MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION
BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE

The following are minutes for the meeting of the Bicycle and Pedestrian Facilities Advisory Committee of the Mesilla Valley Metropolitan Planning Organization (MPO) which was held October 21, 2014 at 4:00 p.m. in Commission Chambers at Dona Ana County Government Building, 845 Motel Blvd., Las Cruces, New Mexico.

MEMBERS PRESENT:  George Pearson, Chair (City of Las Cruces Citizen Rep)
                    Jolene Herrera (NMDOT Rep)
                    Mark Leisher (DAC Citizen Rep)
                    Scott Farnham (City of Las Cruces Rep)
                    David Shearer (NMSU - Environmental Safety)
                    Ashleigh Curry (Town of Mesilla Staff)

MEMBERS ABSENT:  Leslie Kryder, Vice Chair (Bicycle Community Rep)
                 Karen Rishel (Bicycling Community Bicycle Rep)
                 Carlos Coontz (Pedestrian Community Rep)

STAFF PRESENT:  Tom Murphy (MPO)
                 Andrew Wray (MPO)
                 Orlando Fierro (MPO)
                 Michael McAdams (MPO)
                 Carol McCall (CLC Planner)

OTHERS PRESENT:  Jamie Lakey (NMSU)
                  Becky Baum, RC Creations, LLC, Recording Secretary

1. CALL TO ORDER

Meeting was called to order at 4:00 p.m.

2. APPROVAL OF AGENDA

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

Farnham: Changes? Yes, on line 16,

Shearer: No, this is the agenda.

Farnham: Oh, the agenda, okay.

Pearson: Okay, do we need a motion to go there or just accept the agenda? I don’t remember.
Shearer: I'll move to accept the agenda.

Pearson: And your name?

Shearer: David Shearer.

Herrera: Jolene Herrera, second.

Pearson: There's a motion and a second to accept the agenda, all in favor, aye?

All: Aye.

Pearson: Any opposed?

3. APPROVAL OF MINUTES

3.1 August 19, 2014

Pearson: Next is approval of the minutes, any discussion on the minutes?

Farnham: Line 16, first sentence, that last word is, should be Cutler.

Shearer: Which page?

Farnham: On page 24.

Shearer: Thirty-five.

Farnham: Line 16.

Pearson: Okay, any other comments?

Leisher: Mr. Chair, I had a couple comments on the members present, or members absent actually. Carlos Coontz was, is listed as Pedestrian Committee Representative, should be Pedestrian Community Representative. And Ashleigh Curry is listed as Town of Mesilla, I think she was Citizen Representative, but I thought she ...

Wray: She was still staff.

Pearson: She was still staff at that meeting? Okay, so, and then, so we should maybe show that the Town of Mesilla Citizen position is vacant. So that would be my, my amendment for the, for the minutes is to change “Committee” to “Community,” under member absent and note that the Town of Mesilla Citizen position is vacant; any other changes, discussion to the minutes?
Murphy: Yes, Mr. Chair. Tom Murphy from the MPO. And I’d, I’d, I apologize I don’t have the specifics but after we had sent out the, the minutes, we also discovered some various typographical errors that we had changed in the master file. Nothing, nothing of substantial to the, to the discussion but there are, there are typos that were changed administratively.

Pearson: Okay, (inaudible) Okay, do I hear a motion to accept the minutes as amended?

Curry: I make the motion to accept.

Pearson: Second?

Shearer: I’ll second.

Pearson: The motion is seconded to accept the minutes as amended, all in favor, aye.

All: Aye.

Pearson: Opposed?

4. PUBLIC COMMENT – No public comment

5. DISCUSSION ITEMS

5.1 Bicycle Friendly Community Certification Renewal Discussion

Pearson: We’ll go to our discussion item 5.1 which is the Bicycle Friendly Community Certification Renewal Discussion.

Murphy: Excuse me Mr. Chair, with us today is Carol McCall from the Community Development Department for the City of Las Cruces and she will be, she will be spearheading the City’s application efforts for the bicyclist community this go-round and I believe the Committee wanted to have her in here to (inaudible) if we had any, any opening words you wanted to speak to the (inaudible). I’ll turn the mic over to her, to Carol.

Pearson: Please.

Carol McCall gave a presentation.

Pearson: One thing is, anybody that’s interested in participating in this should participate.
Pearson: November 13th, what, what day is it?

McAdams: I believe it’s a Thursday.

Curry: Carol, I don’t know if you’re interested, but I have a biking class if you want to see any of that next week, Monday morning at Conlee Elementary, if you want to see what bike education looks like in action.

McCall: Okay.

Curry: In the schools.

McCall: What time, at the beginning of school?

Curry: Eight, 8:15 to 9:15.

Pearson: And then we’re doing our bike basics class on Saturday from eight ‘til ten at Peace Lutheran.

McCall: Every Saturday?

Pearson: No, we just do it, it’s been the fourth Saturday of the month in spring and fall but this is the last one that we’re doing. We didn’t do one for November. Usually, we don’t do December, January and we didn’t schedule it for November for whatever reason.

McCall: So it’s the last Saturday and it’ll be this coming Saturday?

Pearson: Generally, but it’s this coming Saturday.

McCall: What time?

Pearson: Eight o’clock in the morning.

