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 April 18, 2017 at 5:00 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)  Maggie Billings (Bicycle Community Citizen Rep)  Ashleigh Curry (Town of Mesilla Citizen Rep)  Jolene Herrera (NMDOT)  James Nunez (City of Las Cruces Staff Rep)  Samuel Paz (Dona Ana County Rep)  David Shearer (NMSU Staff Rep) (arrived 5:03)  Lance Shepan (Town of Mesilla Staff Rep) (arrived 5:04)

MEMBERS ABSENT:  Andrew Bencomo (Pedestrian Community Rep)  Mark Leisher (DAC Citizen Rep)  Jess Waller (Bicycle Com. Rep.)

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

OTHERS PRESENT:  John Wetmore  Phyllis Hedges  Becky Baum, Recording Secretary, RC Creations, LLC

1. CALL TO ORDER (5:00)

Pearson:  It's five o'clock and we can count to five which is the requirement for a quorum, so we will go ahead and call to order the Mesilla Valley Metropolitan Planning Organization, Bicycle and Pedestrian Facilities Advisory Committee meeting for April 18th. Let's just go down the line and introduce everybody that's here.

Herrera:  Good afternoon. Jolene Herrera, NMDOT.

Billings:  Maggie Billings, Bicycle Community Representative.

Curry:  Ashley Curry, Town of Mesilla Representative.

Paz:  Samuel Paz, Dona Ana County.
Nunez: James Nunez, City of Las Cruces.

Pearson: And I'm George Pearson, City of Las Cruces Citizen Representative.

2. APPROVAL OF AGENDA

Pearson: Next on our agenda is approval of the agenda. Do we have any comments, additions, or subtractions to our agenda? I'll hear a motion to approve the agenda as presented.

Curry: I'll put forth a motion to approve.

Herrera: I second.

Pearson: Got a motion and second to approve the agenda as presented. All in favor "aye."

MOTION PASSES UNANIMOUSLY.

Pearson: Any opposed? We've approved the agenda.

3. APPROVAL OF MINUTES

3.1 January 17, 2017

Pearson: Next is approval of the minutes. Do we have any discussion on our January 17th minutes?

Curry: I do have a few small changes. I think members present, we just need to revisit what we're calling people. I think Lance Shepan, it says Mesilla Marshall's Department, I think he's the Town of Mesilla Representative. Andrew Bencomo's Las Cruces Citizens Representative I believe. Anyway just to tidy those up and revisit those.

Page 11, line 24, it says "Number of injuries," I believe it should say "inquiries." Do you want to me to wait so you can all see or do you want me just to move forward with my list?

Pearson: It's up to staff.

McAdams: What, give me that first page you said?

Curry: Page 11.

McAdams: Page 11.


Nunez: Right, "inquiries with" or "interviews with." But it's not, you are correct it's not injuries.

Curry: Not injuries. And then page 19, line 39, it currently says "develop Cruces" and it should say "Velo Cruces."

McAdams: Okay.

Curry: Tell me when you're ready, I'll move on. Page 20, line number eight, it says "Tammy Shearer" and it's "Tammy Schurr." And that same page, line 27 it says "Southern New Mexico Trail Lines," it's "Southern New Mexico Trail Alliance." And that's all I've got.

Pearson: Any other comments on the minutes? We have a couple of members that are joining us. David do you want to introduce yourself?

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

Pearson: Lance go ahead and introduce yourself.

Shepan: Lance Shepan, Mesilla Marshall's Office.

Pearson: Okay, last call for any more further discussion on the minutes? I'll hear a motion to approve the minutes as amended.

Curry: I'll put forth a motion.

Shearer: Second.

Pearson: I have a motion and a second to approve the minutes as amended. All in favor.

MOTION PASSES UNANIMOUSLY.

Pearson: Any opposed?

4. PUBLIC COMMENT

Pearson: That moves us on to item four which is public comment. Do we have any members of the public that wish to comment at this point? Seeing none.

5. ACTION ITEMS
5.1 Amendment to the 2016-2021 Transportation Improvement Program

Pearson: We'll move on to our action items.

McAdams: I want to introduce Tom Murphy to talk about 5.1 and 5.2.

TOM MURPHY GAVE HIS PRESENTATION.

Pearson: On the rail project is that a specific crossing or is that just general?

Herrera: Mr. Chair I can answer that. It's various. They haven't nailed down which ones. I think it's going to be several and they're still working out the details with BNSF which is why we're pushing it back.

Pearson: Okay. No chance of getting us the rail crossing on the Outfall Channel Trail? I had to ask.

Herrera: Probably not but I can ask for you.

Curry: Please ask them on behalf of the whole BPAC.

Herrera: Will do.

Curry: Thanks.

Pearson: Any further questions or comments on the TIP amendments? I'll hear a motion to accept the TIP amendments as presented.

Curry: I'll put forth a motion.

Shearer: Second.

