MESA DE VALLEY METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE

The following are minutes for the meeting of the Mesilla Valley Metropolitan Planning Organization (MPO) Policy Committee which was held October 12, 2016 at 1:00 p.m. in the City of Las Cruces Council Chambers, 700 N. Main, Las Cruces, New Mexico.

MEMBERS PRESENT: Mayor Nora Barraza (Town of Mesilla)
Commissioner Leticia Benavidez (DAC) (arrived 1:12)
Councilor Jack Eakman (CLC)
Trustee Linda Flores (Town of Mesilla)
Commissioner Billy Garrett (DAC) (arrived 1:19)
Commissioner Wayne Hancock (DAC)
Councilor Gill Sorg (CLC)
Councilor Olga Pedroza (CLC)

MEMBERS ABSENT: Trent Doolittle

STAFF PRESENT: Tom Murphy (MPO staff)
Andrew Wray (MPO staff)
Michael McAdams (MPO staff)
Dominic Loya (MPO staff)

OTHERS PRESENT: Aaron Sussman, Bohannan Houston
Becky Baum, RC Creations, LLC, Recording Secretary

1. CALL TO ORDER (1:10 PM)

Sorg: We are now having a quorum so I'll call the meeting to order. You know, did we used to call roll?

Murphy: Yes.

Sorg: Should we do that again just for the, just to do it?

Murphy: Okay, all right. Member Barraza.

Barraza: Here.

Murphy: Member Flores.

Flores: Here.

Murphy: Member Pedroza.
Pedroza: Here.
Murphy: Member Eakman.
Eakman: Present.
Murphy: Member Hancock.
Hancock: Here.
Murphy: Chair Sorg.
Sorg: Here. Thank you.

2. CONFLICT OF INTEREST INQUIRY

Sorg: Next item on the agenda is the Conflict of Interest. Is there any member of the Committee or staff that has a known conflict of interest on any item on the agenda?

Hancock: None.
Eakman: None.
Sorg: Okay. Very good.

3. PUBLIC COMMENT

Sorg: We have Public Comment now. Is there any member of the public that wants to make a comment to the Metropolitan Planning Committee? Seeing none.

4. APPROVAL OF MINUTES

4.1 September 14, 2016

Sorg: Let's go on to the Approval of the Minutes.
Eakman: So moved.
Hancock: Second.
Sorg: Moved by Councilor Eakman and second by Commissioner Hancock. Any corrections or additions to the minutes? Seeing none, a vote, let's call a roll call vote on the minute, approval of the minutes.
Murphy: Member Barraza.
Barraza: I will recuse myself. I was not at the meeting.
Murphy: Member Flores.
Flores: Yes.
Murphy: Member Pedroza.
Pedroza: I will also abstain because I was not at the meeting.
Murphy: Member Eakman.
Eakman: Yes.
Murphy: Member Hancock.
Hancock: Yes.
Murphy: And Chair Sorg.
Sorg: Yes. And Commissioner, oh, excuse me, yes. Commissioner Leticia Benavidez has just arrived.

5. DISCUSSION ITEMS

5.1 Missouri Study Corridor

Sorg: Going on to the next item on the agenda is the Discussion Item Missouri Study Corridor. Mr. Murphy.

Murphy: Thank you Mr. Chair. We have Aaron Sussman from Bohannan Huston to give you an update on the, on the latest that, with our study. We had a public meeting the end of September at the Farm and Ranch Museum. Bohannan Huston is going to be putting, finishing up this month the Phase A report. We wanted to get this in front of you for some questions prior to that and we're hoping to have, have this back to you in November for a, for a vote. And with that I'll turn it over to Mr. Sussman.

Sussman: Okay. Good afternoon Mr. Chair, Members of the Committee. Again, my name is Aaron Sussman. I'm a planner with Bohannan Huston. It's been several months since I provided an update to this Board so at this point we wanted to follow up with some additional analysis that we've conducted. We're also at the point where we have largely concluded our outreach process. We've presented to the BPAC Committee, to the Technical
Advisory Committee, we've convened several meetings of our technical advisory committee of MPO staff and other technical staff from jurisdictions around the metro area. At this point we have a series of what we're calling "final draft recommendations." These are still of course subject to input and discussion. Your input in particular is, is what we're looking for at this point. Obviously this is a fairly small group today so we can keep this informal and if there's a question along the way please feel free to interrupt. I think that may, that's fine with me and that would be effective.

Sorg: Thank you Aaron. That sounds great.

Sussman: All right. So let me first begin by explaining and, or at least clarifying what this study is and, and what it is not. So the Missouri Avenue Corridor Study is what's called a Phase A Location Study. It's funded by the Federal Highway Administration through the Mesilla Valley MPO. There are multiple phases that take place in these kinds of studies that receive federal funding.

