

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   May 20, 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                                Albert Casillas (proxy - Dona Ana County Rep)  
11                                Scott Farnham (City of Las Cruces Rep)  
12                                Mark Leisher (DAC Citizen Rep)  
13                                Ashleigh Curry (Town of Mesilla)

14  
15   **MEMBERS ABSENT:**     Karen Rishel (Las Cruces Community Bicycle Rep)  
16                                 David Shearer (NMSU – Environmental Health & Safety)  
17                                 Carlos Coontz (Pedestrian Community Rep)  
18                                 Leslie Kryder (Bicycle Rep)  
19                                 VACANT (Town of Mesilla Citizen Rep)

20  
21   **STAFF PRESENT:**       Tom Murphy (MPO)  
22                                 Chowdhury Siddiqui (MPO)  
23                                 Andrew Wray (MPO)

24  
25   **OTHERS PRESENT:**     Aaron Chavarria, NMDOT

26  
27   **1. CALL TO ORDER**

28  
29   Meeting was called to order at 5:01 p.m.

30  
31   **2. APPROVAL OF AGENDA**

32  
33   Pearson:     First order is approval of the agenda. Are there any changes to the agenda?

34  
35   Murphy:     None from staff.

36  
37   Pearson:     Hearing none, I'll hear a motion to approve the agenda as presented.

38  
39   Casillas:     Motion to approve the minutes.

40  
41   Leisher:     Second that motion.

42  
43   Pearson:     Motion and a second to approve the minutes as presented.

44  
45   All in favor.

1 Pearson: Any opposed? Hearing none, that passes.

2  
3 Murphy: I believe, in point, that was an approval for the, motion approval of the agenda.

4  
5 Pearson: Yes.

6  
7 Murphy: Ok. I believe I heard someone say it was the approval of the minutes.

8  
9 **3. APPROVAL OF MINUTES**

10  
11 **3.1 March 18, 2014**

12  
13 Pearson: Ok. The next item is the approval of the minutes for March 18, 2014. I guess  
14 we can call for a motion to approve.

15  
16 Casillas: Motion to approve the minutes of March 18, 2014.

17  
18 Pearson: Ok and is there a second?

19  
20 Herrera: I second.

21  
22 Pearson: Okay, any discussion on the minutes? Any changes from anybody? Not  
23 hearing any changes, go ahead and vote, or no discussion, we'll vote. All in  
24 favor, aye.

25  
26 All in favor.

27  
28 **4. PUBLIC COMMENT – No public comment**

29  
30 Pearson: The next item is an action item, 5.1 Amendment to the 2014-2019  
31 Transportation Improvement Program. Oh, I know what we should have done  
32 also; we should have gone through a roll call in order to identify everybody  
33 that's here, which I always forget to do, so why don't we just go around, why  
34 don't we just start with staff, Tom, and go around and identify everybody so  
35 that everybody knows who is here.

36  
37 Murphy: Tom Murphy, Mesilla Valley MPO

38  
39 Wray: Andrew Wray, Mesilla Valley MPO

40  
41 Siddiqui: Chowdhury Siddiqui, Mesilla Valley MPO

42  
43 Casillas: Albert Casillas, Dona Ana County

44  
45 Leisher: Mark Leisher, Dona Ana County Citizen

Curry: Ashleigh Curry, Town of Mesilla.

Pearson: George Pearson, Chair, City of Las Cruces Citizen Representative

Herrera: Jolene Herrera, New Mexico DOT

Pearson: Now we'll go on to the action item.

## 5. ACTION ITEMS

### 5.1 2014-2019 Transportation Improvement Program Amendments

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

| CN      | FY                | Agency   | Project & Termini  | Scope  | Change  |
|---------|-------------------|--|--|--|---|
| LC00100 | 2014              | NMDOT  | I-25<br>Missouri Bridge  | Bridge<br>Reconstruction/Widening<br>& Addition of Auxiliary<br>Lane | Change BOP from<br>MP 1.5 to MP 0.8   |
| G100030 | 2015<br>&<br>2016 | Baylor<br>Canyon and<br>Dripping<br>Springs<br>Roads | Unpaved Section<br>of Both Roadways  | Road Reconstruction –<br>Pave unpaved sections                       | \$610,000 in<br>FY2014 for design,<br>\$5,950,000 in<br>FY2015 for<br>construction,<br>\$3,220,000 in<br>FY2016 for<br>construction |
| LC00140 | 2017              | US 70  | Intersection with<br>17 <sup>th</sup> St.  | New Traffic Signals and<br>intersection<br>improvements              | New Project   |
| LC00210 | 2014<br>&<br>2015 | Goathill Rd  | At BNSF RR<br>Crossing<br>#019679L (east of<br>Dona Ana Rd,<br>north of Las<br>Cruces) | Design and Install new<br>lights and gates at<br>crossing            | \$30,000 in FY2014<br>for design,<br>\$220,000 in<br>FY2015 for<br>construction   |
| LC00220 | 2014<br>&<br>2015 | NM 226   | At BNSF RR<br>Crossing<br>#019744P (west of<br>intersection with<br>Berino Rd)         | Design and construct<br>new crossing surface,<br>lights, and gates   | \$30,000 in FY2014<br>for design,<br>\$290,000 in<br>FY2015 for<br>construction   |

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

Wray: Thank you Mr. Chair. We have TIP amendments that are, oh wait, no; we have five TIP amendments that are on the list. I do want to take this opportunity to announce, I know I sent it out on the email, but I also want to state, as well, on the record, that historically, we had always been able to

1 attach TIP reports to the committee packets. Going forward in the future, that  
2 will no longer be able to be the case, due to some database structure issues,  
3 as far as how NMDOT up in Santa Fe wants to have the database exports  
4 sent to them. We're unable to create a TIP report in that particular format at  
5 this time. So for the foreseeable future, the TIP reports that you have been  
6 accustomed to seeing will no longer be appended to the packet. What we do  
7 have in lieu of that is a spreadsheet, which is immediately after the discussion  
8 page for this item. This contains most of the information, all of the vital  
9 information for the project. The discovery that we'll be unable to append the  
10 TIP reports was, did not leave us any sort of time in between that discovery  
11 and the need to get the packet distributed, so we will probably try to play  
12 around with the spreadsheet a little bit to see if we can get a little bit more of  
13 the information that used to be on the TIP reports onto the spreadsheet but it  
14 does have the essential information. I do want to make note of the fact that  
15 these are out-of-cycle TIP amendments. I requested NMDOT staff to provide  
16 a written justification of the out-of-cycle nature of these amendments and  
17 that's on the page following the spreadsheet. I will stand now for any  
18 questions.

19  
20 Pearson: Okay, just to interrupt for a moment, we have a new Committee member that's  
21 arrived, so if you could just identify yourself?

22  
23 Farnham: Scott Farnham, City of Las Cruces.

24  
25 Pearson: Thank you, so are we on to talking about the individual items or do we still  
26 have some overview?

27  
28 Wray: Actually, that was it. I can speak about the individual items to some extent, if  
29 you wish for me to.