Pearson: We have a motion and second to approve the TIP amendments as presented. All in favor "aye."

MOTION PASSES UNANIMOUSLY.

Pearson: Any opposed?

5.2 Proposed 2017-2018 Unified Planning Work Program Amendment (UPWP)

Pearson: We're moving on to 5.2 now.

TOM MURPHY GAVE HIS PRESENTATION.
Pearson: Does the local match, is that matched to the federal amount or is that just a figure that comes magically from the local jurisdictions?

Murphy: Mr. Chairman that matches to the federal amount. So we would have a corresponding drop. Essentially 85.44% of our funding is federal, 14.56% of it is local.

Pearson: So if the local jurisdiction for some reason they could increase their match or is the formula such that they really can't, they're just ...

Murphy: The local governments would be free to fund us at the match level or at any portion above that if they so desired.

Pearson: Okay. Anybody else have any questions? I'll hear a motion to approve the UPWP amendment as presented.

Herrera: So moved.

Nunez: I'll second.

Pearson: We have a motion and a second to approve as presented. All in favor "aye."

MOTION PASSES UNANIMOUSLY.

Pearson: Any opposed? It passes.

6. PRESENTATION AND DISCUSSION

6.1 Presentation of Pedestrian Safety

Pearson: So now we have 6.1 a presentation.

McAdams: We are very pleased to have John Wetmore. He's an expert and a video or I guess documentation of over 200 videos I believe. And he's been involved in pedestrian advocacy since his childhood. I'd like to introduce John Wetmore to talk about pedestrian safety. Thank you John.

JOHN WETMORE GAVE HIS PRESENTATION.

Curry: Was that Missouri Avenue?

Wetmore: This is in Las Cruces when I was passing through in 2000.

Curry: Do you know which street that is? Is that Hillrise Elementary off Missouri?
Wetmore: You know it would take me a lot of research and I might not be able to figure it out.

Curry: Okay.

Wetmore: But the three wide streets were all local here as they looked in 2000 and I doubt they've changed that much.

Nunez: So what are you suggesting?

Wetmore: Well there a number of things you could ...

Nunez: (inaudible) two-thirds, do you mean adding bike lanes, you're talking about adding just striping to narrow it up to get the cars to the center? What are you suggesting?

Wetmore: Those are just a couple of tricks you can use. I'll actually show you where the road diet a few slides from now.

JOHN WETMORE CONTINUED HIS PRESENTATION.

Nunez: I was just curious. You said they ended up adding the full ... are these currently, is this the final product?

Wetmore: This is the first thing they tried that's just a flashing yellow light.

Nunez: Okay because it's the first one.

Wetmore: And they'll be installing a signal later on. Actually I believe the Maryland State Highway Administration is installing their variation of a hawk beacon. The Maryland MUTCD does not allow normal hawk beacon but they've got a variation that they use.

But when you have a difficult intersection you can start with crosswalk paint. You can add curb extensions. You can a refuge island. I really like refuge islands. But if you still aren't going to be able to get the sort of yielding behavior you need, you need to escalate it, and eventually you need to escalate it to the point where you're going to have a traffic signal if it's some place where pedestrians want to cross.

JOHN WETMORE CONTINUED HIS PRESENTATION.

Nunez: I just have a comment. Maybe somebody can think of some questions. I'm very lucky to work with a few people with a lot of experience and what we do adding ADA ramps and road designs and we actually have a Traffic Department that when we do restripe the roads they walk through a lot of these things. Even whether or not we're going to put the ladders in the
cross walks or just leave the outer lines or whatever. But anyway, it's kind of interesting I think, and I'm glad you put slides from Las Cruces, and if you notice there was a lot of ears perk up and "where is that?", "where is that?" And I'm not sure, the one slide you had whenever I asked earlier for your suggestion, looked like it may have just been resurfaced. We are lucky to have a lot of real estate and maybe some of the roads that we do have maybe for future growth, so that's why I asked the question I did about, "Well what are you suggesting?" Maybe a couple of stripes at least to put the cars closer to the center of the road, correct. And then out in the outside and I know you mentioned and there are a lot of tricks that we do right, it's like adding temporary planters or whatever on the right or whatever, or even we could put a stripe maybe with bike lanes there or whatever. So that's why I was asking for your suggestions.

Wetmore: Yeah and so there ... it's a little complicated if you know you're going to need the additional lanes at some point in the future, you know that's preordained and there's no way around it. But in terms of pedestrians using it at the moment, you know anything that can reduce the crossing distance or you break it up with an island, anything that can increase that lateral separation from the traffic going parallel to the sidewalk and also you know when you narrow the roadway sometimes you have less of a speeding problem if you know the drivers don't feel like they have more pavement than I-25, why should they go slow.

Nunez: And it's good that you picked that photo also because it was obviously with the sign that this is a point you're supposed to cross at and I didn't see a cross walk in that photo.