In a Phase A study we're looking at an initial set of alternatives and what that means is that we're screening for fatal flaws. We're not doing full design at this point. We're doing some limited engineering analysis, mostly in the feasibility at a general level of the potential alternatives. This results in a recommendation of a no-build scenario but then also a small number of, of potential alternatives for further analysis. A Phase A study does not produce exact costs. We look at the magnitude of costs to get an understanding of whether certain alternatives might be more costly or cost-efficient than others. Again we're not in, at the point where we're doing full engineering analysis or environmental analysis or design, and then obviously construction would take place at later phases as well.

This study is really in response to the, sorry, the lack of, of roadway infrastructure in the study area. Let me go back a couple slides to the, sorry my screen is blank now on me up here. To, so the study area shown on this map, the outlined area in blue which is bounded by City boundaries to the north and to the west, and then Sonoma Ranch Boulevard to the east is mostly BLM land. Obviously Centennial High School forms the southeast portion of the study area. This is, can I turn the, it's like blinking at me, it's, let me just turn it off. Okay. All right. My apologies. So we were, we've been considering a, a couple of roadways that are in the Metropolitan Transportation Plan. Missouri Avenue is included in the 2021 to 2030 period of the current Metropolitan Transportation Plan. Roadrunner Parkway is on the MPO Long-Range Thoroughfare Network which means that it's considered for analysis, potentially long-term implementation but it's not considered for construction implementation during the 2040 time frame, between now and 2040 as part of the MTP. So we're looking at some kind of long-range options here and part of this analysis is to understand: Given the lack of
network, do these options that are on the MTP Project List or on the Long-Range Thoroughfare Network, do they make sense to consider for further analysis at this point? We're also responding to the lack of bicycle and pedestrian connections to the high school. So there's a lack of roadway connectivity through the study area and there's also somewhat limited bicycle and pedestrian facilities, and we'll come back to those two points in particular. So I mentioned where these projects fall in terms of their presence in the MTP. Again, part of this study is to validate their current place, whether they belong in terms of funded projects and then also in the Long-Range Thoroughfare Network.

It's been important for us as we've presented this to the public in particular to clarify our land use assumption, so as I mentioned this land in the study area is owned and maintained by the Bureau of Land Management. Our operating assumptions are that there will be no changes in the status of the land in the study area in the near future, that it's currently BLM land, that it either remains as Bureau of Land Management land or that it becomes some form of park or open space and so any change in activity would be of similar low-intensity usage into the near future. So we're maintaining that current land use status as an underlying assumption for this study.

We have considered three types of alternatives. One is what we call a roadway typical which consists of not just the travel lanes but also bicycle facilities and a multi-use trail if that makes sense in a particular location. A non-motorized trail in which we look at no general-purpose lanes at the moment but we look at a facility that would accommodate pedestrians and bicyclists exclusively. And then of course there's the no-build alternative which is to maintain these projects where they are, or the roadways where they are in terms of the long-range network and in the MTP Project List but we don't recommend further analysis or steps towards construction at this time.

So let me go through the, the six alternatives briefly and then we'll talk about how we narrow down to our set of, of again final draft recommendations. So again the first alternative is the no-build scenario in which again the roads remain on the long-range networks, the long-range planning documents but we don't recommend any further activity at this time. The second alternative is an extension of Missouri Avenue. This would take the form of something like a two-lane collector facility so what this road looks like currently between Telshor and city limits, an extension of something that looks similar to that type of roadway in terms of the footprints, bicycle facilities, sidewalks, and this would extend from again city boundaries to Sonoma Ranch to the west, skirting the north side of Centennial High School. The third alternative is an extension of Roadrunner Parkway from its existing terminal point to the south of Lohman Avenue proceeding southeast through the study area and then along the northern edge of Centennial High School and again terminating at Sonoma Ranch Boulevard. Roadrunner Parkway to the north of
Lohman is a four-lane minor arterial. This alternative, can see as either a two- or a four-lane minor arterial. That is something that could be decided at a later stage of analysis. But this is just to give you an idea of the, the scale or scope of the roadway that's called for in the long-range planning documents. The fourth alternative is an extension of both facilities, Missouri as the two-lane collector and Roadrunner as the minor arterial, so again a larger footprint roadway along the collector. These would intersect and then again follow that path along the north side of Centennial High School and terminate at Sonoma Ranch Boulevard. A fifth alternative that we examined is essentially each of those prior alternatives but following a northern alignment. The idea with this particular alternative was to avoid some of the topographical challenges that we face in this study area, but it does not provide immediate access to the high school so we'll come back to the implications of that. But this is a, a similar set of alternatives but following a slightly different path. And then finally the sixth alternative is a bicycle/pedestrian connection from again the existing Missouri Avenue where the bicycle facilities currently terminate again at city limits. This would include a multi-use trail not unlike some of the trails currently in the Las Cruces area. The exact alignment's not necessarily that blue line but it's more of a concept, but that would provide direct access to Centennial High School and ultimately connect to Sonoma Ranch Boulevard.