30  
31 Pearson: So the change in the Missouri bridge project, that doesn't change any monies,  
32 it just changes the size of the project?

33  
34 Wray: Yes, Mr. Chair.

35  
36 Pearson: The Baylor Canyon, Dripping Springs Road project, that's actually later on our  
37 agenda as a discussion item.

38  
39 Wray: Yes, Mr. Chair, that is due to a request from a part of the Committee to hear  
40 some more about the overall design.

41  
42 Pearson: Ok, so at this point just discuss the funding for this?

43  
44 Wray: Yes, that was my intent.

45  
46 Pearson: So, can you, do we have information on where this funding came from, and ...

1  
2 Wray: It's a Central Federal Lands project, beyond that I would have to defer to Ms.  
3 Herrera. I believe that's it, that it's just a Central Fed....  
4  
5 Pearson: Magic money that's appearing.  
6  
7 Wray: Yeah.  
8  
9 Pearson: What part? Also there were some New Mexico State Capital Improvement  
10 monies, that's also part of this?  
11  
12 Herrera: No, it hasn't been added to TIP, actually Dona Ana County will need to do that,  
13 add that to the TIP.  
14  
15 Pearson: So that'll be another amendment as part of this to add those funds.  
16  
17 Herrera: Probably, that's totally separate because that funding doesn't go through  
18 NMDOT at all. So until they request that from the MPO, which if they haven't,  
19 you should probably make a note to do that because they need to put that in  
20 with this.  
21  
22 Pearson: So this is entirely federal funds.  
23  
24 Herrera: One hundred percent federal.  
25  
26 Pearson: Okay, the other question I had on the traffic signal, the City of Las Cruces,  
27 there was some discussion of a traffic signal at Amador and Melendres and  
28 the cost there was somewhere in the order of \$400,000 and this cost is  
29 \$700,000. Is that; is there, why would there be such a difference? Is it just  
30 because of the different requirements for the federal highway or is there some  
31 other reason?  
32  
33 Herrera: There's probably some other reason, to be honest. All the recent signal  
34 projects that we've done in the recent couple of years have been around  
35 \$750,000, so honestly I think the City's estimate is probably a bit low.  
36  
37 Pearson: Okay, do you turn over the management to the City then or does NMDOT  
38 retain management of the traffic signals?  
39  
40 Herrera: No, they maintain our signals for us within the city.  
41  
42 Pearson: So it should be using the same kind of technology.  
43  
44 Herrera: Right.  
45

1 Pearson: And it's gonna go and be integrated, whatever plan it is that's gonna control all  
2 the traffic signals?  
3  
4 Herrera: Yeah. Originally when we first started this project, we had it programmed at  
5 \$350,000 and when we moved it from kind of the planning stages into the TIP,  
6 that's when a specific request to bump up the funding because that just, it  
7 wasn't gonna be enough.  
8  
9 Pearson: Okay, so maybe the City's gonna find out that it's much more expensive by the  
10 time they....  
11  
12 Herrera: Maybe.  
13  
14 Pearson: And then you had a couple of railroad projects. If only we could get the  
15 railroad crossing at the Outfall Channel Multi-use Path, but anyways.  
16  
17 Herrera: Well, actually the railroad section has recently been putting out a call for  
18 projects each year. So that's a time to request these, so I'm not sure if  
19 somebody requested these particular ones or so they do a call for projects for  
20 some of the local crossings and then they also have lists of crossings that  
21 need to be upgraded. So I think these ones were on the rail sections list but  
22 then there's also a time where local governments are able to put in requests.  
23  
24 Pearson: So try to find out how to make sure that we're on that list at least.  
25  
26 Herrera: Yes.  
27  
28 Pearson: Good ole railroad might decide to deny it; if we're on the list we can show that  
29 it's a safety concern.  
30  
31 Herrera: Right. Well and the funding that they're using for these is safety funding. It's a  
32 separate set aside out of the big HSIP Program that goes specifically for rail  
33 highway crossings and so it wouldn't be competing with all of the other safety  
34 projects in the State. It's its own pot of money.  
35  
36 Murphy: Would a rail trail crossing be eligible for rail highway monies?  
37  
38 Herrera: I don't know. That's something to look into. I'm sure if it's not; that we can  
39 probably find a way to get it funded because it's still is a safety concern if it's  
40 not rideable. I'll ask.  
41  
42 Pearson: Any other Committee members have questions or discussion? Okay, I guess  
43 we haven't, I lost track of where we are. Did I call for a motion on this?  
44  
45 Wray: No, Mr. Chair you did not.  
46

1 Pearson: So I call for a motion to approve this item?

2  
3 Leisher: I move that we approve the TIP as it stands?

4  
5 Pearson: And a second?

6  
7 Casillas: Second.

8  
9 Pearson: We have a motion and a second, all in favor aye.

10  
11 All in favor.

12  
13 Pearson: The next item is a discussion item for the Unified Planning Work Program

## 14 15 **6. DISCUSSION ITEMS**

### 16 17 **6.1 Unified Planning Work Program Discussion**

18  
19 The UPWP is a biannual document that outlines transportation planning activities to be  
20 conducted by MPO Staff as well as processes that MPO Staff will participate in, but not  
21 oversee. The UPWP also includes a budget, allocation of staff time and money toward  
22 accomplishing the tasks. The UPWP must be in compliance with the Metropolitan  
23 Transportation Plan.

24  
25 Tom Murphy gave a presentation.

26  
27 Pearson: The previous or I guess the existing UPWP has a section. In the committee it  
28 says that this Committee would do an annual report and so that's what caused  
29 my questions and as far as content, I think it can be just some basic metrics.  
30 How many trail miles do we have? How many, well probably just some  
31 information, a little background too, how many miles of roadway do we have in  
32 the MPO, and probably divided between the City and the County and the Town of  
33 Mesilla, maybe even NMDOT responsible roadways but something that gives  
34 some indication of the overall scope of how many roadways there are and then  
35 the scope of how many are marked with bicycle lanes and how many are  
36 marked, designated, marked as "Share The Road" facilities, and just do linear  
37 miles on that kind of thing. I think for the bike lanes we do, so one mile that's on  
38 both sides would be two miles of bike lanes because we have some examples  
39 where we only have bike lanes on one side of the road and I think the "Share The  
40 Road" are probably, well maybe the other half would be the "Share The Road"  
41 type facility then, so that would give us, that would give us some basic metrics  
42 and then as we continue year to year we can build on that as we see we're  
43 making progress. We've got the TAP projects that will be coming online; the  
44 second year is branch trail behind the dam.  
45

1 Leisher: Mr. Chair, I have an additional suggestion to go along with that and that is to  
2 include a facilities map, a small facilities map to give a general idea of where the  
3 facilities exist.  
4

5 Pearson: What I found very useful, the other things to include would be some of the  
6 counting that we've done. You've done the counting on the multi-use paths. As  
7 part of that you had included a map that outlined the city showing where those  
8 are. I found that very useful and if we had, if we could have maps like that, that  
9 showed the other bicycle facilities too, I think that would be wonderful. I don't  
10 know how easy that type of information is available or if that can be ...  
11