Wetmore: Yeah and when I was passing through you know it might very well have just been repaved and I don't know how many lanes they were striping it in. You know the number of cars I saw on it could easily have been taken care of in two lanes, one in each way, but you know who knows what it will be like in rush hour in 30 years.

Curry: I think that, the reason I asked where that school was because I think it might've been Missouri going east from Telshor and if it is right up there, then they have done kind of a road diet where they painted stripes to have on-street parking, a bike lane, and then just narrowed it to one lane in each direction and then they had striped across a crosswalk for that school. So if that was that road which looked familiar to me, I think that they may have gone that ... not to say that they're not lots of other opportunities in town, but.

Wetmore: But well that's good to hear because you know it just seemed like it was a lot more pavement than you really needed and for children to be crossing
that wide a distance seemed to be a bit more of a challenge than you want
to give them.

Curry: I don't think they added any bulb-outs, but at least it's marked and there's
parking on either side. May question is, I've talked to the City before and I
can't tell you exactly who, but we've talked about what we call the furniture
zone, or you call, what did you call it, the plant area or whatever.

Wetmore: Yeah it's usually the furniture zone next to the curb where you put your
benches and trashcans and trees, and then your travel zone, and then
what's sometimes called the frontage zone right next to the front of the
building where you're not going to walk because you don't want to have
your elbow rubbing against the brick or adobe and the doors open and so
on. And in its more suburban context it'd be a place with just housing, that
furniture zone and just be a planting zone with street trees.

Curry: Yeah or planter strip. Yeah. Well what I'd run into here is the City being
against planting strips or that kind of refuge between the road and the
sidewalk saying that that posed a maintenance problem. So I don't know
why Las Cruces is a City that has problems with maintenance, because
they say that then the City has to go and maintain that area. Where as if
they put a sidewalk right up against the street they don't have that area
that they have to maintain and then it sort of implies that the owner of the
property on the other side of the sidewalk, between the house and
sidewalk maintains that. Do you see what I'm saying?

Wetmore: Yeah.

Curry: So I've tried to kind of get them to consider that as well, but it's been kind
of shut down, it's not an option so I don't know if anybody has any ideas of
how to change the City's mind about that.

Wetmore: What's commonly done in many parts of the country, the town where I
grew up in eight feet or even ten feet of grass and trees in between the
sidewalk and the curb was typically maintained by the adjacent property
owners. They mowed it along with the rest of their front lawn. One of the
problems you might have around here is all the places where there's a
high wall right next to the, on the property line and that area outside the
wall is orphaned. The adjacent property owners don't really feel part of it.
I don't know whether you'd have, you go down in the area near the old
train depot where you have the old planting surfaces, grass, I haven't been
there to watch it but I imagine the adjacent homeowners probably take
care of that grass and, so I don't know what you do to change the culture,
to get the property owners with the high walls to take ownership of this
sidewalk and space next to me. It's next to my property, I'll take some
pride in it and I'll take care of it. It's typically the adjacent property owners
that'll be taking care of you know anything outside of the curb except for perhaps when the concrete needs replacement and then the City crew can come in.

Curry: And that makes sense to me and obviously to you, but I don't know how your change the designers minds who are doing that. I don't know James if you have thoughts along those lines, if you've run into that as well.

Nunez: I've been with the City for three years now and I do remember that conversation. I know that, let me think of a couple of designs I've done, we've had just enough, we've done both actually. It depends, so I know that we've had the sidewalk right at the back curb, and then we also have our way, but we have not on the projects I had, we hadn't added any landscaping, so it's basically dirt so that it hasn't become an issue for them to maintain. So I can look and ask some more. But I know that in our design books based on the amount of right-of-way that we have, whether it be a 60 foot road, 50, 30, whatever, is that then we have our design standards that we go to in our book and there's both in there, so we can select from those too and actually it comes from my boss's, boss's, boss. They help us decide which of the sections to go with. Just as we looked at the road sections over there on Valley Drive, right, we did that what a year or so ago and some of the options that ... we weren't the final say but we had what we preferred so.

Wetmore: On my website, pedestrians.org, I have a list of 20 reasons why you might want to have a space between the curb and the sidewalk. And some of them, they aren't all relevant everywhere, but at least several of them would be relevant in most places and from my point of view the most important is getting that lateral separation from traffic for pedestrian comfort so that people would feel comfortable walking on that sidewalk. Because if people don't feel comfortable they won't walk unless they absolutely have to and they don't have any choice.

Herrera: Mr. Chair.

Pearson: Jolene.

Herrera: I don't work for the City but I think part of the issue might be the watering because it doesn't rain a lot here so it's not the same as back east where the grass just grows and the plants just grow and the City would have to pay for that. I really seriously doubt you can get a homeowner to pay additional water bill for something that's not on their property. So just something to think about as well.