There were a large number of criteria that we considered as part of this evaluation and so one thing that I want to mention up front is that it's our job to make sure that we didn't weight any of these criteria more heavily than others. This, the evaluation in terms of the, the, the recommendations really comes out of the composite of whether a project meets this set of criteria and set of needs or not. So we considered things like: Do the alternatives meet the initial purpose and need of the project? Are they providing access to Centennial High School? Are they improving network connectivity? How feasible is the project from an engineering perspective or from a drainage perspective? What are the impacts to traffic both from a regional perspective but also to the existing communities? Again this is Bureau of Land Management land and it's used as open space currently so environmental impacts is an important consideration along with the impacts to the surrounding communities. As I mentioned, all of these alternatives are consistent with the long-range planning documents but some of them are prose for different phases or different time frame for implement, or for, for potential implementation, and then magnitude of costs. These are all of the sets of considerations that were, that were brought forward as part of this study.

There are a couple of updates and, and highlights that I want to speak to today before we get into the draft recommendations. The first is a bicycle level of service analysis and so I mentioned that a particular component of this study, the purpose and need is the lack of bicycle and pedestrian connections to the high school. And it's not just that there's a
lack of connections, it's actually, there are connect, there are facilities
along Sonoma Ranch Boulevard, along Dripping Springs, although east of
the Farm and Ranch Museum there are no bicycle lanes, and then there
are lanes on Sonoma Ranch Boulevard but we were able to evaluate the
quality of those connections and how safely and, and comfortably students
could access Centennial High School in particular. So this analysis looked
at things like vehicle traffic, the speeds, the width of the travel lanes, the
width of the bicycle lanes, pavement conditions, and it produces a level of
service analysis and in short the, the darker the green color the higher the
quality of the infrastructure. So what we see as we dug into this analysis
is there are a few areas that we want to highlight. So this area shows as a
Level of Service B, pretty high quality on Lohman but we have really high
speeds and high traffic volumes. There's, there's no buffer and there's a
five-foot bike lane so far, for most cyclists this is not the most comfortable
ride that you might experience. Along Sonoma Ranch Boulevard there,
again very high speed limit, 45 miles per hour and only four-foot bicycle
lanes. That's pretty narrow so it's good that we have the facilities there
but again not the most comfortable ride, not the kind of ride that's going to
appeal to a lot of cyclists. And as I mentioned directly south of Centennial
High School the bicycle lanes terminate at the city/county boundary so if
you're approaching the high school from the southern side of the school
the facilities are, are pretty, pretty modest for sure. So these are things
that we could highlight through this particular analysis.

We also in the last several months were able to bring in results of
an, a series of travel model scenarios. So we looked at four types of
scenarios: Again the no-build so we have growth into the future but we
have no additional roadways; what happens if we extend Missouri Avenue
alone; a third scenario where we look at extending Roadrunner Parkway
alone; and then a fourth scenario where we extend both facilities, and in
each of these cases we compare the base year statistics for 2015 to 2040,
the horizon year for the Metropolitan Transportation Plan. So the most
noteworthy scenarios in particular is the Missouri Avenue extension where
we do see by extending that facility a, a large number, almost 5,000
additional trips along Missouri Avenue and then proceeding through the
study area. That corresponds with an increase in trips along Sonoma
Ranch Boulevard, so what seems to happen is that there's a lot of vehicle,
lot of vehicles and drivers that would utilize Missouri as an alternative to
go east-west and then go north-south along Sonoma Ranch Boulevard.
I'm not showing a map here for Roadrunner Parkway because it frankly
doesn't show all that much. The predominant movement is east-west in
order to go north-south so Roadrunner Parkway kind of provides an east-
west alternative to Lohman. It doesn't generate all that many additional
trips beyond what we see today so it's not showing much of a change in
travel patterns with the extension of Roadrunner Parkway by itself. We
also again looked at what happens if we extend both facilities. In this, in
this scenario in particular we see a, an even larger increase in trips on the
existing Missouri Avenue, an increase of about 6,500 trips and then we seen an increase in north-south travel along both Sonoma Ranch and Roadrunner Parkway. So again we have this sort of predominant movement where vehicles are looking for an east-west alternative to go north-south.

So to make a few summary points, and if there are questions please, please feel free to, to raise your hand or chime in, but what we're observing in terms of this set of model analyses is that there are clearly some regional transportation challenges in, in Las Cruces that extending either of these facilities alone doesn't really solve in a vacuum. So there's a displacement of trips onto Missouri Avenue because that's an attractive alternative to the existing north-south facilities as a way to sort of skirt around some existing areas of congestion. So our take-away from this is that again extending either of these roadways in isolation doesn't really address the underlying regional transportation challenges in Las Cruces and that these alternatives really need to be considered as part of a regional set of potential investments rather than just looking at these two roadways in isolation. So again roadways through the study area are not going to address some of the underlying transportation challenges in the southeast Las Cruces area. Yeah.

