



METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA COUNTY, AND MESILLA

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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE

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 **October 20, 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. August 18, 2015 _____
4. **PUBLIC COMMENT** _____ **Chair**
5. **ACTION ITEMS** _____
 - 5.1. University Avenue Study Corridor Project _____ **MPO Staff**
6. **DISCUSSION ITEMS** _____
 - 6.1. Alameda Boulevard Restriping Project _____ **CLC Staff**
 - 6.2. NMSU Bicycle Share Program Presentation _____ **NMSU Staff**
 - 6.3. Bicycle Loop Discussion _____ **Chair**
7. **COMMITTEE and STAFF COMMENTS** _____
 - 7.1. MPO Staff Update: SRTP update, University Study Corridor Update _ **MPO Staff**
 - 7.2. Local Projects update _____ **CLC, DAC, TOM, NMSU Staff**
 - 7.3. NMDOT Projects update _____ **NMDOT Staff**
8. **PUBLIC COMMENT** _____ **Chair**
9. **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 August 18, 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 Jamie Lakey (Town of Mesilla Citizen Rep - Proxy)
13 David Shearer (NMSU - Environmental Safety)
14 Mark Leisher (DAC Citizen Rep)
15 Lance Shepan (Town of Mesilla Rep)
16

17 **MEMBERS ABSENT:** Duane Bentley (Bicycle Community Rep)
18 Karen Rishel (Bicycling Community Bicycle Rep)
19 Ashleigh Curry (Town of Mesilla Citizen Rep)
20 Albert Casillas (DAC Rep)
21 Andrew Bencomo (Pedestrian Community Rep)
22

23 **STAFF PRESENT:** Tom Murphy (MPO)
24 Andrew Wray (MPO)
25 Michael McAdams (MPO)
26

27 **OTHERS PRESENT:** Becky Baum, Recording Secretary, RC Creations, LLC
28 Marc South (City of Las Cruces Community Development)
29

30 **1. CALL TO ORDER**
31

32 Pearson: Okay, so we have a quorum so it's 5:01 so I'll call the meeting to order.
33 Let's just go around the table and introduce everybody, all the Committee
34 members, I guess.
35

36 Shepan: Lance Shepan, I'm Sergeant with Mesilla Marshal's Office and a School
37 Resource Officer and I'm a member of the Sheriff's Department Bomb
38 Squad.
39

40 Pearson: Oh, so you're busy today.
41

42 Shepan: I been busy for the last three weeks.
43

44 Nunez: James Nunez, City of Las Cruces.
45

46 Murphy: Tom Murphy, MPO Officer.

1
2 Lakey: I'm Jamie Lakey. I'm with NMSU but I'm sitting in for Ashleigh Curry.

3
4 Herrera: All right. Jolene Herrera, NMDOT.

5
6 South: I'm Marc South. I'm with Community Development at the City of Las
7 Cruces and I'm just here to present today. I, I vote for nothing.

8
9 Shearer: I'm David Shearer with Environmental Health and Safety at NMSU.

10
11 Pearson: And George Pearson, the City of Las Cruces Citizen Representative.

12
13 **2. APPROVAL OF AGENDA**

14
15 Pearson: Next order of business is the approval of the agenda. Do we have any
16 modifications to the agenda?

17
18 Murphy: None from staff.

19
20 Pearson: Hear a motion to accept the agenda as approved?

21
22 Shearer: Well ...

23
24 Pearson: Or as presented?

25
26 Shearer: We cannot present the presentation cause we have no AV support so Item
27 5.2 is a no.

28
29 Pearson: So you don't have, take that off and ...

30
31 Shearer: It's up to you. I mean we can wave our hands but there's no video
32 support. It's a PowerPoint presentation.

33
34 Pearson: So, well it's, it's your presentation so if you want to delay it till the next
35 meeting ...

36
37 Shearer: We'll delay it till the next (*inaudible*).

38
39 Pearson: Okay. So we'll take off Item 5.2. So I'll hear a motion to accept the
40 agenda with Item 5.2 removed.

41
42 Shepan: Motion.

43
44 Shearer: I second.

1 Pearson: From David the second, from, so a motion and a second. All in favor,
2 "aye."
3

4 MOTION PASSES UNANIMOUSLY.
5

6 Pearson: Any opposed?
7

8 **3. APPROVAL OF MINUTES** 9

10 **3.1 July 21, 2015** 11

12 Pearson: So we're on to approval of the minutes. We have any discussion of the
13 minutes this time? Looked like we had everybody, members present and
14 members absent correct at this time? Correct? So hearing, or do we
15 need a moment to read them? Hearing no discussion, I'll hear a motion to
16 approve the minutes as presented.
17

18 Lakey: I'll motion.
19

20 Pearson: Jamie motions.
21

22 Herrera: Second.
23

24 Pearson: Jolene seconds.
25

26 Pearson: All in favor, "aye."
27

28 MOTION PASSES UNANIMOUSLY.
29

30 Pearson: Any opposed?
31

32 **4. PUBLIC COMMENT** 33

34 Pearson: So we're on public comment. Any public? No, you're not public comment
35 today. You have to wait for Committee comments.
36

37 Lakey: Okay, I'll wait till committee comments.
38

39 Pearson: Seeing none.
40

41 **5. DISCUSSION ITEMS** 42

43 **5.1 City of Las Cruces Bicycle Friendly Community Certification** 44

45 Pearson: We'll go on to the discussion items. First is 5.1: City of Las Cruces for
46 Bicycle Friendly Community Certification.

1
2 South: I guess that's me.
3
4 Pearson: There you go.
5
6 South: I am still at this moment the Acting Undersecretary for the City of Las
7 Cruces for Bicycle Affairs. We don't plan ...
8
9 Pearson: That's not a real title, is it?
10
11 South: No, that's not real. Don't know quite how long that's going to last. There
12 are a number of items under consideration. I may keep this portfolio or I
13 may not. This has not been decided.
14
15 Marc South gave his presentation.
16
17 Pearson: But that's also a matter of the City Design Standards.
18
19 South: It is a matter of the City's Design Standards. It is also a matter of people
20 coming in for waivers from the City's Design Standards. That's a case
21 where support of the bicycling community, of the community as a whole is
22 most important.
23
24 Pearson: When a waiver happens like that does the bicycle community have an
25 opportunity to find out about it?
26
27 South: Anything like that would come before the Planning and Zoning
28 Commission and ultimately go before the City Council so ...
29
30 Pearson: Okay.
31
32 South: The answer is "Yes, it would."
33
34 Pearson: Okay but ...
35
36 South: I mean that's, that's not a flex thing. That's a, that's a, it's ...
37
38 Pearson: Right.
39
40 South: Everybody's got to sign off on it.
41
42 Pearson: But, talking about the Design Standards a little bit more, that's been in the
43 works for years.
44
45 South: Yes, it has.
46

1 Pearson: And it's still not done.
2
3 South: And it's still in the works.
4
5 Pearson: So we're still working under the old Design Standards which offer some
6 really poor alternatives.
7
8 South: Yes, and ...
9
10 Pearson: So I think staff has been good in pointing out that you guys need to do the
11 good stuff rather than, and I think on the arterials there's pretty much been
12 a requirement to do in road bicycle facilities but it's still, there's still that
13 option that would let somebody not do those.
14
15 South: Yes, yes, it's still a heavy lift to get these things done. Continuing to
16 increase the amount of bike parking, again it's a Design Standards issue.
17 At the moment the standards for bike parking are kind of nonexistent.
18
19 Pearson: Well there's something in the Zoning Code.
20
21 South: There's something in the Zoning Code but it's very minimal.
22
23 Pearson: And it doesn't apply to renovations so ...
24
25 South: That's correct.
26
27 Pearson: Almost any renovation, substantial renovations end up with the same bad
28 bike parking.
29
30 South: Yes. Protected bicycle lanes, cycle tracks, buffered lanes, the community
31 survey that Community Development did, one of the things that we kind of
32 thought but we weren't sure was the amount of support we had within the
33 community for separate bike paths, bike paths that are not a painted-off
34 strip on the road, an honest-to-goodness bike path where you're a whole
35 lot, you're more on your own, you're a whole lot safer.
36
37 Pearson: Yeah, bike path, if Eric was still here he'd say "bike path doesn't exist."
38 The bike lane would be an in-road facility for ...
39
40 South: Yeah.
41
42 Pearson: Traveling but the multiuse trail, is that what you're really ...
43
44 South: Yeah.
45
46 Pearson: Talking about?

