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 January 17, 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)  
Ashleigh Curry (Mesilla Citizen Rep)  
Jolene Herrera (NMDOT)  
Mark Leisher (DAC Citizen Rep)  
James Nunez (City of Las Cruces Rep)  
Len Paulozzi (Bicycle Com. Rep.)  
Samuel Paz (Dona Ana County)  
David Shearer (NMSU - Environmental Safety) (arrived 5:08)  
Lance Shepan (Mesilla Marshall's Department)  
Andrew Bencomo (Ped. Community Rep)

MEMBERS ABSENT: Maggie Billings

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

OTHERS PRESENT:  Becky Baum, Recording Secretary, RC Creations, LLC

1.  CALL TO ORDER (5:08 p.m.)

Pearson: Okay, I'll go ahead and call the meeting to order for our Mesilla Valley MPO Bicycle and Pedestrian Facilities Advisory Committee meeting. Let's do introductions of the panel as we go down, because we do have a new member. So we'll start at this end with Mark.

Leisher: Mark Leisher, Dona Ana County Citizen's rep.

Herrera: Jolene Herrera, NMDOT.

Shepan: Lance Shepan, Mesilla Marshall's office.

Curry: Ashleigh Curry, Mesilla Citizen's representative.

Bencomo: Andrew Bencomo, Pedestrian representative.

Paulozzi: Len Paulozzi, new Community representative.
Paz: Samuel Paz, Dona Ana County.

Shearer: David Shearer, Environmental and Safety, NMSU.

Pearson: And I'm George Pearson, City of Las Cruces Citizens representative.

2. APPROVAL OF AGENDA

Pearson: Next order is approval of the agenda. Do we have any comments on the agenda or do you want to send me a motion to approve as presented?

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

Leisher: I second that.

Pearson: We have a motion to approve the agenda, with a second. All in favor "aye."

MOTION PASSES UNANIMOUSLY.

Pearson: Any opposed? So the agenda's been approved.

3. APPROVAL OF MINUTES

3.1 October 18, 2016

Pearson: Next on the agenda is approval of the minutes of October 18th. We'll open that for discussion, is there any comments on the minutes? I'll hear a motion to approve the minutes as presented.

Bencomo: So moved.

Shepan: Second.

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

MOTION PASSES UNANIMOUSLY.

Pearson: Any opposed? So that passes.

4. PUBLIC COMMENT

Pearson: Item four is public comment. Do we have any members of the public that wish to comment? Seeing none.
5. ELECTION OF BPAC OFFICERS FOR CY 2017

Pearson: We'll move on. First meeting of each year we have an election of officers, so I'll turn the Chair over to staff to ask for nominations for Chair and Vice Chair.

McAdams: Staff would recommend, ask for a recommendation for Chair and Vice Chair.

Curry: I would like to recommend George Pearson continue on as Chair.

McAdams: Okay is there a second or?

Shearer: If it needs a second I'll second it at least.

Pearson: Are you doing both of them together?

McAdams: Yes.

Pearson: Okay so I nominate Ashleigh as Vice Chair.

McAdams: I guess we should do it first the Chair and then we're do the Vice Chair.

Pearson: If you're running the meeting right now you get to pick.

McAdams: What? I get to pick what?

Pearson: How to run the meeting.

McAdams: Oh yeah. I think I would like to have it first we go with the Chair and vote on that and then go to the Vice Chair to make it sort of clear I guess. So I guess we should ask for a roll call if you'd like.

Pearson: He's the Chair.

McAdams: I mean the Chair is George Pearson. Recommendation, it's been first it's, motion has been made and seconded. So I guess we'd ask for roll call on this. I guess by, we'll go down the list.

Bencomo: Mr. Chair If I'm not mistaken I think procedure is after you …

McAdams: Okay.

Bencomo: Somebody nominates somebody, if nobody else comes up then they're supposed to ask I believe three times if there are any other nominations.
McAdams: Oh yes three times.

Bencomo: And after the third time if there aren't any, then we take a vote on that. I believe that's procedure.

McAdams: Okay I've asked the first time I'll guess I'll ask the second time, are there any further nominations for the Chair of the Committee. And the third will be, is there any more nomination asking before the final call? Okay. Can we have a, I guess we can have a, I guess "aye" I guess. Can we just ...those approving say "aye" those that disapprove say "nay."

MOTION PASSES UNANIMOUSLY.

McAdams: Motion carries. George you're again our Chairman.

Pearson: Okay.

McAdams: And now I'd like to go to the Vice Chairman and have a motion, I'd like a motion for the Vice Chairman.

Curry: I would like to nominate Andrew Bencomo as Vice Chair.

Paz: Second that nomination.

McAdams: Okay. Is there any other nominations that would, anybody else would like to put in the hat.

Pearson: Move to close the nominations.

McAdams: We can close the nominations too. All agreeing say "aye," those that do not agree say "nay."