McCall: Sorry. I’m having a yard sale. You’re all welcome to come. But you know what? The other thing I wanted to mention that I, I talked a little bit about this earlier with one of my colleagues is ways that the, the City can help just through what we already have in place and that’s the Public Information Office getting information through our various databases so like your, your bicycle education classes, anything that you might want the public to come to or that, that, you know might be of interest, we can put out since the City is a partner in all this. We can put out through the Public Information Office. The other thing that we talked a little bit about at, at one of the last meetings is using our Public Information Office to, and, and CLC TV Channel 20 on cable to put videos and the League of American Bicyclists has a, a whole library of various videos on lots of
various topics, short ones and longer ones and promotional ones and feel-
good ones and teaching ones, so we would also be able to show those on
Channel 20 because of this project and, and it, it's my understanding that
they're free, but I'll have to, but it doesn't matter because we can still, we
can still do it. So that is a really cool thing. The, the one we looked at at
the meeting was about the Indianapolis program, and the thing that I liked
about it is that the mayor was the, on-camera narrator and he was just so
gung-ho about it and it, it really, you know I just imagined our Council and
our staff people and everybody in the community looking at that video and
just sort of going, "Oh, wow." So ...

Pearson: Yeah, there are some fairly active mayors. I think the mayor of Fort Worth
actually does a, community meetings on bicycles, rides through and does
her community meetings on a bicycle. Some of the other mayors know
about, I mean the mayor of Chicago is very interested in, in the,
promoting, they're trying to do like 25 miles of cycle track a year for the
next, for four years.

McCall: Wow.

Pearson: And New York City's put in all sorts of cycle tracks and some of those
things are geared more towards larger urban areas, but we're still an
urban area and we need to do the right thing.

McCall: Yep, we do.

Shearer: For what it's worth, if you're interested, it's University, but we're going to
do a, a bicycle family youth education, it's actually the same day as
Homecoming, it's the November 8th. It's at the Safety Office, we're
actually directing it to the, the families and youth that are right next to us,
was, we're going to have City Codes is going to come in for bicycle safety
and (inaudible) some bicycle repair that they, the buses are going to come
and show them how to use the carriers and ...

McCall: Oh, cool.

Shearer: And so, it, it ...

McCall: Yeah. Who's, who's the Code, do you, do you know the, do you recall the
Codes person who's going to come?

Shearer: (inaudible).

Herrera: It's Rudy.

McCall: Who?
Shearer: Rudy.

McCall: Rudy, okay.

Shearer: We, we just got the Bronze so we're going to mark it down as one of those things we do later (inaudible).

McCall: For NMSU?

Shearer: Yeah.

McCall: Oh, that's great.

Shearer: (inaudible).

McCall: Okay.

Pearson: The league's awarding the University awards tomorrow and UNM has applied, so I'll find out if they're successful or not.

Curry: I have a quick question if I may. I think it's in relation to all of this. The Las Cruces Magazine did an interview, was doing interviews around town for bicycle-related things to, specifically pertaining to (inaudible) and they were asking if there was one central point of where people can get information about anything bicycling and I don't know of one, one source in Las Cruces where you can get all the information about coming things or anything bicycling-related. That's something that we could put on as kind of a goal so that we then can figure out some agency where (inaudible) could ...

McCall: Well, unofficially I think it's him but I think it's supposed to be me, at least for the City. We talked a little bit about that earlier, about what, what my role would be and whether I would just be, you know, putting the application together or if I am sort of the new bicycle person for the City and we don't have a bicycle person, so for now it's, it's me. It may be somebody else in the future.

Pearson: Yeah, I think as a Committee and as the MPO, we've done our part with the Resolution that we brought forward recommending that each entity appoint a bike pad contact, and then of course we continue to encourage that the entities implement that.

Curry: Even having just one of those entities kind of heading up an informational website or whatever it is, but if there are rides coming up or family events
or educational events or engineering things, then it's the kind of place you
could post the ...

Pearson: Well, the important one is the City because they're the ...

Curry: Sure.

Pearson: The big population one.

Murphy: I, and for those of you who're not aware of why the MPO has stepped
back from coordinating the application, that's a, it's, as we're federally
funded it's a, it's a question of whether it's an appropriate, you know
expenditure, is this something that's solely benefiting the City or you know
should the City be spending its own local monies on that? That being
said, I mean we are setting our, setting ourselves up as a resource and
data center so I think as far as it's information that's already compiled, you
know already exists, I think we can certainly house that with the MPO,
become a singular point of contact for people looking for information. I
think that's appropriate.

Curry: And who would the contact person at the MPO be for that particular?

Murphy: I mean right now it should be you know anybody, you know it should just
be the MPO staff itself and then as, as workflows ebb and flow I think you
know that'll, that'll probably, probably shift, but we, we have a, a general
address mpo@las-cruces.org that ...

Curry: Okay.

Murphy: We all, we all receive that, so ...

Curry: Okay.

Murphy: That should be the one used for communications.

Curry: Okay.

Shearer: Do you know whether you plan on having a web page or activities or
anything like that? I, we tried to do that on the Safety app program,
bikes@nmsu or web page we had there and (inaudible) possibly trying to
keep up with (inaudible). It would helpful I think to have someplace that
some of these groups can advertise their events coming down.

Curry: Exactly.
Murphy: You know, our, our web pages are undergoing a, a major overhaul so we're in the process of, of doing that. We've kind of pared down to the, to the vital core information so that, so that nothing gets lost in transition. Once that's complete I think we can talk about adding it. We're also, pursuant to the Public Participation Plan, we're investigating use of social media, perhaps a Facebook page would be a, a great place to do that and that's something that we are looking into.

McCall: I did, Andrew and I are both editors for the new, the new website for our department along with a few other people and so I did start a BFC page, but all it says is "Bicycle Friendly Community Coming Soon" so, cause I didn't have a lot to, to fill in but maybe we can talk together about how maybe we can both have access to it and then whenever we hear about anything we can just you know keep it posted there, only maybe not on the events calendar Andrew. It's been a nightmare.