1
2 South: The multiuse trail.
3
4 Pearson: Right.
5
6 South: Exactly. You know you can, you can work through all of these. Some of
7 these are things the City is working on, you know working on, working with
8 bicycle groups and interested parents to expand Safe Routes to Schools,
9 expanding our encouragement efforts to bike moms. But we know we
10 need to do more and we want your all's input and ...
11
12 Pearson: Cause at some level this Committee has given input.
13
14 South: Yeah.
15
16 Pearson: We gave the, we recommended to the Policy Committee the resolution
17 where each entity would endorse or select, nominate, whatever, employ a
18 bike/ped contact of some sort so at some level we've done as much as we
19 can do and the different governmental entities have to take ...
20
21 South: All of ...
22
23 Pearson: Over at that point.
24
25 South: All of ...
26
27 Pearson: There are other things that we could still do I think, maybe recommending
28 specific trails.
29
30 South: Yes. We would be most interested in that and I think at this point in, in
31 time I can say that the City is actively reviewing designating a bike/ped
32 coordinator. That will be part of somebody's job. It will not be their whole
33 job but it will be part of their job. Now exactly who that person is, it'll be
34 somebody as, as I understand it at the moment and no more nor less than
35 that it is some, it will be someone within Community Development but
36 beyond that a ...
37
38 Pearson: Right.
39
40 South: It's not known who will take that role.
41
42 Pearson: Yeah, I think once that role is designated there'll be a certain amount of
43 tasks that will come clear and if they're, they actually step up and are, are
44 told to do the bike month activities, do a bike to work event ...
45
46 South: Yes.

1
2 Pearson: These nice things comparable that the City of Santa Fe and the City of
3 Albuquerque do.
4
5 South: Yes.
6
7 Pearson: We might find that it's more than a 10% job, might be a 70% job but that's
8 ...
9
10 South: Well, and ...
11
12 Pearson: You know the City administration of course controls that but ...
13
14 South: Yes, absolutely. So that's really the nut of what you, you guys are all quite
15 capable of reading and, and going through the report and thinking which
16 way you want to go and how you want to get there and I just hope, my
17 extension is 3271, 528-3271. Until such time as you all are notified that,
18 that there is an official bike coordinator I'm the unofficial acting bike
19 coordinator and I will be happy to do whatever I can to, to facilitate where
20 you're going and how you want to get there.
21
22 Pearson: Okay. Do we have any questions from any Committee members? Cause
23 I think one of the things we discussed before is kind of, we were talking
24 about doing a work session or something and try to decide where we
25 should go. I think this is kind of the, the toehold into those kinds of things.
26
27 Nunez: Right, and you had talked a little bit about the Design Standards and the
28 options that exist, like for on the collector and then on the larger roads the,
29 see what else I have here, arterials but it's an option, and then on the, the
30 minor local and the, there's a collector here that shows no bike. But
31 there's, if we have in our standards we have a number of options based on
32 the right-of-way we have.
33
34 Pearson: Right.
35
36 Nunez: So ...
37
38 Pearson: But for new developments, the developer gets to pick the right-of-way so
39 that's where, right?
40
41 South: Yeah, sort of-kind of.
42
43 Pearson: Sort of.
44
45 South: Yeah, there are, I mean there are ...
46

1 Pearson: But for new constructions it's flexible at least to a certain amount.
2
3 South: It's infinitely more flexible than ...
4
5 Pearson: Tom?
6
7 South: What already exists.
8
9 Murphy: Do, Mr. Chair. At least since the, I mean the, the Development
10 Regulations do reference the MPO Transportation Plan and since the
11 2005 Transportation Plan the MPO policy has required that all new
12 facilities have bike lanes so in, it's essentially the greenfield development
13 where the, you know, for a new development, full right-of-way width.
14 They, they are set, or they're required to do the, the option that has the
15 bike lanes in it.
16
17 Pearson: And so that would be down to a collector level or ...
18
19 Murphy: That would be down to a collector level, that's correct.
20
21 Pearson: And then local roads of course don't need ...
22
23 Murphy: Local road ...
24
25 Pearson: Separate bike ...
26
27 Murphy: Don't need it, exactly and, and you had alluded to the, or you had Mr.
28 South had alluded to about the City's undergone their Design Standards
29 updates and, and some of you know those, those cross-sections will be
30 going away and they'll have new ones that, that are, are, are multimodal
31 in, in all forms.
32
33 Pearson: Is there any time frame for that yet or is it still work in progress ...
34
35 Murphy: It's ...
36
37 Pearson: That nobody knows?
38
39 Murphy: It's still, it's still a work in progress. I've been, I've been attending the staff
40 meetings and it's a matter of getting, finding a, finding a, the engineering
41 numbers that they're comfortable with as far as horizontal curvature,
42 grade, and stuff like that. I think it's coming down, coming down to debate
43 between the Institute of Traffic Engineers, the ITE Standards or the
44 National Association of City Transportation Officials or NACTO Standards.
45 I think, I think the City's going to go in one of those two directions.
46

1 Pearson: Okay. From what I've heard the NACTO has been like FHWA has, not
2 adopted but allows NACTO so the City could have some flexibility there
3 too but I don't know the City processes.
4

5 Murphy: Right, you've, it's a matter of the recommending, all the recommending
6 staff getting comfortable with, with those standards and I believe they're
7 going to have a public process where they do go about the, go about
8 adopting them as official standards. But MPO staff has been attending
9 those, those meetings.
10

11 Pearson: Okay. Because it would be interesting if there would be an option
12 available for protected bike lanes on major arterials for example.
13

14 Nunez: Nice.
15

16 Pearson: Any other staff, Committee member?
17

18 Herrera: Mr. Chair.
19

20 Pearson: Yes.
21

22 Herrera: I was just curious when the next application cycle is?
23

24 South: It has to be done in four years. It could be done any time between now
25 and then.
26

27 Herrera: Okay.
28

29 South: I think it's fair to say we're not inclined to do it early unless we, unless the
30 situation on the ground has improved sufficiently. I mean if we look at it
31 and say, "Hey we think we're at silver level now," yeah, we'll go ahead
32 and, and, and do the work and get it done. But we're looking at this as
33 roughly a four-year window. This process started November of '14. The
34 application went in March of this year I think, February or March and then
35 we got, we got the response back in June/July. It, they have three
36 windows I think a year.
37

38 Pearson: Two.
39

40 South: Is it two?
41

42 Pearson: Two for the cities, yeah. They have different programs but two ...
43

44 South: Yeah, different programs but they're, it's, it's a couple of times a year the
45 door opens and, and you can go in. If the situation were such that in
46 looking at it and comparing ourselves to silver cities we're saying, "Hey,

1 you know we think we're there," then we'll go ahead and, and do the work
2 and get it done.
3

4 Pearson: So one of the things that we had been talking about during this discussion
5 was the, the multiuse trails. The Amador Proximo process went through, I
6 don't know how involved you we with that but they identified the EBID
7 facility that runs right through the middle of that study area for a multiuse
8 trail. Of course that, it would make sense to do the entire length from the
9 outfall channel to probably where it terminates close to Valley Drive for I
10 think it's the Armijo lateral. We, I don't know if we, how we have that
11 facility ranked on or even if we have ranking, good rankings presently for
12 where we think trail should go. Maybe that's something this Committee
13 should look at doing is ...
14

15 Murphy: Yeah, I, I, I don't believe we have a, a ranking of them. I mean there are
16 so many laterals and you know the MPO and this Committee really does,
17 didn't have a lot of inside information about what's, what's impending,
18 where would be good trails to, to advocate as, as primary targets but now
19 something like the Amador Proximo comes through and maybe you know,
20 you know that, that's something that's suitable to, for this Committee to
21 give it a, a recommendation as you know ...
22

23 Pearson: Because there's, the past TAP cycle the City didn't apply for any projects
24 and so those would be the types of projects that the City maybe, it's even
25 possible to leverage off of Rails to Trails or something and TAP funds or
26 something.
27

28 Herrera: Or the Rec Trails Program.
29

30 Pearson: Right.
31

32 Murphy: Absolutely.
33

34 South: Although I, I would caution the Committee about trying to leverage off
35 Rails to Trails with that because part of what's envisioned in the Amador
36 Proximo document at least as it exists today is that that rail spur would,
37 would continue as a rail spur.
38

39 Pearson: Well, that's the main line for BNSF so that ...
40

41 South: Yeah.
42

43 Pearson: The rail itself, I was just talking about the trail.
44

45 South: But no there's, there is also a spur that runs up into that area.
46

1 Pearson: Yeah. I wasn't talking about the rails.
2
3 South: Okay.
4
5 Pearson: To use Rails to Trails monies, I was talking about their monies for the
6 EBID facilities.
7
8 South: And fine.
9
10 Pearson: So maybe we should start looking at prioritizing, selecting projects and do
11 a recommendation to, I guess we do our recommendations to the Policy
12 Committee so they can recommend to the entities as to where, what
13 makes sense for multiuse trails and we'll have that plan ready and ready
14 to go whenever the City or any of the entities decide, "Well look, we have
15 an opportunity." With the, the Rio Grande Valley Trail Commission
16 gearing up there might be an opportunity for the County to apply for some
17 of that kind of trail money, maybe from the end of La Llorona down to the
18 Mesilla Dam. And it, at our last meeting we talked about the, the loop trail,
19 that maybe University isn't the appropriate connection for the, the, the
20 southern leg. Maybe we do need to go further out and connect under,
21 what happens when Triviz goes underneath University. Cause I think that
22 would, also has the potential to bring us further out to where there's more
23 residential, all those developments south of Arrowhead Park and where
24 the City and the County kind of mix together. I guess, any other
25 comments? And Mark has joined us too about the middle of our
26 discussion.
27
28 **5.2 NMSU Bicycle Share Program Presentation - POSTPONED TO NEXT**
29 **MONTH**
30
31 **5.3 Committee Attendance Discussion**
32
33 Pearson: So we'll go on to our next item then which is our Committee attendance
34 discussion. Yes.
35
36 South: Before we do that I have one, when is the next (*inaudible*) meeting?
37
38 Pearson: It's going to be the Thursday towards the end of the month. I forget
39 whatever the date is, 20?
40
41 Nunez: The 27th.
42
43 Pearson: That sounds about right.
44
45 South: Okay. Thank you.
46