Sorg: Before you go any further, that clear displacement of trips onto Missouri Avenue does that, are you counting both the existing Missouri Avenue and the new Missouri Avenue, both of them together?

Sussman: Right. So there aren't, because the existing Missouri Avenue terminates there are, of course there's, there's a limited number of trips the farther east you go along that corridor. When we talked about the 5,000 or 6,500 additional trips, those are trips that are observed to the east of the city/county boundary if a roadway is extended. So we can make the assertion that that's, those are purely additional trips that would not have been there otherwise. And because we're not assuming any growth in the study area and most of the growth in Las Cruces in the projections that we've been utilizing that were developed through the MTP process is to the north of our study area, it's really, again it's sort of utilizing the same, the same types of trips utilizing different paths because different paths are available. So I do, I want to reiterate that ...

Sorg: Could, Councilor Pedroza has a question.

Sussman: I'm sorry. Go ahead.

Pedroza: Thank you. Thank you Mr. Chair. In the little residential section just, I guess it's to the west of Centennial High School, do we know whether a lot of the students now are, are either delivered to, or you know driven to
school by their parents or they drive their own vehicles, how much traffic is
there going to be from the school on, I guess it would be Missouri?

Sussman: Sure. So one way that we can infer that information cause it, it's a little
challenging to say ... 

Pedroza: Right.

Sussman: Explicitly "This, these are the number of trips generated to Centennial
High School along either Missouri or Roadrunner" is to look at the number
of trips along Roadrunner and along Sonoma Ranch to the north of our
new facilities as a result of those extensions. And so what we see is that
there's a far greater increase in trips to the north of those roadways along
Sonoma Ranch and Roadrunner Parkway than to the south. So we're not
seeing a lot of vehicles utilizing those two roadways to get to Centennial
High School. It's, again it's, it's a small displacement. You've got pretty
much a similar number of total trips but some trips would take different
paths. But what we see is a far larger number of, of trips that have
nothing to do with the study area that then would utilize the roads inside
the study area.

Pedroza: Okay. One of the things that you know is kind of apparent is that right
along Lohman you have the new Wal-Mart and then you have residences
all up and down Sonoma going north and I don't know that there's any
plan to develop any other area either east or south. Does, maybe Tom,
do you know if there's any?

Murphy: Mr. Chair, Councilor Pedroza. If memory serves there is a, quite a few
approved master plans in the city that, that are not fully built out as you
extend north on Sonoma Ranch, north of, north of Lohman.

Pedroza: Okay. But what about south?

Murphy: South, I believe that most of that land is still owned BLM. It's not been, it's
not been disposed of and so there are no master plans nor, nor
subdivisions in that area.

Pedroza: That's exactly what I wanted to know because there is a lot of newcomers
north on Sonoma and Rinconada I guess it is. Is it Rinconada? Yeah.
Yeah. And, but if there's not going to be, and the little mesh area where it
says "BLM Land," what does that mean? Is it designated it, for no, no
development?

Sussman: Again our operating assumption is that that land is not disposed of for new
developments.
Sussman: That's the information that we've been provided by BLM, that they have no intention of doing that in the near term.

Pedroza: Okay. Thank you very much.

Sussman: Okay, thank you. I do want to reiterate that while the travel model analysis, we always have sort of a, a recency bias, the most recent information that we receive takes on kind of heightened importance and so the travel model information is, is recent data that we're bringing forward now. But I want to reiterate that that's not the only set of considerations for this study. So as part of the development of our recommendations we very much are looking to balance the improvements to regional travel flow with the environmental impacts, with the impacts to the residential communities, so I just wanted to take a moment to reiterate that point and we'll come back to that when we get into the, the draft recommendations. And then another set of analysis that I think provides less stimulating visuals are when we looked at the drainage considerations. And what's important to note here is that for those of you familiar with the study area, as we go farther south it, we move downhill, water of course flows down generally, and so there are potential drainage advantages to building facilities to the, farther to the north but we lose the access to the high school. So looking, sort of balancing those kind of considerations and ultimately our technical committee determined that the access to the high school was more critical than this, the modest cost savings that might have resulted from building an alignment that's farther north up the, upstream in terms of the arroyos.

So at this point let me walk through our draft recommendations. So as I mentioned at the beginning, a no-build is always carried forward. We also have two alternatives that we are recommending be carried forward for further analysis. The first is the non-motorized path connection and the second is an extension of Missouri Avenue but there's a number of caveats with that particular one so I'll come back to that one. I'll come back to both of those but I'll, I'll walk through the caveats in particular on Missouri Avenue. And at this point we've also concluded that three of the alternatives could be removed from further consideration: Roadrunner, the northern alignments, and the MTP scenario in which both facilities are constructed. So again this doesn't mean that these facilities are, cannot be pursued in the future but what we're saying by recommending that these be removed is that they're, that no further analysis is necessary at this particular moment in terms of moving, moving forward towards more near-term evaluation and, and steps towards implementation.