Pearson: So the other thing that Southern New Mexico Bicyclists will be doing is January 6th we're going to have a planning meeting at Beck's Coffee at 6:00; where we try to plan out the next year's things that we're going to be involved with and also try to identify other things that are happening, so that's where we would decide the bicycle basics for Safe Routes to School. We've been doing three in the spring and a couple in the fall.

McCall: Is that the sort of thing that you open to the public or like something that, that PIO could announce or that we could have on the TV station, like that that's going to happen, or, or do you want to wait until after you've got everything planned?

Pearson: Well, that's where we set up the calendar so if somebody's interested in having an event, we pretty much, if they're interested in us participating in the event, then they need to be there.

McCall: Okay.

Pearson: So like if some Boy Scout or Girl Scout troop wants to do a bike event with us and knows about us then that's when, that's the opportunity to come to the table and say, "We'd like to do this one," could we schedule it?

McCall: Well if you want we can work together on a press release and send it out.

Pearson: Okay.

McCall: Through PIO. They've got a, you know pretty broad net as you know.

Pearson: So, any other comments on this?
McCall: Gosh, you guys letting me off easy. Thought I’d be ...

Pearson: The deadline’s still months away. When it gets closer, then it gets worse, right?

Curry: I, I do have one more quick question. Speaking of Beck’s Coffee, they were wondering how to become a bicycle-friendly business, so I don’t know ...

McCall: Oh, yeah.

Curry: If that’s a condition that we had but how can we encourage other businesses to become bicycle-friendly businesses?

McCall: There is, there is. When you go to the website, they have different leagues.


McCall: Yeah.

Pearson: Bikeleague.org.

McCall: Then, then you can click on Bicycle-Friendly America and then it says Business, Community, University. So there are things and, and that might be, that might be a good way to, we could pull in the Green Chamber maybe and try to rally ...

Pearson: Right.

McCall: And get all the businesses.

Pearson: There are three if I remember right statewide, three businesses in the State or maybe four: General Mills in Albuquerque, BTI which is a bicycle parts distributor, maybe there’s only three, and Outdoor Adventures.

McCall: Well, at least we’re on the map.

Leisher: We need a (inaudible) on there?

Pearson: Outdoor Adventure. Mesilla Valley Co-Op or whatever, Mountain View Market, that’s what they’re ...

McCall: Mountain View Market?
Pearson: They had applied a couple of years ago but they, I think they got close to an honorable mention or something but, so they went through the process once and they were hoping to have better cooperation with their landlord for better bike parking I think is really what they were looking at. Because otherwise their activity, they're very involved in some of these events that we've been doing.

McCall: Yeah, yeah that's a great idea.

Pearson: In planning out the May's bike month events that's kind of where, kind of a key element. That's something we can probably discuss at the January meeting too. We didn't really have anything last year. The Mayor volunteered that he would ride in the Mayor's Downtown Bike Ride and then, then couldn't make it. Had to be polite on the record.

McCall: Yeah. Yea, things like that you really do have to know, you know a long time in advance to get ...

Pearson: Right, so that's, last year we had this meeting and it worked, so we're going to do it again, and because the other time, year before we just kind of, it was real hit or miss as to whether anybody was available or we rely on Tammy for some of these things and she has tour schedules so she has to work those in. Okay? Well, thank you for coming Carol.

McCall: Thank you. Thank you all, and I'll get maybe a contact list from, from you guys and send out some stuff and just make sure that everything gets passed along to you through Tom and Andrew.

Shearer: But (inaudible) ask a question. Channel 20, you talked about introducing, is, is that available?

McCall: Well, it's on cable.

Shearer: It's on cable.

McCall: It's a, yeah, it's the, the City's TV station, but you can access it on the internet; if you just go to the City of Las Cruces and up in the corner search for CLC-TV, there'll be a link there where you can watch live or watch archived City Council meetings, but they have little, you know there are little programs that they produce and things like the weather and today in history you know stuff that's always on.

Pearson: They produce like a City Beat or something which highlights the part of the city ...

McCall: Yeah. Yeah.
Shearer: But you're saying that there are public programs on bicycling safety, on bicycle use, or on, what ...

McCall: On, on the web, on the, the League of American Bicyclists website.

Shearer: But that's not on this cable TV?

McCall: No but, but they have agreed to show them, so, to show them on, on the TV station so I just have to find out whether there's a cost and how we do it.

Shearer: That's good.

McCall: If we download it or if there's an FTP site or if they send us a disk.

Shearer: So the PSAs that are on their, their web page.

McCall: Yeah.

Shearer: Yeah, I, yeah, I've seen this (inaudible) ...

McCall: And they're, you know they're really high production value, Some of them are real short you know little punchy things.

Shearer: Okay.

Pearson: The League took their Bike 1-2-3 curriculum ...

Shearer: Right.

Pearson: And turned it into the short pieces, so I mean, the whole curriculum's nine hours and the classroom part's like four hours, but it covers all, all the different things; how to ride, how to do intersections, stopping, signaling, you know braking, a lot of different pieces and they break them up. I haven't looked at them for a while, but they're probably four- or five-minute pieces.

McCall: That would be cool. If we, you know we could maybe do it like show one for a week and then show the next one you know? Just repeat it a number of times or show a series, two or three or four of them over the course of a week repeating and then do it again and then you know go to the next ones. That would be kind of cool.
Shearer: Well, it would be interesting. Yeah, we, we tried to find out, I tried to find out about the University TV station broadcasting to see if we can put some PSAs before the game or after a game (inaudible).

McCall: Yeah. Well, and you know if they’re, if they’re nonprofit it might be the sort of thing that, that KRWG can put on you know at the end of a program that ends at 10 ’til 9 and they’ve got that ten-minute chunk of time that they’ve got to fill up. You know they might be interested in that if they’re not very expensive or if they don’t cost anything that would be, but that would be kind of ...