12 Murphy: I think we can gather that information. I know we did much of that for our public  
13 input, public involvement for the MTP, so a lot of that is existing, it would just be  
14 updating with the most recent data. I guess the next pertinent question would  
15 be would we want to do that report on calendar year basis or on a fiscal year  
16 basis, just so I can put my little X in my little box here.  
17

18 Pearson: I think it would be whatever is easier for staff to manage.  
19

20 Murphy: Okay, I will discuss it with staff and when we come back for approval of this at  
21 your next meeting, we'll let you know what staff perceives as the best way to do  
22 that.  
23

24 Pearson: This shouldn't be something that causes a lot of staff time but it should be  
25 something that I think, all the information is basically around, it just needs to be  
26 gathered in one spot and if we have it gathered in one spot associated with our  
27 Committee, it's the work that we're doing and then maybe any other work that we  
28 might have done. I think January a year ago we talked about goals for the  
29 Committee. One of the goals was going through the TAP spending process and  
30 we completed that. We talked about the work groups that we had on the  
31 suggested best practices for the Transportation Plan for bicycle lane markings  
32 and I think what we finally decided that we will continue that work, but it will be  
33 part of the next revision of the Transportation Plan. So if we had, just this is a  
34 bullet item of things that we've done, that would be part of that report.  
35

36 Murphy: I could see both of those melded into the report, accomplishments and then  
37 goals for the following year and keep that going. So I think we can certainly work  
38 that into the work program. Any more question on that particular report or should  
39 we move on?  
40

41 Pearson: How easy it is to get crash data for bike/ped? Is that something that we can pull  
42 in to be part of this?  
43

44 Murphy: Yes, we get that data. We get it from all the law enforcement agencies that send  
45 their data to UNM Traffic Safety Bureau. They're on contract with that and then  
46 we get that, they geocode it, put it in the GIS, we get that back and then....



1  
2 Pearson: I remember seeing the charts that were done that showed the high incident areas  
3 and that's generated from the same data.  
4  
5 Murphy: That is the same data. We get that data.  
6  
7 Pearson: That kind of information would be helpful.  
8  
9 Murphy: We get that kind of data on a yearly basis and we have that actually listed in the  
10 UPWP as one of the work items that we do. Under 4.2 we have the development  
11 of the annual crash report. Under Safety Analysis and Planning and that's the  
12 work item with that. We do process pedestrian, bicycle and pedestrian separate,  
13 but there's no reason we could not reuse that work to put into the BPAC report as  
14 well.  
15  
16 Pearson: Having it all in one place, I think is beneficial, than trying to scatter. You know if I  
17 want to find out about the crash data, oh its bike/ped, so I have to go over here  
18 and look in the general stuff, so you know, that would be great.  
19  
20 Murphy: Then administration finishes up with staff and board trainings that we'd like to  
21 accomplish through the next year. We're currently are developing lists of board  
22 trainings to conduct (*inaudible*), MPO process, get Committee members familiar  
23 with it. Jolene, for example, will be giving a presentation to the various boards on  
24 the NMDOT's Policies and Procedure Manual, which they are in the process of  
25 finalizing their first amendment. Once that's done she'll come around and give  
26 everybody training. Task 2 revolves around the Transportation Improvement  
27 Program or the TIP. You can see the various timelines for that. The TIP gets  
28 developed on the two year cycle. We'll be doing call for project in October and  
29 then eventually get through adoption of it the following April. You can see on,  
30 under 2.1 the timeline for that. Task 3, general  
31  
32 Pearson: Question. Does that include the TAP?  
33  
34 Murphy: The TAP is a distinct funding source but it does go onto the TIP. So much of that  
35 will be done in conjunction, that's probably a good point that hasn't been brought  
36 up yet, that that needs to be its own separate item in here.  
37  
38 Herrera: I don't really think it needs to be separate because our goal is to work it into the  
39 process that we already have through the MPOs and the RTPOs. So we don't  
40 want a special process for TAP. We want it to be a call for projects for all  
41 projects, so TAP projects included, and then roadway, bridge, whatever other  
42 project. So we're not doing two separate processes. There will be different  
43 criteria for scoring the TAP stuff and that's something that we're still kind of  
44 working out but as far as timelines, we want it to be all on the same moving  
45 forward.  
46

1 Murphy: I probably misspoke a little bit. I was thinking that it would be a separate row in  
2 this column where we typically call for projects. We'd have a TAP call for  
3 projects so that we can have the calendar visible to everyone.  
4

5 Herrera: That makes more sense. I thought you meant like its own separate ...  
6

7 Murphy: I understand that's what it sounded like and I thank you for jumping in there. No,  
8 I just want it as a separate row in there so we can have the timeline in there.  
9

10 Pearson: Because it's a separate set of activities that we'd go through.  
11

12 Murphy: Right and it definitely does take staff and committee time, so I think it needs to be  
13 represented within the work program. That going on to Task 3, General  
14 Development Data Analysis, this is, again, the general task is common to all  
15 MPOs. This is where we track our traffic counting and reporting. Within this  
16 we're including our non-motorized counting to include the trail counters that were  
17 deployed, I think we're up to, I think we have nine or ten individual counters that  
18 we're deploying around the region on a rotating basis. We also acquired a video  
19 camera that we can record not only motorized, but non-motorized traffic as well,  
20 that we'll be integrating into the process. We do population numbers. We're part  
21 of the State data center that works upward through the Census to compile the  
22 numbers state-wide. We maintain a travel demand model. At this point it's  
23 geared to transit and motor and automobile modeling, but we're always hoping  
24 that the breakthroughs will come and we might be able to do some non-  
25 motorized work as well.  
26

27 Pearson: I have another question that kind of goes back to the annual report. The census,  
28 you mentioned the Census Bureau, they do an annual community something...  
29

30 Murphy: American Community Survey.  
31

32 Pearson: That includes modes of travel too, for commuting, that includes the non-  
33 motorized share. Maybe we should include those numbers as part of that report  
34 too, because....  
35

36 Murphy: Right. I think, I think that's gonna be something that's probably gonna shake out  
37 as we develop our performance measures and I think all the bike and ped  
38 performance measures will need to end up in that report. But from a greater,  
39 global planning standpoint, we need to pick our performance measures and  
40 report on them. I think the Census is the most widely acknowledged expert or  
41 source on these numbers so we'll definitely be using those. I think, I see where  
42 mode share is going to be certainly something that is probably gonna end up as  
43 something that we track, as well. This section also handles our development  
44 review. We, for a local governments, we review subdivision and special use and  
45 other kind of land use applications that they receive, so that will help make, help  
46 make sure that the transportation plan is being implemented. Task 4

1 Transportation Planning, this is where we'll put MTP update. As you know the  
2 MTP update is due next June, so that's going to be a very, a very busy time for  
3 staff, probably though, take up a lot of staff time through April and then it's  
4 reviews and going through the committees, but up until that point that will be one  
5 of our major work products and then in FY16 we'll probably not be updating the  
6 plan anymore. We have Safe Routes to School under this. We're continuing to  
7 pledge MPO staff support, staff participation in the Safe Routes to School  
8 Coalition. Originally, I believe I've gotten our quarterly meetings correctly in here,  
9 and the various Walk-N-Roll and Bike to Work weeks. I think I got the calendars  
10 right, but if you want, Ashleigh, you want to send me an email.

