



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

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 **August 18, 2015 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).

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1. **CALL TO ORDER** _____ **Chair**
2. **APPROVAL OF AGENDA** _____ **Chair**
3. **APPROVAL OF MINUTES** _____ **Chair**
 - 3.1. July 21, 2015 _____
4. **PUBLIC COMMENT** _____ **Chair**
5. **DISCUSSION ITEMS** _____
 - 5.1. City of Las Cruces Bicycle Friendly Community Certification _____ **CLC Staff**
 - 5.2. NMSU Bicycle Share Program Presentation _____ **NMSU Staff**
 - 5.3. Committee Attendance Discussion _____ **Chair**
6. **COMMITTEE and STAFF COMMENTS** _____
 - 6.1. MPO Staff Update: SRTP update, University Study Corridor Update _ **MPO Staff**
 - 6.2. Local Projects update _____ **CLC, DAC, TOM, NMSU Staff**
 - 6.3. NMDOT Projects update _____ **NMDOT Staff**
7. **PUBLIC COMMENT** _____ **Chair**
8. **ADJOURNMENT** _____ **Chair**

1 **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION**
2 **BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE**
3

4 The following are minutes for the meeting of the Bicycle and Pedestrian Facilities
5 Advisory Committee of the Mesilla Valley Metropolitan Planning Organization (MPO)
6 which was held July 21, 2015 at 5:00 p.m. in Commission Chambers at Dona Ana
7 County Government Building, 845 Motel Blvd., Las Cruces, New Mexico.
8

9 **MEMBERS PRESENT:** George Pearson, Chair (City of Las Cruces Citizen Rep)
10 James Nunez (City of Las Cruces Rep)
11 Jolene Herrera (NMDOT Rep)
12 Ashleigh Curry (Town of Mesilla Citizen Rep)
13 Albert Casillas (DAC Rep)
14 Andrew Bencomo (Pedestrian Community Rep)
15 Jamie Lakey (NMSU - Proxy)
16

17 **MEMBERS ABSENT:** Duane Bentley (Bicycle Community Rep)
18 Mark Leisher (DAC Citizen Rep)
19 Karen Rishel (Bicycling Community Bicycle Rep)
20 David Shearer (NMSU - Environmental Safety)
21 Lance Shepan (Town of Mesilla Rep)
22

23 **STAFF PRESENT:** Andrew Wray (MPO)
24 Michael McAdams (MPO)
25 Sharon Nebbia (MPO)
26

27 **OTHERS PRESENT:** Jerry Paz - Molzen Corbin
28 Wyatt Kartchner - Molzen Corbin
29 Denise Weston - Bohannan Huston
30 Tandy Freel - Bohannan Huston
31 Becky Baum, Recording Secretary, RC Creations, LLC
32

33 **1. CALL TO ORDER (5:05 p.m.)**
34

35 Pearson: I'll call this, the Mesilla Valley MPO Bicycle/Pedestrian Facilities Advisory
36 Committee to order. First order of business then, well let's have an
37 introduction for everybody that's on, so we make sure we've got
38 somebody that's, couple of new members or a proxy. We'll start at the
39 end.
40

41 Bencomo: Andrew Bencomo.
42

43 Nunez: James Nunez, City of Las Cruces.
44

45 Curry: Ashleigh Curry, Citizen Representative, Town of Mesilla.
46

1 Herrera: Jolene Herrera, NMDOT.

2
3 Lakey: Jamie Lakey, NMSU.

4
5 Pearson: And George Pearson, Chair and citizen of Las Cruces, City of Las Cruces
6 Citizen Representative.

7
8 **2. APPROVAL OF AGENDA**

9
10 Pearson: Approval of the agenda is next. Are there any changes for the agenda?
11 Hearing none, I'll hear a motion to approve the agenda as presented.

12
13 Bencomo: So moved.

14
15 Curry: I second.

16
17 Pearson: Mr. Bencomo.

18
19 Curry: Ashleigh Curry.

20
21 Pearson: Seconds. All in favor, "aye."

22
23 MOTION APPROVED UNANIMOUSLY.

24
25 Pearson: Any opposed? Hearing none, that passes.

26
27 **3. APPROVAL OF MINUTES**

28
29 **3.1 May 19, 2014**

30
31 Pearson: Next is approval of the minutes. Do we have some discussion on
32 approval of the minutes?

33
34 Curry: I have one thing that I just noted, thank you, I have one thing that I noted
35 just in the members present and members absent. We didn't have Lance
36 Shepan, members absent and we had others present. We had Andrew
37 Bencomo twice. He's listed as members present and others present.

38
39 Bencomo: Was it my evil twin too.

40
41 Curry: Duplicate people.

42
43 Bencomo: We also want to correct, I don't remember Scott being here and ...

44
45 Pearson: No.

1 Bencomo: And I don't, I'm pretty sure I'm not proxy anymore. I'm the City Rep.

2
3 Pearson: Yeah that would've been the question, I think he was, well it's a matter of
4 the staff, MPO staff should know if he was appointed or not by that time.

5
6 Wray: No. He was a full member at that point.

7
8 Pearson: Okay.

9
10 Wray: That's an error.

11
12 Pearson: So we need to correct that. Strike Scott. Also strike from member absent
13 Carlos Coontz. He was, he had actually resigned by then and was
14 replaced and it shows the replacement is present, Mr. Bencomo. Okay so
15 did we get all, all these changes? So we have, Mr. Nunez needs to not be
16 a proxy but just the City of Las Cruces Rep and strike Scott Farnham from
17 members present. Strike Carlos Coontz as, from members absent and
18 add ...

19
20 Curry: Lance Shepan.

21
22 Pearson: Shepan from Town of Mesilla as members absent. Are there any, any
23 other discussion on the minutes?

24
25 Curry: And then other, others present strike Andrew Bencomo.

26
27 Pearson: Okay. I'll entertain a motion to accept the minutes as amended.

28
29 Nunez: I'll make the motion.

30
31 Curry: And I'll second it.

32
33 Pearson: I have a motion and a second. All in favor, "aye."

34
35 MOTION APPROVED UNANIMOUSLY.

36
37 Pearson: Any opposed? And the minutes are approved.

38
39 **4. PUBLIC COMMENT**

40
41 Pearson: We have our County Representative has joined us now for the record.
42 And next item is public comment. Do we have any members of the public
43 that wish to comment at this point? Seeing none.

1 **5. ACTION ITEMS**

2
3 **5.1 Recommend Approval of the Amendments to the 2016-2021**
4 **Transportation Improvement Program**

5
6 Pearson: We'll move on to Action Items. We have a TIP recommendation.

7
8 Wray: Thank you Mr. Chair. I'd like to ask the Committee to turn to page 29.
9 There are a number of TIP amendments being requested by NMDOT and
10 I want to clarify at this point that these amendments are for the 2016-2021
11 TIP that was approved by the Policy Committee at their last meeting so
12 this is not the TIP that we are currently in right now. This is the TIP that
13 starts in October.

14 First off we have an amendment to LC00110 which is the El
15 Camino Real at Dona Ana School Road interchange and there's an
16 additional \$42,746 for that project. LC00240 is a shoulder-widening
17 project, additional \$350,000 for preliminary engineering in FY '16 and '17.
18 LC00250 is the University Avenue and Triviz project that we discussed at
19 some length during the run-up to the MTP. There's an additional \$1.2
20 million going into Fiscal Year 2016 for preliminary engineering. Then
21 LC00270, this is a new project for US-70 for a capacity and safety study.
22 And then on the next page, page 30, 1100820 is the new project for the
23 West Mesa Road and I do want to ask Jolene for clarification. Is this kind
24 of a resurrection of the, of the project that was voted off the TIP last year?

25
26 Herrera: Yes it is. This is the exact same TIP amendment that we had asked for
27 last year that the Policy Committee did not approve. So it's, it's the same
28 thing.

29
30 Wray: And those are the amendments being requested and I'll stand now for any
31 questions.

32
33 Pearson: So on the last one the West Mesa Road, that's just a placeholder, there's
34 no funding identified at this point?

35
36 Wray: The funding is on page, on page 31. It's the last project listed on that
37 page.

38
39 Herrera: Mr. Chair if I could add some clarification to that. The funding that we're
40 requesting now is for the Phase 1C and 1D portion so there is no
41 construction funding set aside yet.

42
43 Pearson: So that's just planning and ...

44
45 Herrera: Right. This is for preliminary design and things.

1 Pearson: Environmental studies.
2
3 Herrera: Yes.
4
5 Curry: Mr. Chair, Ms. Herrera, may I ask a quick question. Is that the bypass, the
6 truck bypass road that would be going from Santa Teresa up to I-10, is
7 that what that is?
8
9 Herrera: Yes.
10
11 Curry: Okay. Great. Thanks.
12
13 Pearson: Anybody else have any comments on this? Hearing none I'll hear a
14 motion to accept as presented.
15
16 Curry: I'll make a motion to accept as presented.
17
18 Lakey: I'll second.
19
20 Pearson: Jamie?
21
22 Lakey: Yeah. Jamie Lakey.
23
24 Pearson: Having a motion and a second. All in favor, "aye."
25
26 MOTION APPROVED UNANIMOUSLY.
27
28 Pearson: Any opposed? So that item is passed.
29
30 **6. DISCUSSION ITEMS**
31
32 **6.1 Presentation on the Valley Drive Improvement Project**
33
34 Pearson: So now we're into Discussion Items. First up is a presentation on Valley
35 Drive improvement project.
36
37 Wray: Thank you Mr. Chair. At this time I'd like to turn the floor over to the staff
38 of Molzen Corbin. They will be giving this presentation.
39
40 Wyatt Kartchner gave his presentation.
41
42 Pearson: Go ahead.
43
44 Bencomo: Mr. Chair, I have several questions, some of them may be questions
45 cause I'm new to this group and I'm a little ignorant for certain things so on

1 the statistics he had for accidents, were those vehicle to vehicle accidents
2 only or did they include bicyclists being hit, pedestrians?
3
4 Kartchner: It was any kind of accident that ...
5
6 Bencomo: Any kind.
7
8 Kartchner: Yes sir.
9
10 Bencomo: Okay.
11
12 Kartchner: Any kind of accident that had a police report filed.
13
14 Bencomo: Okay. Well that seemed pretty low for that number of years. I was, I'm
15 surprised.
16
17 Paz: That's how, how the officers code that accident is what's being pooled as
18 a, as a vehicular accident so it's, it's highly dependent on the, on how that,
19 that's coded and the data is given to us by the State. You may know that
20 there was a bicycle death on that corridor ...
21
22 Bencomo: Correct.
23
24 Paz: Within the last three to four years and so it was, either the nature of the
25 accident didn't show up on a police report but we're mindful of that
26 because you know we are here and we do understand that that was a, a
27 condition that existed on the corridor that through our design, through our
28 lighting that we're trying to make this a safer corridor but it, what Wyatt
29 reported was what was actually archived and retrieved from the State
30 Police and the, the official records.
31
32 Bencomo: Thank you. Yeah, I was wondering about that because I, I had thought it
33 was in that section where that bicycle death occurred.
34
35 Paz: Yes.
36
37 Bencomo: But I wasn't positive.
38
39 Paz: It was near Hadley, near the Hadley area in that, in that response. You
40 know there was a number of issues along with that accident that it may
41 have been just coded differently but ...
42
43 Bencomo: Okay.
44
45 Paz: We, we were mindful of that and are aware of that.
46

1 Bencomo: Thank you. And then this kind of doesn't have anything to do with
2 bicycle/pedestrian but I just had a question so for Fire Station Number 3
3 cause in my previous life that was part of my, so signalization for that
4 station, there's currently signals there. Is that going to be kept there or
5 those gonna be done away with? Curious.
6
7 Kartchner: We've met with the fire station and their main concern was for that access
8 across the median that they have now.
9
10 Bencomo: Correct.
11
12 Kartchner: That was also a concern of AMR who is also along the corridor, is they
13 have to go down south on Valley Drive and turn around and so they
14 wanted access to North Valley Drive just by a median cut so as far as, I
15 don't know, is there a signal there?
16
17 Paz: No there's not a preemptive signal.
18
19 Kartchner: No there's not, no.
20
21 Paz: It's, it's, I'm sorry. It was, there's not a preemptive signal there now so
22 that's something that we'll consider in the design phase of the project,
23 whether there needs to be some, some warning signals that are attached
24 to that and, and so those, those are elements that need to be worked
25 through as we move forward in the project. If you look at that Amador
26 Proximo plan that was just unveiled by the City of Las Cruces, that fire
27 station goes away so, and they're going to design a new one or
28 somewhere in the vicinity but it is no longer going to be situated there so
29 that, that's an evolving discussion that we'll be going through as that
30 moves along.
31
32 Bencomo: Okay. Yeah cause maybe since I left it was taken down but there are
33 signals for that fire station. They're not constantly used but they were
34 accessed from inside the station and they could be turned on and off as
35 they responded. But anyway that kind of is that subject. Question about
36 the, the pervious concrete: How well does that work? Cause I'm thinking
37 to myself it takes probably a while to drain through that. I don't know how
38 it all works, I've never seen it but the way we get rains around here, I
39 mean they just dump and then they're done. Will it handle that?
40
41 Kartchner: Right. Yes. We actually did some tests out on this strip out here that's at
42 Dona Ana County. We did an ASTM test which basically you set a 12-
43 inch diameter cylinder on that and then you fill that with water and you
44 determine how quickly that infiltrates. And we found through that pervious
45 concrete that's out here that was poured as a test strip without any really
46 QA/QC or, that it drained over 108 inches per hour.