Pearson: That might be where we can take that, where the League has our logo and add the City of Las Cruces logo to partner up with them.

McCall: Yeah or the MPO logo.

Pearson: Right, whatever.

McCall: Logo I mean lot of different ways, NMSU all of them, yeah.

Shearer: Yeah. Enforcement’s always one that is curious to me and I’ve seen this lots and lots and (inaudible).

McCall: Well they do have a database but the gentleman that came to the meeting is Rob Benavidez and he said that he would be the one to get the enforcement data for us and then there’s another gentleman whose name I don’t remember; two or three people have been assigned to this so I can pass those along to you. Do you guys, do you want the extra copies or George has an, has it electronically and I also do, so if you’re interested, do you want one? And here’s the other one you can have. Well thank you.

Shearer: When does the current designation run out?

McCall: Well, I think it’s the spring. It’s every four years and I guess we applied in 2011 so it’ll be time next year, yeah. Hopefully, I think what we’re thinking in the Department is spring you know and depending on if we get everything compiled but that’s, that’s my hope that that we can apply in the spring.

Shearer: Next spring?

McCall: Yeah, I don’t know.

Pearson: June or July is what I remember when it expires.
McCall: Is when, when it's due?

Pearson: Yeah, cause ...

Shearer: Yeah I think it (inaudible).

Pearson: It's a different cycle for, than the University cycle. It's off by a couple of months probably and so ...

McCall: But it would be neat if we, since we've got, you know NMSU, if we get some more businesses rolling and, and I don't even know, I don't know if there's a County, is there a County designation? I don't know whether they've got a chance but ...

Pearson: Well, the City and the County have the opportunity to be bicycle-friendly businesses.

McCall: Oh. That's another avenue.

Pearson: The City of Austin I believe is a bicycle-friendly business.

McCall: That's another avenue. Great. I'm going to go vote.

Shearer: Oh, 20, 25 minutes.

Pearson: Okay, so our next ...

McCall: Thanks again.

Pearson: Thank you.

5.2 BPAC Annual Report

Pearson: Our next discussion item is the annual report.

Tom Murphy gave a presentation.

Pearson: Is that like a main, most important thing is just picking a spot and adding the data in one spot where you can go back to compare year to year.

Murphy: Right, yeah that's a key, key to having an evaluation and this is kind of, you know and we expect to make some great leaps forward with the transportation plan update as you know you're probably aware, we need to, we need to start adopting performance measures for the MPO area and ideally those performance measures will, will carry all, you know ...
Pearson: Right.

Murphy: All modes will be represented within those, so essentially I think we're, we're at a starting point with that. Also recently completed, we've gotten the framework for our asset management program, bicycle and pedestrian friend, pedestrian facilities, excuse me, are vital parts of our transportation assets as a whole, and as we implement that program that'll be an ongoing, ongoing record of what types of, what types of assets that we have.

Pearson: So when we ask for lane miles of bicycle, bicycle lanes and bicycle facilities, in-road facilities ...

Murphy: Right.

Pearson: About lanes you'll (inaudible).

Murphy: Ideally, ideally at some point we'll be able to even you know, you know, interact it on the web page so we could tell you, you know you could look it up, you know, anybody can look it up at any time. That would be, that would be the goal but we're currently in the process of trying to, trying to make sure we have that information and that we have it right. And, and then also I guess kind of include for, just kind of show the starting point of where we're at and the data that's, you know that's previously existed. Andrew put up on the, on the screen the current bicycle facilities within the MPO area broken down by multi-use path, bicycle lane, share the road. Just a quick look, you know it, it's not accurate, not entirely accurate. We're also, we're currently utilizing our co-ops to go out and audit this data and then we'll have that information transcribed over to the City GIS people who will, who will get it corrected but, I think this is our beginning of having that ongoing record.

Shearer: Is the key on the map?

Wray: It is. It's, I had to scroll in so.

Murphy: And I forgot, we're all sitting at the table so I'll go ahead and pass around my hard copy of, of the map in case you need to look at it more closely.

Herrera: Mr. Chair.

Pearson: Yes.

Herrera: Can I ask Tom, what the last bullet there, MPO staff also worked on updating the bicycle suitability map; what exactly do you mean by suitability?
Murphy: One of the publications that we've had for the last several years is we've, we created, through working closely with this Committee a bicycle suitability map for the Mesilla Valley region. What we've, what that does it takes the major thoroughfares and it evaluates it on, on speed limit, traffic, traffic, or automobile traffic level, type of bicycle facility present, and we have it rated green, orange, red I believe are the colors in the color code, with green being more appropriate for bicycle use, so a lower speed, lower volume with a bicycle lane would you know would pop up bright green whereas a high-speed arterial with no bicycle facilities would, would show up as red. We, we publish that, we distribute it to various places, bike, bicycle shops, what's, believe it's downloadable as a PDF off the website, and people use that to kind of plan their, their bicycle riding.

Herrera: Okay. Thank you. I thought that's what you meant, but I just wanted to be sure.

Pearson: So are you going to put the other report that's, has these numbers or what's the, what's the delivery look like?

Murphy: We can, we can publish this in a, in a report level. I think, I think probably one of the, the feedback we want to get from this committee this afternoon is, "Is this a complete enough picture from what you, what you know is happening, happening with the MPO and what's happening with bicycle and pedestrian issues in the, in the region?" And we'll, and then we'll publish that on the, on the website.

Farnham: For what it's worth, I think you're, you're missing a bike lane across the campus. Stewart Street says bike lanes going the length of it for four years now.