So in terms of the recommended alternatives, the non-motorized path, bicycle/pedestrian connection between Missouri Avenue and Sonoma Ranch with connections to Centennial High School was
something that received a lot of support along the way. The impacts to
the existing residential communities are pretty minimal. The impacts to
the, the local environments is also pretty minimal because we're following
the edge of the study area, the, the open space as opposed to cutting
through the middle of it. It's important to note that this is an alternative
that could be implemented either as a standalone project or as the first
phase of a larger project which looked at the non-motorized path near-
term and then a roadway extension long-term. So there's some flexibility
built into this one. Because of the, the minimal impacts we believe that
this alternative is ready to proceed with environmental analysis with
design and with construction if that's the desire of the local jurisdictions.

In terms of what this looks like I think there's some, some good
local examples but also some opportunities for further pavement markings
and, and, and further sort of design embellishments. One particular
design that we really like for this kind of non-motorized path is something
that could serve both recreational users, the gravel path on the side could
be used by pedestrians, the paved trail to the left could be used by cyclists
moving at higher speeds, a little more flexibility in this kind of design. So
we've just been throwing this out there cause we particularly like this one.

The Missouri Avenue extension I mentioned is a recommendation
with a number of caveats. So again this is recommended for further
analysis. That could be conducted through a Phase B study either
through funding from DOT or other local agencies pursuing that. But a
really important consideration here is that we recommend that there be
further analysis in terms of regional traffic flow as part of the Missouri
extension if it's to be pursued, and that's because again extending
Missouri Avenue highlights some of the regional traffic challenges in Las
Cruces and extending that roadway in isolation doesn't fundamentally
solve those challenges. So we would recommend that, that any further
consideration of Missouri be conducted alongside further study into other
facilities outside of the study area that were outside of the purview of this
particular study. So it's, it's something of a cautious recommendation that
we see benefits but it should be looked at as part of a, a broader scope
than the roadways extend, or the roadway extensions that were
considered through this particular study.

So our, our bottom-line recommendation: We feel that there's
enough benefit in terms of regional traffic flow and access to the high
school to warrant further study but not enough information to justify
investing in a roadway at this particular time.

In terms of the facilities, or the alternatives that we are not
recommending for further analysis, Roadrunner Parkway as a standalone
alternative we believe is not something that warrants additional study at
this time. It doesn't really meet the purpose and need in terms of the
network connectivity benefits, the direct access to the high school. We do
assert though in our draft recommendations that this roadway should
remain on the Future Thoroughfare Map which is again a really long-range
network, not roads that are currently funded through the MTP but roads that would be considered for funding in the long-term.

The northern alignment is also an alternative that we recommend be removed from further consideration at this point. I talked about drainage briefly. This is an alternative that makes sense from a drainage perspective because the infrastructure, the drainage infrastructure requirements might be somewhat less expensive but you're losing not only the direct access to the high school but you're also cutting through the middle of what is currently utilized as open space and what our assumptions again call for continuation as open space, and so a roadway that cuts through the middle of that undermines some of the benefits of that open space usage.

And then lastly the MTP scenario in which both roadways are extended is after a lot of deliberation something that we are, that we can, believe does not warrant further consideration at this time. Again that does not mean that the roadways would be removed from the MTP or from the Future Thoroughfare Map but what we're identifying again is that when we develop both roadways we have a lot of trips displaced onto Missouri to make a north-south movement and whether they go north-south on Roadrunner or go north-south on Sonoma Ranch we're still seeing that same sort of general activity so to build both facilities is somewhat redundant and incurs additional costs and doesn't really alleviate the regional traffic challenges. Yet again we can diagnose but we can't solve with these particular alternatives in question. So not only are there costs in terms of building the roadway relative to the traffic benefits but there's also costs in terms of impacts to residential communities from both sides for relatively minimal benefit at this time. So again we're not saying that this, that both of these facilities not be considered in the future but if the purpose of this study is to validate where these roadways stand in the MTP and consider, "Are there roads that should be looked at further for near-term implementation?" Our opinion is that both facilities, this particular alternative in which both facilities are implemented does not warrant consideration at this time.

