a pedestrian walking path only.

### **4. Debris on the shoulder creating hazards for bicyclists**

**Suggestion:** Purchase up to two street sweepers and implement street sweeping schedule to keep shoulder free of debris and hazards.

### **5. Permanent Signing and Striping Improvements**

**Suggestion:** Install “Share the road” signs with bicyclists and vehicles. (One sign installed per mile on both sides was estimated for planning purposes.) Designate bike path on shoulders with permanent striping, symbols, and other multi-modal warning signing per MUTCD current edition.

### **6. Merging truck and passenger vehicle speed differential accelerating from rest area onto eastbound US 70.**

**Suggestion:** Construct acceleration lane with taper for eastbound traffic merging onto US 70 from east driveway of rest area. Eastbound US 70 transitions from a three lane roadway to a two lane roadway at this location.

## 7. Lighting

**Suggestion:** (No changes are recommended.) The crash data was analyzed and determined that nighttime crashes were limited within the study limits. In reviewing the night-time crashes, it was determined that cause of the crashes due to absence of lighting is inconclusive. Therefore, the addition of lighting throughout the corridor is not recommended at this time. Further study or additional data in the future may or may not show that lighting is necessary.

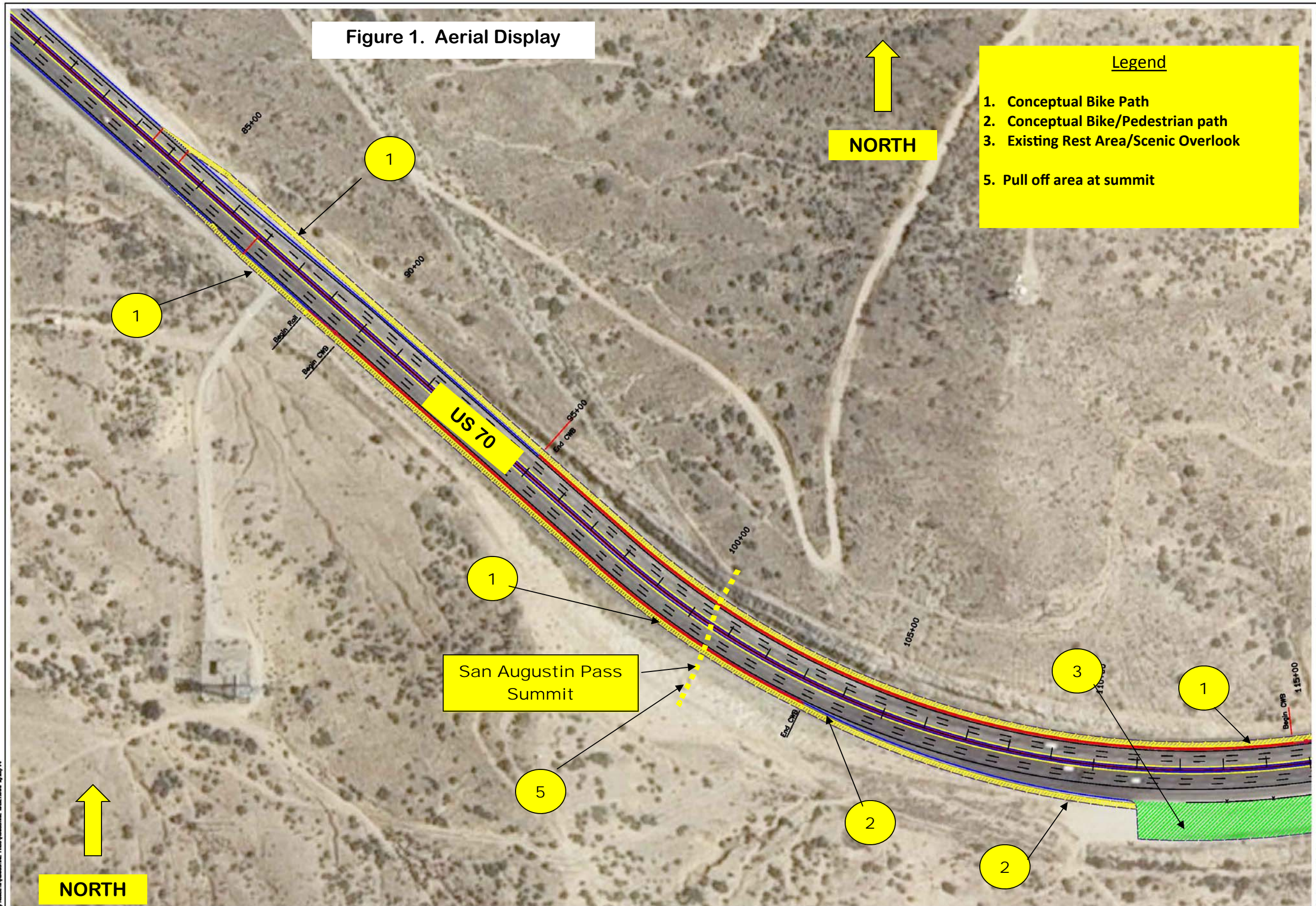
## 8. Extension of bicycle route east along corridor to destination beyond current.