1
2 Bencomo: Wow.

3
4 Kartchner: And so on that project that we're doing in Peralta we found that it can
5 handle two 100-year storms back to back. So if we get a hundred-year
6 storm today and then tomorrow we get another one it would handle it
7 without any issues where ...
8

9 Bencomo: Interesting.

10
11 Kartchner: Your typical storm drain system your ponds would be full after one storm,
12 one 100-year storm so.
13

14 Bencomo: Right.

15
16 Paz: And also as Wyatt mentioned earlier it requires maintenance. You know
17 the, you know the, the short story's when we first tested that, that test
18 section that's out here was, had, had not been maintained in seven years
19 since it was poured and it had about this much sand that covered it which
20 wouldn't be typical of what we have in sandstorms around here. It's on the
21 east face of a wall so the, the sand blows over and it just lands and it
22 plugged every pore. Our first run of that test was zero. It didn't drain at all
23 and then we took a ShopVac and vacuumed it out and then it was 108
24 inches per hour so it does require maintenance. It requires a vacuum, a
25 sweeper with a vacuum attachment to go over there two or three times a
26 year and, and, and extract that sand and that sediment that would, you
27 would, it, you know clog it up with tires and with mud and, and such and
28 such but all pavement requires maintenance and that would be an
29 element. Here in the city they have the equipment. They have the
30 sweepers with the vacuum attachments on it so that was, that was a
31 consideration in that.
32

33 Curry: May I, may I add a question along that line as well? My concern, I think it
34 was Option C had the pervious concrete on the bike path and my thought
35 is when you have drainage you have all the sort of road crud for lack of
36 you know better term that comes onto the road when it rains and then
37 that's, you'll, A you've got the water and obviously it's draining well but
38 you've also got all of the debris that washes with rainwater and drainage
39 going along and how that would work? I, I mean to me as a cyclist I think I
40 would choose not to be on that bike path after a rainstorm until it's been
41 cleaned.
42

43 Paz: Yeah, the, what we've, what we've recommended in Peralta where, where
44 it's now under construction for that particular project was similar to how
45 they operate the SWIP plans where after a one-inch rainstorm then the,
46 the equipment would be out there maintaining the facility like they do the,

1 the sedimentation facilities under a SWIP program so we kind of use that
2 as our benchmark for the maintenance. The surface itself, on that other
3 project the landscape architect for the DOT, Bill Hutchinson he, he actually
4 vetted that through the bicycle community up there and they were, they
5 had driven on other test sections and found it to be an adequate surface
6 for, for the, for the, even the narrow-tire bicyclists.
7

8 Curry: Okay. Thank you.
9

10 Bencomo: Let's try again, just one more and these two kind of go together. The, the
11 view where you had the raised median or the bike path was raised, I
12 actually, and, and, and I've, have a question about that. Is it, seems like
13 we always separate the pedestrian and the bicycle and we have two
14 separate places for them and could they not work together, why don't we
15 do that especially in a road, I mean we have lots of space on Valley Drive
16 it appears because of the easements that were given over time but to
17 combine those together. I, I like the idea of a raised area for pedestrian or
18 bicycle. In this day and age and it's just gonna get worse, people are
19 looking at their phones, they're staring at screens that are in their fancy
20 new cars, drifting off the road and that's when people get hit. It's, it's great
21 to have a bike lane with a separation there painted on the ground but
22 that's not going to stop a car necessarily from, from doing that when
23 people aren't paying attention to what they're doing so I, I like the idea of,
24 of the raised areas for whether it's pedestrian or bicyclists, a little
25 separation. And curiosity maybe somebody on the Committee can explain
26 this to me or maybe you guys can; why do we always separate bicycle
27 and pedestrian? I realize they're two modes, different modes of travel but
28 could work together and possibly save space by doing some of that too,
29 and modifying.
30

31 Kartchner: I think there's a couple of reasons. There's different variations of
32 bicyclists. There's your family that's out there with their kids that's going to
33 be wanting to be basically on the sidewalk or in a shared path and then
34 there's your commuter bicyclists or your bicyclists that ride on the
35 interstate when it's allowed and they would be in the travel lane if possible
36 and so the on-street bicycle lanes kind of cater more towards the, I'm
37 gonna say hardcore bicyclists for no, lack of a better term in that it gets
38 them as close to the driving lane as possible but it gives them a safe place
39 so that, Valley Drive has a speed limit of 45 miles an hour and so people
40 are really zooming along so it gives them a safe place to, to ride.
41

42 Bencomo: Okay. Thank you.
43

44 Curry: Mr. Bencomo, may, maybe I can add, I think, were you thinking
45 something along the lines of the Triviz trail and along Triviz there are bike

1 lanes but there's also a multiuse path that people can use both, is that
2 what you have in mind?
3

4 Bencomo: Something like that. I, I mean obviously the Triviz path to me is, is slightly
5 narrow for use of both and when I run there, cause I'm a runner a lot of
6 times I'll have a bicycle come up real quick behind me and then, "On your
7 left!" and they startle you. They're too close when they say that.
8

9 Curry: Right. I, yeah.
10

11 Bencomo: I don't know which way to go but ...
12

13 Curry: And as I'm the one that's yelling at you, "On your left," I would say that
14 should answer the question of why not to put bicycles and pedestrians on
15 the same path for that, you know for that reason and I think as, as Wyatt
16 had said that different speeds of the use of the shared road make it a little
17 bit tricky. Somebody's out walking the dog and they've got a leash and
18 you come along on a bicycle and the dog runs out in front of you. I think
19 it's a really good idea no matter the speed of the bicycle to have, if it's
20 possible and there's space to have separated bike and pedestrians. I'm,
21 I'm particularly a fan of separating if, if space and money allows.
22

23 Bencomo: Correct and while I, I don't disagree with the, the, the separation I'm
24 talking about like a complete separation: Here's the sidewalk over here,
25 now we need space for the bike lane. Can they be combined in some way
26 and still keep them a little separate? I think part of the trail in Albuquerque
27 along the river is that way. They have on one side two lanes with dotted
28 line down the center and then they have space on the other side still and
29 you can kind of use both so just some thoughts. But specifically I do like
30 the idea of having some kind of raised protection between roadways and
31 whether it's walkers or bikers or whoever, just like I said people are totally
32 not paying attention on a lot of times, even with the new laws no texting
33 and driving, everybody still does it.
34

35 Kartchner: It's worse, yeah. Seems like it's worse.
36

37 Bencomo: Yeah.
38

39 Curry: I'd like to just add a, an, another thought and this is not necessarily
40 particular to this presentation although I think it is inclusive of, of it, I, you
41 know what I'm really noticing coming back, I was just in Europe this
42 summer and noticing even just in you know smaller towns, there's a really
43 consistent look for how bicycles and pedestrians interact around the whole
44 city and I feel like we have so many different ways of doing it. We have a
45 bike path and then we have a shared road and then we have this and it's
46 all choppy in bits and parts and like half-mile, mile long segments. There's

1 a road diet where we have inlay in back roads and there's another one we
2 have a multiuse path and I wonder if we have kind of a cohesive city plan
3 for how biking should look so that it's not, you know every time we have a
4 little bit of funding we're looking at how this next half mile or this mile can
5 work but as a whole what do we want, as a city, as a county, what do we
6 want the whole thing to look like and working just in general towards that
7 as a whole. I mean I look at the funding we just spent from Safe Routes to
8 School to improve between Hadley and McFie on, on Valley Drive and you
9 know we just put a, a chunk of money into building sidewalks and things
10 like that and then realizing that that probably you know really quickly will
11 be dug up and, and replaced with something else whereas if there was
12 some kind of greater plan and, and maybe there is one in place, of what
13 overall we should have it look like, it would also maybe even address the,
14 you know the conflict that you guys have obviously put a ton of work into
15 doing all this research and then the Amador Proximo coming along and
16 saying, "Hey how about not that? How about something completely
17 different?" So yeah I mean just as, as a general, I'm looking at, I mean
18 but we're looking at everything piecemeal month by month or year by year,
19 chunk of money by chunk of money. What's our overall goal and plan in
20 Las Cruces and Dona Ana County? It's, I'm not necessarily asking you
21 that question.

22
23 Kartchner: I was going to say I wish I knew.

24
25 Curry: I just, you know ...

26
27 Pearson: Please answer that.

28
29 Wray: Mr. Chair, Ms. Curry. I would offer that that is part of the reason for the
30 BPAC's existence ...

31
32 Pearson: Exactly.

33
34 Wray: Is that very ...

35
36 Pearson: Perfect.

37
38 Wray: Overall vision that those ideas are generated here by this body in addition
39 to others but that is one of the big reasons why the BPAC exists is to
40 create that cycling vision.

41
42 Curry: So, thank you Mr. Wray but what are, what are we doing to achieve that
43 other than you know approving or disapproving as these little projects
44 come in? I mean how are we overall working in that direction to make that
45 a reality?
46

1 Wray: Not to sound trite but we invite the consultants for the Valley Drive project
2 to come speak to you and you offer your opinions to them. But I mean
3 literally that's, that, that is part and parcel of why we invited Molzen Corbin
4 to this meeting was for you to offer the, the vision as it were, what you
5 would like to see, what you would not like to see and admittedly while it
6 would be nice to be able to do a nice one day consistent project that
7 reality is, that's never going to be a situation that'll happen so we have to
8 approach things ...
9

10 Curry: But see I, I'm sorry to interrupt but I think that that's, I think that's a, that's
11 a bad attitude to have, to say that it'll never happen. I mean I think that
12 there, there are places all around the world that it is consistently
13 happening because they have a broader plan and I think we need to
14 somehow figure out how to get that broader plan so that every little piece
15 of the puzzle goes together into, into one big look. You know, and again
16 I'm sorry I may be you know sidelining your guys' presentation and I don't
17 mean to do it but I'm just trying to look at the big puzzle, the big jigsaw
18 puzzle. I mean I feel like we, every time we come we put together three
19 pieces of a puzzle and three pieces of a puzzle and three pieces of a
20 puzzle and then we realize that the puzzle, actually all the pieces don't
21 belong to the same puzzle you know and so we've got all these patches of
22 how biking and walking and pedestrian access looks in the city and the
23 county so.
24

25 Wray: Mr. Chair, Ms. Curry, I, I didn't exactly misspeak but I guess I
26 miscommunicated. I wasn't necessarily speaking of the overall plan
27 because that, the MTP is the overall plan. That's what, that's, that's where
28 the MPO puts its opinions overall so that's, that's why we went through the
29 MPO or the MTP process over the past two years ...
30

31 Curry: Sure.
32

33 Wray: Getting that together. I, I was speaking more of the implementation side
34 of it where it has to be for funding reasons done a bit at a time.
35

36 Curry: Sure. Sure.
37

38 Pearson: We've got the Transit 2040 which gives the overriding vision of what
39 should happen but at a lower level even I think the City doesn't have a
40 bicycle plan that says, "This is where we expect to be able to do things in
41 the next two, five, or ten years," and maybe that's something that we could
42 talk to City staff about and see if, I mean do you agree with that or not. Is
43 that a ...
44