One important point, and this is something that came up quite a bit in our public meeting and I'll come back to this in just a moment, the, I, I've talked a lot about how there are considerations that fall outside of the purview of this particular study. This study at its heart is, is somewhat narrow in terms of looking at these finite set of alternatives. It's the MTP process where we can really look at the larger regional impacts of facilities and so it's, it's our hope and, and as we're structuring our report we're, we're trying to provide as much meaningful input to the MPO staff as possible in terms of further analysis that could be conducted as part of the next Metropolitan Transportation Plan where the, whose mission really is to look at those regional travel patterns and whether individual roadways, investments would address those regional travel patterns.
To summarize a few points from our public meeting a few weeks ago, we've had continued concern from residents along Missouri Avenue about the impacts of additional traffic. That's not surprising but there's also the reality that that roadway has been on the long-range planning network, the long-range transportation network for at least 20 years. And so there are some residents who acknowledge that. Commissioner Rawson was at the meeting and spoke to that effect, that that roadway has always been intended to be extended, and folks who tend to live outside of the Missouri Avenue corridor itself tend to see more regional benefits in terms of having additional transportation options. So there's no question whatsoever that there would be additional traffic on Missouri if that roadway's extended but we also try to put that in context as much as possible. So one recommendation could be that if the extension of Missouri Avenue is to be pursued that additional traffic-calming measures on the existing Missouri corridor be pursued to again discourage through traffic as much as possible. Again you're providing an option but that doesn't mean it needs to be a high-speed option. Again the recognition that there are regional traffic challenges, we had a number of questions about potential improvements on Sonoma Ranch, the choke-point or congestion around Centennial High School which was again not the initial objective of this study. We were looking at additional access from the west and from the north to Centennial High School but not necessarily the congestion around the school itself, around Dripping Springs and Sonoma Ranch Boulevard. A number of attendees brought up that point. There's also concern no matter how much we state our, again our assumptions that BLM land is not intended to be developed, there's some skepticism about that. So I feel compelled to mention that just as, as a concern that any, that adding access would incentivize or catalyze development in the study area even if that's not the intent from the Bureau of Land Management perspective.

So, and just in terms of the next steps, as I mentioned we're finalizing our recommendations. We'll discuss some funding options as part of our final document. This will go before not just the TAC but BPAC for a recommendation for approval before you hear about this study again and we are, have been asked to produce a final, or a, a draft copy of the final report in advance of the BPAC meeting next week, excuse me, and then we'll finalize the report before the end of this year. So with that I'm happy to answer any additional questions that you have.

Sorg: Thank you Aaron. Very good. That was a good presentation. I'd like to note that Commissioner and Vice-Chair Garrett arrived here at 1:19 today. So with that I'll have the rest of the Committee ask questions. Councilor Eakman.

Eakman: Yes. Thank you Mr. Chair. I would like to ask the staff of the MPO if they could schedule a meeting with me on this topic. I don't want to take up the
time of the other Members of the Committee but it, in talking about the
constraints that are impending on some of these different alternatives, the
other Members of the Committee seem to know what those are and I
don't, and so if they could meet with me to particularly talk about the
theory involved in the extension of Missouri and what those constraints
are and things like that so I could better understand, I'd certainly
appreciate it prior to the next meeting, if that's possible.

Murphy: Mr. Chair, Councilor Eakman. We'd, we'd be happy to. And if, I don't
know if you'd like to start off e-mail me some of your available times and
we'll, we'll make that happen.

Eakman: Thank you Tom. I will.

Sorg: Trustee Flores.

Flores: I like the idea of the bicycle/pedestrian path alone and then possibly being
able to extend it but you said you wouldn't recommend the northern
alignment because that would basically cut through the BLM land and it
seems like the bicycle and pedestrian path alone would cut through, you, it
was more of a you know cutting through the center of it and so if we
eventually extend that, then you're putting a lot of heavier traffic in ...

Sorg: I was going to recommend we go back to the map, yeah.

Flores: So ...

Sorg: It's a little hard to follow.

Flores: I'm, I mean maybe I'm wrong but that was the, the feeling that I got.

Sorg: Aaron that doesn't have the northern alliance, alignment, I, rather?

Flores: Separated.

Sorg: Oh, you separated them. Okay.

Sussman: We have them separated out, correct.

Flores: Okay.

Sussman: Be, because of, so, it, it looks as if that entire stretch in the study area to
the west of Centennial High School and north of Centennial High School is
all undeveloped open-space land. Keep in mind of course that the Farm
and Ranch Museum is due west of the high school and then to the north of
the high school is the proposed AdobeHenge development so there are
already some plans or proposals ...

Flores: Okay.

Sussman: To introduce some limited impacts, uses and development in that area. Again that would be purely for recreational purposes so the alignment Number 6, the path that we’re showing here would follow the northern side of the AdobeHenge development, could even provide access to that site, but that open-space area to the north of that alignment could remain essentially undisturbed by following the alignment along the northern side of the high school.

Flores: Okay. Thank you.

Sorg: Okay. Could you clear one thing up for me though, I and I think the rest of the Committee would like to know too, you have the tan/yellow color for the BLM land on the map yet there’s, there’s this hash, red hash marked land. What’s the difference between the two?