Pearson: Yeah I think some of that depends on the neighborhoods and the roadway. Like some of these, a lot of the roadway designs now if it's an
arterial or a collector or whatever, there's probably not a direct owner the
way the subdivisions are done, there's no frontage on that roadway, it's
accessed from some place else. But you still have people that want to
walk along that roadway. And having that extra buffer, especially on an
arterial, it's going to be a faster road so the further away you can move the
pedestrians from the traffic lane the better off you would be. But then like
in my neighborhood which is Alameda Depot, that there's 12 feet of gassy
right-of-way there and the neighbors pretty take care of that and they
consider it part of their yard even though from the sidewalk to the street
that's all public right-of-way.

Nunez: Mr. Chair I'm thinking of some of the ones that we do have, desert scape
and even, I just forgot the name of the road, but it's heading out US-70,
running parallel to the south by the Walmart, if you look at that, that has
separation, it's a good, whatever it is, ten feet. What's the name of it?
Rinconada and then they have a number of trees etc. in the center and at
the ... which does slow down the traffic and it's curved, got some curve to
it.

Pearson: Rinconada has a bike lane on it also. But Hillrise is more of a problem.

Nunez: Is it Northrise?

Pearson: Northrise, yeah Northrise.

Nunez: Okay.

Billings: I have a question. So we have a street, I don't know if you've seen it
called Alameda and on Alameda it's a very old street and there are three
different elementary schools and one high school within kind of a close
distance and the sidewalks are terrible. They're about four feet wide and
right up next to four lanes of traffic, it's fairly busy all the time, but it's a
very old neighborhood and the four lanes are fairly necessary, so I was
wondering if you knew of any solutions to make the sidewalks more
usable, especially for the kids that are going on them, when you can't
really take road out of it, because it is a huge problem we have.

Wetmore: Does the sidewalk go right up to the edge of the right-of-way?

Billings: Yeah.

Wetmore: If you can't get space from the right or you can't get space from the left,
you've got a real problem and if you're serious about doing something for
the children you're probably going to have to bite the bullet and do one or
the other. And depending upon the nature of the road, you know if the
reason you need four lanes is because there's a lot of turning traffic,
sometimes having two-way left turn lane in the middle and one in each
direction, that's a common road diet that done. If the issue is a lot of left
turning traffic, you know that might be an issue. If you have a really good
street grid, it's possible that you could have a good sidewalk a block over
on each side and so the children could walk you know a block over and
not be on the very busy street. But that depends upon having the parallel
route that would seem to the average user to be just as convenient as
going out onto the main route. And in some places that works, a place like
Portland that's how they deal with a lot of their bicycle traffic. Rather than
trying to finagle the main arterials they've got a good grid, they'll have a
block over they'll call it a bicycle boulevard and run the bikes there. So but
you'd have to sort of examine what the road network was like. Is there a
good alternative and could you put in a good six foot or even eight foot
side walk to handle all the children on a street a block over or is that going
to present it's own set of difficulties.

Billings: I think it would, we have a terrible street grid in that part of town. But
thank you. I guess it's just hard to solve.

Wetmore: But you might bite the bullet, are the children a priority you're going to
have to do something.

Pearson: So I forget if it was Portland or Eugene you showed a road diet where you,
looked like a pretty high capacity road that was narrowed down, was there
a lot of blow back from that after that was done? Did people figure out
that it was really a good thing or?

Wetmore: Yeah that was Eugene, Oregon. They've done quite a few road diets now.
And the case of that particular road it was actually just a two-lane road
except for a half mile stretch where it went by the park and the school, and
when people thought about it they decided that really was kind of dumb.
Why should we introduce a higher traffic threat right where you're going to
have the most children? So from a traffic standpoint it was basically went
from four lanes to two lanes but with the median there you could still have
left turn lanes where they were needed so that you didn't have to worry
about traffic piling up behind someone waiting to make a left turn. And my
understanding is it's been successful, because as I said the road on either
end of this stretch didn't have any more capacity.

Pearson: Right.

Wetmore: And they've done enough of them in Eugen now that people have seen
them and realized they're not the end of the world, that they actually work
pretty well.
Pearson: Yeah we've done some road diets in Las Cruces and from what I've heard some feedback on is after it's done then the businesses say, "Well it's a bad thing because cars are ..." Well I don't understand their complaint because I understand how road diets work and they slow down traffic so you have more of a chance to get into the businesses and they increase safety because with the center turn lane you don't have rear end crashes and I think we had a traffic study on Solano that showed we had like a 23% reduction in crashes on that roadway after the road diet which was a little bit lower than and I think the federal guideline of something like 29% or, I don't remember the number, 26% is the expected crash reduction, but still you know more than 10% sounds like a win to me.

Wetmore: And so you might need to, if the business community has concerns find out what's the basis of their concerns. (Inaudible) up to four lanes, well why do you have to have four lanes and maybe there's some underlying concern behind that that doesn't really need four lanes to be addressed, but the idea that people can drive by your business very fast, it's good for your business, is something that strikes many people as a little odd.