11

12 Curry: Sure. I think its monthly meetings, not quarterly, if you're talking about the  
13 coalition.

14

15 Murphy: Okay.

16

17 Curry: And that's just August through May. We don't meet in June and July. So those  
18 dates will be re-established in August. We have our next one on Thursday this  
19 week.

20

21 Murphy: Thank you very much. We would be working with, through the ITS update, and I  
22 need to finalize the calendar on that. State's updating its state-wide ITS  
23 architecture. It will be updated, with that on a regional architecture will be  
24 updated as well. Land Use Transportation Integration, I think this is where we're  
25 gonna be working on getting the metrics together for our performance measures,  
26 especially through the mobility zones that are called out in Transport 2040. Task  
27 5 are special tasks and/or miscellaneous activities. These are really the big  
28 participation events that we want to call special attention to. We're part of the  
29 regional leadership consortium that the County's gotten through a health, HUD,  
30 Health and Urban Development, HUD? I can't remember.

31

32 Curry: Housing.

33

34 Murphy: Housing and Urban Development, they got the \$2M grant and we're part of that  
35 consortium and we'll continue to participate in that. We'll be wrapping up our  
36 Transportation Asset and Safety Management Plan. I think you'll be seeing the  
37 final draft of that plan next month. We got two corridors, Phase A Corridor  
38 Studies that we're in the process of negotiating price on. We expect that that  
39 bulk of that work will be happening in FY15 and we're also working on getting  
40 bids for a short range transit plan update. The appendices.

41

42 Pearson: I have question about, in this area, what about participation in the State Long  
43 Range Plan?

44

45 Murphy: That goes back under Task 1, subtask, I can't believe I dropped it. Under the  
46 current UPWP there's a column for State and Federal coordination. I'm not

1 believing that that's dropped, but it's a good catch and I'll certainly have to re-add  
2 that into there. That's right; I get to blame Dave Pinella, don't I? This was  
3 authored by the Albuquerque MPO, so I will take the blame on some things but  
4 others I may have to pass on to them. The Appendices, Appendix A still  
5 finalizing the budget stuff. The Appendix B, we already got the comment that we  
6 needed to actually change the name to the Mesilla Valley MPO on the graphic,  
7 it's an old graphic. Appendix C is the latest update on our FHWA review.  
8 Appendix D is our traffic count segments. Actually Appendix D is the approval  
9 resolution. Appendix E is the Traffic Count Segments. That concludes staff  
10 presentation on this. I will entertain any questions.  
11  
12 Pearson: On the traffic cycles, do you have dates; you do everything in like three years.  
13  
14 Murphy: We do everything in three years. We have them listed on whether they're Cycle  
15 1, 2 or 3. I think we're in Cycle 1 actually this year. So next calendar year we'll  
16 be going into Cycle 2 and then Cycle 3.  
17  
18 Pearson: It might be useful to know when that's done. You know just some date. Maybe  
19 just at the beginning, comment at the beginning of the appendix maybe, that  
20 Cycle 1 is three years.  
21  
22 Murphy: I know in the old UPWP, under, what would be under task 3.1, I would say in the  
23 narrative there, the cycle that we're on, but probably Mr. Pinella didn't put that. I  
24 can add it into there.  
25  
26 Pearson: What does the TIMS number mean?  
27  
28 Murphy: TIMS number is a unique identifier number from the NM Department of  
29 Transportation, kind of like when you do an access database and then there's a  
30 unique identifier associated with it. It's basically that. It may as well be randomly  
31 assigned. The number has no other meaning to the rest of that roadway, other  
32 than as a....  
33  
34 Pearson: You might just put some indication of what that means, just so that somebody  
35 comes along and doesn't have to ask the question a thousand times.  
36  
37 Leisher: I assume it refers to a record (inaudible).  
38  
39 Murphy: Yes, it's so that they can go backward through time and look up the various data  
40 associated with that roadway.  
41  
42 Pearson: So where they are missing, is that just outside the City?  
43  
44 Murphy: Where they are missing, they have not been assigned.  
45  
46 Leisher: I just want to ask one question, does anybody think that (inaudible).

1  
2 Murphy: I was just saying it might be better to remove the TIMS number off of that chart.  
3 As far as keeping the actual counts, since we publish the traffic count map each  
4 year I'd rather that be the kind of the official publication of that data.  
5  
6 Pearson: It might be worthwhile then to just put a pointer to where you keep that count  
7 data so you can say here are the segments, go find the data wherever.  
8  
9 Murphy: I probably need to think through the usefulness of that chart, it was kind of  
10 something that was requested from someone in Santa Fe and since that section  
11 knows exactly what everything is, I didn't put a lot of thought into people in the  
12 real world using it.  
13  
14 Leisher: Maybe we should just keep the TIMS (inaudible) versus those weren't, those that  
15 weren't.  
16  
17 Murphy: They are all counted. The lack of TIMS number is something that will be  
18 straightened out by DOT as they correct their information and they'll be able to  
19 assign a TIMS number to all the segments.  
20  
21 Leisher: Okay.  
22  
23 Pearson: Yeah, it sounds like the TIMS number is just confusing unless you're the guy in  
24 Santa Fe.  
25  
26 Murphy: Right, I think it's essentially trying to publish the roadway social security number  
27 and it, you know, it probably doesn't give a lot of information out to the general  
28 public.  
29  
30 Pearson: To me, having these segments isn't that worthwhile because even if you had  
31 them, if you're counting everything inside the MPO, that's enough information.  
32  
33 Murphy: We count all the major thoroughfares and it might be interesting to some people  
34 to see how those segments are broken up.  
35  
36 Pearson: Can you tell that on the count?  
37  
38 Murphy: You can't really tell it on the map where the segments begin and end.  
39  
40 Pearson: Okay, cause you just have numbers in there?  
41  
42 Murphy: Mmm, hmm.  
43  
44 Pearson: Okay.  
45

1 Herrera: Mr. Chair, if I can just add a little bit more to that. That section specifically was  
2 requested by NMDOT because we hadn't typically been asking the MPOs to  
3 report on traffic counts so basically they were doing traffic counts and reporting  
4 that to our traffic section but then, like as the liaison for the MPO, I wasn't really  
5 in the loop on that and so that's a way to kind of close the loop so that everybody  
6 knows and we thought if we just put it in the UPWP then the general public  
7 knows what everybody is doing too, so that's kind of why that's in there.  
8

9 Pearson: Okay, the only other comment is some formatting where you've got upper case  
10 for some and mixed case for other street names in the first column. Any other  
11 comments on this? Okay, so let's move on to the next item, the Dripping Springs  
12 Road Project.  
13

## 14 6.2 Dripping Springs Road Report Discussion

15  
16 George Pearson requested a report be made to the BPAC regarding possible bike  
17 improvements along Dripping Springs Road.  
18