MOTION PASSES UNANIMOUSLY.

McAdams: It passes. So Andrew you are now the Vice Chairman. Congratulations to both George and Andrew.

Pearson: You got ahead of me there. Okay so I guess I'm taking back the Chair then for the continuation of the agenda.

McAdams: Yes.

6. ACTION ITEMS

6.1 Proposed FY 0216-2021 TIP Amendment
Pearson: So we have discussion items. We have a TIP amendment.

McAdams: Okay I’ll let Andrew.

Pearson: And something I guess I want to comment a little bit for some of our newer members even, we deal with federal monies and lots of acronyms, so if there’s any acronym that don’t make sense, please speak up and we’ll try to make sure to get staff to clarify some. Go ahead Andrew.

Wray: Thank you Mr. Chair. Tonight we are considering an amendment requested by NMDOT. Mr. Loya’s handing out the sheet with the amendment on it. We didn’t have it in time to get it in the packet. The amendment is for LC00160, adding $2.3 million in local funds. Beyond that I actually don’t know much more about it since it was very last minute so I’d like to turn the floor over to Ms. Herrera for further explanation.

Herrera: Thanks. Per federal law we have to show all funding sources for every project that has federal funding. The City will be doing extensive utility work during this project, $2.322 million worth of utility work to be exact, so this amendment is just to show the local funding. And Andrew I do have a question, this is listed as a discussion item but it should be an action item on the agenda.

Wray: Yes it should, I apologize that was not caught during our review. But yes, this is an action item.

Herrera: Okay. Thanks.

Pearson: Any further discussion on this item?

Bencomo: Mr. Chair I have a question. Maybe this is for Ms. Herrera, is this part of the Valley Drive reconstruction project, that whole thing?

Herrera: Yes sir. And they’ll be doing the utilities when we rip up the road so that they don’t have to come back later so.

Bencomo: Okay. Thank you.

Pearson: Any further discussion? I’ll hear a motion to approve as presented.

Shepan: I motion.

Leisher: I second that.

Pearson: We have a motion and a second to approve this item as presented. All in favor "aye."
MOTION PASSES UNANIMOUSLY.

Pearson: Any opposed? This passes.

6.2 Proposed FY2017-FY0218 UPWP Amendment

Pearson: Our next item, this is also an action item, it should be. Is that correct?

Murphy: Yes sir.

Pearson: Go ahead.

Murphy: Mr. Chair, action item 5.2 (should be 6.2) is a proposed amendment to the Unified Planning Work Program for federal fiscal year 2017 and federal fiscal year 2018. We received notice from New Mexico Department of Transit and Rail that we were going to have $66,910 of carryover. So we are looking to add a project to participate in our work program, actually we're going to be doing two. As stated in the packet we are looking for a software purchase to integrate the bus passenger counters that we purchased a couple of fiscal years ago. This would allow us to download those counts into the Cloud and that'd be approximately $27,000 that we would move into UPWP item 3.1 with our I believe it's titled traffic reporting.

And the second project would be we would join in with the City of Las Cruces' Community Development Department. They are proposing to go out to bid for an active transportation plan and we would be putting the remaining amount of that money, including the local match, about $32,000 added to their plan purchase to seek a consultant to do an active transportation plan. What that plan is scoped at is to have someone come in, identify gaps in the pedestrian and bicycle network, particularly in our case with our transit money added to it, particularly how those pedestrian routes relate to current transit stops. So we are looking for a positive recommendation to the Policy Committee from this group.

Pearson: So the bus counting, that would help with figuring out how many bikes get put on buses for example?

Murphy: What the passenger counters do actually is give us a geographic location of which stops are being used and at what time, so which are the heaviest used stops which would be more deserving of increased passenger amenities or future route planning.

Pearson: So it doesn't separate out, it just counts passengers, it wouldn't count bikes put on the bike racks.
Murphy: No, the actual hardware itself are sensors that are placed on the doors of the buses that count people coming on and off. We depend upon the drivers to make notations in the fare box when a bike is placed on the rack. But since the bike doesn't go in or out the door we don't have the ability …

Pearson: Well this is an automated system then. That is correct. And for the planning process you’re just supplementing the City's funds, MPO isn't actually doing anything you're just supporting the planning that's going to be done?

Murphy: Yes sir, we are supporting it. I think we'd also agree to participate on local assistance but now we'll be funding it and I think we'll have a greater roll in the selection committee …

Pearson: Okay.

Murphy: And directing the consultant's works.

Pearson: So some of that money is essentially staff time also?

Murphy: The staff time was already allocated in the UPWP as local assistance. This money is going to represent the cash payment to the ultimate contactor that's selected.

Pearson: Any other questions Committee Members?