1 Pearson: Okay. Does staff have something or do you want me to jump in?
2
3 Murphy: We can, we can either do it either way. Based, based on the discussion
4 last month staff went ahead and did some, or I guess we, we pulled
5 attendance records for the, for the Committee members and I can pass,
6 pass that out to aid in the discussion. Just to kind of bring, bring points
7 home the, the MPO Bylaws guess requires attendance at all meetings. It,
8 it does allow I guess you know 70, you know to go down to 75%
9 attendance. Staff, staff members are part of the Committee. It's a
10 (*inaudible*) upon the MPO officer to contact that, that entity's government
11 if there, if there's an attendance problem. For Committee, or for Citizen
12 Committee members that, that requirement for removal is the, the Chair
13 request it to the Policy Committee then the Policy Committee will vote on
14 malfeasance of office and requires five votes of, on the Policy Committee
15 in, in support of that so I had some briefing of what the bylaws say on
16 BPAC Committee attendance. Mr. Chair, if you'd like I can pass out the ...
17
18 Pearson: Why don't you pass that out ...
19
20 Murphy: Attendance sheets, okay.
21
22 Pearson: And because I think, well it's brought to our attention for one particular
23 Committee member who promised to be here and is not here today and I
24 don't know if any other Committee members fall close to that threshold or
25 if we ...
26
27 Murphy: There was, there, yeah one, one Committee member who has that same
28 threshold who's a, you know a, a staff member. He's, he's here today.
29 You know I, I had, had a, I did have conversations with, with the Mayor
30 before but I, I don't know if she spoke with you or this ...
31
32 Shepan: No my, my boss said, "Remember those meetings? The ones that I
33 haven't been going to?" She goes, "Yeah," goes, "You're going again."
34 And I, "Okay. I'll just add something else to my plate again."
35
36 Murphy: So that's, and I'll look, I guess let you guys look at the, look at the sheets
37 and then discuss and you can just, the Committee give staff direction
38 accordingly.
39
40 Herrera: So how many do we need for a quorum right now, is it five?
41
42 Murphy: Six for a quorum.
43
44 Herrera: Six, okay.
45
46 Pearson: And we were able to start the meeting today because Ashleigh found ...

1
2 Murphy: Proxy.
3
4 Pearson: A proxy so proxies work.
5
6 Herrera: Right.
7
8 Pearson: And last meeting, earlier in the day I sent an e-mail to Karen saying "You
9 need, coming or you going to send a proxy?" and I didn't hear back from
10 her and then staff and I was also in the e-mail loop, sent e-mail to Karen,
11 well I think I sent an, somebody sent an e-mail or maybe it was my last e-
12 mail I said, "Are you coming or do you want to resign and let somebody
13 else step up?" and she indicated, "Oh well I've been busy and now I'm
14 going to start coming back again," only she's not here today so I guess it's
15 my, from what Tom says it's my decision whether to recommend. I'm kind
16 of inclined to recommend to the Policy Committee that we remove her and
17 ask somebody else to because I've had a couple of people ask me if
18 there's openings for this Board and this is a community member, it's, it's
19 just bicycle community so it's open to pretty much anybody in the county.
20
21 Nunez: You going to make a motion and ...
22
23 Pearson: Well we can't do a motion and, cause this is a discussion item so we can,
24 we can talk about what I might do as Chair.
25
26 Nunez: Oh, okay, I did think that ...
27
28 Pearson: But we're not going to make a decision.
29
30 Nunez: Right, right. Well ...
31
32 Murphy: Right, the Chair, the Chair can seek your, the, the rest of the Committee's
33 consensus on that, but ultimately the bylaws place, place the decision on
34 his shoulders.
35
36 Nunez: All right well, okay thanks for going over the process. Well the, the point I
37 was going to make was is that that's the one person but then there's
38 another here too that's at 50%, Mark, so but if you're only looking, the
39 concern yeah, 16.67%, that's ...
40
41 Pearson: Well I guess I'll, since Mark is here, the times that you're not here would
42 you be able to make more of an effort to find a proxy?
43
44 Leisher: Yeah. Usually I don't know I'm not going to be here until the last minute
45 and that's what the problem is, so, but maybe I can line somebody up on a
46 semi-permanent basis and have them show up.

1
2 Pearson: I know you used to use me but now I'm here.
3
4 Leisher: Yeah. Yeah that's, yeah I'm trying to convince some other people to step
5 in and do some of this stuff. They haven't been very cooperative yet.
6
7 Pearson: But I think my inclination was if Karen was here I wouldn't suggest
8 removing her, since she's not here my inclination is to suggest removing
9 her.
10
11 Herrera: Mr. Chair. I, I support that and I think as far as you know Mark was
12 concerned, you're busy enough. I don't think that we should discuss that
13 removal.
14
15 Pearson: And it's, it's, that's already been covered really because it's ...
16
17 Herrera: Okay. So that's not a ...
18
19 Pearson: It's not our decision.
20
21 Herrera: An issue. Okay. Great.
22
23 Pearson: This ...
24
25 Herrera: So it's just the one that you ...
26
27 Shepan: Since I'm the only one in my town that rides a bike.
28
29 Pearson: Only official bike, you mean.
30
31 Shepan: Yes.
32
33 Pearson: So that, it's between you and your boss and I think for this I think after this
34 meeting I'll recommend that we bring this up to the next Policy Committee
35 for an action item on the Policy Committee.
36
37 Murphy: Okay. I believe I need to get the Policy Committee agenda to the Sun
38 News a week from tomorrow so if I could, I could have a letter in hand ...
39
40 Pearson: Okay just an e-mail work?
41
42 Murphy: Prior to that. E-mail should, e-mail should be fine.
43
44 Pearson: Okay.
45
46 Wray: It does, it needs to be addressed to the Chair.

1
2 Murphy: Needs, yeah, it needs to be, yeah addressed to Chair Linda Flores.

3
4 Pearson: Okay. And copy to you?

5
6 Murphy: Yes.

7
8 Pearson: Any further discussion on this?

9
10 **6. COMMITTEE AND STAFF COMMENTS**

11
12 **6.1 MPO Staff Update: SRTP update, University Study Corridor Update**

13
14 Pearson: So now we're off to Committee and staff comments. MPO staff updates?

15
16 Murphy: Okay. We are wrapping up work on our SRTP, our Short-Range Transit
17 Plan update. We've held, we, trying to, trying to think when it was last,
18 see, okay. I think from your last meeting we've been working behind the
19 scenes. We've been running, timing the, the various routes, making
20 tweaks in the, in the routing and we're planning on taking it to the Transit
21 Advisory Board at their September meeting and then on to Council for
22 their, City Council for their final approval and implementation of the new
23 bus routes. If you haven't had a chance to look at it, the information's
24 available on our website.

25 University study corridor update, in your packet I guess we've,
26 we've been, after what, after they (*inaudible*) presentation to you they've,
27 they basically settled upon this, the typical cross-section G and I forget,
28 the F, what was the other cross-section that, the Cadillac?

29
30 Wray: Yes.

31
32 Herrera: I think it was F.

33
34 Murphy: Okay. I, I, I thought we had, had F in here as well but it looks like this, this
35 will, these, those two sections will be the consultant's recommendations
36 moving forward. One, section G is one that can be implemented as soon,
37 you know or quicker rather, sooner rather than later and then the cross-
38 section F which is kind of the, the gold-plate one and ...

39
40 Pearson: The kind of multiuse?