Table 2. Conclusions	
<u>Improvement/Countermeasure</u>	<u>Planning Level Cost Estimate</u>
1. Remove and dispose of existing guardrail. Install new guardrail to provide minimum 6 FT shoulders for clear bicycle pathway on shoulders in eastbound and westbound directions. Patch pavement to make desired shoulder width in areas of need.  Pavement preservation project to eliminate rumble strips at guardrail locations and to eliminate pavement drop-off between mainline and shoulders.	\$550,000  Constructed by Others
2. and 3. Design and construct 5 FT wide bike path on both sides of roadway behind the concrete wall barrier (CWB) through San Augustin Pass. Construct 10 FT wide combined bike/pedestrian path from Rest Area to summit of San Augustin Pass. Consider rock stabilization through the pass to mitigate hazards of falling rocks. In addition to standard cross slope for the bicycle and bicycle/pedestrian path, consider other drainage mitigation measures including erosion protection, channel/swale stabilization, and culvert design to accommodate high drainage velocities down the slopes of the mountain right-of-way. The designers of the paths are strongly encouraged to design bollards at the entrance/exits or other locations where vehicles might be present to prevent the unauthorized use of motor vehicles on the paths.	\$1.53 Million

<b>Table 2. (continued). Conclusions</b>	
<b><u>Improvement/Countermeasure</u></b>	<b><u>Planning Level Cost Estimate</u></b>
2. Remove existing CWB on shoulders through San Augustin Pass. Construct new shoulders and new outside CWB for bike lane in each direction. Incorporate rock fall mitigation measures into project.	\$2.69 Million
4. Purchase one or two street sweepers for district use. Keep bike lane/path, roadway and shoulder free of debris that could be dangerous to bicyclists through a routine street sweeping schedule.	\$165,000-\$180,000 (each) for three-wheeled mechanical municipal street sweeper. \$220,000-\$245,000 (each) for four-wheeled mechanical municipal street sweeper. \$286,000 (each) for Vacuum type street sweepers. Additional recurring costs for operation and maintenance of the street sweeper not included.
5. Permanent signing and striping Improvements  Design and Implement designated bike lanes on shoulder eastbound and westbound with permanent striping and symbols, per MUTCD current edition. (warning signs, merge signs, multi-modal "Share the Road" signs, etc.)	\$50,000
6. Design and construct acceleration lane with straight taper for traffic entering and merging onto eastbound US 70 from the east driveway of the rest area.	\$265,000
7. No lighting modifications are recommended in the study limits at this time	\$0
8. Policy considerations at the Mesilla Valley MPO level to provide connectivity and continuity of the designed bike route beyond San Augustin Pass to Alamogordo.	*TBD