Curry: Well I do have a question. It seems to me that, and maybe this is just backwards, but an active transportation plan having that planning done, it seems that they would work hand in hand with a bike/pedestrian coordinator who's already in the know or in the system. So is there any plan for the MPO to support that? To support a position of a bike/ped. coordinator? I know that they'll come back in eventually and say you need to do this and this and this, but it seems like to stop that gap of things getting lost from the report that maybe a position in place all ready would be helpful.

Murphy: Mr. Chair, Ms. Curry. This was an already begun initiative by the City of Las Cruces. I'm fairly certain that the City has a person assigned part time to bicycle coordination that's also within that department and I would be fairly certain they've consulted with him and he's been involved in the process. What we're hoping to do really is to get some more information included in that report that gives us a better idea of how to program eventual projects that effect pedestrians, bicyclists, and transit riders.
Curry: Okay thank you. I think with all the reorganization within the City it seemed up in question as to whether that person is still there, that position is still there. So it was just a thought that you know hiring somebody who's sole job is just to do that would be great ahead of time, or in conjunction with this active transportation plan.

Murphy: Mr. Chair, Ms. Curry. I agree with that approach, however this funding's not ongoing so we would not be able to assure that the position would be able to be in place more than one year.

Curry: Okay. Thank you.

Pearson: This is part of the Comprehensive Plan update for the City, is that true?

Murphy: Mr. Chair I don't know. It's out of the same section. I don't know if they view that as a separate work item or if they view it as completely integrated with the Comp Plan.

Pearson: Cause the little bit that I've heard of the Comprehensive Plan update they're putting it into different sections. We had Dan Burden here that did some analysis for livability kind of things, so I don't know if this is part of that or maybe there's a transportation component of the long range plan.

Murphy: You may be right. I didn't think to ask that specific question.

Bencomo: Mr. Chair I have a couple of questions. So looking at the funding it's $66,910 and you mentioned $27,000 for the passenger counters, and then you said the remaining funds and you mentioned $32,000, that's $59,000 so would it be $32,000 or would it be $39,000? Just looking at the math.

Murphy: Mr. Chair, Mr. Bencomo. I apologize for not having completely done the math. Those numbers are going to vary. It is partially based on an outdated quote we had gotten from the bus system vender, you know the original estimate we had at $27,000, I do not know if what current estimates going to come in at exactly that, so I want to leave a little bit of room for adjustment. Additionally that $66,910 counts for the federal funds and so it's required a 20% match as FTA funds are so there's going to be a 20% additional local funds in that. Part we'll have to divert for match on the bus counting software and then the rest of it, so I think as we were sitting down and roughly with Mr. Weir, roughly calculating that. The number that came down was around $32,000, $33,000 of additional monies into that project fund of which I think they originally had funded $150,000. So there's going to be some change as we move forward, so that's why I'm trying to keep the numbers in a general state.
Bencomo: Okay. Thank you. And just a comment on that. I agree with Ashleigh a bike/ped. coordinator would be awesome if that was a position the City could in some way, shape, or form in the near future put in place as a permanent position. It's so important in all the work we're trying to do with active transportation. Also the active transportation plan, we've had some discussions with Srijana and Armando, I think he's sitting right there in the audience, it's a wonderful thing, that active transportation plan is going to be so important when it comes to bicycle and pedestrian activity in this community and how we're going to move forward with that. And so I think this is a great project and I'm glad to see that this funding is in there for that. Hopefully we can support that.

Herrera: Mr. Chair.

Pearson: Yes.

Herrera: I have a question. So being that we're putting part of this funding from your UPWP into the project, does that mean that the consultant will have some sort of responsibility to report to this group? Or maybe not report to but work with would be a better way to put it.

Murphy: Mr. Chair, Ms. Herrera. I think that's probably a wonderful idea to have them. As the project's not been released for requests for proposals as of yet, I don't think they've had a work plan designated. But I can't imagine any serious professional effort not wanting to come talk to and listen to this group. So thanks for mentioning, I think we will keep that in mind. I think Armando will keep that in mind as well and it'll most likely happen.

Herrera: Thank you.

Pearson: So just on the funding, it's left over funds from the previous year and you mentioned about a match, was that match already done or how does the match work out and where does the funding come from? The City of Las Cruces funds that's doing the match.

Murphy: Mr. Chair. Yes, it's City of Las Cruces funds that'll be doing the match. It's funding that Mr. Weir already had in his budget associated with that active transportation plan, so rather than have to go and try and have the City find additional money, we're essentially leveraging that money to take advantage of the availability of the federal funds.

Pearson: Okay. Any other questions? I'll hear a motion to approve this as presented.

Curry: I will put forth a motion to approve as presented.
Shepan:  Second.

Pearson:  We have a motion and a second.  All in favor "aye."

MOTION PASSES UNANIMOUSLY.

Pearson:  Any opposed?

7.  COMMITTEE AND STAFF COMMENTS

7.1  MPO Staff Update

Pearson:  So we're onto MPO update.  Does staff have anything for us?