Sussman: That is land that has been identified by the Bureau of Land Management for disposal.

Sorg: Okay.

Sussman: So potentially for some form of, of residential or commercial development.

Sorg: Okay.

Sussman: So we see that to the north of the study area.

Sorg: Okay.

Sussman: But all through the study area and then to the east of Sonoma Ranch Boulevard where we do not have that hatched area, those are BLM lands where there are no discussions for disposal at this time as far as we know in terms of the assumptions for the study.

Sorg: Okay. Well let me point out something that I, at least I know, I don't know if anybody else in the room knows this but with the designation of the Organ Mountains-Desert Peaks National Monument there is a significant amount of state land in that monument that at some point will be needed to be traded out for BLM land or federal land outside of the monument, and we don’t know where that BLM land is but it's, it's, it's a possibility that this might be traded to the state.
Sussman: Okay.


Pedroza: Thank you. I just want to comment. I, I very much like the proposals that you have made because I think that there is a sizeable population that has moved here to Las Cruces and enjoy the outdoor, exactly. And keeping them in mind and, and increasing you know some of the facilities for bikes and pedestrians is very good. I think that it is, it, it improves the health of, of the community as well as the leisure time activities. I, I had the occasion to go, to travel down Interstate 28 last weekend and it's beautiful and it does, there were any number of bikes on there but the interstate is a pretty high speed, well you know in terms of bicycles it's high-speed. It's not you know like 80 or 90 miles an hour or anything like that but it does go to 45 some, some towns it, it goes down to 35 but that's still I think kind of hazardous for, for bikes and for families to be drive, or to be riding. And as long as we've got that land I applaud the, the plan to, to keep it available. Thank you.

Sussman: Thank you. If I could add one more comment to that, we had an interesting question and maybe a point of frustration from an attendee at the public meeting a few weeks ago about the pervasiveness of parents dropping their kids off at Centennial High School and the congestion and backups that that create. One of the real benefits of Alternative 6 is of course the safe non-motorized access and, and other means of accessing Centennial High School, that in and of itself won't eliminate the congestion challenges but, but to speak to your point about sort of the safe bicycle facilities we recognize that as a real benefit from this particular alternative.

Sorg: Commissioner Garrett.

Garrett: Thank you Mr. Chair and thank you for the presentation. My apologies for being late. I would concur with the, the two, I, alternatives that have been identified as, as good alternatives to move forward with. I just want to underscore the need to look at the Missouri extension within a larger framework. When I think about the plans that I've seen that, that have to do with projected development in the City of Las Cruces and if you sort of look at the northern boundary of the, the what, the East Mesa in, in, in a certain sense as 70 going down to Dripping Springs, just talking about that segment between Dripping Springs and 70 there's a lot of projected development that has been assumed or projected or whatever, planned. We don't have all the details of that and there's BLM and state land and all those, private land. But it's really hard for me to imagine that there won't be increased pressure on having at least one more major east-west corridor beyond Dripping Springs/University, Lohman/Amador, and then

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70, because you can't get through the, the big detention area that's to the, that's, that's between 70 and Lohman, right, I mean Spruce could go through except is, it can't go through and so you, you really have a very limited number of east-west corridors and I'm, I'm not sure about dumping a whole lot more onto Dripping Springs or onto Lohman. I think that those both would be, would be tough. It would definitely change the character of Missouri over time and, and I think that that's important. I went to Carl Conlee school when there was hardly anybody alive but I think I went there first year it was open, Conlee, yeah. So there has been change in the area and there's more change to come and I think that keeping that option open in terms of Missouri is really important starting with the pedestrian but, bicycle paths is a great idea but I just think that over time we're going to have a real need for another east-west corridor through into that area.

Sorg: Commissioner Hancock.

Hancock: Thank you Mr. Chair. Have we discussed this, this particular bicycle/pedestrian connection, Alternative 6 with the school system or with Centennial, or is that later?

Sussman: The Las Cruces Public Schools did participate in our technical committee and did provide input, or rather, rather than participating necessarily in our technical committee we did reach out to them as a stakeholder early on in the, in the study. They were in favor of additional bicycle and pedestrian access to the high school. They were somewhat indifferent I think about additional roadway access, extending Missouri and providing access to the north because that would require additional connections within the campus and there were sort of circulation challenges that they identified there. But they've, my recollection is that they were pretty positive and pretty supportive of additional bicycle and pedestrian connection and pretty low-impact in terms of the school.

Hancock: Thank you.

Sorg: I, on that same note, so they did not provide any indication that they would provide a, an, a connection on the north side of their property directly into the school, school grounds instead of having bicyclists and, and pedestrians go all the way to Sonoma Ranch Boulevard and then down, enter in those places that I, they enter in now? Can you understand that? It's a little bit ...

Sussman: Sure.