2:\PROJECTS\AUGUSTINE PASS\AUGUSTINE BASE1.DWG 2/20/14



NMDOT DONNA ANA COUNTY			
NO.	REVISION DESCRIPTION	DATE	BY
1			
2			
3			

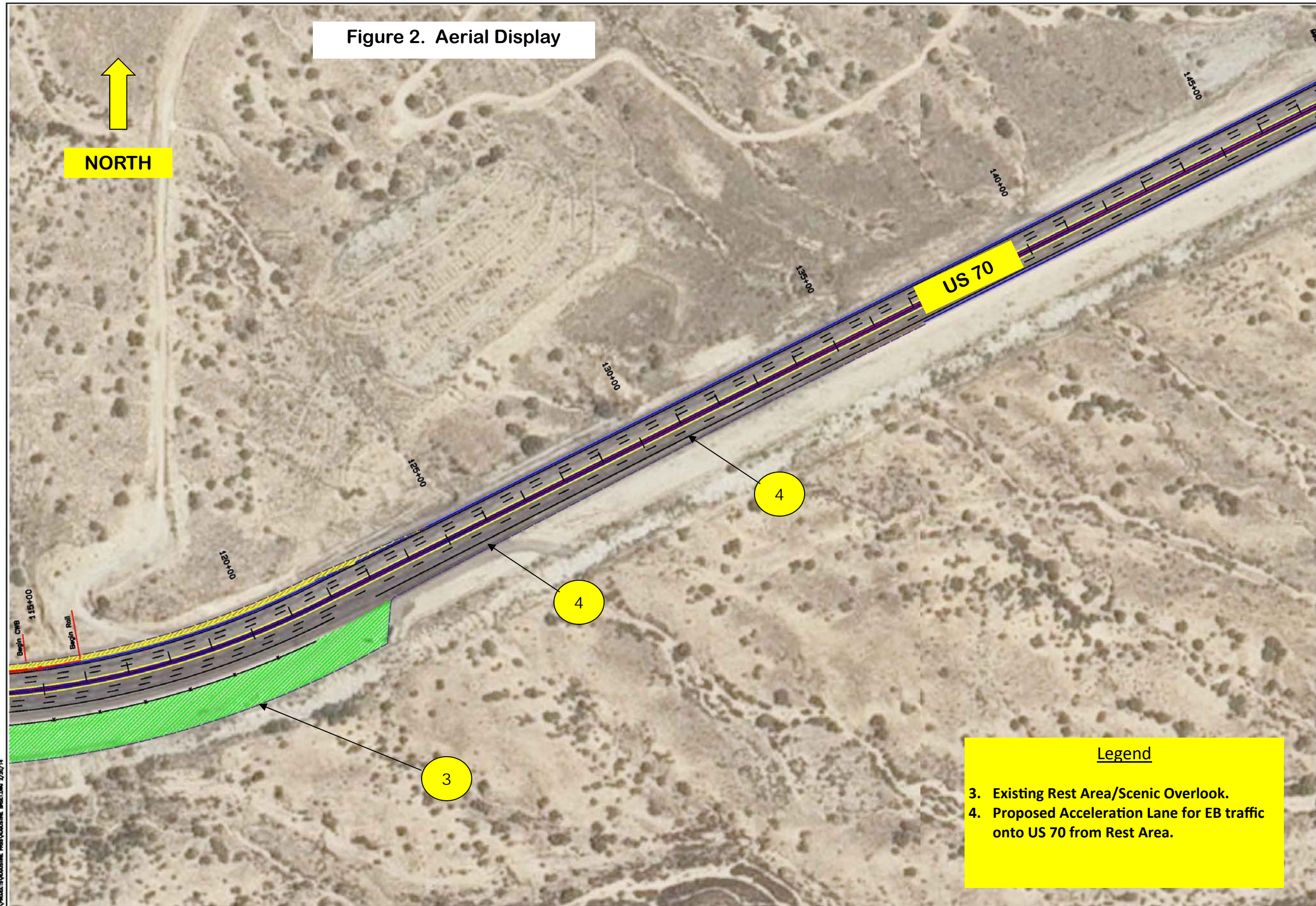
SAN AUGUSTINE PASS PROJECT SUB-NAME	
AUGUSTINE BASE1 - BIKE STA 84+00	



JOB NO: E-0750-01
DATE: February 2014
SHEET 1



Z:\PROJECTS\AUGUSTINE PASS\AUGUSTINE PASS.DWG 2/20/14



Legend

- 3. Existing Rest Area/Scenic Overlook.
- 4. Proposed Acceleration Lane for EB traffic onto US 70 from Rest Area.