McAdams:  No I think we don't have any staff update other than we're still working on
the APC stuff and gathering data for that.  And also, okay what … okay.

Wray:  Excuse me Mr. Chair I just remembered there is one thing MPO staff has
decided to extend the call for projects for the TIP till February 24th.  We
put out a notice in the newspaper this past Sunday.  There is no currently
a notice on the MPO website at the moment but that'll be going up
tomorrow, so just FYI on that.  But the February 24th deadline is a hard
deadline, we will not be able to accept anything past close of business that
date.  Thank you.

McAdams:  The other thing we're doing right now is inventoring all the bus shelters
and that's important to the Committee because all of those shelters have
bicycle racks, so we're making sure, maybe if there's a need to move
those bus shelters for a bicycle use we can do that, that's one thing you
may want to ask us to do if you think it's appropriate.

Pearson:  I wouldn't say all because I noticed when I started noticing new ones with
bike racks on them.

McAdams:  Oh really.  Okay.  That's what we're …

Pearson:  So some of the very old, the very first generation shelters, the green ones
…

McAdams:  Yes the old ones …

Pearson:  They might not have bike.

McAdams:  That's correct and though the new ones do and so they'll be good, which
one's do have bike racks and which one's don't.  So it's a good inventory.
That's all I have at this point. And we would like to I guess turn it over to the next participant.

7.2 Local Projects update

Pearson: Local projects. City of Las Cruces.

McAdams: Local projects, yeah.

Nunez: I'll get on the roll I hope. I was a couple minutes tardy. The projects I have listed here are like the last meeting I had mentioned the dam trails we're about 80% complete. Tony Trevino wasn't in the office today so I was unable to see if they've actually completed those yet. But I know there were some problems with some of the rains last time I talked so they weren't able to get that to 100%.

I know that we had just, if you guys had noticed along Solano they had the ADA ramps in certain sections there and then also ADA ramp project, let's see what I wrote. I know that we have Nemish and then also along ADA ramps, I know they completed at Roadrunner and Golf Course and to the north of that intersection. And then they're going to be doing a road reconstruction along that area.

And then in design right now we have the Valley, Picacho to Boutz, that's where actually a number of people in our office were working on a number of injuries and businesses and so I know that they've got, they'll be doing, adding curb and gutter all along that from Picacho all the way down to Boutz on that design coming through. They're working through those coordination with business owners and whatnot.

Pearson: So the City project is going to go past NMDOT area? Because the Valley Drive project, no, what did you say? I'm on the wrong street.

Nunez: No you're close. I said from Picacho all the way down to Boutz, so that's what we're working on, same project I believe. Is that correct?

Pearson: That goes to Avenida de Mesilla.

Nunez: Yeah Boutz, Avenida de Mesilla. Is that correct? Don't they split the road right there? Avenida de Mesilla. Okay, so the wrong thing. You're right. I'm on the other side of town. Sorry.

Pearson: Okay.

Nunez: I was just on Boutz for another project.

Pearson: Boutz is the next …
Nunez: Thanks. Yeah. Then also in our office we’re just working on the design trying to get the 100% on the downtown two-way. So that’s what I have unless anybody else has any questions or can think of some other projects that they’ve seen going on.

Pearson: I guess on the two-way, well the Las Cruces Avenue is part of that whole construction.

Nunez: Right.

Pearson: And the Downtown Plan was approved with an entry that says "Do the Hadley bike boulevards" so I want to just ask if you are doing design considerations for the part through Las Cruces Avenue where there might be the bike boulevard?

Nunez: Las Cruces at what section again? Cause it goes through the Downtown area, where exactly?

Pearson: Well if the bike boulevard hasn’t really been defined officially but common sense says it’s going to come off of Hadley down to Mesquite, Mesquite to Las Cruces, Las Cruces all the way down through to Mesilla again where you can go back on Hadley. So whatever part of that project, I think the Las Cruces Avenue’s getting a complete reconstruction as part of that. So I’m just asking about design considerations for a bike boulevard through there, or how bicycles will be handled through that, cause that’s a major connection piece for bicyclists from the east to the west side of the City.

Nunez: I know my boss, Jerry Cordova, and Hector Terrazas are working on that. I can ask them. I’m just trying to understand specifically which section you’re talking. You named them and I was writing them down.

Pearson: Las Cruces Avenue between essentially, whatever part is getting reconstructed.

Nunez: Okay.

Pearson: In the Downtown area.

Nunez: Right. I don’t know how far that extends past, all the way over to Campo or not sure and to the west.

Pearson: I don’t know if it goes to Campo, it’s at least between the two ways.

Nunez: Right. Okay.

Pearson: One way the conversion.
Nunez: I'll ask the question.

Pearson: Okay.

Nunez: Thanks.

Curry: Mr. Chair. Mr. Nunez I actually have a question for you about the project on Roadrunner, the complete reconstruction. Do you have a timeframe on when that will be completed?