Murphy: Thank you.

Herrera: Also, Tom, there's not much talk about the County other than down here at the bottom about the, the miles of bike facilities. Are they just not very engaged with the MPO on this stuff or it's mostly just talking about what you've done with the City and then, you know what you're doing obviously within the MPO? I'm just curious on what's the County been up to.

Murphy: A lot of, lot of times we are constrained by the response that we get. We didn't get a, we didn't get a response from the Town of Mesilla either. That being, that being said with the work of our co-ops that are out, that are out in the entire MPO region and we'll be able to, we'll be able to at least know the facilities that bike lanes are on in the County if we, even if we don't get a, a precise measurement of mileage.
Herrera: Thank you. That's kind of what I expected.

Curry: Tom, the Town of Mesilla did not, the Town of Mesilla did not respond to inquiries. Was there something that I could've done to help get more information out of the Town of Mesilla?

Wray: In this particular instance the request went through the Public Works Department of the Town of Mesilla and I, I didn't get a response.

Curry: Okay. Are you still hoping for a response? Would you like me to see if I can go to (inaudible) ...

Wray: Sure.

Curry: And what, what were the specific inquiries? Could you, you know what I mean?

Wray: I, I specifically asked them ... well, I'll e-mail you as well but I specifically asked them how many lane, how many lane miles of bike facilities they have within the town limits.

Curry: Okay.

Pearson: cause some of that's NMDOT.

Wray: (inaudible)

Curry: It is. Yes.

Wray: But that, that still falls within ...

Curry: The Town of Mesilla.

Wray: The Town of Mesilla, so that's ...

Murphy: The Town of Mesilla, so that's ...

Pearson: So you're expecting these (inaudible) to report, or the County to report like the New Mexico 28 outside of city limits?

Wray: Yes.

Murphy: But I mean I think we want the report by, by jurisdiction not by ownership.

Pearson: Right.
Herrera: I guess my other comment would be looks good to me. I think that this is really a good thing to let us all know kind of what's been happening throughout the year. You guys do a lot of work, MPO staff does a lot of work that we just don't see a whole lot, so I think it's good to give the committee an understanding of what you guys are doing, cause it's a lot, so thank you.

Pearson: And I think once it's done we should bring it forward to the Policy Committee as a report from this Committee.

Leisher: Mr. Chair, should we include anything that's in the future, like Dripping Springs, Baylor Canyon, any of that stuff?

Pearson: I don't, I think that, when it happens, it happens. Planning and conditions are two different things I think.

Herrera: But kind of to more explain, I wonder if it would be good and I think we've talked about this before at another committee meeting maybe a long time ago, but setting goals for the committee kind of ...

Pearson: Right.

Herrera: At the beginning of the year so we know exactly what it is that we want to accomplish as a committee during the year, so I kind of think you do have a point there. Maybe this isn't the appropriate place for it but keeping track of that kind of stuff or just you know whatever.

Pearson: Right, I think that's something that we'd try to do is just maybe two years ago even we had like four goals for the year. We had the TAP applications have to work through, we have the ... I can't remember now, I'd have to go back to the minutes. But so that's something to think about for our January meeting.

Curry: With, with the TAC application due mid-December, is that right Tom?

Murphy: Yes, December 19th.

Curry: Is, right is there anything that, that pertains to bicycling that's going to be put forth in that TAP application? Have you heard of anybody proposing anything that's bicycling-related cause it seems like a great opportunity to get funding for, whether it be off-road paths or in-lane or whatever.

Murphy: Right, this is, yeah, the TAP, the TAP funds and the, the, also the recreational trail funds are ...

Curry: Right.
Murphy: Being considered at the same point, as well as surface transportation funds which you know ...

Curry: Right.

Murphy: Which are eligible to be used on these types of projects as well? That said, I have not received any communication from any public entity about anything that needed planning as of yet, so I would say maybe go back to your, go back to your jurisdictions and remind them that this, this call is out there and encourage them to submit you know any projects that ...

Curry: So for example was the Town of Mesilla notified about the TAP application?

Murphy: Yes.

Curry: Okay and that was to David Lujan, Public Works?

Murphy: We sent it, I sent it to the MPO mailing list, so all the, you know the, the Trustees got them, Mayor Barraza got it.

Curry: Okay.

Murphy: Debbie got it, and I think there are some other staff members in Mesilla that got it, too.

Herrera: And just a note on that, universities are eligible so ...

Pearson: Yeah, I think I did, did want to touch on the TAP and the RTP, but that's kind of, that's more of the staff and committee update. I think we're done with the ...

Murphy: Okay.

Pearson: Annual report and ready for staff comments and local updates.

6. COMMITTEE AND STAFF COMMENTS

7.1 Local Projects update

Pearson: So can you tell us about the TAP and when that is?

Murphy: Actually, local projects I probably want to let Scott go ahead and go first since I know he's got to get out of here. He, he's got some, he's got handouts ...
Pearson: Okay.

Murphy: On the Idaho Road guide.

Farnham: Okay, from the last meeting there was a request to get additional information on the Cutler projects and so I, the handout has several of the roadways that will be essentially re-striped the way it was before. There is one new roadway and that’s on Lakeside Drive that has new striping on it. The handouts are, I noticed are black and white and a little bit hard to read. I did send Andrew a, a PDF file of each of these and that might be easier to see and read what the stripes are. The bike lane, or the bike lanes are these streets that have been addressed are, include Hadley Avenue from Valley Drive to 17th Street, Locust Avenue from University Avenue to Missouri, Lohman Avenue from Telshor Boulevard to 500 feet east of Nacho Drive, Solano Drive from Foster Road to Lohman Avenue, and Telshor Boulevard from University Avenue to Foothills Road.