41
42 Murphy: The multiuse and to show what, what the right-of-way requirements would
43 be if the, if we were to try to go that route. We're looking at having another
44 public hearing on that in the next month or so. I think we'll have to
45 communicate to you by, by e-mail. We're working on a, a couple, I got too
46 many studies going on in my, in the air here. I, I think yeah they're

1 finalizing those right-of-way things and then we're going to work on some
2 public hearing dates. It'll probably be hosted in the Town of Mesilla as
3 well. Mayor Barraza's been very interested in this project.
4

5 Pearson: Okay.

6

7 Murphy: And then our last study update is Missouri extension or, or actually the
8 Missouri/Roadrunner extension which was improving connections up in, in
9 the Centennial High School area. We held a stakeholder meeting two
10 weeks ago and we're planning on having some public input meetings.
11 We're trying to secure either Centennial High School or the Farm and
12 Ranch Museum for those public meetings and I think just, and Jolene was
13 present there. I think the, the sense that I had was that staff involved in
14 there are not looking at it from a roadway extension. I think they're more
15 interested in, in a non-motorized or multimodal connection to improve
16 connectivity to the use out there, out there.
17

18 Herrera: Yeah and I pretty much just flat-out asked the City where your priority list
19 is building a new roadway and they said, you know, at the bottom. But ...
20

21 Pearson: Okay, yeah that's what my other, my question would be is ...
22

23 Herrera: Right.

24

25 Pearson: After we do the planning is there any construction available?
26

27 Herrera: There's not and for a road like that because it is you know a local it would
28 be a city street. Getting federal funding for that would be pretty difficult so
29 it's something that the City would likely have to fund themselves or the
30 County or you know ...
31

32 Pearson: Right.

33

34 Herrera: Somebody other than the DOT or them.

35

36 Pearson: And the school already has sufficient roadways for the safety/fire access
37 concerns so this would be additional. It's more of traffic patterns than
38 anything else and ...
39

40 Herrera: Right.

41

42 Pearson: Level of service kind of concerns.

43

44 Herrera: Pretty much and the Traffic Engineer for the City was there and I think that
45 really when it came down to it, it was more, it was less about the Missouri
46 extension and more about extending Roadrunner I think would help their

1 kind of travel patterns in that area. So that's something that was
2 discussed but, but they, the City and the County both seemed like they
3 were interested in looking at the multimodal element first.
4

5 Pearson: So Roadrunner would come from like Lohman to connect to where
6 Missouri area is, is that ...
7

8 Herrera: Yeah and there were just like a couple different you know he just drew on
9 a piece of paper a couple different proposed alignments that kind of made
10 sense but again there's no construction money for that or anything so
11 yeah.
12

13 Murphy: And then I met yesterday with a gentleman who spoke to City Council and
14 they were involved in extending the Farm and Ranch Museum grounds
15 and they're, they're envisioning a, a trail system north of the Farm and
16 Ranch Museum and he was interested in what we were doing with this
17 study and it seems that some of, some of what they're doing could
18 intersect with some of what we're trying to accomplish as well.
19

20 Pearson: Okay.
21

22 Murphy: So that's gentleman's being added to the stakeholder list and that, that
23 might be another additional source of funding to, to get at least something
24 non-motorized constructed.
25

26 Pearson: The Adobe Hedge?
27

28 Murphy: That, the, I, I was trying to remember the name but I couldn't.
29

30 Pearson: You have think Stone Hedge and put Adobe in instead.
31

32 Murphy: Okay. Yeah I should be able to remember that for now and I think that
33 would conclude the MPO staff updates.
34

35 Shepan: I have a question. Is this the proposed one for the University study?
36

37 Murphy: Yes.
38

39 Shepan: In front of Zia Middle School?
40

41 Murphy: There will be a, I guess variations in this, with, particularly with regard to
42 Zia Middle School because we do realize the need for a turn lane in that
43 area.
44

45 Shepan: That's what I was just getting ready to ask. It's like right now traffic backs
46 up ...

1
2 Murphy: Right.
3
4 Shepan: Coming west and if it was done like this we'd have traffic backed up to
5 Avenida.
6
7 Murphy: No. This, this would be, this would be representative of the, the majority
8 of the corridor but not that instance, however long that needs to be.
9
10 Pearson: So it would run from where to where?
11
12 Leisher: The entire road?
13
14 Herrera: Yeah. From Avenida to, that's where the study limits are.
15
16 Leisher: 28, yeah.
17
18 Murphy: To Main Street.
19
20 Leisher: Main Street.
21
22 Murphy: Main Street, yes.
23
24 Pearson: Oh. Okay.
25
26 Murphy: Right. So, so kind of in, you know right by Stanford Avenue you'd
27 probably see this cross-section. As you get down closer, by the time you
28 get down to McDowell then we would have a three-lane section because,
29 because of the traffic generator that Zia is.
30
31 Shepan: And there's extra right-of-way in that area too.
32
33 Murphy: There is extra right-of-way in there. This ...
34
35 Shepan: Even without the EBID.
36
37 Murphy: Right. This, this represents the constraints of the narrowest right-of-way,
38 point of right-of-way.
39
40 Pearson: Oh. Okay.
41
42 Shepan: Right. Well we, we still have that same problem with students at the
43 school that we had two years ago. We met with school officials and they
44 were going to do a study and we've told them what they need to do to fix
45 the problem which is put a driveway all the way around the school which
46 would alleviate a lot of traffic off the University and we were told that if

1 nothing was done in 30 days to let him know so we let him know and that's
2 been a year.
3
4 Pearson: Well they've got new people there now too, right?
5
6 Shepan: No, this is Stan Rounds.
7
8 Pearson: Oh, okay. Well ...
9
10 Shepan: We went straight downtown cause the school and ...
11
12 Pearson: But he's got new people.
13
14 Shepan: The school, the principals, their hands are tied.
15
16 Pearson: Right.
17
18 Shepan: It's all about money up above them, what, and we understand that but we
19 keep telling them, "A kid's going to get killed." It's going to happen and
20 then they're going to throw money at it.
21
22 Pearson: Well let's throw money at it first.
23
24 Shepan: Yeah.
25
26 **6.2 Local Projects update**
27
28 Pearson: Okay. City updates.
29
30 Nunez: The La Llorona Trail construction started on August 3rd. That's the job
31 that extends the pervious concrete from close to Picacho by Highway 70
32 to the north up to Las Cruces outfall channel and then the other trail
33 project is the, on east of the Las Cruces Dam and that design is complete
34 and it should start winter 2015.
35
36 Pearson: You haven't gone to bid on that yet though. Still you have to complete
37 design and then go out to bid, is that how that works?
38
39 Nunez: Right. And then after that it takes several months.
40
41 Pearson: So you're not done with the design yet but it's still on progress.
42
43 Nunez: According to the project manager he was done with his design.
44
45 Pearson: Okay so you, do you know when it's going out to bid?
46

1 Nunez: Let me work backwards from the winter, it's winter so it's, so in December
2 2015 so before that, so a couple months before that. So ...
3
4 Pearson: So it should be coming up at City Council pretty, pretty soon.
5
6 Nunez: Yes, yes. And then Veteran's Park midblock crossing there at Veteran's
7 Park. I misspoke last time, it was going to be a hot system and it's, it's just
8 going to be flashers and the materials were on their way. I'm not sure
9 when the construction of that's going to take place.
10 And the Elks Drive is in construction. That's what we talked about.
11 They're going from two lanes to four lanes from Reina to Hatfield and
12 that's going to have a six-foot-wide bike lane.
13 Then the bid it, the bids came back from Sixth Street and that one
14 is now, they've opened the bid so a couple weeks, a couple months they
15 should start on construction on that and that's from Parker heading to the
16 north. It'll be the ADA ramps and pedestrian improvements.
17 And then in design is West Hadley, Alameda to Water. This is the
18 full recon ramps and roadway.
19 We are in construction on Amador ADA, Mcswain to Archuleta and
20 improvement both sides, broken concrete, sidewalks, and drive pads, curb
21 returns.
22 And then I have here four projects we just completed but the one I
23 want to point out is the one from Locust from Missouri to Rentfrow. They
24 should be striping that soon if they haven't already in the next few weeks.
25
26 Pearson: Okay.
27
28 Murphy: I was, I was able to look up the Las Cruces Dam bid opening. It's October
29 15th is, October 15t they're estimating the bid opening.
30
31 Nunez: So the, right in the middle. A week before winter. We're working back.
32
33 Pearson: So then the process would put that in ...
34
35 Nunez: Done.
36
37 Pearson: The first November Council meeting or the second November Council
38 meeting. How long does the rest of that process take?
39
40 Murphy: It's usually about a two, it'll probably be if, if there's, if they are poised to
41 get, to run it through they could probably get it the first November meeting
42 but more than likely the second November.
43
44 Pearson: Okay.
45

1 Herrera: And then it might take just a little while for the DOT process on that one
2 too, cause they have to make sure that everything, that the contractors
3 turn in everything and stuff but that should only be a couple of weeks after
4 those.
5

6 Pearson: Okay let's, there's the J. Paul Taylor Charter School construction and
7 there, the streets down there and, do you know anything about the traffic
8 patterns that they're expecting for drop-off for the school?
9

10 Nunez: No, I do not know about J. Paul Taylor.
11

12 Pearson: Cause that might be of interest to the, especially to the neighborhood but
13 traffic patterns at the Safe Routes to School Coalition meeting we
14 discussed maybe trying to set up an off-site walk to school location that
15 might alleviate the need for as much traffic into the neighborhood.
16

17 Nunez: I'll talk to my supervisor and then he also works with the Traffic Engineer.
18

19 Pearson: Okay.
20

21 Nunez: So that, you said J. Paul Taylor and did you mention another one too or
22 just the J. Paul Taylor?
23

24 Pearson: Just the J. Paul Taylor.
25

26 Nunez: Okay.
27

28 Pearson: It's the Court Youth Center/Charter School ...
29

30 Nunez: Okay.
31

32 Pearson: Complex, whatever they're calling it now.
33

34 Shepan: Alma de Arte, isn't they ...
35

36 Pearson: Yes.
37

38 Shepan: Over there?
39

40 Pearson: They're expanding Alma de Arte, they're adding J. Paul Taylor as a whole
41 new building there. Something else is going on there too. I can't
42 remember.
43

44 Shepan: Cause I knew they moved Crossroads out. They were up on ...
45

46 Pearson: Right.

1
2 Shepan: Amador, between Amador and Lohman at the old Head Start.