Nunez: I do not have that but I do know that I drove through there last week and they were working on the ADA ramps, so I'm going to assume, well it's a little rough right now, they can't pour through the winter on certain days, the asphalt because of temperature concerns. But I know they are in contract because they're doing the work, contractor.

Curry: There're two projects, so one of them is the ADA ramps and then the other one was a complete reconstruction on Roadrunner itself.

Nunez: As far as I understand it's the same contactor, yet they do that work first. They do the curbs, they do the ramps.

Curry: Okay.

Nunez: And then they come back and do the asphalt.

Curry: Would you be willing to bring us kind of an update or completion date on that? It affects Desert Hills Elementary which has a walking route and it affects the walking route and so if you could give us an update of when they think they're going to complete that. We're trying to come up with a route in the meantime, a backup plan, to have an end date would be nice.

Nunez: All right, well you just made me think of two things. First is the walking route right now they, during the construction and part of the sidewalk will be closed. But then they would have that completed first before they do the reconstruction of the roadway. So you're more interested in when you'd have the sidewalks completed, correct?

Curry: Well when they did the project on Lees Drive they wouldn't let us use the sidewalks when they were doing construction on the roadways, so I'm going to assume it's the same thing, that they don't want the kids walking along, so I think it all ties together when it comes to kids walking.

Nunez: Right. I understand. All right, I'll look for that answer too.
Curry: Thank you.

Nunez: Thank you.

McAdams: I guess we should switch to New Mexico DOT.

Pearson: Well we've got Dona Ana County.

McAdams: Dona Ana County.

Pearson: Do we have any updates from the County?

Paz: No updates at this time. One thing that we have going on is we have the TAP application that's going through its process. I'm hoping to hear good news back from that in March some time.

Pearson: Okay. Town of Mesilla have anything?

Shepan: No sir, nothing.

Pearson: NMSU.

Shearer: A number of small projects they're finishing up. Bike lanes on Espina on the campus now. I've got a road diet reducing Espina from four lane down to two lane and bike lanes on both sides and that sort of completes a circle route within the campus where we have bike lanes continuous 25 mile an hour speed limit with still connecting up Stewart, Espina, Wells, and Arrowhead, so a circle route. We've added on a new bike fix station so we have three on campus now which we think is good. For pedestrians we're adding a new, just finished up adding a new laser speed reminder on Wells to try and slow down as they go through campus south housing area. We've added, last fall, and reminding people we've added a new walkway along Jordan where we had a number of pedestrians walking out to the new bookstore, so we have a separate walkway for them to walk on. And of course the City did mention, but the University crosswalk is being installed with a HAWK lighting system. It's got I think another 10 more days. I think they listed it in the newspaper of taking about 20 days for construction so hopefully that'll be done soon. And yeah on the fee circle on the campus we're extending a bike lane in the mall so we have a specific bike lane and walking lane in that so. A lot of little things but we're moving along there.

Pearson: What's the location for your new bike repair station?

Shearer: Bike repair station, I'm sorry it's at the Engineering Complex. So it's on Frenger Mall. It's near the C-3, Engineering Complex 3. So we have one
there, one at the Corbet, and one in south housing at the Aggie Express Station so.

Pearson: Okay. Thank you.

7.3 NMDOT Projects update

Pearson: NMDOT.

Herrera: Thank you Mr. Chair. We don't have any construction going on now but there will be some coming up soon, two projects actually at the same time, but really far away from each other so don't panic yet. One of them is on US-70 from Aguirre Springs to the County line with Otero County. It's basically just finishing up the pavement preservation that we kind of started a couple of years ago going all the way to the county line. That will start probably about mid March. They're on suspension right now just due to the weather so that suspension ends March 6th and then they'll do a little bit of ramp up time so mid to late March you'll see construction out there.

   Same timeframe for the Spitz/Solano/US-70 intersection. Hopefully that project goes a lot faster than the other one did. There's only 240 weather working days allotted for the project so that's hopefully a lot quicker.

   And then in design we have the Valley Drive project, that one is scheduled to let in May of this year and so far everything is on schedule so you should probably start seeing construction on that project in fall.

   And then we have bigger kind of further out project, the University/Triviz realignment, that whole interchange is happening. It's scheduled to let October 2018 so we will have a couple of years of design on that one, but we're moving along.

Pearson: So the US-70 project is distinct from the safety project?

Herrera: Yes. Thank you. I forgot to mention that one. That one also is in design. It will go to bid in April of this year and so this pavement preservation project will be complete before that other project starts, so there won't be overlap on those two.

Bencomo: What was that last project? What is it?

Herrera: Oh I'm sorry, it's the US-70 over the pass adding the wider shoulders …

Bencomo: Okay.

Herrera: For cyclists. The safety project that we're doing.
Bencomo: That's right, I remember.

Herrera: So it won't overlap with this one that I was talking about.