Pearson: So the Idaho, the City Manager included in his newsletter that they’re get, you’re going to do a road diet there but then they also said no bicycle facilities which is somewhat confusing.

Leisher: So what part of Idaho’s going *(inaudible)*?

Farnham: I’m not sure.

Murphy: Idaho is actually going to be done by the Transportation Department, Willie Roman. The segment is from El Paseo to Main Street and when I saw the City Manager newsletter that’s the first time I heard that it wasn’t being striped by cyclists, but it is being reduced to, to three lanes and I think they’re not, they’re not against in the future striping it, but it ...

Pearson: So we don’t know if they’re putting in a, a shoulder lane or, not shoulder lane but a shoulder that … it’s a *(inaudible)* turned into a bike lane but at Idaho it would just be a shoulder that’s not going to be marked with signage or stencil is what I ...

Murphy: Right, yeah, I’m not, I’m not sure when we had provided them crash data on it and it’s, you know when, when the newsletter came out that was the first I had heard of it, so I need to, I need to follow up with Mr. Roman and kind of get some more details.

Pearson: Cause I did send them an e-mail yesterday I guess and didn’t get a response asking that question.
Leisher: Cause right now the, the work done on Idaho between El Paseo and Main is set up for four lanes like it was before the, the little flattening strips that they have out there. So at least it was ...

Pearson: Well close to the intersections it's still going to be four-lane. It's going to go, go down to three lanes like past the Co-Op shopping center.

Leisher: Okay.

Pearson: And probably past where the realtor offices are on that corner over there.

Leisher: Okay, yeah, (inaudible), out past (inaudible) and then, so it's only going to go down to three just for a short distance?

Murphy: It's a, it, quite a distance, I think it's just the intersection transitions as you approach Main and as you approach El Paseo it's similar to ...

Leisher: El Paseo is, to Court?

Murphy: Similar to the way Solano transitions as you approach Lohman.

Leisher: Lohman, yeah okay. Okay, that, that actually makes sense, so ...

Pearson: On Locust at the intersection with University, do you know if they're going to put a bike lane, continue the bike lane ...

Farnham: Continuous.

Pearson: To the left of the right turn-only lane?

Farnham: I, I looked briefly at the plan there. I didn't see a whole lot of additional re-striping at the intersection so I may have to look at the plan, get a closer ...

Pearson: Yeah cause that's one that I think is an opportunity to have the bike, through bike lane connect directly with the bike lane that's on the University side.

Farnham: I'll bring that up with Willie, right at that location, unless you're aware of any ...

Murphy: I'm not aware of any, anything so yeah (inaudible) working in that area.

Pearson: Okay, excellent. I think it's the, they're waiting on striping apparently; they haven't done their striping all, in some places.
Farnham: Perhaps you might be able to, to find a little bit more on the plan and might be a little bit more information exactly what you’re thinking.

Pearson: Okay, well I can get?

Farnham: Yeah.

Murphy: Pass that on.

Farnham: Locust and University.

Pearson: Yeah, yeah, it’s right there. Well it looks like it’s right there going across University.

Farnham: Okay.

Pearson: Well is this.

Farnham: Is that not University?

Pearson: Well if this is it then that’s, that’s great.

Shearer: Yeah.

Farnham: Yeah, that is. It is.

Pearson: That’s great.

Shearer: Yeah. It is.

Farnham: It is.

Pearson: Okay, good.

Shearer: Yeah, that’d be good.

Pearson: Cause I think that’ll make it much safer.

Shearer: Yeah.

Pearson: Because bicyclists tend to go to the right.

Shearer: Sure.

Pearson: Unless they’ve taken our class and so on, if they’ve taken classes.
Shearer: Or they're bold enough yeah.
Pearson: They'll stay to the right of the right turn only lane which puts them in danger from right-turning traffic and they want to go straight. And this really, I mean that's why we have these facilities to make it obvious on how to use them hopefully.
Farnham: Just noticed that.
Shearer: So that's a reason to remind them to go in and stripe again on the university side, make sure it's bold.
Curry: Has there ever been, has there ever been talk of putting in an overhead (inaudible) on University at that pedestrian, the nearest pedestrian crossing?
Shearer: Pedestrian crossing where?
Curry: On University, you know the one that goes across from where Kinko's is, from the university itself across the ...
Shearer: Yeah, well one of the things that have sort of been talked about was the possibility of putting in a, flashing lighting that would be on demand.
Curry: Yeah.
Shearer: Coming out there and street lighting.
Curry: Sort of like the one on Triviz by Kohl's.
Shearer: I ...
Farnham: Yeah. Yeah, there ...
Curry: By the multi-use path right there.
Shearer: Oh, is it in there? Oh, okay.
Farnham: It's an on-demand (inaudible)
Shearer: I'd not be amenable to raising the funding.
Curry: Is that a, yeah is that a TAP qualifiable?
Murphy: I think that would be, that would be TAP eligible, so ...
Shearer: Would it?
Murphy: For safety at least.
Herrera: I believe safety would be the easier way to go because it’s 100% funded, there’s no match.
Shearer: Oh, really? Okay.
Herrera: So if you have ...
Shearer: Now the street is actually not, it’s the City’s but, but we were interested for the university so it wouldn’t apply.
Herrera: Yeah, well, I mean if you two can partner together that’s even better, but you’d have to have the data to prove I guess that you need that which shouldn’t be too difficult I don’t think considering there’s people crossing the road (inaudible) and that kind of thing, so it’s really just about how you write up your application.
Murphy: Then you can submit the HSIP, or the Highway Safety Improvement Program applications to the MPO on a consistent basis.
Herrera: Right.
Murphy: They, they do awards every quarter so when you get your application done, turn it in to us, we’ll get it in the next cycle. We can also work with you, get you some crash data or I can get you, get you traffic volumes, volumes you know per 15-minute intervals if necessary so work with us on whatever data you need.
Shearer: Okay.
Herrera: And just so you’re all aware the FY-15 HSIP funding has been all awarded, so you would be applying for Fiscal Year ’16 funding at the earliest.
Pearson: Any other City updates?
Farnham: That’s it.