NMDOT	
DONNA ANA COUNTY	
NO.	DATE
1	
2	
3	
REVISION DESCRIPTION	
BY	

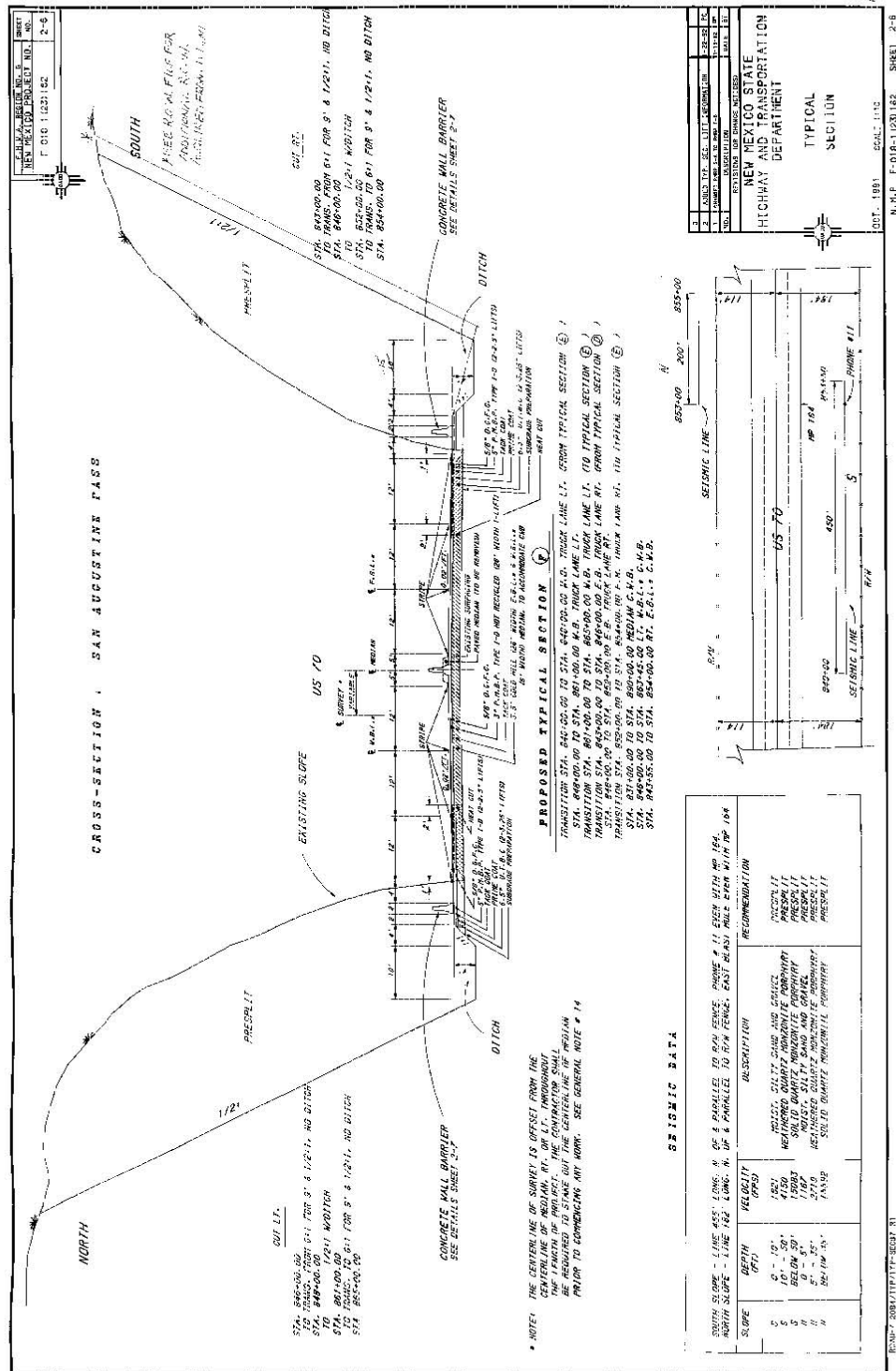
SAN AUGUSTINE PASS	
PROJECT SUB-NAME	
AUGUSTINE BASE1 - BIKE STA 115+00	

 Consulting Engineers, Inc.	
JOB NO: E-0750-01	
DATE: February 2014	
SHEET	NO.
2	



# Appendix

- A) San Augustin Existing Cross Section
- B) Traffic Counts summary table
- C) Study photos



01/24/92

## San Augustin Pass

31-Jul-13

15 min Hourly

Start			Eastbound			Westbound				
			Through			Through				
			Cars	Truck	Bike/peds	Cars	Truck	Bike/peds		
5:30	thru	5:45	72	7	0	5	3	0	87	
5:45	thru	6:00	99	9	0	10	1	0	119	
6:00	thru	6:15	126	4	0	9	0	0	139	
6:15	thru	6:30	188	1	0	10	1	0	200	545
6:30	thru	6:45	203	3	0	24	2	0	232	690
6:45	thru	7:00	206	4	0	16	5	0	231	802
7:00	thru	7:15	144	3	0	26	1	0	174	837
7:15	thru	7:30	175	6	0	32	3	0	216	853
7:30	thru	7:45	119	2	0	23	2	0	146	767
7:45	thru	8:00	103	3	0	34	2	0	142	678
8:00	thru	8:15	73	3	0	23	1	0	100	604
8:15	thru	8:30	55	7	1	34	4	0	101	489

Start			Eastbound			Westbound				
			Through			Through				
			Cars	Truck	Bike/peds	Cars	Truck	Bike/peds		
15:30	thru	15:45	57	2	0	182	4	0	245	957
15:45	thru	16:00	45	5	0	214	6	0	270	
16:00	thru	16:15	48	0	0	147	6	0	201	
16:15	thru	16:30	50	1	0	179	11	0	241	
16:30	thru	16:45	42	3	0	159	5	0	209	921