19 Pearson: So it was brought to my attention, I hadn't heard about it, and then showed up on  
20 the TIP.  
21

22 Wray: Mr. Chair, there is very little that staff can say about this project, at this point. It's  
23 our understanding that the design work has yet to be done. There's nothing  
24 available for public review. We've gotten this question from a number of  
25 members of the cycling community and that's the extent of the answer that I'm  
26 able to give at this time. I don't know if Ms. Herrera has any more information  
27 than that but I kind of doubt it.  
28

29 Herrera: Yeah, this project is being run out of Central Federal Lands, which is a division of  
30 the Federal Highway Administration, and so it doesn't go through NMDOT at all.  
31 We don't have any control over the design. I can say that they still are required  
32 by the federal regulations to have public input meetings and stuff, it's just I don't  
33 know when those will be.  
34

35 Pearson: So who is actually doing the design work for this road?  
36

37 Herrera: Central Federal Lands.  
38

39 Pearson: So where are they?  
40

41 Herrera: They are all over the place but really the award, they are working with Dona Ana  
42 County on it. Somebody at the County maybe should have some information.  
43

44 Casillas: (Inaudible)  
45

1 Herrera: I do have a contact with Central Federal Lands, who's supposed to be in charge  
2 of this region, unfortunately when I ran out of the office I didn't bring that with me  
3 but I did make a note to send that to Tom so that he can distribute that contact  
4 information to the Committee. So for now we kind of have just been funneling  
5 everything through him. His name is Tom and he's with Central Federal Lands.  
6

7 Pearson: Because I think over the years we've kind of gotten used to the process through  
8 NMDOT that we've got a chance and we know how the designer, generally we  
9 can see the designs before they're built and this one is, now we're back in the  
10 dark ages, where it's built and then we have to complain about it. I don't want  
11 that to happen.  
12

13 Herrera: I don't think that's their intention, it's just that they haven't really announced when  
14 the public input process will start and how that will go but, but just know that they  
15 are required by federal law just like we are with our projects that they do that.  
16

17 Pearson: So when they do their public announcements is that gonna go through your office  
18 also? You'll see the press announcements for that?  
19

20 Herrera: I would hope so, yeah. I mean we should be involved somehow; I'm just not  
21 exactly sure how.  
22

23 Leisher: I've been approached by some people looking to buy houses in the area and  
24 they've told me directly that it's dependent on whether that's gonna get paved or  
25 not and whether it's gonna have bike facilities on it or not.  
26

27 Herrera: Well, I did make it clear and I can't remember who at the County was at a  
28 meeting where we kind of discussed this a little bit and I did make it clear to him  
29 that it is on the MPO's bicycle facilities map as, I think, a Tier 1. Something that  
30 is really important for the region and so that's been made clear I think by  
31 everyone from DOT and then from the County as well.  
32

33 Casillas: I was just gonna comment that with Engineering, I've been talking with Albert ???  
34 and Angie Guerrero, she's the Grants Administrator, and I know they're planning  
35 on having a presentation for this Committee, it just wasn't ready. I don't know if it  
36 was funding or design issue, I don't know what the issue was but they did  
37 mention that once they were ready to start having public meetings they would let  
38 us know. That's what I recall and this was months back.  
39

40 Murphy: Yeah, Albert if you could contact them and say whenever they're ready to get on  
41 this Committee's agenda, we will accommodate them.  
42

43 Pearson: The microphone up there that should be active, right?  
44

45 Casillas: Yeah, it should be.  
46

1 Bardwell: Beth Bardwell, just a citizen, and I have an interest in Dripping Springs/Baylor  
2 Canyon Road project. So my question is, it's not necessarily based on  
3 information I know, it's just pure speculation. I'm just looking, trying to get my  
4 information by asking this question. So my understanding was those funds for  
5 paving of Baylor Canyon Road and Dripping Springs came through BLM as part  
6 of a federal pot of money to provide greater access to recreational areas? So  
7 that's what I heard, I haven't confirmed it, so I'm kind of framing it as a question,  
8 but that's what I've heard and so I'm wondering if that is the pot of funding, if  
9 there are requirements that come with that pot of funding that would mandate  
10 there be multi-modal associated with construction of that road so it may not be an  
11 option. That's my question. So I'll just, I'll put it out there, I don't know the  
12 answer, maybe you do or maybe it's something we can look at closer.  
13  
14 Herrera: I guess I don't have a specific answer for you but I can say that the Central  
15 Federal Lands projects typically are to provide access to recreational areas so  
16 that part definitely is true. I'm not sure about the process going through the BLM  
17 but I do know that that part of your statement is true. As far as certain  
18 requirements that go along with that funding, I can't say that I've ever seen them  
19 outside of what's written into the Code of Federal Regulations for all the rest of  
20 the federal money that we deal with, but because this does have to come through  
21 the MPO and the public process, just like any other federal project, I would say  
22 that we're probably definitely gonna have time to give public input and everyone  
23 knows that that's a really important route for cyclists.  
24  
25 Bardwell: Thank you.  
26  
27 Murphy: In fact further, we're gonna have the TIP amendment through our Technical  
28 Advisory Committee, here on the first Thursday of June, and we do have a  
29 representative from the, from BLM on our Board and so they're likely to have  
30 some insight on that as well. If you can all make it, we can be sure to ask but  
31 we'll be, again, in this room first Thursday of the month 4:00 p.m. and BLM  
32 should be at that meeting.  
33  
34 Pearson: So Dona Ana County's gonna be the lead agency? Is that correct?  
35  
36 Casillas: I know they were; I don't know who is the lead agency but I know they were they  
37 were on it.  
38  
39 Pearson: Because if it's Dona Ana County, they've passed the Complete Streets  
40 Resolution, so presumably they'd have to use Complete Streets design for that  
41 roadway.  
42  
43 Wray: Mr. Chair, I do not remember, off the top of my head, who's listed as the lead  
44 agency, that is I'm just now noticing one of the pieces of information that's left off  
45 of the spreadsheet. I can send out an email tomorrow with who's currently listed.  
46 That doesn't necessarily mean, um, but that's just, be relaying the information



1 that I was told. But I can send out an email with what I have. Ms. Herrera says  
2 it's Central Federal Lands so that's probably all we have.

3  
4 Pearson: So still a mystery.

5  
6 Herrera: Right, these kind of projects because we're required by the Code of Federal  
7 Regulations to include their TIP into our STIP without changing it. They pretty  
8 much just provide us with a list of projects and we put them in our STIP and if we  
9 have to go through an MPO to do that, we do. So really, they don't give us a  
10 whole lot of information other than kind of what you see on that spreadsheet  
11 there.

12  
13 Pearson: But at least it served as notice to us that this project's happening. So now we're  
14 aware of it and can watch out for more notice and make sure that we insert  
15 ourselves as much as possible into that design.

16  
17 Herrera: Right. I mean we will be asking the questions and by "we" I mean NMDOT  
18 because we want to know as well what's happening with it.

19  
20 Leisher: Maybe we should ask the NSA.