7.2 NMDOT Projects update

Pearson: NMDOT?
Herrera: Thank you Mr. Chair. I have a few brief construction updates and then if there are any questions, I know that there probably are some questions on the Avenida de Mesilla striping. I'll just start with that then. So I did talk to our construction project manager today and he said hopefully here within the next couple of weeks we should have everything out there corrected and the signs up and everything should be done.

Pearson: That's very close to the end, isn't it?

Herrera: Yeah, it's really close to the end. Right now they're just kind of wrapping up. We've reached what they call substantial completion, meaning it's all open to traffic. They're just doing some minor kind of closeout stuff to include the striping there. The North Main project is coming along well. We're right on schedule with that one. It started at the beginning of April and it's a 360-calendar day project, so you're going to see construction out there until probably next April unless they can finish it any quicker. The concrete wall barrier on US-70, they did the final inspection on that last week so pending any last-minute things that should be pretty much done. Hopefully they'll be picking the barrels up soon but all lanes of traffic are open now so we're pretty much done with that one. The Vado-Mesquite bridges, the contractor unfortunately is about a month behind on that project. They did have some issues with the bridge; I don't know what they're called.

Pearson: Pilings.

Herrera: Something to do with, yeah, the pilings, there you go. We resolved that and then they had quite a few weather delays so they're a little bit behind. They're hoping they can make up some time though and get us back on track. I did mention at the last meeting that the contractor and the NMDOT did make a commitment to not have both interchanges closed at the same time so we will finish work on one before we start the other one. And a quick update on the Missouri bridge so that did let October 17th, so last Friday I guess we have some bids in right now that are kind of going to review so we should probably start seeing construction out there in the spring of next year and we'll be having public meetings just like we do with all of our urban projects. I'm sure we'll be coordinating with the university on traffic and all that kind of stuff. So that's really all I have unless there's any questions.

Pearson: US-70 safety project?

Herrera: Yes, that one we are in the process of writing the RFP. We're going to put that out to consultants to work on because we have kind of a short timeline on it. We wanted to get it out there as soon as possible so we're just now in the stages of writing the, the RFP now.
Pearson: So the funds are all lined up. It's just a matter of getting it done?

Herrera: Everything's lined up. It's just a matter of getting it designed, so and then also the Valley Drive project. We did have the internal state or kickoff meeting so just with NMDOT and the consultant and then the City to kind of figure out what exactly we're looking at. We should be having a public meeting here in the next couple of months. The BPAC has been added as a stakeholder so we will be receiving an invitation specifically for BPAC members to attend those meetings.

Pearson: Okay, I guess since the TAP and RPT stuff is through the NMDOT, can you tell us about, I don't know maybe Tom wants to jump in at this point for the process, I guess needing the TIP stuff. Everything's coming together in one cycle now I guess, right?

Herrera: Yes, that's our goal is to put everything on one cycle so there's one call for projects we're not doing all these random kind of calls throughout the year. So hopefully it'll align with the MTP process, the TIP process, everything should be all on one cycle. As far as the application process for TAP, it's a little bit different than last year because it's not going to be rated by the MPO. They'll be all in a statewide competitive process and the same for the Rec Trails program, so that's a little bit different, but all applications still need to go through the MPO.

Pearson: Okay.

Herrera: First.

Pearson: So what's the match for the TAP and the RTP now?

Herrera: Both of them have a 14.56% match.

Pearson: Okay. So I was at the National Bike (inaudible) said something about the match and they were saying 20%, so it was, how does that work out that everybody else thinks 20% and New Mexico is 14.5%?

Herrera: It actually is 20% under the federal law, but since New Mexico is what we call a recipient state, meaning we get more federal funding back than we put in, then that ratio is lower for us.

Pearson: Okay.

Herrera: So that's how that works, so that's for all the programs except for the off-system bridge program.
Pearson: Okay, and so our Safe Routes to School applications need to be done and make sure we get the ...

Herrera: Yes.

Pearson: The stakeholders lined up and that they have their 14.5% budget set aside.

Herrera: Yes and we will need resolutions of support again the same as we did last time from the governing bodies to say that “Yes, we do have the match.” If it’s an infrastructure project, “Yes, we will be responsible for maintenance after the fact,” all of that kind of stuff. So that’s all the same and we’re going to implement that same process for the Rec Trails program as well.

Pearson: Do you have a feel for how much money’s available for each of the projects, programs?

Herrera: Yes, for TAP there’s just under $6 million available, and that’s for FYs ’16 and ’17 so a total of about $12 million statewide. For Rec Trails there’s about $1.4 million per year, but because we have a backlog we’re going to be awarding just over $5 million for FYs ’16 and ’17 for the Rec Trails program.

Curry: The, the TAP is $6 million per year.

Herrera: Yes.

Curry: For each year, ‘16 and ‘17.

Herrera: Yes.

Curry: And that’s statewide?

Herrera: Yes.

Curry: Okay.

Herrera: The large MPOs do get their own allocation because they’re transportation management areas, but the rest of the pot is going to be on a state-wide competitive ...

Pearson: Only Albuquerque gets the center pot money and everybody else competes?
Herrera: El Paso gets a little bit; I think they get $41,000 or something so pretty much everybody except Albuquerque is going to be competing for the rest of the money.