16:45	thru	17:00	67	2	0	145	6	0	220	871
17:00	thru	17:15	35	0	0	123	6	0	164	834
17:15	thru	17:30	44	2	0	96	7	0	149	742
17:30	thru	17:45	52	1	0	92	7	0	152	685
17:45	thru	18:00	41	3	0	81	4	0	129	594
18:00	thru	18:15	42	3	0	56	5	0	106	536
18:15	thru	18:30	40	2	0	61	0	0	103	490

28 MOTORCYCLES

Start			Eastbound			Westbound			15 min		Hourly
			Through			Through					
			Cars	Truck	Bike/peds	Cars	Truck	Bike/peds			
5:30	thru	5:45	13	0	0	6	1	0	20		
5:45	thru	6:00	12	2	0	3	1	0	18		
6:00	thru	6:15	11	1	0	4	2	0	18		
6:15	thru	6:30	11	2	0	9	0	0	22		78
6:30	thru	6:45	14	2	0	3	2	0	21		79
6:45	thru	7:00	25	3	0	7	1	0	36		97
7:00	thru	7:15	19	1	0	25	2	0	47		126
7:15	thru	7:30	33	2	0	19	2	0	56		160
7:30	thru	7:45	24	2	0	22	2	0	50		189
7:45	thru	8:00	23	3	0	16	0	0	42		195
8:00	thru	8:15	22	4	0	20	0	0	46		194
8:15	thru	8:30	29	3	0	25	1	0	58		196
8:30	thru	8:45	50	1	0	45	5	0	101		247
8:45	thru	9:00	39	1	1	50	2	0	93		298
9:00	thru	9:15	32	2	0	30	1	0	65		317
9:15	thru	9:30	35	4	0	41	4	0	84		343
9:30	thru	9:45	40	3	0	53	1	0	97		339
9:45	thru	10:00	47	1	2	63	1	0	114		360
10:00	thru	10:15	45	4	0	37	2	0	88		383
10:15	thru	10:30	54	3	0	44	1	0	102		401
10:30	thru	10:45	45	0	0	58	2	0	105		409
10:45	thru	11:00	44	3	0	52	1	0	100		395
11:00	thru	11:15	55	3	0	48	5	0	111		418
11:15	thru	11:30	46	5	0	64	1	0	116		432