Pearson: And increasing capacity really also increases congestion. Build and they will come and it'll mess things up. You're better off kind of diversifying the traffic patterns I think if you can teach people to go on less capacity roads, they're still going to get where they're going to go.

Wetmore: And another thing to look at in transit vested concerns is the business community is, where do their customers come from and frequently businesses assume, well all my customers drive, they don't know that because they're not in their car when they walk in the door. And they might not realize, how many of their customers might come by foot, might be doing park once in a trip and so they've actually visited three other buildings before they got into that building, might come by bicycle. If New Mexico is typical of most states you probably have somewhere around 30% of your residents do not have a driver's license and they might be young, they might be old, they might have a disability, they might just have never chosen to get a driver's license, or not been able to afford it and that 30% of the population, that's a lot of potential customers even if some of them are a little young.

Pearson: When New York City put in their dedicated bike lanes on the roadways their sales tax went by 50% so slowing down traffic and increasing bicycle commuters is good for business.

Wetmore: And that's essentially one of the better studies that's out there that you have actual tax receipts from the businesses along the streets with bike lanes and sales went up relative to the other nearby parts of the City. That doesn't tell you whether that's because the streets are moving a little
slower so that the cars passing by might actually know that you’re business is there, or whether it was bicyclists who were buying stuff, or whether the pedestrians just found it a little more pleasant to walk along that street with the little more lateral separate from the traffic and less distance to cross at the corners. So the sales tax data doesn’t tell you which of those factors is most important, but it does tell you that adding the bike lanes was good for business.

Pearson: Anybody else have any comments?

Shearer: I do. I just had a quick question. So does the City have a complaint line for concerns about their sidewalks and so on, which would be directed to James Nunez?

Nunez: I’m sure they do. Does the university?

Shearer: The safety office I believe they have a complaint line.

Nunez: I know people are always calling and I’m not sure which they direct the appropriate department.

Pearson: The City has their website too that ends up with Jamie Rickman, because I get an answer back from her whenever I complain about something.

Shearer: Just a question. Thank you.

Pearson: Well thank you very much.

Wetmore: Well you’re most welcome.

7. COMMITTEE AND STAFF COMMENTS

7.1 MPO Staff Update

Pearson: So we’re on to MPO update.

McAdams: We have just one update and that is we are starting to make the final, I guess participate in the final selection of the consultants for the active transportation plan. We hope to (inaudible) I guess in a couple of weeks. And I’d like to hand it over to the Chairman for other reports.

7.2 Local Projects update

Pearson: Okay, local projects, City.
Nunez: I want to go back to the last meeting, some of the questions, I'm still working on some of the same items with the, I think they have one change order on the trails, the Dam Trails, but that job as far as I understand it is complete. There are designs still on the Picacho/Valley project, right but that's NMDOT also. But the downtown right now they're having a meeting as we're talking on the downtown two-way conversion. And when I brought that one up you asked the question Mr. Chair about the Hadley bike boulevard and turning that down to Las Cruces Avenue. My answer from my supervisor working on that design also is that they don't have a current plan to do that but then we also looked at the design book and that could occur at some point on Las Cruces in that what they would do is turn the focus from car traffic to pedestrian, put the emphasis there and simply change the speed limit signs to 18. So it would match that design if at some point that decision is made. So you're up on that, some of that design. You want to elaborate a little bit for everybody what your view for that is or.

Pearson: For the Hadley bike boulevard. Well the Hadley bike boulevard has been in the long-range plan for 10 years, some long time, two plans at least, right? So we update every five years, so 10 years. And it would roughly run from Triviz to Roadrunner Lane along the Hadley alignment and of course Hadley doesn't go through the downtown area, so it seems to make sense to come across Mesquite, down Las Cruces Avenue to Mesilla Road where it would then go back onto Hadley and with all the work that's being done on the downtown area, seems like now it makes a low hanging fruit, so even if we can't do other parts of the trail or the bike boulevard for whatever reason, do the parts that make sense now.

Nunez: Okay. I understand.

Pearson: And a bike boulevard is like you say design, typically it's an 18 mph speed limit marked to show that bicycles have pretty much full rights to the road, to the lane.

Nunez: Okay. Right. So that's what the design is now and it would take I think, members on this committee to go before other decision makers like City Council etc., etc. to make that occur.

So onto the question and the work that's going on, we added the signalized intersection there at Roadrunner and Golf Club and they did have the cross walk closed off for a while there and actually I think they're finished that up. But I did see some kids actually going to the park from the school there to the north and they were actually going through the apartment complex. So a lot of work is, I just saw that a couple of days ago. But they should have that curb painted and that back up soon.
Curry: Mr. Chair if I may. The schools decided, the walking group has decided that they prefer the other start location now because it felt like the traffic was so fast so whichever way they're coming now from the south side, they kind of like it which we notice happens when you guys do work and make improvements and we have to move the walking to school bus, some times they find a better solution. So I'm not quite sure where they're going to next year, if they're going to start at the park or if they're going to start at the pediatrician's office or maybe they'll have both. But thanks. I'm not entirely sure. They shouldn't be walking from the park right now because as I understand it they were going to maintain the start location through the school year.