Pearson: Okay and we won't have a feel of what the projects are until the deadline.

Herrera: Right and one of the decisions or one of the reasons that the decision was made to go do a statewide process is because last year we got applications that were really fitting the project to the money and we don't want to do that. We really want to make a good project and make sure that we're getting entire projects out there cause, just an example, in the City of T or C we received an application that used up exactly the amount of money that that RPO had, which I guess is a good thing but they were short by a couple of blocks to complete their sidewalk and so we don't want to do that...

Pearson: Right.

Herrera: Anymore, so that's part of the, the reasoning behind that. I know that there was some contention about kind of taking the power away from the local governments but really we feel like we can fund better projects this way.

Pearson: So if we can get the City of Las Cruces and Town of Mesilla to decide they want a bike, bike lane on University they can apply for that whatever $2 million project or whatever it might be?

Herrera: Yes.

Pearson: I don't know what it is but, okay.

Herrera: Yes, yeah, there's no limit. There's no cap on what you can apply for as long as the local governments have the match to pay for it. Rec Trails is a little bit different because some of the federal agencies are eligible, so the Forest Service, BLM is eligible. There are some different things with the Rec Trails program, universities are eligible. Everything is in the guide though so just make sure that you read that thoroughly if you're planning on applying for either program actually.

Leisher: *(inaudible)* isn't getting a rec person until December *(inaudible)*

Herrera: I'm not sure.

Leisher: *(inaudible)* the last one just retired.
7.3  Transportation Plan update

Pearson:  Okay. I guess the transportation plan update.

Tom Murphy gave a presentation.

Pearson:  And the trail plan's part of that also, is that ...

Murphy:  The trail plan's a separate document.

Pearson:  Okay.

Murphy:  Separate map, I should say, you know in-road and trail separated so I think we've established priorities for both. Those who you know what comes out of those actually will determine you know the first level of eligibility for future TAP cycles so that becomes important in that regard. Other than that staff is working on writing of the chapters and we hope to have a, hope to have a draft this spring and for, and for ultimate adoption by next summer.

Curry:  May I jump back, may I jump back to, to TAP quickly? Do you know if anybody else has applied for Safe Routes to School related things like last time like the City applied? So that if we were to take it up ...

Murphy:  I, I do not know. I would, I would expect that the City is cropping up and flying in.

Curry:  Okay.

Murphy:  Okay.

Pearson:  Can I, the MPO's not eligible.

Murphy:  MPOs and DOTs are not eligible for TAP funds.

Herrera:  Okay.

Curry:  If you, if you do find out about one I, would you be willing to let us know so that we could work together to make a better application as a whole?

Murphy:  Yeah.

Curry:  Or let them know that I would be, we would be interested in working with them, you know?

Murphy:  I will, I'll certainly, I'll certainly let them know.
Curry: Okay.

Murphy: Yeah, unless, unless they threaten me with (inaudible)

Curry: Yeah, I know may not want to, but if, we would like to know if other people are, we’d like to work with other people ...

Murphy: Okay.

Curry: So that we can put together you know a really nice complete package.

Murphy: Okay. And I think that’s probably something that would be looked favorably upon by the ...

Curry: Sure.

Murphy: Evaluators is that, is the collaboration so ...

Curry: All right.

Murphy: Definitely I will, I will.

Curry: Okay, thank you.

Murphy: If anyone mentions, approaches me about it.

Curry: Super, thank you.

Herrera: Mr. Chair, can I add something since you brought up Safe Routes to School and TAP? A really big point that I forgot to bring up is that we did remove the certifications portion of the TAP application so there’s no longer points attached to that because there was the comment a lot that the programs like Safe Routes to School were not treated fairly in the last cycle, so we are mindful of that this time and have removed that specifically to help the programs ...

Murphy: Compete.

Herrera: Compete.

Curry: Thank you. That’s great.

Leisher: And if there’s no other comment on that I just wanted to see if everybody’s willing to briefly chat about what we should make our goals in January. I mean, Tom brought one thing up, the priority list facilities for January. Is
there anything else that can think that we should keep in mind when we
meet in January for our goals?

Pearson: Supporting the Bicycle Friendly Community application.

Leisher: Yeah, okay.

Murphy: Mr. Chair I think probably you know better rather than kind of brainstorm
here at the table, as ideas pop into your head what that should be e-
mailed to staff so we can make it part of the discussion form for January.
We're sure everyone's going to walk out of the, out of the room and have
an idea, "Oh, I should've said that," so I'm going to meet, leave that door
open to e-mail Andrew any ideas, then we can, we can just have a point
by point discussion come January.

Pearson: Okay.

Murphy: And then if we're, we didn't have a, I guess I was looking for staff
comment and wanted to recognize our new Transportation Planner,
Michael McAdams. He joined us end of last month so this committee
hasn't seen him before. Michael comes with us with many years of
transportation planning. He's mostly going to be working on transit issues
but he's got a good, high interest in bicycle and pedestrian issues as well
so he'll be working on a lot of stuff that intersects with this committee as
well.

Pearson: Great.

McAdams: Anything I can do to serve this Committee, please let me know.

Pearson: Okay, any other Committee member comments?

7. PUBLIC COMMENT

Pearson: So we'll go on to public comment.

8. ADJOURNMENT

Pearson: So hearing no public comments, ready to adjourn. Motion to adjourn?

Leisher: I second the motion.

Pearson: I didn't hear a motion.

Curry: I, I'll motion.
Pearson: So Ashleigh moves, Mark seconds, and we’re adjourned.

Meeting adjourned at 5:12 p.m.

Chairperson