Saturday 8.10.13

## US 70 Rest Area

15 min      Hourly

Start	Eastbound			Eastbound			Northbound		
	Through			Right			Right		
	Cars	Truck	Bike/peds	Cars	Truck	Bike/peds	Cars	Truck	Bike/peds
6:30 thru 6:45	201	1	0	0	0	0	0	0	0
6:45 thru 7:00	218	2	0	0	0	0	0	0	0
7:00 thru 7:15	143	3	0	0	0	0	0	0	0
7:15 thru 7:30	176	4	0	1	2	0	1	2	0
7:30 thru 7:45	123	2	0	0	0	0	0	0	0
7:45 thru 8:00	103	2	0	0	0	0	0	0	0
8:00 thru 8:15	74	4	0	0	0	0	0	0	0
8:15 thru 8:30	52	7	1	3	0	0	2	0	0
8:30 thru 8:45	46	4	0	2	0	0	1	0	0
8:45 thru 9:00	37	5	0	1	0	0	1	0	0
9:00 thru 9:15	54	8	0	0	0	0	2	0	0
9:15 thru 9:30	50	7	0	1	0	0	1	0	0

20 motorcycles

Start	Eastbound			Eastbound			Northbound		
	Through			Right			Right		
	Cars	Truck	Bike/peds	Cars	Truck	Bike/peds	Cars	Truck	Bike/peds
15:30 thru 15:45	52	2	0	1	0	0	2	0	0
15:45 thru 16:00	47	5	0	1	0	0	0	0	0
16:00 thru 16:15	44	4	0	1	1	0	2	0	0
16:15 thru 16:30	48	0	0	0	1	0	0	2	0
16:30 thru 16:45	39	3	0	1	0	0	1	0	0
16:45 thru 17:00	67	2	0	1	0	0	1	0	0
17:00 thru 17:15	33	0	0	2	0	0	2	0	0
17:15 thru 17:30	43	2	0	0	0	0	0	0	0
17:30 thru 17:45	51	1	0	2	0	0	0	0	0
17:45 thru 18:00	41	3	0	1	0	0	2	0	0
18:00 thru 18:15	44	1	0	1	0	0	1	0	0
18:15 thru 18:30	41	2	0	0	0	0	1	0	0

US 70 in Organ										15 min	Hourly
Start	Eastbound				Westbound						
	Through			Bike/peds	Through						
	Cars	Truck	Bike/peds		Cars	Truck	Bike/peds				
6:30	thru	6:45	216	3	0	22	2	0	243		
6:45	thru	7:00	221	2	0	27	2	0	252		
7:00	thru	7:15	182	4	0	26	3	0	215		
7:15	thru	7:30	170	3	0	29	2	0	204	914	
7:30	thru	7:45	115	3	0	24	4	0	146	817	
7:45	thru	8:00	104	2	0	38	4	0	148	713	
8:00	thru	8:15	65	5	0	35	1	0	106	604	
8:15	thru	8:30	61	3	0	23	4	0	91	491	
8:30	thru	8:45	66	2	0	28	5	0	101	446	
8:45	thru	9:00	47	4	3	32	3	0	89	387	
9:00	thru	9:15	58	7	0	33	1	1	100	381	
9:15	thru	9:30	52	7	0	37	2	0	98	388	









**EB near top of San Augustin Pass**



**Misc. pavement photo**

02/20/2013



**EB near top of San Augustin Pass**



**WB US 70 at beg of Guardrail**

02/20/2013



**WB Guardrail Terminus**



**WB curve at San Augustin**

02/20/2013





Area behind CWB at Pass

02/20/2013



WB travel lanes

02/20/2013



CWB Drainage

02/20/2013



CWB Terminus

02/20/2013