Nunez: Okay. I think it was a little special event that maybe something they had going on with the school but I did see one class walking through there down from the school along the trail and cross, they were able to get through safely so.

Curry: Good. Well the more safe routes we have the better.

Nunez: The other thing I want to point out is that we've got next year's maintenance for the road projects coming up and I've got the list here and I can give it to whomever, but the reason I mention it is, and this is a draft, we've identified a number of roads where we're going to be adding like a micro surfacing and overlay and then even the pavement replacement, but as that's occurred over the years sometimes we've taken the opportunity to think about restriping the roads and for on the pavement overlay list we have Missouri east of Telshor. Even our conversation earlier about where that photo was taken, so I know currently they have two lanes with parking so we could look at maybe putting bike lanes on that. And the person that makes that decision is the City Traffic Department, Soo Gyu Lee, so I couple of us should visit with him is my suggestion, along with a couple of other streets that are coming up on micro surfacing, on Parker, 17th, and maybe Mars. I'm just mentioning a couple of streets that popped out of the list. So that's my report.

Pearson: Okay. I noticed the City receives I think state funding or matching fund, whatever, for project on Main Street from Avenida de Mesilla I think to Missouri and I was wondering if that ... to Boutz. Missouri/Boutz, whatever it's called there. I wonder if that includes adding a new shoulder in that area because that where a shoulder is missing. Main Street. When the resolution came through I didn't see what the extent of the work was. And the other one was Roadrunner, and I don't know what the road cross sections going to look like on that, what they're going to do there because Roadrunner of course is horrible for bicycles and it's one of those only routes for bicycles so anything that could be done there to improve bicycle safety would certainly be appreciated.
Nunez: All of Roadrunner?

Pearson: Oh of course, all of Roadrunner.

Nunez: I don't understand.

Pearson: There was some sort of funding for Roadrunner improvements and I'm not sure what extent of that project is.

Nunez: All right I'll look.

Pearson: I was just wondering what the cross section might look like and ...

Nunez: Okay. I'll investigate.

Pearson: Okay. Dona Ana County.

Paz: There's no updates from Dona Ana County right now related to projects. The one thing we're working on is we're updating the ADA transition plan to receive some federal funding. So that's about it for the County.

Pearson: And Town of Mesilla have any updates.

Shepan: No sir. I was unable to get with the Mayor. She was in meetings all day. So I don't know if you did ...

Pearson: So I guess I'll ask the question that was presented, there's a missing speed limit sign at the school zone where the flashing light, the radar detector is on the east end on ...

Curry: The west end of Calle del Sur.

Pearson: West end, right. West end of Calle del Sur. I wonder if you were aware of that or to bring that to somebody's attention.

Curry: It's been missing for more than 6 months, and I've sent it to Debbie Lujan several times and I haven't heard anything back, so if you could put a word in that would be great.

Shepan: So west of the speed limit sign.

Curry: It's west of the school. It's the speed limit, it's the flashing signs.

Shepan: Right.
Curry: But the sign is missing. So the flashers are ... I'll find a picture on my phone. I have pictures of it.

Shepan: Flashes but there no sign.

Pearson: The actual speed limit 25.

Shepan: It was flashing when ...

Pearson: Yes the flashing works but the speed limit, the actual regulatory sign is missing.

Shepan: Because it says 15 miles an hour.

Pearson: That part's missing.

Shepan: Okay.

Pearson: The flashing and the actual speed that it's detecting still works, but the static sign is missing.

Shepan: Is there one on the other end?

Curry: Yes.

Pearson: And there used to be one on that end.

Shepan: I wonder if when that sign got hit when they did the repairs, because they replaced it because a car took it out basically, and that just didn't get put back up.

Curry: Are you talking about at the irrigation ditch where that ... no a different one.

Shepan: No. The west end of Calle del Sur, that flashing light got taken out.

Curry: Got some bad drivers in Mesilla.

7.3 NMDOT Projects update

Pearson: Okay, NMDOT update. You have a project.

Herrera: We have several projects and more upcoming, which is a good thing, trust me. So the first one I guess we'll just go ahead and get it out of the way, the Spitz/Solano/Three Crosses intersection. If you try to drive through there you know that there's a lot of traffic control, so right now they're
installing storm drain and then the next part is going to be to build a retaining wall to hold up the current retaining wall and then they'll move onto the roadway stuff. At the same time the City will be updating utilities so hopefully that goes smoother than the last section and if it does then the whole project will go smoother. It's supposed to take just a little bit over a year, so hopefully we'll be done, weather permitting, by May of next year on that project. There is a public meeting on Thursday, this Thursday the 20th at 6:00 p.m. at the Solano yard and they're going to be doing public meetings every month to keep everybody updated on the progress and the different phasing and how traffic control will change. So I would recommend if you're interested in that project or driving through there that you attend those meeting.