45 Wray: I'm not in a position to offer ...
46

1 Pearson: Right, I mean as far as ...
2
3 Wray: An opinion on that one.
4
5 Pearson: But the City does not have a separate bicycle plan. They just rely on
6 what's in the Transit 2040.
7
8 Wray: That's correct.
9
10 Pearson: So maybe that's something that we could recommend to the Policy
11 Committee that the City looks at having their own bicycle plan for
12 implementation.
13
14 Wray: Could be done.
15
16 Bencomo: Mr., Mr. Chair. I'm sorry. I think we're, we're sidelining their presentation.
17
18 Pearson: Right. I ...
19
20 Bencomo: What I do, I agree with you 100% Ms. Curry, 100% I think it sounds to me
21 like the BPAC needs to have for lack of a better term maybe a work
22 session and we need to figure out with, amongst ourselves, we're a
23 recommending body so maybe we need to get together and make those
24 recommendations and come up with plans and ideas that you have from
25 other countries, other states and then when we come forward, then talk to
26 professionals like this that know, "Well, that'd be great to do that but that
27 really won't work," or ...
28
29 Curry: Right.
30
31 Bencomo: "It's going cost this much," and so ...
32
33 Curry: Right. I agree and I'm sorry to sideline the, the presentation. It wasn't my
34 intention at all but I do, I agree a work session might be a good thing.
35
36 Bencomo: Yeah.
37
38 Curry: Yes. Okay. Thank you.
39
40 Pearson: Well and, and I ...
41
42 Nunez: If I, if I could interject and jump on that too, I think and maybe you can help
43 me too Jerry, is the design guidelines and standards so I'm not sure
44 what's in there. I'm going over them I know, I know that some of the road
45 sections that we meet, but, then that goes all the way to the level of City

1 Council approval so we go through a review of those occasionally, every
2 so many years. So help me out on that Jerry.
3
4 Paz: Right. There's City standards that have you know various pedestrian and,
5 and bicycle facilities that are built within the City design guidelines but the
6 other thing that makes it problematic or, or opportunistic however you look
7 at it, every segment of road is unique.
8
9 Curry: Absolutely, yeah.
10
11 Paz: You know this, this segment, I mean we just finished the North Valley from
12 Picacho to the city limits. There was no right-of-way without taking out 32
13 businesses and so that plan to implement full pedestrian and bicycle
14 access was just kind of stuck for 14 years because nobody really wanted
15 to bite the bullet and say, "We're going to take these businesses out of
16 business and, and push them away." And so the decision was made,
17 "We're going to cram everything we can into the right-of-way that's there
18 rather than lose the money and have it go somewhere else." So it, it was
19 just, it was just stalemated for 14 years until it got unstuck and so you
20 have a shared lane. That's all that was you know physical at that time.
21 And then now we have 250 foot of right-of-way, there's just all kinds of
22 room so now the ideas can be a little bit more generous. So every
23 segment of road does get unique treatment based on just what you have
24 and what ...
25
26 Curry: Yeah.
27
28 Paz: Able to work with. From Hadley to Picacho it is very narrow so this side,
29 frontage road or any linear park or any, all that has to go away. We're
30 going to have to squeeze it more down to something that's manageable.
31
32 Pearson: And there might not even be room for the buffering for the bike lanes then.
33
34 Paz: Right. So we'll, we'll, you know we might have to, you know I like the idea
35 of the 11-foot lanes cause that does give us more room for, for both
36 pedestrian and, and bicycle access and, and so you're just kind of fitting it
37 within there ...
38
39 Curry: Sure.
40
41 Paz: And you're trying to make it work. It just so happened that this was a lot of
42 right-of-way in this segment and said, "Hey let's think about a linear park,
43 pond concept or," that, that wouldn't have come up on another job
44 because it just didn't lend itself to that.
45
46 Nunez: Mr. Chair, I have a few questions.

1
2 Pearson: Yes.
3
4 Nunez: And I don't know whoever else does but I've only got a few. I think I can
5 get through them pretty quick. I had written down also the impervious
6 concrete, or not impervious, pervious.
7
8 Paz: Impervious won't work.
9
10 Nunez: So the, so the, so you addressed that pretty much. And then too I'm, I'm
11 not sure which direction cause you've shown us a number of sections of
12 road here, different designs and I would think that in some of these I would
13 be worried that you could get to those and get the equipment to clean it is,
14 but I saw some of the, the, the, the raised sections and some of the trees
15 et cetera. So anyway that was a little bit of concern.
16
17 Paz: Well, shouldn't even have gone off on the pervious concrete because it
18 was not recommended in the end. It was, the City did not want it. They
19 didn't want the maintenance, they didn't want the hassle. They felt like
20 Burn Lake was there and it, it's available, it's close enough to where we
21 could take advantage of it and, and so that need kind of went away and so
22 it was, it's, it's not a part of the project. We kind of got excited about it but
23 it's not going to happen.
24
25 Nunez: Okay. Thanks for addressing that.
26
27 Paz: Yeah.
28
29 Nunez: I thought I heard a rumor or something like that. The, so to that end you
30 also, when I was looking and I was counting up some of your numbers on
31 your road section you mentioned this already too where it chokes down
32 but this looks like about 150 on some of your sections, is that correct or
33 corridors, okay. So whenever you mentioned with the right-of-way and
34 obtaining additional right-of-way did you mean for the drainage to get to
35 the, to the, right-of-way to get drainage out or I didn't know what you
36 meant by obtaining additional right-of-way.
37
38 Kartchner: It was more of an "if it was necessary." We don't believe it is necessary.
39 There may be a corner or two maybe that in order to get the, the turn lane
40 in in an intersection or something we may need just a sliver but as far as
41 overall there's, shouldn't be any really right-of-way impacts.
42
43 Nunez: Very good. Okay the next item is some of the comments and you
44 mentioned you talked to a number of businesses and other people. Did
45 you have any comments that stand out, if you can give me a couple, some
46 feedback that you liked or worries or anything?

1
2 Kartchner: I think the biggest worry from the business owners was construction time,
3 impact that it's going to have on them during construction, how long
4 construction's going to take. One of the things that they brought up was
5 phasing the project. They suggested building it from, in chunks so
6 basically use Amador as your halfway mark so everything south of
7 Amador, build it, be done, walk away and then build everything north of
8 Amador as another, either a separate project or phase the project such
9 that it didn't inconvenience everybody at the, at the same time.

10
11 Paz: And, and you know they're all watching North Main Street and they're just
12 like, "We're going to go out of business if that happens here." So they're,
13 they're kind of looking at other projects that are struggling and they're
14 thinking that, and it, and in all reality it, you know it's a roll of the dice
15 which contractor gets it and how they execute the project so it's, you know
16 that's clearly on their mind as an issue that they brought up. The other
17 thing is that through our web-based live streaming video and
18 Facebook/Twitter comment opportunities we, we, on our first public
19 meeting we reached out and touched about 250 people that were, that
20 were counted through that public meeting. If we get like 30 people at
21 public meeting we all like high-five each other and say, "Hey this was a
22 great meeting!" We're disappointed in the second meeting. We touched
23 about 80 people and we thought, "Oh, what happened?" But then when
24 you think 80 people it was still a good response and, and using a more of
25 a interactive people could participate at home and just call in or Facebook
26 a question and, and we were able to answer that live so I think it was, it, it,
27 we did reach out and have some success in that.

28
29 Nunez: Okay thanks. I was just involved in a project at NMSU where we moved
30 the fuel tanks and we ended up getting, having to remove additional soil
31 and a little bit additional cost that I didn't foresee so whenever you
32 mentioned all these gas stations and the tanks and stuff. Do you foresee
33 or is that part of the project, any environmental issues, or if you'd kind of
34 address that?

35
36 Kartchner: We actually are doing borings this week. Our geotechnical engineer's
37 doing pavement borings, but at the request of the environmental engineer
38 it's also going to look for those hazardous materials within those borings to
39 see, see what's out there. And so we kind of relocated some of those
40 borings to be in those areas.

41
42 Nunez: All right. Thanks. And then let's see ...

43
44 Pearson: Let's just follow up on that quickly. It's got to be the case if you got it, like
45 a gas station that had a leak that the leak extended into the public right-of-
46 way and that's where you're concerned, is that right?

1
2 Kartchner: Yes, yes.
3
4 Pearson: That's all.
5
6 Nunez: Two more real quick. One comment is, is, I did like the, I think our
7 minimum bike width is, dedicated lane is four feet, you have the five so
8 that's nice. And then also the last is when you put up on the screen you
9 had in parentheses 17 signals. Are you saying that you're proposing
10 having 17 or there's existing 17 that you're looking at?
11
12 Kartchner: We looked at 17 intersections.
13
14 Nunez: Intersections, okay.
15
16 Kartchner: Yes.
17
18 Nunez: Thanks. That's all I had.
19
20 Paz: And, and only those intersections that currently have signals were the only
21 ones that warranted it going forward so there would no, be no net, new
22 signals.
23
24 Pearson: Okay.
25
26 Casillas: Just a quick question. Were there any talks about a, maybe a right-of-way
27 acquisition especially like in that area where this, I guess Valley Drive gets
28 a little bit more, more narrower?
29
30 Kartchner: We kind of looked at it but Valley Drive in that area, the businesses are,
31 their front door is right at the right-of-way line and so, and the only really
32 way to acquire right-of-way is to take a business.
33
34 Casillas: Oh. Okay.
35
36 Paz: Yeah that western store, what, what's concerning is the ADA when we get
37 into the design because it's elevated. The store's high and the street's low
38 and so just getting the, the slopes on the sidewalk is going to be a
39 challenge and that's why we thought of scooting in the narrower lanes
40 and, and narrowing up the roadway section to give us room for ramps and
41 stuff like that. The corner of Picacho as we add that additional lane and
42 Valley Drive we believe will fit within the right-of-way that's there.
43
44 Curry: Is there a particular rendition of this that's looking like to the most popular
45 right now? Do you have a kind of feel for which is ...
46

1 Kartchner: Well the section that's on your screen now is what we recommended.
2
3 Curry: So which one is this one, A, B, C, D, E, what of your ...
4
5 Kartchner: G.
6
7 Curry: G, okay, okay.
8
9 Kartchner: Yes ma'am.
10
11 Curry: And that's barring the new addition of this Amador Proximo.
12
13 Kartchner: Yes, ma'am.
14
15 Curry: Okay, so is the Amador Proximo going to slow down this process? How
16 much time do you have to give them to kind of figure out if Amador
17 Proximo's going to add another rendition here to this?
18
19 Kartchner: I don't know how much time that's going to, to take at this point. We're
20 waiting for that direction from the City and the NMDOT as to how they
21 would like to proceed, if they want to pursue it as a viable alternative or if
22 they want us to study it in more detail but we believe there's ways that we
23 can condense the design schedule and still meet the 2017 construction
24 schedule.
25
26 Curry: So is there an expectation from the BPAC that we need to wait to hear
27 from the Amador Proximo to see what their thought of it is, or that you just
28 want a, a, a recommendation from us now or ...
29
30 Paz: I, I think it'd be helpful if you chimed in.
31
32 Curry: To which?
33
34 Paz: To whatever you like. I mean I think right now the, the way I'm looking at it
35 is the Amador Proximo, if we carry that from Hadley all the way to Avenida
36 de Mesilla we're adding about \$4 million, just real rough numbers. So now
37 the DOT's like, "Okay City pony up some money." But the City's saying,
38 "Well, we're going to take the maintenance over forever." So there's some
39 haggling that's got to happen and that, that road transfer has to occur
40 legally, it has to be beneficial to both parties so that's going to be where
41 the, where the negotiations occur. And so we're kind of like looking for a,
42 a consensus amongst those if, if they're truly wanting to move forward on
43 that. I think the schedule is one thing, it's the cost, and then there's what
44 are the tradeoffs for both, for both sides? Why, put the benefits for the
45 DOT and the benefits for the City in this presentation. There are clear
46 benefits for both sides but it's, it, it added another element of, "Wait a

1 minute. That's outside of our budget." And so we can phase it. We,
2 we've come up with some ideas on how to kind of build the outside and,
3 and leave a little bit of the inside left undone for a future phase by the City
4 once they own it, if, if the City would like to pursue it within the funding
5 that's available so there's a way to phase it. It just means that those
6 property owners have to be disrupted twice when the second phase goes
7 to construction. So those are elements that the two parties really have to
8 get together and, and give us direction. You know there's, but your, your
9 voice, your, your input in, in how this is, based on your input to date this is
10 what we came up with, the protected or the separated bike lane with the
11 wider, the parkway, this is what was kind of hashed out through our study
12 but if you, if you're looking at the other alternative, voice it. You know ...
13

14 Curry: Well you know my thought just as a BPAC member is just, you know I
15 don't want to say, "Yay! This is awesome!" which yay this is awesome,
16 but at the same time I mean don't want to have Amador Proximo come
17 and present to us in six months' time and go, "We've got this new idea,"
18 but then it's like, "Let's rip out what you guys have just done and do it this
19 way." I mean it seems like that happens all too often here already and so
20 ...
21