21  
22 Pearson: Well, if we can be kept updated on that as much as possible I think everybody on  
23 the Committee would appreciate that, so anymore comments on this item? Then  
24 let's go on to the next one, the San Augustine Pass Safety Report.

25  
26 **6.3 San Augustine Pass Road Safety Audit Discussion**

27  
28 Occam Consulting Engineers recently released a revised draft of their San Augustine Pass  
29 Road Safety Audit. This item is to discuss that report.

30  
31 Wray: Mr. Chair, this is kind of an awkward moment because Mr. Murphy has stepped  
32 out and he was the one who was going to speak about this. I am not aware of all  
33 that Tom wanted to say. I am, well here he comes, I'll just let him....

34  
35 Murphy: Sorry, did I leave at an inopportune time?

36  
37 Wray: Very much so.

38  
39 Pearson: We're ready for the ....

40  
41 Murphy: Okay. I guess we had the, we were requested to put this on. The safety report  
42 was released and I don't know what else to say. It was developed by Safety  
43 section of NMDOT in Santa Fe, through their consultant, and I do know that  
44 there's been some back and forth about some of the recommendations in the  
45 report. It was changed from a second draft or it was re-drafted to put in all  
46 possible measures in there. Concurrently with this study going on, or

1 coincidentally, with this study going on, District 1 had done, you know, had done  
2 a repaving project on US 70, which is completed and completely separate from  
3 the road safety audit process. I do know that the District 1 did where they could  
4 under the constraints of the State's procurement process and Federal rules of  
5 adjusting contracts and prices, they did implement some measures contained in  
6 this report. But the whole intent of it is to come back with this report as a whole  
7 and seek some safety funding to implement the recommendations on a more  
8 global scale. I apologize, I didn't realize I was presenting on this one.  
9

10 Leisher: Can I interrupt quickly with a question? Tom, has this been modified to reflect  
11 the repaving changes that have, that are occurring.  
12

13 Murphy: I don't, I don't think this reflects the changes that were, the differences from the  
14 repaving. I don't think that that really changes any of the, any of the  
15 recommendations going forward. Andrew reminded me to point out one  
16 important thing that this, for the most part, takes place outside the MPO  
17 boundaries. So I do feel a little bit hesitant saying too much on it since it's really  
18 outside of our area. But since it is such an important route for people living in  
19 this area, we will have it on our, we will discuss it at our meetings and have it on  
20 our agendas.  
21

22 Pearson: One of the recommendations was on guardrails and rumble strips and friendly  
23 guard rails and some part of that might have been handled with that repaving  
24 project, do you know anything, any details on that?  
25

26 Murphy: I believe that that exceeded the ability for them to change order within the  
27 project. The repaving is distinctly different from guardrail work so that was not  
28 something that was permissible under the contract that was just recently  
29 completed.  
30

31 Pearson: Okay, but what about the rumble strips. Could they have left the rumble strips  
32 out?  
33

34 Murphy: That I don't know.  
35

36 Herrera: Can I ask for clarification, left them out where?  
37

38 Pearson: In front of the guardrails, the rumble strip, the indentations in the.....  
39

40 Herrera: Right. You mean did we?  
41

42 Pearson: Were they left out in front of the guardrails?  
43

44 Herrera: Unfortunately, no.  
45

46 Pearson: Oh.

1  
2 Herrera: There are areas where we did leave the rumble strips out, where the shoulder is  
3 fairly narrow. Where the shoulder is wide, they were put in.  
4  
5 Pearson: Right in front of the guardrails is a constriction point, of course.  
6  
7 Herrera: Right.  
8  
9 Pearson: Especially the downhill segment, if you're on a bicycle you can end up going 35  
10 40 miles an hour and if there's debris they only have like three feet or something  
11 to travel in between the guard rail and the rumble strip and if there's debris there,  
12 there's gonna be a crash.  
13  
14 Herrera: And that's definitely something that was acknowledged, I think, in this safety  
15 report and something that if we are able to get safety funding for this project, we'll  
16 look at widening shoulders where we can and then where there's guardrail, we'll  
17 be upgrading it to the current standards and then removing rumble strips out from  
18 in front of it. The areas where there isn't guardrail, we definitely have to put  
19 rumble strips in, it's part of NMDOT standards that we do that.  
20  
21 Pearson: That's not the problem. It's where there's guardrail and rumble strip.  
22  
23 Herrera: But there are some areas that have rumble strips and still very narrow shoulders  
24 right now, without guardrail, and so we do know that that's an issue as well. So  
25 in places like that we'll be trying to widen the shoulder as much as we can.  
26  
27 Pearson: And that repaving project didn't extend as far as to where the, Dr. Fronczek's  
28 crash was, is that correct?  
29  
30 Herrera: No, it did, it went a little past that. It went, basically, to the Aguirre Springs turn  
31 off there.  
32  
33 Pearson: Okay, well that crash was further...  
34  
35 Herrera: A little bit passed that.  
36  
37 Chavarria: It went to the third (inaudible)  
38  
39 Herrera: To the end of the climbing lane?  
40  
41 Chavarria: Yeah.  
42  
43 Herrera: Okay, so I guess it went, I can picture it in my head.  
44  
45 Chavarria: If you're going westbound where the climbing lane ends, that's where (inaudible)  
46

1 Herrera: Yeah, so I believe, I'm trying to picture where the little, the bike is on the hill.  
2  
3 Pearson: That was not the crash location.  
4  
5 Herrera: Okay, it was further down from that.  
6  
7 Pearson: It was down where there were three lanes and where there was, there's  
8 essentially no shoulder there so the jersey barrier and then there was the partial  
9 paving issues.  
10  
11 Herrera: Right.  
12  
13 Pearson: So hopefully they would have gone all the way to the jersey barrier, that repaving  
14 project, so, right?  
15  
16 Herrera: You mean the concrete wall barrier or the guardrail?  
17  
18 Pearson: The concrete barrier that's on the shoulder side.  
19  
20 Herrera: So that's kind of up, further up in the pass and yes the paving does go all the way  
21 to the edge of the barrier.  
22  
23 Leisher: Oh, on the westbound side?  
24  
25 Pearson: Ok, so this completed now and it's available and so it's a resource for when we  
26 get some safety funding available which will be pursued, I guess, right?  
27  
28 Herrera: Yes. There is safety funding available, there's an open call for projects. They're  
29 doing it year around now. They meet quarterly to pick projects for safety funding.  
30 The next meeting of that committee will be held August 2<sup>nd</sup>, so District 1 will be  
31 submitting a safety application for that cycle.  
32  
33 Pearson: Ok.  
34  
35 Herrera: And we're trying to secure the funding and get it out on the road as soon as  
36 possible.  
37  
38 Leisher: Just one question for you, Jolene. Has Ryan Blickem requested an update on  
39 this from you recently? Has he contacted you yet?  
40  
41 Herrera: Yes, I've actually been contacted by several members of Zia Velo. I think he's  
42 one of them. Yeah and he requested an update, also Trina Witter requested and  
43 then Mr. Kurt Austin.  
44  
45 Leisher: Good.  
46