3
4 Pearson: Right. So Las Cruces Avenue had got resurfaced between Water and
5 Alameda and that's great but it covered over the signal detectors so I can't
6 tell anymore where to park my bike so I can get the signals to trigger. Is
7 there any way that that can be somehow figured out? I think, it seems like
8 the METCD has some provision for designating where bicycles should
9 land, or that might be just for a special bicycle trigger device but I found
10 myself needing to cross on the red more than I've ever had to before
11 because it's just not triggering and I can wait for it to count down. During
12 the day the pedestrian signal will activate and then it starts counting down,
13 it's like, "Okay, great," and then the pedestrian signal reactivates because
14 I haven't found the sweet spot so I, when we were doing the bicycle-
15 friendly community meetings or actually it's when we did the ordinance we
16 were talking about the problem of bicycles and signal detection and we,
17 we were, we, talking about the ordinances, "Well should we do an Idaho
18 stop kind of thing or a, a signal, some sort of rule where if the signal
19 doesn't turn after a minute or two minutes or whatever," and our, what we
20 decided at that point was, "No, we don't want to mess with the laws. What
21 we want to do is make sure that that signal activation works." So that's,
22 that's really where I'm going is how can we make sure that we can get the
23 signal activation to work especially where we have bicycle facilities
24 designated, and Las Cruces Avenue is one of our bicycle facilities. I've
25 had trouble occasionally with some other, so and at Donnelly people have
26 trouble and I don't know if we can come up with a way to actually verify
27 that, how bicycles should behave at intersections where we have bicycle
28 facilities to trigger these lights.

29
30 Nunez: The little bit that I know about it, I can, I can look into it some more but the,
31 I know there was discussion and I've seen some of the sketches where
32 they have the boxes in front and then they actually allow the bicycles to go
33 first and then the vehicles and so, but then I don't know how sensitive
34 those are ...

35
36 Pearson: Yeah, I don't know if that ...

37
38 Nunez: Versus how the larger ones that, cause most of the sensors are designed
39 for the cars and the cars that park there.

40
41 Pearson: Yeah.

42
43 Nunez: So then the, if you have the stripe, if it's striped so that you have the block
44 and, and, cause so many times as you well know even cars go beyond
45 that and they don't trigger the sensor cause they're past where the sensor
46 is.

1
2 Pearson: Right.
3
4 Nunez: So, so I think the quick answer may be that if it's striped correctly, maybe
5 we can stripe it to where we can actually put a box or a couple additional
6 lines so that if it is designed to also be able to sense for the bicycles then
7 we could actually have it striped to that ...
8
9 Pearson: Right.
10
11 Nunez: To that area.
12
13 Pearson: Yeah. Cause all, all I would need would be a line on the ground that
14 would show where the best sweet spot is.
15
16 Nunez: Right.
17
18 Murphy: Mr. Chair. I think also the sensitivity of it can be adjusted too, if you said it
19 really has been a recent overlay it may not be sensitive enough to pick up
20 ...
21
22 Pearson: Right, yeah, because ...
23
24 Murphy: The cycle and we alert the Traffic Engineer about that and perhaps there's
25 something that they can, they can adjust in order to, they can ...
26
27 Pearson: Because in order to trigger it I, I had to be right exactly on the center ...
28
29 Murphy: Right.
30
31 Pearson: Before so it's, it's ...
32
33 Murphy: It's probably in the same place.
34
35 Pearson: I just, where is it?
36
37 Murphy: It just needs to, it needs to, you're probably hitting it. It just needs to be
38 more sensitive.
39
40 Pearson: That could also be happening too.
41
42 Murphy: Yeah, I don't think ...
43
44 Pearson: Yeah that, those lights, during the day they get different activation than
45 during the night so I haven't really been there at night but during off hours
46 if you get close to it, it'll turn green immediately.

1
2 Murphy: Right.
3
4 Pearson: And you can tell when it's ...
5
6 Murphy: Cause if it's, there's, there's more asphalt on there it's probably less likely
7 to be able to pick up ...
8
9 Pearson: Yeah.
10
11 Murphy: On a small round object.
12
13 Pearson: I don't know how much they added onto there.
14
15 Murphy: I will, I will send Mr. Roman an e-mail.
16
17 Pearson: Okay. Town of Mesilla do you have any projects or anything to update?
18 NMSU? We'll get that next time.
19
20 **8.2 NMDOT Projects update**
21
22 Pearson: NMDOT.
23
24 Herrera: Basically nothing's changed since last month. We're behind schedule on
25 North Main.
26
27 Pearson: More behind or still the same behind?
28
29 Herrera: Still the same behind. We're not more behind but we're hoping for the end
30 of September hopefully, but we keep setting these deadlines and they
31 keep going past them so I think really there were just a lot of issues with,
32 with utilities and things and hopefully those have all been worked out by
33 now and they're adding lighting and working on driveway pads and things
34 now so those are normally what they start working on after the issues
35 have been solved so we're hoping for end of September, being optimistic
36 on that.
37 The Missouri project is still way ahead of schedule. They have until
38 February 2015, or 2016 to complete the project. They're right now
39 shooting for early December of this year to have that completed. Of
40 course if there's any delays with weather or anything that'll push the date
41 back but right now they're really moving along pretty quick on that project.
42
43 Pearson: Right. I've heard a couple of comments about especially the multiuse trail
44 in that area. I don't know if, I know Bridget, I was part of an e-mail with
45 Bridget and somebody from the construction, I don't know if you saw that
46 or not and Jamie was telling me at the beginning of the meeting ...

1
2 Lakey: Yeah.
3
4 Pearson: That she had some comments, so maybe she can comment now.
5
6 Lakey: Okay. Yeah. I can comment now.
7
8 Pearson: Cause they're the, very similar.
9
10 Lakey: Okay.
11
12 Pearson: If you give your comments they're going to be almost, from what I had
13 heard they're going to be similar ...
14
15 Lakey: Okay.
16
17 Pearson: To what I had heard already.
18
19 Lakey: So you know where they put the drainage in?
20
21 Herrera: Underneath?
22
23 Lakey: They have like a bar.
24
25 Herrera: You're talking about on Missouri, right?
26
27 Lakey: I'm talking about on Missouri where Triviz.
28
29 Herrera: Okay.
30
31 Lakey: So once you pass that light, they put a drainage thing in with some guard
32 rails and it cuts the multiuse path to like maybe as wide as this table, if
33 that.
34
35 Herrera: Okay.
36
37 Lakey: I don't think it's that, and it, cause they put in the turning lane as well so
38 there's like, I don't see how it's going to be as effective so I don't know
39 what's going on with it. It'd be nice to know.
40
41 Herrera: Right. Okay. Yeah, I'll get an update for you on that. I'll talk to the project
42 manager tomorrow and see if I can figure out what's going on and send an
43 e-mail to Tom and you can distribute, okay. Okay. And I'm guessing that
44 it's probably just during construction but we have rules in place that say
45 access is supposed to be open during construction so I'll definitely check
46 on that.