22 Pearson: There's not any money to rip out anything. This is a one-shot deal.
23

24 Curry: Well but it, then that's, then, then that's the thing is I kind of feel like
25 maybe we need, I'm not, I, I really appreciate that you've you know given
26 us their, their drawings and things like that as well and, and filled us in but
27 you know to some degree I feel like, I mean I think ultimately this is
28 probably you know the direction that I would voice a, a vote for personally
29 but you know kind of also feel like maybe it's good for us to just hear from
30 the Amador Proximo people and meet with them or something and just
31 hear what, what their side is you know as, so that we can give one sort of
32 official, "Yeah we've heard everybody's side," so that they don't come
33 along and say, "Well you didn't really hear from us and you went ahead
34 and approved, you know approved the other one." I don't know.
35

36 Pearson: This project is its own project so you're actually, you're accepting the input
37 from the Amador Proximo process is really what's happening so you're,
38 you're working with this to decide on what the actual project will be.
39

40 Kartchner: Correct.
41

42 Pearson: Right.
43

44 Kartchner: Correct, yeah and ...
45

1 Pearson: So any opinions we have on whether it should be G or Amador Proximo
2 we should be making right now to you, to, for you to listen to.
3
4 Kartchner: Sure.
5
6 Paz: That would be, that would be, that would be very appropriate, yeah.
7
8 Bencomo: Mr. Chair.
9
10 Pearson: Yeah, Andrew.
11
12 Bencomo: Quick, quick, for my, for my clarification, so the Amador Proximo would
13 only affect Hadley to Amador, correct? Or, be, because Picacho could
14 not, I mean from Hadley to Picacho could not handle the through lanes
15 and the side ...
16
17 Kartchner: Yes.
18
19 Bencomo: Access roads ...
20
21 Kartchner: Yes, sir.
22
23 Bencomo: And all that so ...
24
25 Kartchner: Correct.
26
27 Nunez: It's really just going to affect that section of it.
28
29 Kartchner: Yes, sir.
30
31 Bencomo: And the rest of it would still be the recommendation of this so far.
32
33 Kartchner: Similar to this, yes.
34
35 Bencomo: So far.
36
37 Kartchner: As we get closer to Picacho some of these things may, some of these
38 elements may have to go away just based, based on the right-of-way.
39
40 Bencomo: Okay.
41
42 Kartchner: So we would start with the parkway and then if we needed to we would
43 take out the, the buffer between the bike lane and the driving lane but the
44 parkway would be the, the first thing that we would take away.
45
46 Bencomo: Okay.

1
2 Herrera: Mr. Chair.
3
4 Pearson: Jolene.
5
6 Herrera: I might be slightly biased but going along with what Ashleigh said, if we
7 don't want roads piecemealed together I don't think it's really maybe
8 appropriate to do half of Valley Drive one way with the Amador Proximo
9 and then the rest of it a different way so I like typical Section G and that
10 would be my recommendation.
11
12 Pearson: Go ahead. Okay. Jamie do you want to say something?
13
14 Lakey: Well actually I, I like this one that's on the screen right now a lot better
15 than the other one.
16
17 Pearson: Okay.
18
19 Curry: I would say that I like G as well if you want my vote.
20
21 Pearson: Okay.
22
23 Curry: And, and again from seeing what I know about the Amador Proximo this
24 seems like it's a more appropriate fit for the road.
25
26 Pearson: Okay, the main comments that I had have already been addressed. We
27 talked about traffic counts. You only counted vehicles though. You didn't
28 do a pedestrian/bicycle count of any kind?
29
30 Kartchner: No. I don't believe we did.
31
32 Pearson: Okay because that's, I guess that's unfortunate since there are a fair, well
33 anecdotally we see a lot of bicycles on there so it would've been nice to, if
34 there would've been some actual numbers on that but, the speed limit
35 currently on part of the project is 45 miles an hour. I thought I had heard
36 that they were going to reduce that on the entire project. Is that true or
37 not?
38
39 Kartchner: I don't think a decision has been made on that at this point. I would like to
40 reduce the speed limit personally but we've got to make sure that it, it
41 meets all the criteria in order to do that.
42
43 Pearson: Right, because it started as a truck bypass and now it's been, become
44 much more urbanized.
45
46 Kartchner: Correct.

1
2 Pearson: So it's really much more of a city roadway than a highway.
3
4 Kartchner: Yes, sir. It is, and that, that would be a reason to decrease the speed and
5 then just safety along the corridor. The traveling speed along the corridor
6 is somewhere around 38 miles an hour and so people already aren't
7 driving 45 for the most part. I mean there's always somebody that's
8 driving 60 but.
9
10 Pearson: The Hadley intersection you talked about some and that seems like it's a,
11 a real problem intersection and also there's a lack of sidewalks along part,
12 part of that that and I don't know that might be, have you checked with, I
13 don't know how much of that design is part of your responsibility or if the
14 City needs to step in cause especially on the southeast corner where
15 there's that mobile home, or former mobile home, whatever it is now
16 there's a metal fence that goes all the way up to the roadway which looks
17 like it should be, looks like it's encroaching on the City right-of-way where
18 a sidewalk belongs.
19
20 Curry: I, are you talking about on Hadley though as opposed to on Valley?
21
22 Pearson: On Hadley.
23
24 Curry: Are they looking at that, of the side streets as well?
25
26 Kartchner: We, we are not looking at the side streets. We would look at them right
27 around the intersection to make improvements to the intersection itself so
28 if that's within the intersection which I believe it probably ...
29
30 Pearson: It should be.
31
32 Kartchner: Is, we would figure out a way to, to make that work. I know there's lots of
33 encroachments going on along Valley Drive. I mean there's car dealers
34 parked out there, there's businesses ...
35
36 Pearson: Right. You can tell that ...
37
38 Kartchner: That are using it for ...
39
40 Pearson: The car dealers ...
41
42 Kartchner: Parking lots and it's ...
43
44 Pearson: Love that big wide boulevard there.
45
46 Kartchner: Yeah.

1
2 Pearson: The drainage facility cause they park out all, all the time but that's clearly
3 in the right-of-way. But this, yeah the Hadley intersection is clearly a
4 problem. You specified 12-foot driving lanes on your typical cross-
5 sections, maybe 11-foot on the left-hand lane and a little bit wider on the
6 right-hand lane depending on what you end up with for the final. Maybe
7 you're, as you get from Hadley to Picacho that might be a consideration, to
8 try to get more room to the bicyclists.
9
10 Kartchner: Okay. One of the reasons, just so you know we left with kind of the wider
11 lanes is there's, there's the mobile home sales that are along the corridor
12 and so they bring in those really wide homes. It's a lot of farm traffic along
13 Valley Drive still and then there's a pretty high percentage of truck traffic
14 along Valley Drive so by, right now since there is no curb and gutter they
15 can kind of get on the shoulder and drive the tractors especially and so
16 that was kind of the, the thought in our heads when we laid these out, was
17 we need to maintain as much room as possible but as we approach
18 Picacho I, I think that's a good idea.
19
20 Pearson: And on your public participation this was clearly a new approach in this
21 end of the state. Is that a new approach statewide or is, they tried project,
22 things like this in other parts of the state?
23
24 Kartchner: As far as I know it is the first project that the NMDOT has done in this
25 format.
26
27 Pearson: Okay.
28
29 Kartchner: I know we were kind of the guinea pigs so ...
30
31 Pearson: Okay. Cause I was ...
32
33 Kartchner: Trial by fire.
34
35 Pearson: I was going to ask about the participation and Jerry answered that with
36 250 people participating. I assume you did some web counts and things
37 to try to figure out ...
38
39 Kartchner: Yes, sir. We could tell how many people were viewing the, the webcast
40 and then based on the number of calls they, CLC Channel 20 said there's
41 an estimation of the number of viewers.
42
43 Pearson: Okay.
44
45 Kartchner: And then we can also go to Facebook and see how many viewers there
46 are there. Our website also counts the, the traffic that's on the website

1 and the different IP addresses so it's not just me going to make sure that
2 the ...
3
4 Pearson: And ...
5
6 Kartchner: Guy put something on the website.
7
8 Pearson: Having the meetings, the video on the web has helpful, I used that myself,
9 myself as your meeting actually conflicted with an NMDOT, the long-range
10 transportation plan meeting and so I was able to come to your meeting,
11 mostly during the question and answer period and then I found out that I
12 really didn't miss much.
13
14 Kartchner: Yeah.
15
16 Pearson: And it really filled in things.
17
18 Kartchner: Yeah that was our, kind of our goal was to, I mean we do these meetings
19 and we do all this time but if you're not there you miss it and you don't
20 have any chance of hearing that information and so we found that when
21 the City has meetings and they talk about our website that our traffic on
22 our website goes up. We also find that our views of the YouTube videos
23 of the meetings go up as well and then we can see that directly with our,
24 our comments. There's times that we can see a spike in our comments
25 that we get.
26
27 Pearson: Okay. And of course with the bicycle facilities, the conflict points are the
28 intersections so I'm sure your, whichever cross-section you end up with
29 the intersections you'll have to take special care with as to whether there's
30 a right turn lane, bicycle lane going straight through, or whatever so ...
31
32 Kartchner: Correct, yeah.
33
34 Pearson: I, I think it's too early to see those designs yet but I would hope that we
35 can see those at some point.
36
37 Kartchner: Okay. We have them preliminarily laid out. It's basically your standard,
38 the bike lane continues through and then there's the right lane is added to
39 the right side ...
40
41 Pearson: Okay.
42
43 Kartchner: Of the bicycle lane standard to what you ...
44

1 Pearson: Are they, probably, some of the intersections like off of Amador or Avenida
2 de Mesilla I don't know that you have the right-of-way for that treatment
3 going eastbound.
4

5 Kartchner: We did, I think.
6

7 Pearson: Okay good.
8

9 Kartchner: We could ...
10

11 Paz: We, and it, and it will follow the federal highway guidelines for, for the
12 facility.
13

14 Pearson: Right, yeah so it should be obvious to however, if you have to take the
15 lane or if you have a separate bike lane.
16

17 Paz: And, and just that, that federal guideline is a kind of a minimum standards
18 nationwide.
19

20 Pearson: Right.
21

22 Paz: So that any, when you see bike lanes in Colorado they should look very
23 similar to here.
24

25 Pearson: Right. Yeah that's MUTCD and such and FHWA and Federal Highway
26 System did just come out with some protected bike lane guidelines. I
27 guess I, if I had my choice I would love to see protected bike lanes along
28 Valley with appropriate treatment at the intersections so I think I would
29 favor more of the ideas presented by the Amador Proximo. Of the other
30 cross-sections that you showed, G is clearly the, the preferred.
31

32 Kartchner: Okay.
33

34 Curry: I have, I have one last, is this thing, there you go. Sorry. I have just one
35 last comment or suggestion. There's a school crossing at Hadley. There
36 are a lot of kids that come from a neighborhood that's on the west side
37 and they cross over at that intersection and I'd just like to see you know if
38 in those plans, and I know this is a really tiny little detail but if there's the
39 radar feedback "Your Speed Is" flashing thing, we've done that in other
40 areas and found it to be incredibly effective to have that, so if it could be
41 noted that that could go into the plans to have the school zone, and I don't
42 know if that's even within what you're doing but if we could have that radar
43 feedback I know that it's really a big problem with the crossing guards
44 there with those cars going really fast while the kids are coming back and
45 forth to school.
46

1 Kartchner: Okay, yeah.

2
3 Curry: So that would be a really awesome adduction.

4
5 Kartchner: Okay. We can ...

6
7 Pearson: It can be as many as 200 students during some of the events so.

8
9 Curry: Yeah. We have, we have a Safe Routes to School, a meeting location
10 that's behind the SaveMart and they all cross over at that intersection and
11 that's a weekly event and then on the big, the big special event days as
12 George said there can be a, a huge number and bicycles and things like
13 that so just some additional protection for the school would be really
14 awesome.

15
16 Kartchner: Okay.

17
18 Curry: Thank you.

19
20 Pearson: Well thank you for coming and I think we'll go on to our next item so we
21 have time for them.

22
23 Kartchner: Okay. Thank you all.

24
25 Pearson: And please keep us informed.

26
27 **6.2 Presentation on the University Avenue Study Corridor**

28
29 Wray: Thank you Mr. Chair. I would like to now present Denise Weston from
30 Bohannon Huston who's going to discuss the University Boulevard
31 corridor study.

32
33 Denise Weston gave her presentation.

34
35 Wray: Yes.