Bencomo: All right. Thank you. And also I'm sorry, I missed it. The Spitz/Main/US-70 reconstruction intersection, when is that going to start?

Herrera: Probably you're going to start seeing barrels out there mid to late March.

Bencomo: Thank you.

Herrera: And on that project we will be having monthly meetings for the public to keep everybody aware of what's happening and the contractor will be there to answer any questions.

Pearson: Thank you.

7.4 Committee Members update

Pearson: Okay and next we have some Committee Member updates. I asked this to be added to our agenda so that I remembered to ask everybody and I guess I'll start. At some point we had talked about metrics that are needed, performance standards that the transportation act is required and I know MPO's been doing some work on that so I'm wondering if we've come up with any decisions as to how we're counting bike/ped. Are we doing single day counts of different locations? Are we doing multiple counts at different locations? Have those kinds of things been decided and would they be used to validate for example what the ACS that the census department comes up with to try to figure out a percentage of commuters on bicycle or pedestrian.

McAdams: We received notice from NMDOT about the availability of bicycle counters and they're working up the legal details of how those can be loaned to us. So that's forthcoming. We're also looking through the bicycle facilities plan, additional money from Parks and Rec. concerning continuous counters and we're going to look at that as well, but that's separate from the MPO that's really part of the City's Parks and Rec. So we're ongoing. The thing about performance measure, I think we're going to have to decide that later because the performance measure for bicycles and pedestrians are really kind of loose and I think we're going to have to decide how we're going to look at performance standards on that basis. And we will be welcome to, any suggestion from the Committee too.

Pearson: So does NMDOT have some guidance or their own thing that they're doing that they have to meet?
Herrera: Yes we do. Actually we have to set our safety performance targets, targets, not the measures. The measures have come out from the federal government so we're setting performance targets and we have to have those in place by August. We are having a workshop with all of the MPOs in the state, I think it's the first week in April to discuss how we want to handle things like bicycles, pedestrians, what kind of safety targets that we want to set. The MPO then has the option of either setting their own or using the state's. So there's a lot of discussion yet to happen about that. I imagine a lot of the bike/ped. targets that you'll see will be through the safety performance measures.

Pearson: So maybe by the fall we should be talking about this again at this committee?

Herrera: Actually probably earlier than that. So after the training in April for the MPOs I assume that we'll probably have some discussion about that. I don't want to speak for Tom, but …

Pearson: But as far as this Committee maybe it should be a discussion item in that timeframe?

Herrera: Yeah, probably at some point because like I said I mean we have to have our target set by August, so.

Pearson: Okay.

Murphy: And Mr. Chair just to add that once the targets are set by DOT August, the MPO then has through February to decide whether on our own targets or whether we're going to go with what the state has developed. So I imagine we will be having a lot of discussion once the state announces what their targets are and of course we will be working with them prior to those being established.

Pearson: Okay.

Murphy: And we're not going to let you guys off the hook. You're definitely going to get input on this.

Pearson: Okay. Previous years we kind of talked about Committee goals and last year we kind of were working on the trail system. I don't know if we've come to completion of that or if the trail system is still something we should be working towards. It's been probably quite some time since we've looked at the inroad bicycle facilities. I don't know if that's something that we should be looking at again. So I guess I'm just opening this up to general discussion for any Committee Members as to what our goals should be for the next year and also staff input.
Curry: Mr. Chair. I just had a question for Mr. Murphy. What's the timeframe on the active transportation plan consultants? When do we expect that we'll get news back from them? Is that a long-term project?

Murphy: Mr. Chair, Ms. Curry. I can't give a precise timeline. I know that they expect to have it released for bid this fiscal year and I imagine that any kind of calendar where it's going to overlap into next fiscal year but I would hope that it's done prior to the calendar year being completed.

Curry: Okay. Thank you. So that said maybe, I was going to say maybe we wait for their feedback but maybe that's the 2018 goal that ties into that feedback.

Pearson: Okay.

Herrera: Mr. Chair.

Pearson: Yes.

Herrera: I think it should be pointed out that the active transportation plan I think it'll be a really good plan but it's only for the City and so it doesn't include the County, or anything outside the City which doesn't really work for us I think because we're not focused specifically just on the City. So and I kind of feel like we should move forward with setting goals regardless of what they're kind of doing. And I like your idea about looking at inroad facilities because I kind of feel like we did the trails thing already and that we're pretty okay with that for now.

Pearson: We haven't really looked at the County part of it either very closely.

Herrera: Well that's true. Yeah.

Pearson: And the County's done a fair amount of work I believe since we last visited the trails, the inroad facilities. Okay.

Bencomo: Mr. Chair. Yeah I agree with Ms. Herrera that we have been very, in a way I put it, we've been very Cruces-centric. We haven't looked at the whole MPO area and yes the active transportation plan, that part of it's going to be just for the City, but I think we can take a lot of lessons from that and apply those in the County also, a lot of the ideas and the thoughts and things like that.