1
2 Lakey: Right well what I was talking about is where they built it, it's so, it's so far
3 out that the path is basically going to be gone when they're done cause
4 they added the turning lane in to where when you come onto it, when
5 you're coming from like the mall ...
6
7 Herrera: Okay.
8
9 Lakey: And you're coming in there's that extra little turning lane now, so in that
10 little spot right between the two ...
11
12 Herrera: Then there's, that's where you have that (*inaudible*) ...
13
14 Lakey: You have that drainage thing with the, the protector rails and there's like,
15 there's no way they're going to be able to fit an actual path.
16
17 Herrera: Okay.
18
19 Murphy: I believe there's an AASHTO minimum width.
20
21 Herrera: There is.
22
23 Murphy: So ...
24
25 Herrera: Yeah.
26
27 Murphy: Yeah.
28
29 Herrera: So they've got to at least meet that.
30
31 Murphy: Yeah, the ...
32
33 Herrera: But I'll ...
34
35 Murphy: Contractor ...
36
37 Herrera: I'll check ...
38
39 Murphy: Might not be aware.
40
41 Herrera: On it and ...
42
43 Lakey: Okay.
44
45 Herrera: And get something back to you on it.
46

1 Pearson: Yeah, I think from the feedback that I got from the other e-mail it sounded
2 like the contractor talked to the person that was asking these questions
3 and it was, it sounded like a, "Well we're doing exactly how the plans go,"
4 or something like that so I don't know if maybe the plans are not being
5 interpreted correctly or maybe the plans weren't done quite right or things
6 look different on plans than they do when they're actually done.
7
8 Herrera: Right. Well, and then to go beyond that we have inspectors for the DOT
9 who are supposed to be looking for things like that too, so yeah let me get
10 with the project manager and just get a feel for what's going on and I'll get
11 something ...
12
13 Lakey: Okay.
14
15 Herrera: To Tom either this week or early next week for you all. Let's see. The
16 Ramp E and Union bridges, those are underway. If you've been on I-10 or
17 over there, there's been periodic closures of Union Avenue. They do have
18 240 days on that project. There's really not a sense right now because
19 we're so early about if they're working fast or slow but they do have almost
20 a year scheduled on that project so we're going to be doing this for a little
21 while.
22
23 Pearson: Yeah. On, on that project the on-ramp from University to go to El Paso, I
24 knew the project was happening so I didn't know exactly when so I
25 thought, "Well, I'll look at NMRoads," this was just last Monday I think, and
26 I couldn't find anything on the project.
27
28 Herrera: Yes, okay.
29
30 Pearson: So I was like, "RRR," so then I went, "So it must still be open," I thought so
31 I went on that ramp and it's all ...
32
33 Herrera: Right.
34
35 Pearson: Closed off and it's like, "Okay." U-turn and go around the other way.
36 Since then, like Wednesday afterwards it's like, "Well let me check again,"
37 and there was something on NMRoads and today I saw you've got big
38 signs up, the electronic boards that say, "Ramp closed. Use Conway."
39 Which I don't remember seeing, I think I would've seen that last Tuesday
40 when I was using that so ...
41
42 Herrera: That was probably something that wasn't ...
43
44 Pearson: Yeah.
45
46 Herrera: The communication probably wasn't the best on that.

1
2 Pearson: And today on the way here I saw there was a "Use Conway. I-10 use
3 Conway" past where the ramp is.
4
5 Herrera: It's straight before the ramp, okay.
6
7 Pearson: Seems like having one before might've caught my attention.
8
9 Herrera: Right. Okay.
10
11 Pearson: And, and then because I just, you know, "I'm not going to deal with this,
12 I'm, Conway's probably closed too so I'm going to just go up to I-10, or I-
13 25 and get, get where I need to go."
14
15 Shepan: Well I know there's a sign there at University and Main because I ...
16
17 Pearson: Right. That's ...
18
19 Shepan: I go down and hit Conway on-ramp to come home.
20
21 Herrera: Okay. Well we'll just, I'll talk to the project manager and just look at ...
22
23 Pearson: Yeah, so I think ...
24
25 Herrera: All that.
26
27 Pearson: You might be adding things as complaints come in perhaps or something,
28 I don't know if the, the signage plan was done up right or done, or followed
29 through but whatever. That's my comment on that.
30
31 Herrera: Okay. Yeah. I'll check on both those things and try to get you responses
32 or signs moved or something because people definitely need to know
33 where they're going. Let's see.
34 And then the other project that we have kind of in the works is the I-
35 10 project. It's going to be a pavement preservation and it's from
36 Jackrabbit to the I-10/I-25 interchange and the bids open on that one this
37 Friday so a couple months for awarding and everything and then probably
38 a couple more months for the project to be ramped up so probably look at
39 winter for construction on that, and we do realize that the two projects, the
40 Ramp E/Union bridges and this one overlap and so we're aware of that. I
41 think what's been discussed in meetings is to have this project stop and
42 wait until the Union and Ramp E project is done and then continue through
43 so that the pavement is all nice and ...
44
45 Pearson: That would make sense.
46

1 Herrera: Yeah, and we wanted to ...
2
3 Pearson: That would be the ...
4
5 Herrera: Do this I-10 because all the bridges on I-10 will now be done through town
6 after this set is upgraded so. And that's all I have that's in the immediate
7 area. Are there any questions?
8
9 Pearson: During the City Council, the discussion of the Amador Proximo Jerry Paz
10 who gave us a presentation last, last meeting talked a little bit about that
11 they're kind of in hold phase now between whether the City's going to, or
12 whoever's going to decide on if they can do that protected side path
13 configuration for the roadway and he mentioned something like the need
14 to find another \$2 million to do that which is closer, harder number than
15 what he had when he was here for us so it sounds like they've worked out
16 pretty well what the possibilities are and I don't know if the, the City might,
17 they might be asking the City or the state, anyways if you got an extra \$2
18 million it'd be great to have that roadway configuration.
19
20 Herrera: Yeah. And we, we did have a meeting and NMDOT, Molzen Corbin who's
21 the consultant, and City staff did meet last week. Councilor Small was
22 there, the City Manager, Assistant City Manager, and the Public Works
23 Director. So we all kind of sat down and, and tried to talk about what the
24 options are. Really, nothing was chosen at the meeting. It's something
25 that the City staff is kind of working out internally what they're looking for
26 because ultimately the DOT wants to give that road to the City ...
27
28 Pearson: Right.
29
30 Herrera: When we're done and so we're trying to accommodate as much of, of
31 what they want as possible but still stay within the budget that's already
32 programmed.
33
34 Pearson: Right.
35
36 Herrera: Because Trent's kind of made it clear all along that \$11 million is the
37 budget and if there's extra elements that the City needs, they're going to
38 have to try to come up with some money.
39
40 Pearson: Right.
41
42 Herrera: I think the number that Jerry came up with, for that \$2 million was, was for
43 the side path but it seemed like it was also maybe for something else. I'll
44 have to go back and look at, at what his numbers were but it seems like
45 there was a, that option and then the lesser option that was a little bit
46 cheaper.

1
2 Pearson: Okay.
3
4 Herrera: So I'll have to ...
5
6 Pearson: So they might've come up with something to tweak that plan a little bit
7 more.
8
9 Herrera: They might have. I know that right now the DOT is still keeping Molzen on
10 a, sort of a holding pattern until ...
11
12 Pearson: Right that's what ...
13
14 Herrera: Somebody ...
15
16 Pearson: That's how Jerry ended his comment is like, "We're in hold until somebody
17 decides something."
18
19 Herrera: Right and so, I mean I think ultimately the, the Valley Drive project is a
20 DOT project but because we're trying to work with the City to get the road
21 ...
22
23 Pearson: Has the City ...
24
25 Herrera: Over to them ...
26
27 Pearson: Expressed any preference for the Amador Proximo ideas?
28
29 Herrera: Some City staff has and some has not and I think that's really where the
30 disconnect is, it's, it's within the City itself and I think those are the issues
31 that are sort of being worked out now.
32
33 Pearson: Cause the City would probably have to float bonds if they really wanted.
34
35 Herrera: Yeah. The City Manager did mention something about possibly doing the
36 project in phases so that we would build whatever we intend to build and
37 then that they would come in later with more money and do certain things
38 so there's just a whole bunch of options still on the table ...
39
40 Pearson: Okay.
41
42 Herrera: Right now but, but we have told them what our timeline is and we're going
43 to stick to our timeline and, cause we have to; that's the stipulation on \$11
44 million worth of funding so ...
45
46 Pearson: Right.

1
2 Herrera: So that's, that's how I know about that.

3
4 Pearson: Okay. Any Committee members have any more comment?

5
6 Nunez: Just a guess or a question. Could it be the, the issue of the drainage? Is
7 that it? On ...

8
9 Herrera: No.

10
11 Nunez: It wasn't?

12
13 Herrera: I mean that was discussed but I think that Public Works and the DOT
14 Project Development Engineer have worked that out so ...

15
16 Nunez: Yeah. Okay.

17
18 Herrera: Yeah, that's not one of the ...

19
20 Nunez: So it's something else in terms ...

21
22 Herrera: Issues right now.

23
24 Nunez: Of maybe the width and what's up above the ground and the, what I want
25 to say, the foliage and everything else?

26
27 Herrera: I don't think it's so much a matter of width. It's a matter of, of money
28 really. What it comes down to is the, what the City wants to do with the
29 Amador Proximo is not within our \$11 million budget.

30
31 Nunez: Okay.

32
33 Herrera: It's outside of that.

34
35 Nunez: All right. Thanks.

36
37 Pearson: Okay.

38
39 **7. PUBLIC COMMENT**

40
41 Pearson: We have another opportunity for public comment. Seeing none.