1 Wray: Mr. Chair, Ms. Herrera, I have a question. Has this report been finalized? I was  
2 under the impression it was, okay, still open. Where is it available for, where is a  
3 final copy available.  
4

5 Unknown: Inaudible  
6

7 Wray: If you could send that around please, that would be most appreciated because  
8 the last copy I had still seemed to be open for comment.  
9

10 Herrera: That's a good question and actually I'll check with the HSIP program, I guess  
11 administrator, and see if there's a place where we post these online. If we don't,  
12 that seems like a really idea.  
13

14 Pearson: Any other comments on this item? So Local Projects Updates?  
15

## 16 **7. COMMITTEE AND STAFF COMMENTS** 17

### 18 **7.1 Local Projects update** 19

20 Casillas: Our chair and Jess Williams, they were working together in order to bring in front  
21 of the Board of County Commissioners a proclamation to declare May Bike  
22 Month. It occurred on May 13, so that's, they're declaring this month as Bike  
23 Month. Also, if you're out there biking and you happen to come up across an  
24 illegal dump or somebody who is doing illegal dumping, the County has just  
25 developed an app that you can download. If you go to the app store, type in  
26 Dona Ana County, and you should be able to download a, it's called a "No  
27 Throw" app and basically what you do with your smart phone or your android,  
28 you take a picture of what's happening out there and it sends a picture, your GPS  
29 coordinates to our Codes Enforcement Office and they'll go out there and check  
30 it out.  
31

32 Curry: What's the app called?  
33

34 Casillas: No Throw. It should be free, I think. That's it.  
35

36 Murphy: I want the whole Committee to know, on behalf of the City of Las Cruces, the  
37 Safe Routes to School infrastructure project was, the bid and contract were  
38 approved by the Las Cruces City Council this past Monday. So that work at the  
39 10 area schools, 12 area schools, will be beginning very shortly in the next  
40 couple of weeks. So we will have ADA improvements on sidewalks in the vicinity  
41 of the Tier 1 schools from the Action Plan.  
42

43 Pearson: We should also be sure to thank NMDOT that we got double our original  
44 allocation. They spent \$500,000 on this project. Thank City Staff for bringing it  
45 in at exactly \$500,000 and spending every last cent which I'm sure is a very  
46 difficult thing. I can't imagine.

1  
2 Murphy: We got it close enough and then the contingency was able to.... A lot of hard  
3 work all around from many quarters and so I'd like to thank everybody who was  
4 involved in that.  
5  
6 Pearson: And that was 100% funded by Safe Routes to School.  
7  
8 Leisher: I just had one question, is there any update on what's going on with old Country  
9 Club, any progress updates?  
10  
11 Murphy: They were scheduled to be before the City's Development Review Committee  
12 tomorrow morning at 9:00 but they had to, they asked for a postponement. I'm  
13 not sure to what date that was postponed. We do have the, they did turn in a  
14 traffic impact analysis for it. I know Andrew has begun looking at it. I have not  
15 yet looked at it myself, but .....  
16  
17 Leisher: Ok.  
18  
19 Wray: Mr. Chair, Mr. Leisher, it's my understanding that meeting is postponed to June  
20 4.  
21  
22 Pearson: So part of that discussion is still making sure that the bicycle facility on Madrid  
23 travels through that project connecting both ends of Madrid where it currently  
24 goes?  
25  
26 Murphy: Right, now they're concerning themselves with the 30 acre portion that's more  
27 towards the intersection of Camino del Rex and US 70, that they're expecting to  
28 develop first. I know that our comments have been basically to make sure that  
29 the, that the bike lanes are installed connecting up to Camino del Rex, which  
30 eventually turns into Camino Real as it turns behind Albertson's, which is a well-  
31 used bicycle facility and then also, due to the fact that US 70 is also State Bike  
32 Route 7, so we have been getting, and the developer agreed to institute the bike  
33 lanes in those instances.  
34  
35 Pearson: Okay, so the part that would impact the current, along Madrid, that's gonna be a  
36 separate phase, probably, of that project.  
37  
38 Murphy: Yes. That's not currently under discussion.  
39  
40 Pearson: Any other Committee member comments? May is National Bike month. We've  
41 still got a couple of events to come. Tomorrow is the Ride of Silence in Mesilla,  
42 gathering at 6:15 for a ride that will leave the Mesilla Plaza at 6:30. The Ride of  
43 Silence is an international event, the third Wednesday of the month of May, so  
44 there are literally hundreds of participants, hundreds of events throughout the  
45 country and the world to commemorate cyclists that have been lost through  
46 fatality or injured in crashes. There's gonna be a Bicycle Basics class on

1 Saturday at Peace Lutheran Church at eight o'clock in the morning and then the  
2 following Wednesday, May 28<sup>th</sup> at noon at City Hall will be the Mayor's  
3 Downtown Bike Ride. So everybody that's at City Hall should be able to bring  
4 their bike and come out and participate, right? And we're gonna see the Mayor  
5 on a bike, he promised, and I'm gonna bring the bike for him and that's all I have.  
6 Now we get our special NMDOT projects update.

## 7 8 **7.2 NMDOT Projects update**

9  
10 Herrera: I, of course, didn't bring that with me. I do have a couple of things, I guess that I  
11 can update on and then, if there are any questions about specific projects, we  
12 can go over that. Our District 1 PIO sent out a public notice Monday, I believe,  
13 about the upcoming public meetings for the NM 28 chip seal project that will be  
14 happening. There's one this Thursday at 6:00 p.m. at the Solano yard, NMDOT  
15 Solano yard. Andrew sent it out yesterday, was it or Monday?

16  
17 Wray: Yes, I sent it out, press release from NMDOT. It was probably late in the day, not  
18 far from five yesterday, but there was a press release sent out yesterday.

19  
20 Herrera: Okay, so there's that one and then there will another meeting held next Thursday  
21 on, I believe, it's the 29<sup>th</sup> in La Mesa. Just to let everybody know what the  
22 process is gonna be because there will be lane closures and a pilot car process  
23 and we want to give everyone a heads-up on what the delays will be and what  
24 they should expect through construction.

25  
26 Pearson: Okay

27  
28 Herrera: So there's that and then also you've maybe seen the message boards if you've  
29 been heading on 70 kind of up the hill, we're gonna start the concrete wall barrier  
30 that goes from the interchange there at 25 and 70, all the way to where the cable  
31 barrier starts, on May 27. So that's next Monday.

32  
33 Pearson: On US 70?

34  
35 Herrera: On US 70.

36  
37 Pearson: Oh, that's to do the .....

38  
39 Herrera: The concrete wall barrier, where the median is, so we'll be ripping that out,  
40 paving and then concrete wall barrier all the way through there. So the last that I  
41 checked with the project manager, they were supposed to have abbreviated  
42 hours to avoid rush hour so they'll have abbreviated hours during the week and  
43 working probably the full day on weekends, but we'll have monthly meetings and  
44 updates and stuff on that project and then, you all also probably know the North  
45 Main project is underway.