36
37 Weston: Yes. So and then we'll go back out to the public in the fall. So with that I'll
38 take questions but I'd like to go back and kind of sit on these two
39 alternatives if that's helpful to you and that is why I gave you the handout
40 as well so.

41
42 Curry: Thank you. I've got, jumping with questions. No, I, no I, I just wanted to
43 ask of those six people were any of them cyclists that showed up to the
44 meeting?

1 Weston: I don't know that any of them clearly identified themselves as cyclists. No,
2 I can't say that.
3
4 Curry: Oh, okay.
5
6 Weston: They, they weren't wearing cycling clothing so.
7
8 Curry: Cause to me, to me those B and C options are the least biker friendly of all
9 of them but I'm just wondering, I mean first of all the question is I mean I
10 think this is just getting a general idea and then if this project does get
11 funded down the road we're not really tied into these renditions. Is that
12 true or are we somewhat tied into, you guys made these choices so this is
13 what you get?
14
15 Weston: Well I think at this phase of the project you're never tied in concretely but I
16 certainly think that aligning with the input received at this point of the
17 project in going forward will make everything move more efficiently and
18 effectively. Jolene do you, yeah.
19
20 Curry: Okay.
21
22 Weston: So ...
23
24 Curry: So, so you know my thought would be, I mean even just a little bit of, of
25 wiggling with what you have I mean I'm looking at I mean I, I get what
26 they're saying in the neighborhood of "Let's just get something so that we
27 have nothing," but you know again, not coming back with ...
28
29 Weston: And I might have simplified that too okay.
30
31 Curry: No, no, no, I, I, I'm, and I am too. But to just, you know coming back in ten
32 years' time going, "Gosh wouldn't it nice if we had bike lanes? Let's see
33 how we can you know do this, down the road." Let's do it once and do it
34 well would, you know would be what I would push for. But I mean I'm
35 looking at Section C. Could we, you know we've got seven feet worth of
36 buffer. Can we make it 51.5 feet and even just put four foot for shoulders
37 that could be used as bike lanes for example, so that we, I mean I know
38 that ideally we'd have five-foot bike lanes but can we go a foot, at least
39 something that we don't even have to call it a bike lane but we could call it
40 a shoulder, I mean if we're really limited on space okay.
41
42 Weston: Absolutely. And I ...
43
44 Curry: Something along those lines.
45

1 Weston: And in some places we could give you the five feet. It's just a matter of
2 understanding and signing it well enough that people understand at some
3 locations they may have to do a little bit of this.
4
5 Curry: A little bit of pinching in and out. Absolutely. You know and I would say
6 the same if you're looking at the Cadillac version, Section F. Yeah, 65.5
7 may be really optimistic in many locations. Can we take out the five-foot
8 you know or the seven-foot worth of buffer if you have five-foot bike lanes?
9 Can you take out some of the buffer and make that then something more
10 manageable in the 53 range?
11
12 Weston: As long as we maintain that vertical barrier and if everyone's comfortable
13 and they understand that you're going to have a curb there.
14
15 Curry: Right.
16
17 Weston: Then we can pinch down that buffer. Absolutely.
18
19 Curry: And I'm just trying to think I mean I, I, I understand the value of buffers for
20 sure but at the same time we don't necessarily have the luxury of space
21 that we do on Valley.
22
23 Weston: Right.
24
25 Curry: So you know the other thought and I'm sure you did a, a fabulous job, I'm
26 sorry I wasn't at the meeting, I was out of town but I'd be happy to try to
27 get more people, that's my neighborhood. I'd be more than happy to try to
28 get more than six people to show up to a meeting and so if there's another
29 opportunity to do that and I'm just thinking there's so many people, there's
30 not a possibility to be in that neighborhood at any time of day or night and
31 not find walkers out walking dogs and things. So is it possible even just to
32 get a yard sign type of thing and say "meeting about you know putting
33 pedestrian and bike facilities on University Avenue" I mean is it possible to
34 stick a sign in ...
35
36 Weston: Yes. Absolutely. And we did.
37
38 Curry: In somebody's driveway, you can stick it in mine.
39
40 Weston: We did.
41
42 Curry: You know, and just say "Show up on this date for this meeting." Cause I
43 think you'd have more interest if you know the, the people ...
44
45 Weston: Absolutely.
46

1 Curry: Who are actually out walking and biking see those signs.
2
3 Weston: We can do that. We did post a lot of places. We put up a fair amount of
4 flyers but I do think that also it will help when school's in session.
5
6 Curry: Yeah.
7
8 Weston: And we can actually work through the school system.
9
10 Curry: Yeah.
11
12 Weston: And get some outreach in that ...
13
14 Curry: Yeah.
15
16 Weston: Scenario as well.
17
18 Curry: Yeah. I mean I think it's all, it's all super exciting but again, you know I'm
19 sorry that only six people turned out in the neighborhood so I mean I feel
20 like we can do better than that. So you know "we" meaning people from
21 the neighborhood.
22
23 Weston: It's okay.
24
25 Curry: You know.
26
27 Weston: I gave up balancing my self-esteem on the number of people that come to
28 public meetings a long time ago so I'm good. So, Jerry don't laugh.
29
30 Curry: You know and I, I think so just one more thing and then I will let somebody
31 else have a turn. But I mean my thought is that there are so many
32 pedestrians in that neighborhood that having pedestrian facilities on both
33 sides of the roads would be a priority for, in my thought because I don't, I
34 wouldn't want to only have it on the south side because then we are
35 excluding Zia and the pedestrian access to Zia but at the same time if you
36 only have it on the north side you're creating a situation where people will
37 have to be crossing and I think you'll have a lot of people walking their
38 dogs and crossing over to the north side from Mesilla Park and creating
39 more of a hazard on the road with pedestrians trying to access the
40 multiuse path.
41
42 Weston: Yes, we have talked about that and that is exactly one of the concerns
43 with that and if we did just have pedestrians on one side we would have to
44 have some very strategically located crossings where we funneled people
45 to go across the roadway so.
46

1 Curry: Yeah. Okay. Thank you very much.
2
3 Weston: Thank you.
4
5 Pearson: Go ahead.
6
7 Nunez: You just addressed something about the both sides but here I, I've worked
8 with a bunch of bosses for years giving them all of you guys' ideas and
9 everything else but when I give them this many options they get confused
10 so, and this is just a suggestion or actually maybe it confused me. The,
11 the point I guess I, to get to the point is my real question is, can you look
12 at the roadway, do you know if there's an existing storm through there or is
13 it all surface drain? Do you guys know?
14
15 Weston: It's all surface.
16
17 Nunez: Okay, surface. So when I looked at the section my first gut was that I did
18 like Section D but I thought to myself that you could drain off to the one
19 side without the vertical difference. In other words surface drain, no curb
20 on the one side to the left of this drawing.
21
22 Weston: Are you, did you say D or B?
23
24 Nunez: D as in dog.
25
26 Weston: D, okay. Thank you.
27
28 Nunez: But that was my first preference but now in looking back here to circle in
29 again is that it would be nice to know if you're actually going to have some
30 additional right-of-way, if you are going to have it from the EBID so that
31 kind of narrows your options too, right.
32
33 Weston: It does. Absolutely.
34
35 Nunez: So if you can answer that quickly or it ...
36
37 Weston: We can't answer that quickly because like ...
38
39 Nunez: Cause of the EBID.
40
41 Weston: We're way at the beginning ...
42
43 Nunez: Oh, okay. Got you.
44
45 Weston: Of this project but I think that what we can do to allow for that opportunity,
46 as we finish this report we can have two, I mean easily two or three

1 options still on the table and one of them can be "If we get EBID right-of-
2 way this is the, the option that, that we would recommend. If we don't get
3 EBID right-of-way this is the option we will carry forward." And that gives
4 everybody in the room and all the agencies at the table the opportunity to
5 take it to the next phase without missing that.
6
7 Nunez: You jumped to where I was headed so ...
8
9 Weston: Okay. Sorry.
10
11 Nunez: And, and that's good because, still my point is, is that well if you're going
12 to have the narrow width, if, if you're not then you are back to these
13 designs and then, then B becomes more of an option with where I see you
14 have ...
15
16 Weston: Right.
17
18 Nunez: The 40-foot right-of-way and again I do like if, if you are going to have the
19 40-foot and then the one side maybe you can have sort of one drain and if
20 you can raise the people, the pedestrians and the bicycles it would be
21 safer so that's why I like Option B if that's the case, even though it doesn't
22 address your wanting people on, on both sides or ability to have a, a path
23 on both sides that's raised. So any rate, yeah you, with the design phase
24 and where you're this is, I, I see what you're dealing with.
25
26 Weston: And it's really important that when we have to make severe cuts and have
27 very limited facilities that we know what your priorities are. It's a lot easier
28 for us if we get the EBID right-of-way and we can offer you more options,
29 you know so.
30
31 Nunez: All right. Thanks.
32
33 Bencomo: Mr. Chair. So on going back to the, I mean you don't have to flip back
34 there but to the graph, the, the map where you showed the right-of-way
35 widths and all that. Those are best case scenarios if you get everything
36 you want or is that like without EBID ...
37
38 Weston: That's without EBID. That's existing right-of-way.
39
40 Bencomo: Okay. So let's say best case scenario, you've got everything you need
41 from EBID and everybody else is cooperative and we all sing Kum Ba Ya,
42 what is the narrowest point on that roadway going to be?
43
44 Weston: I'm not sure I can answer that. Tandy can you answer that?
45
46 Freel: SPEAKING BUT NOT AT THE MICROPHONE.

1
2 Weston: Because even in some locations it's still 40 feet, right? Yeah.
3
4 Bencomo: Best case scenario, everybody cooperates.
5
6 Weston: Because, yeah.
7
8 Bencomo: Forty-feet.
9
10 Weston: Cause on that western edge there by Mesilla it's 40 feet cause it's all
11 privately owned, yeah.
12
13 Bencomo: No, not what, when I said ...
14
15 Weston: But I mean that doesn't mean you can't ...
16
17 Bencomo: When I said best case scenario I mean everybody cooperates and gives
18 up what they need to give up so we're still going to be, at some point our
19 maximum will be 40 feet.
20
21 Weston: Unless they ...
22
23 Bencomo: In some areas.
24
25 Weston: Buy private property. That's an option too. I mean they can actually buy
26 private property but that's not what you're talking about. You're talking
27 about EBID, using the EBID so.
28
29 Bencomo: I'm talking about EBID, anybody else that's affected there else, Las
30 Cruces Public Schools has a school there. I, I'm just curious cause we're
31 looking at a section here like says 50.5 feet but if 40's going to be the max
32 then we're going to have to make those adjustments in there.
33
34 Weston: Except we have discussed with the project team and with the agencies
35 involved on this particular corridor that we're probably going to have
36 multiple typical sections so that we can take advantage of that wider width
37 in certain locations.
38
39 Bencomo: Okay.
40
41 Weston: So we're not proposing and, and we can do it but we're not actually
42 proposing one own, you know just one specific typical section.
43
44 Bencomo: So it would adjust with the size, okay.
45
46 Weston: Exactly.