42
43 **8. ADJOURNMENT (6:01 p.m.)**

44
45 Pearson: I'll have a motion to adjourn.

1 Herrera: Motion to adjourn.
2
3 Shepan: Second.
4
5 Pearson: Motion and second. We're adjourned.
6
7
8
9
10
11
12 _____
13 Chairperson
14



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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE DISCUSSION FORM FOR THE MEETING OF October 20, 2015

AGENDA ITEM:

5.1 University Avenue Study Corridor Project

ACTION REQUESTED:

Recommendation of Approval to the Policy Committee

DISCUSSION:

Over the past several months, MVMPO Staff has been working with Bohannon-Huston staff on a corridor study to improve the safety and the multi-modal character of the University Avenue corridor between Avenida de Mesilla and NM 478.

The results of this study will be presented to the Committee.

Staff requests this study be recommended by the BPAC for approval to the Policy Committee.



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AGENDA ITEM:

6.1 Alameda Boulevard Restriping Project

DISCUSSION:

The City of Las Cruces has withdrawn its presentation.

6.1 Andrew Bencomo's Alameda comments

From: Andrew Bencomo <andrewmbencomo@gmail.com>
Sent: Monday, September 14, 2015 7:42 AM
To: Andrew Wray
Cc: George Pearson; Mark Leisher (mleisher@gmail.com); David Shearer; Herrera, Jolene M, NMDOT; Acurry@lcp.k12.nm.us; albertc@donaanacounty.org; James Nunez; lances@mesillanm.gov; Duane Bentley; Tom Murphy; Michael McAdams; Sharon Nebbia
Subject: Re: FW: Striping plan for Alameda Boulevard

Good morning all,
As you newest and most likely least educated member of the BPAC in terms of biking related issues, this appears to be a pretty straight forward restripe project that doesn't have many other options than what has been outlined (other than perhaps not having shared use lanes, which of course would be silly) so I really don't have any other feedback.

Again, not having the experience the rest of you do I look forward to hearing any feedback you may have so I can learn from that.

Andrew B.

On Fri, Sep 11, 2015 at 2:48 PM, Andrew Wray <awray@las-cruces.org> wrote:
Committee Members,

The City of Las Cruces has asked MPO Staff to solicit feedback from the BPAC regarding a proposed re-striping project on Alameda.

Please see the below email and attachments for details of the project.

Please return your comments to MPO Staff by September 25.

Thank you.

From: Gary Skelton
Sent: Thursday, September 10, 2015 3:47 PM
To: Tom Murphy
Cc: Willie Roman
Subject: Striping plan for Alameda Boulevard

Tom:

The Public Works Department will be beginning its micro-surface treatment program on or about September 21 for various roads through the city. One of those streets will be Alameda Boulevard from Picacho Avenue to Three Crosses Avenue. Our section will be in charge of restriping that road once the resurface work has been completed and we are looking at the possibility of changing from the current layout to a striping plan that would utilize a two-way left turn lane and wider through lanes that could be used as shared lanes for both motorized vehicles and bicycles. I have attached a copy of the concept for your review. We would like to see if we could present this at the next Bicycle Committee to get input from them. We know it

6.1 Andrew Bencomo's Alameda comments

is short notice and we would like to see if you could help us schedule it for a meeting , if possible. If you have any questions, you may contact Willie Roman or myself.

Gary Skelton
Engineering Technician
Street and Traffic Operations
City of Las Cruces
(575) 541-2595

--

"Sometimes it is the people who no one imagines anything of, who do the things that no one can imagine." The Imitation Game

6.1 George Pearson's Alameda Comments

From: George Pearson <george@NMBikeEd.org>
Sent: Wednesday, September 23, 2015 8:59 AM
To: Andrew Wray; Mark Leisher (mleisher@gmail.com); David Shearer; Herrera, Jolene M, NMDOT; Acurry@lcpk.k12.nm.us; albertc@donaanacounty.org; James Nunez; lances@mesillanm.gov; andrewmbencomo@gmail.com; Duane Bentley
Cc: Tom Murphy; Michael McAdams; Sharon Nebbia
Subject: Re: FW: Striping plan for Alameda Boulevard

Follow Up Flag: Follow up
Flag Status: Flagged

My first reaction to a wide curb lane facility is that the lane width needs to be a minimum of 14 feet. The striping plan seems to indicate that 14' is the widest lane, with much more of the roadway closer to 13.5'.

I commute by bicycle on Espina between University and Las Cruces avenues. Espina is more or less a similar roadway, so I thought I would see what the lane width is on a couple of the narrower portions. I measured lane widths of 14' and 13.25'. My experience is that most, but not all, motorists will cross into the center turn lane when passing. Those that don't cross into the center turn lane can make for interesting encounters, especially when this includes city buses and other various wider trucks.

I also occasionally use Alameda, including both directions this morning. My perception is that there is more and faster traffic than on Espina. Checking the MPO AAWDT maps shows roughly 2,000 additional trips per day on Alameda. Also, Alameda is in the traffic pattern for Mayfield High School and Alameda does not seem to be a common route for high school drivers. This seems like a significantly higher chance of conflicts between vehicles and bicycles on Alameda than what exists on Espina.

The south part of the project area on Alameda is currently just two lanes, that are rather wide. I observed this morning a car using the right side of the roadway as a lane, passing a line of cars. The intersection at Alameda and Picacho is designated as a straight/right turn lane, but cars use it as both straight and right turn only at the same time (also observed this morning). Improvements are needed, perhaps even creating a right turn only lane.

On my bicycle, I feel the least safe on Alameda southbound after the bike lanes end. Traffic seems to speed up, perhaps because of the wide lane, and perhaps in combination with approaching the intersection where there is no clear positioning for a straight through bicyclist. Not sure why a bike lane wasn't added to this part of the roadway, but it would presumably solve the problem with the freestyle extra right lane. Continuing the bike lane up to the intersection, using dashed lines appropriately, could also reduce confusion for appropriate roadway positioning for bicyclists and vehicles.

6.1 George Pearson's Alameda Comments

Removing the bike lanes will increase the conflicts between bicyclists and motorists. Adding sharrows will not help (not too many people know what they mean). Traffic will have to cross into the center turn lane to pass bicyclists. My personal experience on south Triviz is that the roadway became safer for me on a bicycle after adding the bike lane, even if it is a very narrow lane in some places, than it was before the lane was added. Triviz remained a two lane roadway, so the lane was probably significantly wider than 14' before the bike lane was added.

This should be an opportunity to increase safety. I never understood the reasoning why there are no bike lanes in front of Alameda Elementary. This morning there were several cars parked in the street. This in itself should be a safety issue as it gives opportunities for children to enter the roadway, suddenly, in front of a motorist. Part of the Bicycle Friendly Community evaluation is the lane mileage of bike lanes, so this would be a step backwards.

See two options: 1) add bike lanes through the entire project area and pay special attention at intersections, especially Alameda/Picacho; 2) retain the current lane striping (but add bike lanes north of Madrid).

In addition, while it is not part of this project, it should be kept in mind that Alameda between Lohman and Picacho should be considered for a road diet.

Regards,

George Pearson
Chair, Mesilla Valley MPO Bicycle Pedestrian Facilities Advisory Committee
League of American Bicyclists League Cycling Instructor #2614
NMBikeEd.org, Steering Committee Member

----- Original Message -----

Subject: FW: Striping plan for Alameda Boulevard

From: Andrew Wray <awray@las-cruces.org>

To: George Pearson <george@nmbikeed.org>, Mark Leisher (mleisher@gmail.com) <mleisher@gmail.com>, David Shearer <dshearer@nmsu.edu>, Herrera, Jolene M, NMDOT <JoleneM.Herrera@state.nm.us>, Acurry@lcps.k12.nm.us <Acurry@lcps.k12.nm.us>, albertc@donaanacounty.org <albertc@donaanacounty.org>, James Nunez <jnunez@las-cruces.org>,

lances@mesillanm.gov <lances@mesillanm.gov>, andrewmbencomo@gmail.com <andrewmbencomo@gmail.com>, Duane Bentley <duabentley@gmail.com>

Cc: Tom Murphy <tmurphy@las-cruces.org>, Michael McAdams <mmcadams@las-cruces.org>, Sharon

Nebbia <snebbia@las-cruces.org>

Date: 9/11/2015 2:48 PM

Committee Members,

The City of Las Cruces has asked MPO Staff to solicit feedback from the BPAC regarding a proposed re-striping project on Alameda.

Please see the below email and attachments for details of the project.

Please return your comments to MPO Staff by September 25.