Also talking about inroad facilities and trails, the bicycle friendly task force that's in place, we've been working on some metrics, some things to look at as far as the planning engineering group and I think we have some things that we would like to see the City pursue as far as
changing their design standards to favor bicycling a little bit more, pedestrians a little bit more. Also the inroad facilities, even changing the way that they're striped and things like that, a little more safety measures with what's currently there that could be fairly low cost in terms of not having to rebuild a lot of things. So I think that bicycle friendly task force and what we're doing here and the active transportation plan, I think they're all kind of happening and kind of going to converge somewhere down the road, so I think it's a really good discussion to have. But I think because this group and the MPO itself is a bigger view than just the City, we do need to have those and then kind of maybe use the City's active transportation as a model and spread out from there. But yeah we do need to sit down and I think have some metrics, maybe not metrics but some targets cause I think the metrics are here and then the target of how you're going to meet those metrics are what we're looking at. And lay those out so we have a more clear direction because we've talked about trails but really haven't gotten super concrete into what our goals are or what our targets are and the same thing with bicycle lanes and things like that. So we do need to do that. And I would suggest we do it perhaps another work session as we called the one where we did the trails. This meeting to me is more of a business meeting and I think we need to just have more of a discussion type meeting where we can actually do some work on those ideas. Thank you.

Pearson: Okay.

Paz: Mr. Chair. I'd like to ask something if I can. One of the goals I think we should have is to encourage more public participation. We have public meetings and we have zero input. And then the other concern I think we can do is actually move some of these meetings into more not necessarily the City or the County, not necessarily the City but more in neighborhoods that are adjacent to both the City and the County, so right on the border. I feel like those communities don't know about this Committee, this group, don't really have an audience or a voice. So I think that's a really big concern of mine is we have zero public participation and you know there's a few things we could do to kind of address that but I think overall that's a big concern that I have for this next year.

Pearson: Okay well that kind of can lead me to the next thing that I can talk about is Develop Cruces and Southern New Mexico Trail Alliance are sponsoring a hiker/biker, biker/hiker meet and greet on February 9th, 7-9:00 p.m. at the Spotted Dog. So it's a way that the two communities can come together in an informal place and share ideas without having any particular agenda, and maybe we can hear some ideas from the public that we can bring or maybe we can recruit some members of the public to come to our meetings. So that's February 9th, 7-9:00 and we're hoping this will be
recurring every quarter. So on the second Thursday of every three
months.

Okay, that's all I have. I'm going to impose on Ashleigh to tell us
about training she did with RoadRUNNER Transit.

Curry: Sure. Thank you Mr. Chair. This past Thursday we worked with
RoadRUNNER Transit, the City bus drivers and we did three separate
trainings, Tammy Shearer and Maurice Williams who's from Albuquerque,
he works for UNM with some funding from NMDOT for public safety for
pedestrian and bike safety. So the three of us put together a training and
we did three sessions, we had I think 29 participants total. And so we
taught them how to drive their buses around cyclists and pedestrians.
And I think it went over very well. The feedback was good. They actually
want more training. We offered them a training where they could ride
bicycles and we could drive the buses around them. No, I'm kidding on
that. But we did offer a training where they could be on bicycles and their
drivers could be in buses and we would let them experience what it feels
like from a cyclists perspective and they actually asked for that and we
said we would be happy to do it. So at some point in time we may
advance to the next level. This kind of piggybacks on the training that
we've done for the school bus drivers. So now anybody driving a bus in
Las Cruces theoretically should be trained how to drive around cyclists.

Pearson: Thank you. Any other committee members have any comments they'd
like?

Bencomo: Mr. Chair. Dan Carter from Southern New Mexico Trail Lines had
mentioned perhaps wanting to do a presentation at one of our meetings
on the, they call it the monumental loop. And it covers the entire Organ
Mountains Desert Peaks National Monument. They have a, it's about a
300 mile loop that they ride. It's some single-track trails, some dirt roads,
different types of rides. But he just wanted to come and talk to this group
just to inform us of what they have put together so what I wanted to do
was find out if we could actually do that and then also if that would be the
pleasure of this group to have that happen perhaps at the next meeting
so.

Leisher: Yeah, I think that's a great idea.

Pearson: So ask Dan to contact staff and staff can expect some e-mail from Dan I
guess.

Bencomo: Okay.

McAdams: We can coordinate that.
Bencomo: All right. I'll have him contact you. Thank you.

Pearson: Anybody else? Seeing no more on the committee, we'll go to the next agenda item which is public comment. Anybody from the public?

Curry: Actually I'm sorry Mr. Chair may I back up. I would like to support Samuel Paz in his goal to encourage more public input and change the location. I think you know we heard it but can we talk about it a little bit more. Is this a set venue that it needs to be here every month or is it possible to have a rotating location for each of our BPAC meetings?