1 Pearson: Your phone probably rings continuously on that one.  
2

3 Herrera: Mine doesn't but I'm sure somebody's phone rings continuously on that one. It's  
4 gonna be a long project. The City is also upgrading utilities at the same time so  
5 expect to see construction out there probably for the next year. So that's, it's  
6 gonna be a long project.  
7

8 Curry: Jolene, do you happen to know about how long the Highway 28 project's gonna  
9 take? What's the duration of that?  
10

11 Herrera: Sure, actually I have the press release right with me somewhere. I believe it's a  
12 month. It's gonna be a really short project. We want to get it done as soon as  
13 possible. Let me find my paperwork.  
14

15 Murphy: Starts June 16 and scheduled to start on June 16 at mile marker zero (0) and  
16 work North, they're gonna do it in four mile intervals but the, I don't believe that  
17 they have an end date on the press release.  
18

19 Herrera: There isn't but the project manager I spoke to him on Friday and he said that the  
20 work would take a month.  
21

22 Pearson: On NM 28 project, of course, is important, it's NM Bike Route 1 and also Viva  
23 Dona Ana project has issued their draft report on bicycle infrastructure. Have  
24 you seen that?  
25

26 Herrera: I have.  
27

28 Pearson: Okay and so their recommendation is to do a full bicycle facility from state line to  
29 Las Cruces which, of course, this project won't impact. Some part of the project  
30 maybe a third to a quarter, the shoulders might be wide enough, but maybe we  
31 can have you consider putting bike lanes or at least doing the shoulder lane lines  
32 as if they were bike lanes, like at intersections, put dotted lines up to the  
33 intersection, things like that. This gives us an opportunity to implement some  
34 part of that Viva Dona Ana Plan free, essentially. So I wonder if we can follow-  
35 up, see how, if that's possible.  
36

37 Herrera: Yea, it never hurts to ask. I don't think that it's too late to change striping plans  
38 right now just because we haven't even started the paving they have but the  
39 striping obviously comes after that, so we might have some time to do that.  
40

41 Pearson: Cause especially through Mesilla there's already a shoulder. It's essentially a  
42 bicycle lane, it's not marked as a bicycle lane, but if it's striped like a bicycle lane,  
43 even if there's no money for signage, if the striping's done right, I think that will  
44 improve safety.  
45



1     Herrera:     Okay. Yeah, we can certainly look into that. Also these are the kind of  
2                    comments that we want to hear at the public meetings too. We're having the  
3                    public meetings to let everybody know what's happening, but then also to get  
4                    some input because I did have a comment at the El Paso MPO meeting from a  
5                    cyclist who was concerned about kind of what we were doing there, which is  
6                    what spurred having the public meetings. I can say that we do realize that State  
7                    Bike Route 1 we will be paving full-width. Unfortunately we are not looking at  
8                    widening shoulders or anything like that with this project. It's specifically a  
9                    pavement project but it will be all the way to where the shoulder stops however  
10                   wide that may be.

11

12    Pearson:     Right. To implement Viva Dona Ana Plan, I don't remember what the dollar  
13                    amounts that are associated with that but I'm sure there's, it's probably in the  
14                    millions, if there's right-of-way involved.

15

16    Herrera:     There is right-of-way involved. Aaron and I actually drove that entire segment of  
17                    road, I guess it's been six months or so, looking specifically at right-of-way issues  
18                    and we would have to purchase a lot of right-of-way and there's also headwalls  
19                    for the channels and stuff that are encroaching. It would be a really expensive  
20                    project. Not out of the question but for NMDOT right now too expensive.

21

22    Pearson:     It may not be an NMDOT, it may not be NMDOT monies, if they show up with  
23                    money some place and do that someday it would be wonderful. I mean that's, of  
24                    course, we want perfection. We do what we can and try to meet as close as we  
25                    can with monies available.

26

27    Leisher:     Should we get ahold of our congressional representatives and start lobbying for  
28                    money?

29

30    Herrera:     That would be great.

31

32    Curry:       Another question, more from the biking community that somebody had asked  
33                    once, is it possible to have community members donate money to sort of buy a  
34                    sign that says this is a bike road or something like. If so, would NMDOT be able  
35                    to put those in and what is the cost for a sign. That's sort of a random question.

36

37    Herrera:     You know I'm not really the expert on that but we do have somebody who is. I  
38                    can get you his contact information. It's actually Harold Love. You've probably  
39                    all met him at some point in time, so Harold Love would be the one to contact on  
40                    that.

41

42    Curry:       Great, thanks

43

44    Herrera:     That's kind of all that I had. Avenida de Mesilla's on time, as far as I know,  
45                    everything's okay. I believe construction should be ending sometime this fall. I

1 don't have a specific date but if there are any specific questions I can write them  
2 down and get answers for you.  
3

4 Pearson: The other project that's still down the pipe someplace but is Valley Drive from  
5 Picacho to Avenida de Mesilla?  
6

7 Herrera: Yes.  
8

9 Pearson: That's probably, it hasn't even gone into the design phase yet, I don't think.  
10

11 Herrera: No. it hasn't. We were just in the process of selecting a consultant to do that  
12 project a couple of weeks ago. I think they're in negotiation now for that.  
13

14 Pearson: But it seems like there's right-of-way there, so maybe something that might work  
15 is even protected bike lanes on there. We've had fatalities inside the NMDOT  
16 portion and in City portion. It's a high speed road, so maybe protected bike lanes  
17 is an option to look at. It'd be nice to know if that's included as part of the design  
18 thought process at least.  
19

20 Herrera: It is. We have asked the consultant to look at every possibility for cyclists and  
21 pedestrians as well, because we have so much right-of-way there. So there will  
22 be some sort of bike facility on the road, we're just not exactly sure what. So  
23 we'll see what the consultant comes up with and then ...  
24

25 Pearson: Ok. How far down the road, when should we start looking for those public input  
26 meetings?  
27

28 Herrera: Probably soon. I'm not exactly sure when. It depends on how long it takes to go  
29 through negotiations but I would imagine within the year. I mean maybe within  
30 the summer even. We'll definitely keep the MPO and this Committee involved in  
31 that.  
32

33 Curry: If so, a part of that from Hadley and I can't think of what the next road north is but  
34 before Picacho, it's part of a Safe Routes To School mapped route from  
35 McArthur Elementary on Valley, so if we can just keep that in mind and I don't  
36 know if Safe Routes To School can be involved somehow, in just making sure  
37 that it's considered a pedestrian path.  
38

39 Herrera: Ok. Yeah, sure.  
40

41 Curry: Thank you.  
42

43 Herrera: We have to have or the consultant will have public input meetings but then we'll  
44 also have stakeholder meetings. So I'll make sure that this Committee is  
45 included and then I'll mention Safe Routes To School as a stakeholder as well.  
46

1 Pearson: Any other questions on NMDOT Projects Update

2  
3  
4 **8. PUBLIC COMMENT** – No public comment

5  
6 **9. ADJOURNMENT**

7  
8 Meeting adjourned at 6:15 p.m.

9  
10 Mark Leisher motioned to adjourn.

11 Albert Casillas seconds the motion.

12 All in favor.

13  
14   
15 Chair