6.1 George Pearson's Alameda Comments

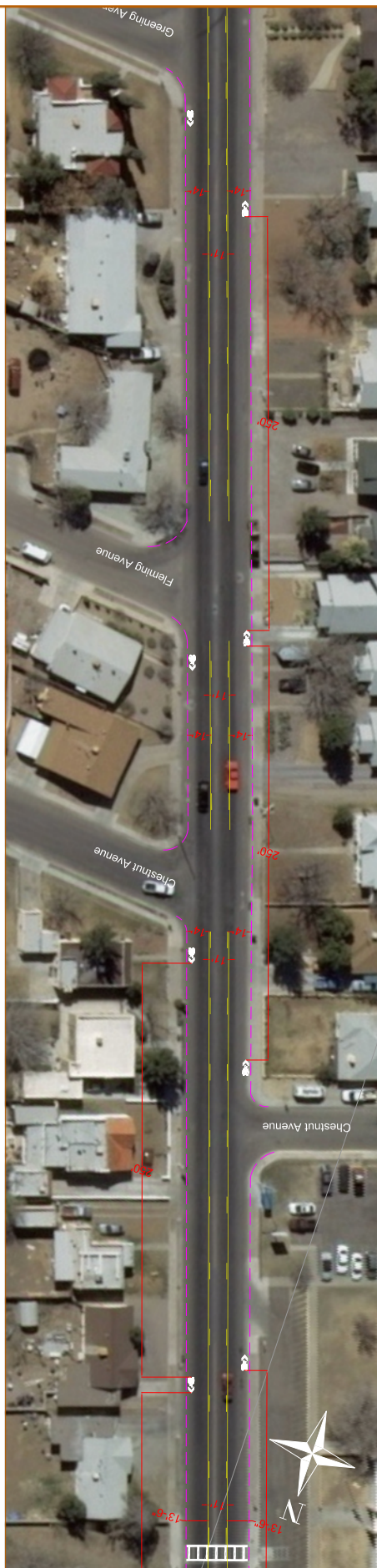
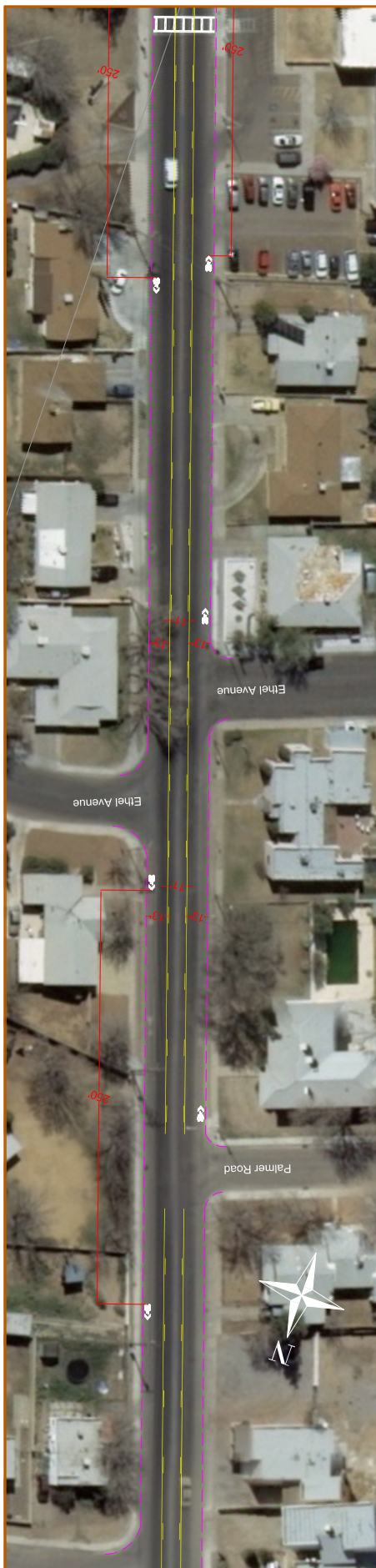
Thank you.

From: Gary Skelton
Sent: Thursday, September 10, 2015 3:47 PM
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Gary Skelton
Engineering Technician
Street and Traffic Operations
City of Las Cruces
(575) 541-2595



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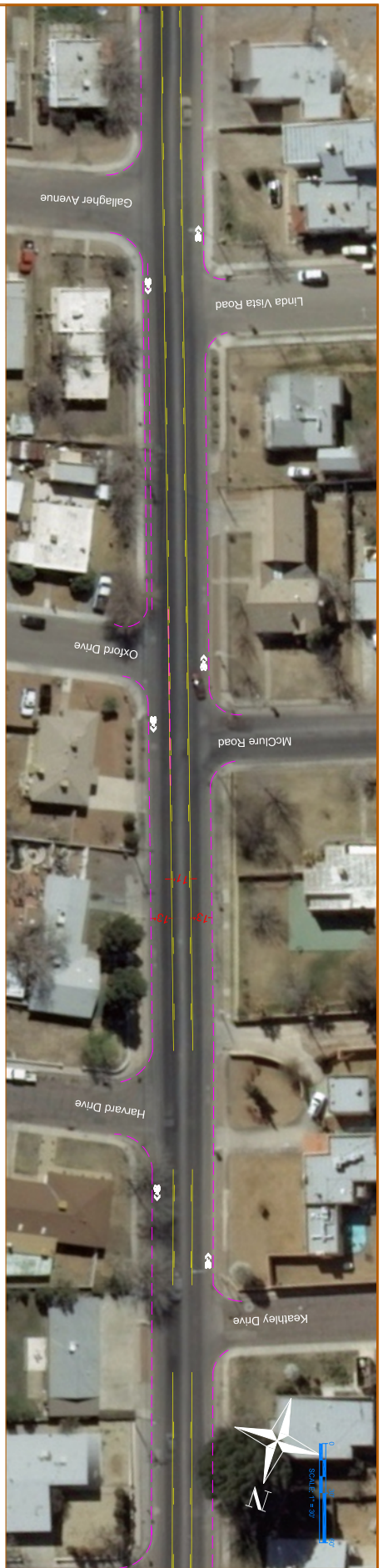
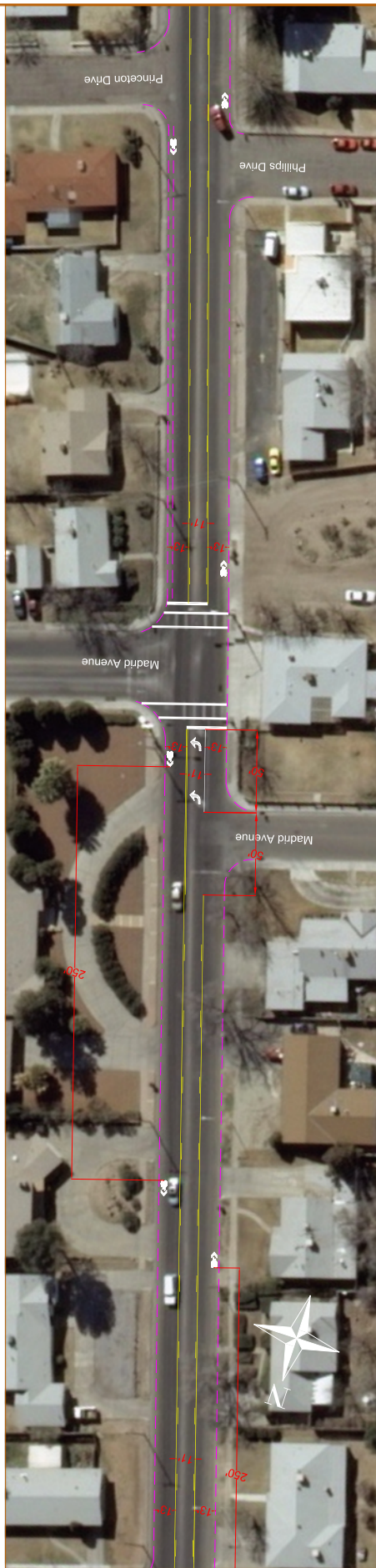
PRELIMINARY PLANS
NOT FOR
CONSTRUCTION

REVISIONS	BY

Alameda Boulevard Striping Plan
Picacho Avenue to Three Crosses Avenue

 **City of Las Cruces**
PEOPLE HELPING PEOPLE
Transportation/Streets and Traffic Operations

SHEET TITLE
WILMA BOHANN, P.E.
DESIGNED BY
GARY SADDAM
CHECKED BY
GARY SADDAM
SCALE
1" = 30'
DATE
September 8, 2015



2 OF 2

PRELIMINARY PLANS
NOT FOR
CONSTRUCTION

REVISIONS	BY

Alameda Boulevard Striping Plan
Picacho Avenue to Three Crosses Avenue



SHEET TITLE
WILMA BOHANN, P.E.
DESIGNED BY
GARY SIEGHEIM
CHECKED BY
GARY SIEGHEIM
SCALE: 1" = 30'
DATE
September 8, 2015



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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE DISCUSSION FORM FOR THE MEETING OF October 20, 2015

AGENDA ITEM:

6.2 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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AGENDA ITEM:

6.3 Bicycle Loop Discussion

DISCUSSION:

The BPAC will discuss the possibility of adjusting the configuration of the bicycle loop infrastructure around Las Cruces.