1
2 Bencomo: Okay. And then so I, I think it's important, I think it's really important in
3 some way to have some kind of multiuse path on here and part of the
4 reason I say that is because that is the, that is a connecting loop for the
5 loop around the city. When we ride it or run it we do Triviz, University, and
6 then you're kind of making your way along Valley and Main and crossing
7 and then hoping nobody gets too close to you in a car and then when you
8 get to Mesilla you kind of do Calle Norte which also needs work, hopefully
9 we'll get that in the future, down to La Llorona and so that is a good
10 connecting piece.
11
12 Weston: Okay.
13
14 Bencomo: And so I, I love, I like the multiuse path look whether it has a sidewalk next
15 to it or not. I, I, I like the way that works. And then I'll, also I think
16 whatever option is chosen if there could be that vertical raised ...
17
18 Weston: Okay.
19
20 Bencomo: Protection because once again I go back to what I said earlier, people
21 looking at their phones, looking at things in their car, drifting off the road.
22 It's just not, it's not good. There needs to be some raised protection for
23 bicyclists or pedestrians but of course I do understand the more
24 competitive bicyclists who are going to probably want to be on the
25 roadway to do those type of things so. And then just a comment; your
26 idea of the ditch and using those for multiuse paths, I think that's where we
27 need to go in the future but that's just my comments for generally speaking
28 the entire city pedestrian and bicycle, I mean their ditches are everywhere
29 in the City and outside the city in the county and are perfect I think
30 connections for all this so, but that's beyond what you're doing so thank
31 you.
32
33 Weston: Well, no it's important actually. That's really helpful input so we can keep
34 pushing that forward as well.
35
36 Bencomo: Thank you.
37
38 Herrera: Mr. Chair. I would say that definitely the multiuse trail aspect of it is going
39 to be important cause, Denise I think you said that you know even if we
40 don't pick a typical section out of here, if we identify the elements that are
41 important ...
42
43 Weston: Right. Exactly.
44
45 Herrera: Well I think multiuse trail is probably good because if you think about
46 some of the users of that area, a lot of them are children and so if there's a

1 child on a bike you probably want at least some separation from the
2 roadway so that they can feel safer, so parents will feel safer. I think that
3 that's a really important element however we can fit that in.
4
5 Weston: Thank you.
6
7 Pearson: Okay. Any other Committee members?
8
9 Casillas: Well my comments was just that EBID's a really important, they're going to
10 be an important player on this one so hopefully they're, they're on board
11 with this project and we can get that extra right-of-way. Just a comment.
12
13 Pearson: Okay. So if EBID right-of-way means burying the ditch, right?
14
15 Weston: It does, yes.
16
17 Pearson: Okay. So they're ...
18
19 Weston: And they were okay with that. It's just we're going to end up being a cost
20 issue.
21
22 Pearson: Okay.
23
24 Weston: And there are some elevation concerns obviously but things that we can
25 work around.
26
27 Pearson: Okay. Yeah, the, the B and C selections, I guess I'll just flat-out say I hate
28 them.
29
30 Weston: Okay.
31
32 Pearson: I think it's really a need that we have in-road bicycle facilities even if it's a
33 four-foot shoulder.
34
35 Weston: Okay.
36
37 Pearson: Right now there's a six-inch shoulder there and I have to use that
38 roadway. I use that in order to come to this facility. I actually used it
39 coming here today. Every week when I go help with Safe Routes to
40 School in Mesilla I use that roadway to get to my place of work so while I,
41 so Section D is the one that I would mostly look at and where possible
42 Section F because I also agree with multiuse. It is in that corridor that's
43 been identified for the loop trail. I do, I would love you to have in the plan
44 that we need to move that loop trail to an outer location.
45
46 Weston: Oh.

1
2 Pearson: The ...
3
4 Curry: What is that? What's the loop trail?
5
6 Pearson: La Llorona ...
7
8 Curry: Oh yeah, yeah.
9
10 Pearson: All Triviz and it's currently identified come all the way down University.
11 NMDOT's looking at it some point putting Triviz underneath University and
12 that's in the next five years?
13
14 Herrera: That's in the next five years, yes.
15
16 Pearson: So there's an opportunity to extend the Triviz trail through the university
17 and come out someplace on the other side of the university.
18
19 Weston: So further south.
20
21 Pearson: And then come south someplace there.
22
23 Weston: Okay.
24
25 Pearson: And that would allow us to have a true multiuse trail in that location
26 because it's not, University Avenue itself in the city limits, probably not
27 going to be able to fit a multiuse trail on there.
28
29 Weston: Right, okay.
30
31 Pearson: It'd be, I think we'll be lucky if we get four-foot bicycle lanes and reduce
32 the speed limit to 25 miles an hour sometime in the next 20 years.
33
34 Curry: But the, the, the thought is I mean just sort of imagining things it's possible
35 that we could come down somewhere through University/Union and then
36 even along Main Street there's quite a lot of right of, there's quite a lot of
37 right-of-way I would think south of University on Main Street that could
38 then connect the multiuse trail along this corridor that we're talking about.
39
40 Pearson: I think that's something this Committee needs to look at as part of the trail
41 priority plan and identify a corridor that can be used cause I think there is
42 an EBID drainage facility that can be easily used. You had a map that
43 identified something.
44
45 Weston: Right.
46

1 Pearson: So I'd love that that be incorporated into the plan as a possibility.
2
3 Weston: Okay.
4
5 Pearson: And that we have in-road bicycle facilities and use the multiuse where we
6 have the capability so on Section D you show as a sidewalk, maybe have
7 an eight-foot sidewalk there instead of the buffer and, and expand that
8 where possible.
9
10 Curry: Then you're basically looking at Section E.
11
12 Pearson: No.
13
14 Curry: No.
15
16 Pearson: Cause there's only one way ...
17
18 Weston: Section ...
19
20 Pearson: Section E only has one way bicycle facility.
21
22 Weston: Right.
23
24 Pearson: Needs to have two-way bicycle facility.
25
26 Weston: And Section D.
27
28 Pearson: And section D and F.
29
30 Weston: Could, yeah.
31
32 Pearson: So that's my thoughts.
33
34 Weston: Okay. Great.
35
36 Pearson: Oh and on the public input, I had kind of heard about the meeting. I think
37 it was Councilor Pedroza mentioned it at City Council but I couldn't find
38 any details about it so I didn't attend. I looked at the City website, couldn't
39 find anything so, and I didn't get a press release so I don't know how that,
40 I don't know how your press releases worked so ...
41
42 Weston: Okay.
43
44 Pearson: Something, some, some improvement there is needed. Otherwise I
45 would've been number seven.
46

1 Weston: In your bicycle clothes.
2
3 Pearson: I am in my bicycle clothes.
4
5 Wray: Mr. Chair. We did have it on the MPO portion of the website.
6
7 Pearson: Okay, well I missed that.
8
9 Weston: It was on the Town of Mesilla's website as well.
10
11 Pearson: Yeah and I think I, I tried to do a search.
12
13 Weston: But you know it, it happens.
14
15 Pearson: Yeah.
16
17 Weston: It totally happens, we'll just ...
18
19 Pearson: I think I tried to do a search on the City website and didn't pick the right
20 keyword.
21
22 Weston: Right, so.
23
24 Herrera: Mr. Chair. I believe our PIO, our District One PIO also sent it out.
25
26 Weston: She did.
27
28 Herrera: Too.
29
30 Pearson: Yeah, I think there is the issue that the MPO doesn't, is no longer able to
31 forward NMDOT ...
32
33 Wray: That's correct.
34
35 Pearson: So that's probably why I missed it. Any other comments?
36
37 Weston: Any other questions?
38
39 Pearson: No. Thank you.
40
41 Weston: Thank you.
42
43 Pearson: I think that was very informative and looking forward to that.
44
45
46

7. COMMITTEE AND STAFF COMMENTS

7.1 MPO Staff update: SRTP update, Missouri Study Corridor update

Pearson: So now we have ten minutes.

Wray: Mr. Chair. Just for logistical purposes I'm going to do the staff update slightly out of order. Bohannon Huston is the, regarding the Missouri study corridor project Bohannon Huston is also the consultant on that. We have identified August 6th as a staff working group or project group kickoff meeting. We'll be having our first public meeting regarding the Missouri project sometime in the not too distant future beyond that date. We don't have any specifics at this time.

Pearson: Okay. Just remind me, is that extending Missouri up to Sonoma Ranch?

Wray: We're looking at all available options, all the way from give up all ambition of extending it to all the way out to Sonoma Ranch.

Pearson: But that's the, that's the area of the study.

Wray: Yes. That's the area of the study but all, I, I'm, I'm emphasizing to everyone all options are on the table. We're not committed to any one particular outcome. With that I'm going to turn it over to Mr. Michael McAdams to give a brief update about the short-range transit plan update.

Michael McAdams began his presentation.

Pearson: So just to clarify this is transit, RoadRUNNER transit.

McAdams: This is the, this is the, yes. This is the RoadRUNNER. This is the short range, it's not dealing with the RTD, only the RoadRUNNER.

Michael McAdams gave his presentation.

Pearson: Looks like we're happy.

McAdams: Okay. Thank you.

Wray: And one final MPO staff note and this is a very happy one but the Policy Committee approved the MTP at their most recent meeting and we have the copies bound and ready to be handed out so come see me when the meeting is done and you'll get your copy. We have one for, for everyone. At this time I guess we're ready to turn it over to the local project updates.

7.2 Local Projects update

Pearson: Okay. We'll start at the end. County.

Casillas: I have Robert Armijo here from Engineering. If you guys have any questions about the Baylor Canyon Road and Dripping Springs Road or want to (*inaudible*) Board of County Commissioners this is the man to talk to right now. What happened there was a, so Baylor Canyon didn't get accepted. Dripping Springs did.

Armijo: Mr. Chair can I clarify that?

Pearson: Yes.

Armijo: Excuse me. Good evening Mr. Chair, Committee Members. Robert Armijo, County Engineer for Dona Ana County. Quick update on the Baylor Canyon/Dripping Springs project. As you may be aware the Board of County Commissioners accepted Alternative B from the environmental assessment that was conducted by BLM and FHWA and the, the Alternate B project includes paving of Dripping Springs Road but not paving Baylor Canyon Road. Baylor Canyon Road will still be brought up to basically base coarse so the full design will happen but it's not going to be paved so wanted to ...

Pearson: For the extent that the project was designed to wherever that private section is, whatever the length was originally proposed that would've been graded there.

Armijo: Correct. Yeah the, the original, well Alternative A would have included paving of Baylor Canyon/Dripping Springs Road beginning at the end of pavement on Dripping Springs Road to the beginning of pavement on Baylor Canyon Road if that makes sense, so the whole corridor would've been paved but they chose Alternative B which includes not paving Baylor Canyon Road.

And another, just a quick update on flat projects, we are also going to be submitting an application to FHWA for the Soledad Canyon Road project and that would include bike lanes and the whole corridor project through there so, of course no guarantees that we will get the project but we're, we're ...

Pearson: Right. That's kind of where I was going to ask ...

Armijo: We're hoping.

1 Pearson: If with the alternatives for Baylor Canyon/Dripping Springs that's going to
2 be less money so maybe more money available or is that the way since
3 the federal lands highway works, that's just too bad.
4
5 Armijo: Yeah. According to Tom Pudo from FHWA it doesn't work that way. It
6 goes back and then you know they can reuse it, put it back into a pool you
7 know but you never know with Congress.
8
9 Pearson: Well we can apply because of that facility at the top of Soledad Canyon is
10 a federal facility. Is that true?
11
12 Armijo: That is correct Mr. Chair.
13
14 Pearson: Okay. So that's the County's intent to try to get some of those monies?
15
16 Armijo: Correct.
17
18 Pearson: Okay. Good.
19
20 Armijo: Okay.
21
22 Herrera: Mr. Chair.
23
24 Pearson: Yes.
25
26 Herrera: I had a question. Didn't the County receive some funding through capital
27 outlay for Soledad Canyon as well?
28
29 Armijo: Right. We used that funding for the corridor study ...
30
31 Herrera: Okay.
32
33 Armijo: For the roadway. Bohannon Huston is the one that conducted that and
34 they, we had several meetings about that and so the, I believe I also
35 talked to you, you fine folks here about that project so we're going to be
36 moving forward with those recommendations on that flat project.
37
38 Herrera: Okay. And I thought I saw that you got some funding this year, maybe I'm
39 mistaken for Soledad Canyon as well through capital outlay.
40
41 Armijo: I, there may have been some additional funding. I'd have to double-check
42 but it's nowhere near enough to complete the whole project. I think it was
43 just a couple of hundred thousand dollars if that.
44
45 Herrera: Yeah. That's ...
46

1 Armijo: I'd have to ...
2
3 Herrera: Why I was curious about ...
4
5 Armijo: Right.
6
7 Herrera: What, what it's for.
8
9 Armijo: Right. I, I'd have to verify that and we could possibly use that as a match
10 or, so I'll have to take a look at that and verify the numbers.
11
12 Herrera: Okay. Thank you.
13
14 Armijo: Anything else?
15
16 Pearson: Thank you.
17
18 Armijo: Thank you all very much.
19
20 Pearson: That was very informative.
21
22 Herrera: Actually Mr. Chair. Can we ask the County for an update on the Dona
23 Ana School/Camino Real intersection?
24
25 Armijo: Gosh, I can't give you an update right now at this time Mr. Chair, ma'am. I
26 know we're stuck with, with right-of-way issues and there was another
27 issue that came up but I can ask Mr. Molina, Rene Molina's the project
28 manager for that to ...
29
30 Herrera: Okay.
31
32 Armijo: Attend your next meeting and give you an update on that but ...
33
34 Herrera: Okay.
35
36 Armijo: But we are moving forward with it, it's going slowly because of the issues
37 that we've run into.
38
39 Herrera: Okay.
40
41 Armijo: Okay?
42
43 Herrera: No that's fine. If I know that Rene's the project manager I can just ...
44
45 Armijo: Okay.
46

1 Herrera: Contact him. Thank you.
2
3 Armijo: Sure.
4
5 Curry: Actually while we're on that topic do you mind if I just ask, in that project,
6 the Dona Ana School Road project are there any proposals for pedestrian
7 or bike facilities at that, in that area? I know that it's a big concern for
8 Dona Ana Elementary School.
9
10 Armijo: No ma'am. There, there are no, other than the, the, the roadway itself
11 there are no additional facilities for pedestrian/bicyclists.
12
13 Curry: Okay. Thank you.
14
15 Armijo: Okay. Thank you.
16
17 Pearson: Anything else?
18
19 Armijo: Thank you very much.
20
21 Pearson: Thank you.
22
23 Curry: Oh, is it raining?
24
25 Wray: I do believe it is.
26
27 Pearson: So now we have to wait here till 8:00 before we can leave.
28
29 Wray: I, I'll leave.
30
31 Pearson: Well some of us were brave on our bicycles.
32
33 Wray: Thunder too.
34
35 Pearson: City do you have, or do you have some more from the County or no?
36
37 Nunez: Yes, I've got a long list here, let's see if we can get through this, various
38 phases, we have some things in design and construction. Let me start out
39 with what you had asked for in an e-mail Mr. Chair. You had asked about
40 the, the La Llorona project and the Las Cruces Dam path.
41
42 Pearson: Yes.
43
44 Nunez: So, those are going well. The La Llorona is, the pre-construction meeting
45 was, is tomorrow and it's, should start around August 3rd.
46

1 Pearson: Okay. Very good.

2

3 Nunez: And then the, that is, let's see that, extends the pervious concrete right to

4 the, I think it's the Las Cruces outfall channel.