Pearson: Okay I had a question on that project. On other project, like the bridge projects there was an art component. Is there any art component? You're building the retaining wall, seems like that's a blank canvas that has an opportunity. Is that part of this project at all?

Herrera: No. Because we are transferring that over to the City and they chose I think the color and that's it.

Pearson: So if want any kind of art project there it's a City project then?

Herrera: Yes.

Pearson: Okay.

Herrera: The second project that we have going on which is a little bit outside of the MPO area but it's the pavement preservation on US-70 sort of from the White Sands interchange to the county line, you probably haven't been over there but it's going very smoothly. They should be done by the end of next month. It's Mountain States, they're a really great contractor so everything's smooth on that one, which will be probably just in time for the next project which is the shoulder widening project in that same area to be let. That one is going to bid this month actually on Friday. So we'll have bids on that one. You should see construction out there probably August, September.

The other big project that we have upcoming is Valley Drive. We had to push the production date on that one back which means our letting date is now August or September of this year. We are in negotiations with the City on some design elements that they changed at 90%, so we are having to redesign that project.

And then the other big one that we have is the University/I-25 interchange. We're still in design on that. We had to submit an interstate access control request to FHWA and so they're reviewing our preliminary designs and giving us feedback. That one is scheduled to let October of
2018. So we're just about a year and half out from that project. And that's all we have unless there are any questions.


7.4 Committee Members update

Pearson: Any committee members have any comments that they wish to make at this point? I think I don't have anything either today.

Shearer: For NMSU, progress.

Pearson: I missed, oh I'm sorry.

Shearer: For NMSU progress okay. The safety committee recently and we asked for concerns from the campus if anyone had them to bring them forward and there were a few concerns. We changed Espina, did a road diet and changed it from a four lane to a two lane with a turning lane in the center and there were some miscellaneous concerns about where we've changed the thru lane at the horseshoe and so we're going to address those with additional signage. There were a few people that were maybe used to going straight through and they were in a turn lane only and they were continuing straight through so and the question was did they have enough space to get over into the right lane to go through, so we're going to put some additional street symbols out to take care of that.

We did have a concern from at least one if not two about the crossing on University, well there were comments on the new crosswalk, the hot crosswalk and I think that got praise on University. I forget the cross street there but it's at the Chick-fil-A. And so they're much happier about that, being able to go across there. There was a little concern about being able to get a bicycle across there. I think because they wanted to ride the bicycle across there which I believe the City ordinance doesn't allow, so but anyhow got praised. But there was a question and James I'm going to ask who to address it. This has to do with Triviz going across on University. Pedestrians were asking about maybe putting some sort of a block there, the cars headed east that are turning onto Triviz and ignoring the pedestrians as they cross there. And they had some suggestions and I didn't know who to direct them to.

Pearson: Is that within NMDOT right-of-way?

Herrera: Possibly. It's definitely part of our redesign, so it's only going to be an issue until October 2018 and then we're going to redesign the whole thing with Triviz under and the path continuing, so for right now it's still an issue though. And I don't know how to solve that. I'll ask.
Shearer: It looked like something might be able to do with some paint perhaps or maybe mark the intersection there.

Herrera: I'll ask our maintenance guys if that belongs to us and then if it does what we can do, maybe James you can ask the City too, because I'm not sure where exactly that line is between the NMDOT right-of-way and the City right-of-way so.

Nunez: City, okay.

McAdams: We think there might be a (inaudible) enforcement that comes from the City police department, perhaps when they see people violating that they can ticket them.

Nunez: That's a good suggestion and I don't know that we have enough enforcement at times. If we can do something physical like you mentioned with the paint or whatever that'd be, but my guess would be that that far down it would be probably the City right now is my guess. And I'm glad you brought it up about you know the call and such. Even from your department right Dave, I mean to you an e-mail to, it would be the traffic department most likely, it'd end up with Willie Roman or Soo Gyu Lee is what I'm guessing and actually we've got a reorg at the City now. I mean they're in our department now so they're under Ms. Loretta Reyes. They were years ago and then they went to another manager, and now they're back under the public works department so. So an e-mail.

Pearson: I'm not quite sure but is this something that maybe some bollards, plastic bollards and paint could solve a problem.

Shearer: I'm not completely understanding what the exact problem was but basically like I said there was a pedestrian concern about people ignoring ...

Pearson: Because if it's one of those cases like what we saw the presentation today even where it's a wide curb you can extend and square out the corner, that might solve the problem a corner that might solve the problem.

Shearer: Okay. All right. That's good at least that gets something to go back on that because like I say it's just off the campus property.

Curry: Mr. ... , oh sorry, go ahead.