Sorg: Awkward.
Sussman: Yeah. I'm, I, I'm going to be cautious not to put words in their mouths. I'm, honestly I started working on this project following those meetings so I can't speak from firsthand experience. Perhaps MPO staff can recall ...

Wray: Mr. Chair.

Sussman: But ...

Wray: I was at the, the meeting that we had with the public schools. That level of design detail did not come up. I would presume though that if they're welcoming of the, the non-motorized facilities that they would, they would make some kind of accommodations. Mr. Sussman's characterization of their reaction to the, the motorized access as indifferent is, is, is right on. However, they could see the potential need in the future so they, they did want to keep that option on the table and again they would make accommodations within their own facilities for that should that need arise.

Sorg: Okay. Can we assume that the school will be a part of the next phase?

Wray: Absolutely.

Sorg: And that will be part of the plan?

Wray: Absolutely.

Sorg: Yeah. I, I don't want to make kids walk and bike any further than they have to. Okay. Can we, Councilor Pedroza you had something more?

Pedroza: Thank, thank you very much. I think my, my questions have been answered. I would just like to make one more comment and from my perspective from you know just driving around there, it seems as if the residential areas that already exist from between 70 and, and Dripping Springs, okay, are already there. There's a golf course, there's apartment buildings, there's houses, there's a store, there's a gas station, there's, there's already there. And I don't see that there's very much room for more residences or more commerce. I may be wrong but I, I just cannot picture that in my mind. There's never very much vacant land anymore. Thank you.

Sorg: Any other comments or questions? I just have one last, put my two-cents worth in. As you know, everybody here should know that I am a strong advocate for bicycle and pedestrian pathways all over the city and I think Alternative 6 fits that, that plan and that idea very well. My dream is to have everybody between Lohman and Dripping Springs and east of Telshor bike and walk to school, that go to Centennial High School and having a, a, a super-highway like the one photo you showed where the
bicycle lanes were there and the sidewalk was separate and so forth with nice little trees along the way would be perfect for that. But yet I do agree that the motorized road will have to be done eventually, either Roadrunner or Missouri. I don't know which is best. I, I couldn't see why you had picked Missouri over roadway, Roadrunner but some one of the two at least will have to be done eventually. But let's get the bicycle and pedestrian connection done first. And how soon could that be done, staff? What, what's a realistic timeframe?

Murphy: Mr. Chair. We would, we would have to one, first find a, a jurisdiction that, that would do it. It would, right now that land is unincorporated though if anything were to happen I could see where it would get annexed so the City or the County could be players on it, the state DOT could be a, a player on it and then one of those entities would have to go and find construction funding so I think regardless of which, which path we're advancing it's not going to, not going to be anything that we see on the, or we're not going to see it anytime soon.

Sorg: I see. Well, since NMDOT we, isn't here today let's ask them first. Thank, okay thank you. Thank you Aaron.

Sussman: Thank you. Can I, I'm just ...

Sorg: Sure.

Sussman: Your, your question about Missouri versus Roadrunner, I think the Commissioner spoke to that eloquently that it's the east-west connectivity from a roadway perspective that we gain from extending Missouri that we do not gain from extending Roadrunner in isolation. That's really the key difference between the two.

Sorg: Yeah, yeah but as you can see from this map on Alternative 6, you have Missouri connecting with Roadrunner and then they both go together over to Sonoma Ranch. Is that not true?

Sussman: So those are, that's essentially the MTP scenario ...

Sorg: I see.

Sussman: That you're describing in which both those facilities are extended. Because the predominant movement is east-west in order to go north-south, that's why we felt that the Missouri extension was a more logical alternative to carry forward into the future rather than Roadrunner and why we feel that extending both at this time is probably redundant.

Sorg: Okay.
Sussman: But in terms of addressing those really long-term needs that all of you have, have spoken to and identified, it makes sense to keep both of those facilities on the long-range network maps.

Sorg: Sure. I understand. Good. One, one more question now that you had, the, there's some dotted lines to the east of Sonoma Ranch Boulevard at the end of Roadrunner there on this particular map. Are those projected roads for the future?

Murphy: Mr. Chair. Yes, those are projected future collectors.

Sorg: Okay. Okay. Thank you.

Sussman: All right. Thank you.

Sorg: That concludes the Missouri Study Corridor.

5.2 NMDOT update

6. COMMITTEE AND STAFF COMMENTS

Sorg: Staff comments or Committee comments? Anyone? Seeing none.

7. PUBLIC COMMENT

Sorg: Last call for public comment. Seeing none.

8. ADJOURNMENT (2:03 PM)

Sorg: I'll call for an adjournment.

Hancock: So moved.

Sorg: Moved by Commissioner …

Eakman: Second.

Sorg: Hancock, second by Councilor Eakman. All in favor say "aye." MOTION PASSES UNANIMOUSLY.

Sorg: None, and it's passed.

Chairperson