5

6 Pearson: Yes.

7

8 Nunez: And then the other one is the Las Cruces Dam. The design is complete

9 and it should start in the winter of 2015, somewhere around 3.2 miles.

10 When I asked the project manager if that was a 5k, he said no. It's various

11 paths branched out, I guess. I haven't seen the designs. And then let's

12 see ...

13

14 Pearson: So that's on the east side of the dam, is that right?

15

16 Nunez: Yes. We have a pavement replacement on Roadrunner Parkway from

17 Santa Domingo to Tiffany. We've done some of that and that's by

18 Veterans' Park up there, the, we're doing, we did some sidewalk ADA

19 improvements. And then we are waiting for material on the midblock

20 crossing there at the Veterans' Park, it should be done in a couple months.

21

22 Pearson: But you're not moving any curb and, curb and gutter on Roadrunner. It's

23 still the same roadway width. Is that true?

24

25 Nunez: I believe what I heard the project manager tell me was is that we did

26 improve some of the sidewalk while we did the roadway there.

27

28 Pearson: Cause, yeah the concern, Roadrunner's high speed and tougher bicyclists

29 so ...

30

31 Nunez: Right.

32

33 Pearson: If they're, if we can increase, if there's any chance to change that I think

34 long-term there was talk about narrowing the medians and offering the

35 bicycle lane but I think that's a major construction project rather than, I

36 think what you're doing now is just a, or a resurfacing or a preservation

37 project.

38

39 Nunez: That's right. That's right. I will wrote, write that down and ask him. Then

40 the other is, let's see here Elks Drive where we have that in design and I

41 mentioned this last time, we will have a four-foot, no six-foot-wide bike

42 lines there so now we're extending that down to Reina and Hatfield kind of

43 by the, Engler. So we'll have two lanes in each direction, north and south

44 plus the bike lanes. Then I have Cutler Overlay, El Paseo by Las Cruces

45 High School. I heard that we have these new HAWK Midblock signaling

46 which I'm not familiar with. Those things are going to be interesting. They

1 got yellow flashers and they're going to be red flashing so those are going
2 up here within the month I believe is ...
3
4 Curry: They're up.
5
6 Nunez: They, are they up, but are they actually working?
7
8 Curry: I don't know that, I don't know that they're working but their actual, the
9 poles and the lights are in. I don't know if they're connected.
10
11 Nunez: And we'll probably have more of those in the community here so just see
12 how those operate, maybe potentially on University is what I'm thinking in
13 the near future. Okay and then Locust from Missouri to Rentfrow, I
14 mentioned that one also. We have the resurfacing there and that already
15 has, we'll keep what's there, the bike lanes, shared, is, have we, yeah I
16 believe you said it was a shared lane or do you, it's pretty wide through
17 there.
18
19 Pearson: No Locust is a bike lane ...
20
21 Nunez: Bike lane.
22
23 Pearson: To Missouri. From University to Missouri.
24
25 Nunez: Right.
26
27 Pearson: There's a bike lane there.
28
29 Nunez: Okay. Then, let's see my other sheet here. Out for bid is Sixth Street,
30 that's going from Parker north and that's a, we're doing ADA ramps and
31 pedestrian improvements there. In design is West Hadley, Alameda to
32 Water. This will be a full recon, ramps, roadway. We are in construction
33 on Amador ADA, McSwain to Archuleta, improvement both sides, broken
34 concrete, sidewalks and drive pads and curb returns. And then we're
35 almost done with Sonoma Ranch by new, a new safety complex Camino
36 Coyote. We've put, we're putting in the other half, the four lanes. So
37 that's my list. Thanks.
38
39 Pearson: Thank you.
40
41 **7.3 NMDOT Projects update**
42
43 Pearson: So now I think we're at NMDOT.
44
45 Herrera: Mr. Chair. North Main as you all know and everybody already kind of
46 talked about is behind schedule. We had the end date scheduled for July

1 15th. That obviously did not happen so the new deadline that we're
2 looking at is the end of September to have everything done. There've
3 been a lot of issues on that project so just bear with us.

4 Missouri is looking good. It's looking very good. They're moving
5 really quickly on it. The contractor has told us that they intend to be done
6 by the end of this calendar year which is way sooner than their contract
7 runs out so they're moving right along on that one.

8 Additionally we have the Union and Ramp E bridges, that's going
9 on right now too and I believe, I'm going to have to double-check this so if
10 I'm wrong I'll send you an e-mail but I believe I heard that the end date on
11 that one will also be December in preparation for a pavement preservation
12 project that we'll be doing on I-10 from the Jackrabbit interchange to the I-
13 10/I-25 interchange so that'll take care of some of the pavement now that
14 all the bridges on that section are done.

15 And then a smaller project that we have is NM478. They're doing
16 a, a maintenance project there but because it is a, a heavily used bike
17 facility they did use the smaller chips to make the road smoother and then
18 they are doing the shoulders as well and I went and drove it on Friday on
19 my way back from El Paso and it looks really good.

20
21 Curry: Where, what section is that?

22
23 Herrera: It's actually from milepost 0 to 21 so it's, it's the whole road.

24
25 Curry: Great.

26
27 Herrera: And that's all I have that's under construction now. Are there any
28 questions?

29
30 Pearson: I had a question about the long-range transportation plan if you know
31 what's happening there. I saw some, there was public comment or
32 something and I think it was brought up to the State Transportation
33 Commission but they're not actually adopting it or, what can you tell, do
34 you know anything about that?

35
36 Herrera: I haven't heard a formal brief on it yet but what I do know is that all of the
37 public comments received were presented to the Commission. They
38 didn't, you know we didn't go one by one over everything but in the
39 package they received every single public comment that, that we received
40 on it. I know that they wanted to look at some of those comments and
41 think about possibly tweaking parts of the plan so it has not been adopted
42 yet but it, it looks like it will be adopted by the Transportation Commission
43 in August.

44
45 Pearson: Okay so it still will be adopted by the Transportation Commission, it's ...
46

1 Herrera: Yes.
2
3 Pearson: Okay that was, that was the part that wasn't clear to me.
4
5 Herrera: Oh. Yes. Definitely.
6
7 Pearson: Okay. So I guess we're on to final comments for Committee Members.
8 Any Committee Member have a comment in general? Let's see that was
9 my one question. The other question I have I guess is for staff is member
10 attendance. We have one Committee Member that we haven't seen for
11 quite some time. I sent her an e-mail. I didn't hear back from her today
12 but that was just today, but I have had, I've been asked if there's an
13 opening so maybe if staff can ask her if she intends to continue if ...
14
15 Wray: I ...
16
17 Pearson: If you can get a resignation that might work better than anything else or if
18 at our next meeting maybe we should look at maybe ...
19
20 Wray: Staff will proceed. We'll send an e-mail and if, depending on the response
21 there may be an item on next month's agenda but we'll be in consultation
22 with you Mr. Chair about that.
23
24 Pearson: Okay, good. If there is a resignation I think we could probably move pretty
25 quickly through the Policy Committee to get a, a replacement.
26
27 Wray: We, we would have to do that.
28
29 Pearson: But not in time ...
30
31 Wray: Depending on the ...
32
33 Pearson: For our next meeting.
34
35 Wray: Depending on the nature of, of the particular position and I, I don't recall
36 off the top of my head but it is a citizen position of some sort so we would
37 need to do at least a, an open call for applications of some duration ...
38
39 Pearson: Yeah. Right.
40
41 Wray: Before but ...
42
43 Pearson: Yeah. Okay. So our next meeting is August 18th and then the following
44 meeting is October 20th. That one's marked as a TIP one so I guess you
45 will decide at some point.
46

1 Wray: We, we normally do hold the October meeting regardless of if ...
2
3 Pearson: Okay.
4
5 Wray: There are any amendments because ...
6
7 Pearson: Okay. Cause that is, it's the last one.
8
9 Wray: It is the last one of the year. There is an issue this year and I will mention
10 it now. The, the November Policy Committee meeting is not being held
11 this year because it coincides with Veterans' Day so we will not be
12 processing TIP amendments that particular cycle, and we had the consent
13 of DOT when we did that but staff believes it's still important to have that
14 meeting because it is the last one until January so we fully anticipate
15 being here.
16
17 Pearson: Okay. And for our next meeting I had asked Marc South who is the City
18 person that does bicycle things to talk about bicycle friendly community
19 application or the award for bronze. We received a report from the
20 League of American Cyclists so hopefully that can be part of our packet,
21 part of the presentation. And there was also a presentation, a community
22 survey and I'd be particularly interested in the part that relates to bicycle
23 trails and seemed like there was a lot of interest or support from the public
24 for having those types of things so that might fit in. We might need, it
25 might be appropriate for us to decide to reorder the priorities and maybe
26 even try to suggest TAP projects for the different entities since the, the
27 City didn't apply for any of the TAP projects this last cycle.
28
29 Wray: I have spoken to Mr. South and he intends to be here so he will be on the
30 agenda. We, he would be the most appropriate person actually to be
31 speaking about the community survey as well so we may have two items
32 with him or just one big City of Las Cruces update. I guess we'll leave that
33 to your ...
34
35 Pearson: Okay.
36
37 Wray: Discretion in our later conversations setting up the agenda.
38
39 Pearson: Okay.
40
41 Bencomo: Mr. Chair.
42
43 Pearson: Yes.
44
45 Bencomo: I, I'm sorry, I was slow when you asked a while ago about questions from
46 Committee Members. So I, I do have a question. We, I had brought it up

1 earlier and said maybe we need to have a work session. How, how do we
2 go about doing that? Is there a process for that? Can we do that? And I
3 think we need to do that.
4

5 Wray: Mr. Chair, Mr. Bencomo. We, there's, there's no particularly formal
6 process per se other than the Committee expressing a desire to have one.
7 I will say that it would be entirely possible to combine a meeting, an on the
8 record meeting that has business, close that meeting, conclude it, and
9 then have the work session immediately afterward. I don't know given the,
10 the, the lateness of the, the meetings of necessity whether that would
11 necessarily be a good idea but the problem that we have run into
12 historically with having work sessions at a different time of day is many of
13 you individuals have jobs and cannot attend so.
14

15 Pearson: Right. Yeah, I think the topics that you want to talk about will lead directly
16 into or from the bicycle friendly community discussion so I think, I don't
17 know that we necessarily need a work session then but after we have that
18 discussion I think we can decide where we should go. So I, I don't want to
19 call a work session now but I want, we can think about that for the next
20 meeting as part of that bicycle friendly community discussion because we
21 would like to encourage the City to move forward. Okay. Anybody else?
22

23 **8. PUBLIC COMMENT - None**
24

25 **9. ADJOURNMENT (7:12 p.m.)**
26

27 Pearson: I'll listen to a motion to adjourn then.
28

29 Curry: I'll make a motion to adjourn.
30

31 Herrera: I second.
32

33 Pearson: We have a motion and a second. We're adjourned.
34
35
36
37
38
39

40 Chairperson
41
42



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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE DISCUSSION FORM FOR THE MEETING OF August 18, 2015

AGENDA ITEM:

5.1 City of Las Cruces Bicycle Friendly Community Certification

DISCUSSION:

City of Las Cruces Staff will present to the BPAC regarding the recent recertification of the City of Las Cruces as a Bronze Level Bicycle Friendly Community.