Shearer: The last thing, I just want to cover, just make sure, we're here in April and I wanted to point out that there's a lot of bicycle activities coming out and basically I've got it on our Facebook we put the sort of combined calendar of all the events here through April and into May going on with schools
and so on. It's on our Facebook and I have copies of this, but a lot with Velo Cruces and then also the University Bike Friendly University Task Force is helping and so on, but I've got a complete listing, I made a couple of five pages, there's up here if anyone's interested. But we won't be meeting until what, I think August or something like that, so, there's a number of events going on related to bikes and we're doing a bike safety thing on campus with the fire department, a big Aggie safety fair that's going to include the codes department and bike rodeo and whatnot and you've got something I think for the Safe Routes to Schools and so on. Just mention it. All right. Thank you.

Billings: I have a comment, just as an update kind of. I brought this up before but on Alameda north of Picacho there's this wonderful bike lane that goes in front of Alameda Elementary and then disappears into the Picacho intersection, very dangerously and you're forced into traffic. And I was wondering if there was anyway we could get a sign just a few streets down that says; "bike lane ends" so that cyclists can turn off onto Parker or another road because it's incredibly dangers and you have not warning into Picacho. So if there's anyway we could get a sign there that would be wonderful.

Nunez: Let me write it down. As bicycle rep. I know and I appreciate some of what Mr. Murphy had added. He had some forms a while back and when I first got on the committee I didn't realize, I actually thought MPO was part of the City, I didn't know. But any rate, now the, let me see if I can state it clearly, is even though I work for the City and I have grey hair, I'm a junior engineer. So I know that I wear different hats and when it comes from me it's like "Who's this guy?" "What is he telling me what to do?" Or even when you guys maybe mention, hey like I have a direct voice to Council or City Manager or what, I don't. You guys have a greater voice than anything that I could say or do. I can mention it or whatever but anyway. But so like what I mentioned to you Dave earlier or your suggestion, your e-mail will go far.

Shearer: Okay.

Nunez: But for you and your suggestion, I can certainly write that down and I can send an e-mail asking for that, but an e-mail from you is much more powerful than anything I could do.

Billings: Okay. Thank you, I'll do that.

Nunez: I mentioned his name earlier, and you'll eventually end up with Willie Roman, but I'll write it down and ask too.
Billings: Thank you. Could you repeat the name of the person to e-mail about that?

Nunez: Willie Roman.

Billings: Thank you.

Nunez: Or Soo Gyu Lee. Willie is Soo Gyu Lee's boss.

Billings: Thank you.

Pearson: I'd love to see Alameda have a road diet from Picacho to Las Cruces Avenue and that's something that I've been advocating for and unfortunately Alameda's not up for repaving for some amount of time.

Nunez: Yeah, Alameda.

McAdams: Mr. Chair we did have the recommended (inaudible) request as well as other projects.

Curry: Mr. Chair may I add a couple of comments before we close?

Pearson: Sure.

Curry: So Maggie I just wanted to let you know I have worked with Soo with some signage along Alameda for Alameda Elementary beginning and end school zone signs, so he's been really responsive to me, so that's Soo Gyu Lee. He's the City Traffic Engineer. And so if you want to talk to him about signage on Alameda that's who I would go to.

And then I just wanted to add in, thank you Dave for mentioning this, that Sacred School has their family bike fiesta coming up this weekend and we're going to meet a Young Park form 9:00 to 12:00, that's a free event, helmets, thank you very much to your Parks and Rec. for helmets and the Moose Lodge donated some as well. We have free helmets. The codes enforcement, we have lots and lots of people coming out doing bike repair. Last year we repaired I think over a hundred bicycles, so if you have kids or know of kids that want to come and participate, they don't have to have a broken bicycle to come, lots of other fun activities going on, all bike related. And we're teaming up with two over organizations, the Junior Leagues Kid Fit event, so they have tennis and gymnastics and dance and all kinds of other activities for kids and then the MS walk. So we're all going to be at the park at the same time 9:00 to 12:00, so if anybody would be willing to take some of these fliers and post them up around where you go, it's coming up quickly and if anybody would like to volunteer at the event we're still taking volunteers. Thank you.
Pearson: Okay, any other committee member comments?

Herrera: Mr. Chair. Sorry I just remembered a project that I forgot to update the committee on. It's kind of an important one. It's the signal at 17th street and US-70, that one has gone to bid and has been awarded. They're in the ramp up stages so I think we should, what Trent said is they should start and finish construction by the time school starts is their goal. So they're hoping to have that signal completely in by mid August. The company apparently is right down the street from there, so that's the goal on that one. Thanks.

Pearson: Okay.

8. PUBLIC COMMENT

Pearson: So then we have public comment. We have an opportunity for any member of the public again to address us. Any comments? Anybody? Not seeing any.

9. ADJOURNMENT (6:11)

Pearson: We'll go to adjournment. Hear a motion to adjourn.

Curry: I put forth a motion to adjourn.

Shearer: Second.

Pearson: All in favor "aye."

MOTION PASSES UNANIMOUSLY.

Pearson: We're adjourned. Thank you.