LAS CRUCES, NM

TOTAL POPULATION

97,681

POPULATION DENSITY

1,276

TOTAL AREA (sq. miles)

77

OF LOCAL BICYCLE FRIENDLY BUSINESSES

1

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

1

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Las Cruces
Arterial Streets with Bike Lanes	45%	40
Total Bicycle Network Mileage to Total Road Network Mileage	30%	19
Public Education Outreach	GOOD	EXCELLENT
% of Schools Offering Bicycling Education	43%	23
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	YES	YES
Bicycle-Friendly Laws & Ordinances	SOME	VERY GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	PER 70K	97,681

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	3 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	5 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	2 / 10

KEY OUTCOMES

	Average Silver	Las Cruces
RIDERSHIP <i>Percentage of daily bicyclists</i>	3.5%	0.85
SAFETY MEASURES CRASHES <i>Crashes per 10k daily bicyclists</i>	180	325
SAFETY MEASURES FATALITIES <i>Fatalities per 10k daily bicyclists</i>	1.4	4.8



KEY STEPS TO SILVER



- » Appoint a staff member Bicycle & Pedestrian Coordinator or create a new part-time position.
- » Strengthen your Complete Streets policy to ensure that all new roads are designed with the need of bicyclists in mind.
- » Continue to increase the amount of high quality bicycle parking throughout the community, especially at large retailers. Ensure that the standards for bike parking conform to APBP guidelines.
- » Continue to expand the bike network, especially along arterials, with a focus on improving connectivity.
- » Ensure that all existing and future bicycle facilities conform to current best practices and guidelines. Upgrade bike facilities

where necessary, widen shoulders on country roads where needed.

- » Adequately maintain your on and off street bicycle infrastructure to ensure usability and safety. Increase the frequency of sweepings and address potholes and other hazards faster.
- » Make intersections and path crossings safer and more comfortable for cyclists. Include elements such as color, signage, medians, signal detection, and pavement markings.
- » Aggressively expand your public education campaign promoting the share the road message.
- » Design and publish a local bike map in paper and online.

LAS CRUCES, NM

Spring 2015

Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Las Cruces a safe, comfortable and convenient place to bicycle.

Below, reviewers provided recommendations to help you further promote bicycling in Las Cruces. **Key recommendations are highlighted in bold.**

We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

The cost of bicycle facilities and possible funding options are discussed on the last page of this report.

RECOMMENDATIONS

Engineering

Strengthen your Complete Streets policy to ensure that all new roads (e.g. North Rise) are designed with the need of bicyclists in mind.

Require a mix of uses throughout the community or adopt a form or design-based

code to allow for flexible land uses that provide a convenient and more comfortable built environment for pedestrians and cyclists.

Pass an ordinance that would require larger employers to provide shower and locker facilities.

Ensure that the standards for bike parking conform to APBP guidelines.

Continue to increase the amount of high quality bicycle parking throughout the community. Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations.

Continue to expand and connect the bike network, especially along arterials such as Roadrunner Parkway, through the use of different types of bicycle facilities. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas).

Note that shared lane markings should only be used on low speed roads. For example, Main Street from Avenida de Mesilla to Boutz needs bike lanes or wide shoulders. And the connector from the north end of the Triviz Multi-Use Path after it crosses under i-25 and intersects with North Telshor needs to be improved for cyclists to ensure that the bike lanes on Bataan Memorial can be reached safely. On-street improvements coupled with the expansion of the off-street system will encourage more people to cycle and will improve safety. Ensure smooth transitions for bicyclists between the local and regional trail network, and the street

network. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.

Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines. See Bicycle Boulevards in action.

Ensure that all new and existing bicycle facilities conform to current best practices and guidelines – such as the NACTO Urban Bikeway Design Guide (preferred), 2012 AASHTO Guide for the Development of Bicycle Facilities and your DOT's own guidelines. Upgrade substandard facilities, such as incorrectly placed sharrows and narrow shoulders along some of the country roads, to improve safety and usability.

Increase road safety for all users by reducing traffic speeds. Lower the speed limit especially downtown, around schools, and in neighborhoods. Use traffic calming measures and low speed design principles to achieve higher compliance rates. For example, use bike lanes to slow speeds on unnecessarily wide roads such as Sonora Springs. Speed has been identified as a key risk factor in road traffic injuries, influencing both the risk of a road traffic crash as well as the severity of the injuries that result from crashes. For instance, pedestrians and cyclists have a 90% chance of survival if hit by a car travelling at a speed of 20 mph or below, but less than a

50% chance of surviving an impact of 30 mph or above. Studies also generally report a positive association between traffic safety (perceived and/or measured) and walking and cycling, particularly among women.

Install a bicycle wayfinding system with distance and destination information at strategic locations around the community, integrating preferred on street routes and off-street facilities.

Adequately maintain your on and off street bicycle infrastructure to ensure usability and safety. Increase the frequency of sweepings and address potholes and other hazards faster. For example, the Triviz trail has some uncomfortable joints where asphalt and concrete join, Cholla has raised cracks, Las Alturas has dangerous potholes, the bike lane on Walnut and Spruce is unusable, the bike lane in front of the city-recycling center is covered in gravel, and the shoulder of Camino Rey (Hwy-28) from Spitz Road heading north is in bad condition.

Upgrade drain grates that bike tires could get stuck in to bicycle compatible drain gates, e.g. on HW 28 in the Old Mesilla area and on Valley Ave at Avenue de Mesilla.

Make intersections and crossings safer and more comfortable for cyclists. Include elements such as color, signage, medians, signal detection, and pavement markings. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use. See the NACTO intersection design guidelines (preferred) and the 2012 AASHTO

Guide for the Development of Bicycle Facilities for recommended intersection treatments. For example, bike lanes end before intersections leaving the cyclist unsure how to navigate through traffic, and the Sonoma Ranch Blvd's bike and walking path has confusing and unsafe transitions from the path to the road and back up to the path.

Install no parking signs along bike lanes. Tow cars that park in the bike lane.

Education

Bicycle-safety education should be a routine part of primary and secondary education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. **Work with your local bicycle groups or interested parents to expand the Safe Routes to School program to all schools.** Click [here](#) for an exemplary bicycle safety curriculum designed for fourth and fifth grade students. For more information on Safe Routes to School, see the [National Highway Traffic Safety Administration's Safe Routes To School Toolkit](#) or visit www.saferoutesinfo.org.

Aggressively expand your public education campaign promoting the Share the Road message. Ensure that the campaign message clearly conveys that both motorists and cyclists have the same rights and responsibilities on the road. Use Share the Road street signs that could be interpreted as being directed only at cyclists with caution. Some communities prefer to use the regulatory "Bikes May Use Full Lane" sign instead.

Raise public awareness regarding less known local ordinances for bicyclists.

Encouragement

Expand the City's encouragement efforts during Bike Month. Host a greater variety of bicycle-themed community events, campaigns and programs, in addition to volunteer run Bike Month events and efforts. Increase your efforts on Bike to Work Day and Bike to School Day. For ideas and more information, visit <http://bikeleague.org/bikemonth>.

Consider offering a '[Ciclovia](#)' or [Open Streets](#) type event, closing off a major corridor to auto traffic and offering the space to cyclists and pedestrians. [See Open Streets in action](#).

Encourage local businesses to provide discounts for customers arriving by bicycle or promote existing [bicycle discount programs](#).

Promote cycling throughout the year by offering or supporting more family-oriented community rides, and bicycle-themed festivals, parades or shows.

Launch a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike and to bridge the "last mile" between public transit and destinations. See what is being done across the country at <http://nacto.org/bikeshare/>

Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the

Bicycle Friendly Business program.

Businesses will profit from a healthier, happier and more productive workforce while the community will benefit from less congestion, better air quality, increased amenities and new destinations for cyclists, new and powerful partners in advocating for bike infrastructure and programs, and business-sponsored public bike events or classes. **Your community's government should be the model employer for local businesses**, and your chamber of commerce or local business association can help promote the program and its benefits. The League offers many tools to help promote the Bicycle Friendly Business program in your community.

Design and publish a local bike map in paper and online. The map should outline the existing on and off-road bicycle network by infrastructure type and could mark the locations of landmarks, public restrooms, water fountains, bike repair stations and bike parking. Take a look at Pittsburgh's award-winning bike map.

Enforcement

Ensure that bicycle/motor vehicle crashes are investigated thoroughly and that citations are given fairly.

Pass additional ordinances that protect cyclists, e.g. implement specific penalties for motorists for failing to yield to a cyclist when turning.

Evaluation & Planning

Appoint a staff member Bicycle & Pedestrian Coordinator or create a new part-time position. A Bicycle & Pedestrian Coordinator reviews development proposals to ensure that local bicycle/pedestrian requirements are incorporated and to assess bicycling and walking impacts, develop and implement educational and promotional programs, write grant proposals, serve as the public contact for bicycling/walking inquiries and complaints, educate other staff about state and federal facilities standards and guidelines, and coordinate with neighboring cities, transit agencies and other departments to implement policies and projects. See this report on the importance of Bicycle & Pedestrian program staff.

Have your Bicycle Advisory Committee meet monthly to step up your Bicycle Friendly Community efforts. Also, BACs should be involved in developing relevant policy and planning documents, setting priorities, reviewing annual bicycle program work plans, and reviewing major public and private projects. Ensure that the members of the committee reflect the diversity and ability levels of cyclists in your community.

Adopt and implement the updated bicycle plan that is currently being prepared. Ensure that there is dedicated funding for the implementation of the bicycle master plan.

Conduct community-wide research on bicycle usage to more efficiently distribute resources according to demand. Conduct at least yearly

counts on roads and trails, count parked bicycles at schools and transit stations (if applicable), or conduct a statistically relevant community bicycle survey. The National Bicycle and Pedestrian Documentation Project is a good resource for manual counts.

Ensure that your bicycle counts capture the gender of cyclists. If women ride significantly less than men, this gender gap can be addressed through infrastructure improvements, and targeted education and encouragement efforts. Learn more at bikeleague.org/womenbike.

Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.

Expand efforts to decrease the number of crashes involving a bicyclist. Analyze crash data using tools such as Intersection Magic and the Pedestrian and Bicyclist Crash Analysis Tool. **Adopt a Vision Zero plan to improve road safety for all road users.** To learn more about Vision Zero, visit visionzeronetwork.org.

COSTS AND FUNDING OPTIONS

Costs

Building a new roadway for motor vehicles can cost millions of dollars to construct, and many of the pedestrian and bicycle infrastructure facilities are extremely low-cost in comparison. Use this database to review up-to-date estimates of infrastructure costs of pedestrian

and bicycle treatments from states and cities across the country.

Federal Funding

Since 1992 bicycle and pedestrian projects have been eligible for federal transportation funding. To learn more about what federal funds are available for bicycle projects, use Advocacy Advance's interactive Find it, Fund it tool to search for eligible funding programs by bike/ped project type or review the same information as a PDF here.

State Funding

Biking and walking dollars aren't only available from the federal government. States can also have their own revenue sources that can be used to fund active transportation. Use this report and an online tool to explore your state's funding sources for bicycle and pedestrian improvements.

Local Funding

Local governments can also create their own revenue streams to improve conditions for bicycling and walking. Three common approaches include: special bond issues, dedications of a portion of local sales taxes or a voter-approved sales tax increase, and use of the annual capital improvement budgets of Public Works and/or Parks agencies. Bicycle facility improvements can also be tagged on to larger projects to create economies of scale that results in reduced costs and reduced impacts to traffic, businesses, and residents. For example,

if there is an existing road project, it is usually cheaper to add bike lanes and sidewalks to the project than to construct them separately. To learn more about public funding of bicycle infrastructure improvements, visit pedbikeinfo.org/planning/funding_government.cfm.

Resources and Support

Advocacy Advance offers several tools, resources, and workshops to help advocates and agency staff maximize eligible funding programs.



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

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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE DISCUSSION FORM FOR THE MEETING OF August 18, 2015

AGENDA ITEM:

5.2 NMSU Bicycle Share Program Presentation

DISCUSSION:

NMSU Staff will present to the BPAC regarding the progress of their Bicycle Share Program.



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

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

MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE DISCUSSION FORM FOR THE MEETING OF August 18, 2015

AGENDA ITEM:

5.3 Committee Attendance Discussion

DISCUSSION:

Staff will present attendance requirements and removal procedures pursuant to the MPO Bylaws and the committee will have a discussion on whether to expel a BPAC member due to non-attendance.