Pearson: Well the other two Committees, well I don't know about the TAC. Does the TAC always meet at the City?

McAdams: Yes, both Committees meet here at the DAC. You're the only one that stays at the DAC all the time.

Pearson: And the reason for that is because our meeting conflicts with a meeting that's held at City …

McAdams: Yes, but also the reason why we do at a venue is because we have a recording equipment, it's very important to have correct recording equipment and also because it's a (inaudible) facility, it's easy to book too, but I think most important is that we can get correct recording. I remember one time we were at the table and we had really bad recording. So if we do change venues we have to have a place that's public accessible which is it, and be able to record well and professionally.

Curry: So Mr. McAdams does that mean that another location would be the City Hall that we could do it in City Chambers? No.

McAdams: I think there's a conflict at this time. That's why we're here.

Pearson: Right.

Curry: Okay so this is our only option. I just wanted to clarify that.

McAdams: I think this is our only option if we want to have good recording. And remember also this is for public record too as well, so it needs to be sort of, I think it needs to have a formal setting to as well which the County building does. I think it could be (inaudible) to other informal type of participation but I think that this meeting, is my opinion that should be at a place a government facility because of the gravity of the minutes cause it is official record and also the importance of the recording equipment.

Curry: Thank you Mr. Chair.
Pearson: I think we are successful with our work session at a different location, so maybe if we talk about inroad facilities that are more County-centric we might we worthwhile to have a work session some place that maybe the County has a community center or something.

Paz: I was also going to mention NMSU could be a facility. They have a student population that rides and walks to school, the Town of Mesilla. The County has a few locations that might be able to handle a public meeting. I think one of the concerns is this meeting's on the edge of town, it's also a ghost town after five. That's just an honest evaluation. When you come here you see three cars and a dark building. It's not really public friendly or inviting, so we can also look at an earlier time or something that's more midday but we have a public meeting that's not really accessible and that's a big concern of mine.

Bencomo: So understanding your concerns about the availability of recording and the public meetings and all those other things, trying to find a balance there.

McAdams: Right.

Bencomo: If we do, cause the work session that we did on the trails we had more public participation at that one. A lot of it was because we specifically knew people and invited them but we can kind of do the same thing. Perhaps if we do it in a more rural area in a County area, we have connections there through Carrie Bachman with (inaudible) Communities United who has connections and can inform people about it, can't force them to come but we can inform people. So would a work session work for all of you, work session type of setting, would that work for the staff and also for the Committee members here and maybe we can do it that way to get the input and then maybe not necessarily in this type of setting but that way.

Pearson: I think these meetings have already been set for the year and they're set by the Policy Committee so that's a, if some special circumstances came up I think we could arrange something to change but it would have to, we've got all the Opening Meeting Act to deal with also.

McAdams: And the work sessions also, we have to have open meeting as well.

Pearson: That's just a matter of publishing …

McAdams: It's also a matter of publishing the minutes too as well in which we've kind of, we should of done better though the discussion we had, so I think that we have another open meeting, discussion like a work session, they have to be also you know really careful about some of the stuff too, open to the
public but also that we have good minutes as well, these procedures. And that may entail actually recording those sessions too as well.

Bencomo: Yeah Mr. Chair we're going to have to figure out a way to do this because the way a work session typically works it's not that, I'm sorry to say but (inaudible) like the City does work sessions but they're not very public input friendly. You are kind of out there and they're still up here on the dais and they're still kind of talking to each other and the public's over there. And I was thinking we're looking at more of the discussion, more of the give us …

Pearson: Well the City Council work sessions are designed for City Council so that's different. It's up to the Mayor to decide if public gets to … but if we want to design a work session that invites the public we're essentially having a public hearing and asking for the public to come, I think that's …

Bencomo: Right I just …

Pearson: That's all it would be.

Bencomo: Yeah, just trying to get them in a more of a discussion than a work session I guess is what I'm kind of looking at so that they feel comfortable just saying, "Hey I think we need to do this or whatever."

Pearson: Well we might be able to call it a public hearing instead of a work session which, I don't know how the, I mean we might have to ask lawyers about that now for how it works.

Herrera: Mr. Chair.

Pearson: Yes.

Herrera: Tom can we, I mean we can always ask the Policy Committee to change something if we need to. I mean the meeting calendar is set but maybe if we have a month where there's not a lot of action items, or there aren't any action items, I mean can we ask to make it a work session or, because the meeting's set as a meeting does it have to take place as a meeting, do you know?

Murphy: Mr. Chair, Ms. Herrera. The Committee has a lot of latitude on there. The Policy Committee sets the dates through the adoption of the calendar. That essentially also sets the location although due to extenuating circumstances previously that that's been allowed to change if something happens to the facility and we need to meet elsewhere that that can be accommodated. Additionally the agenda really is under the purview of the Committee and the Chair so if you would like to make something as a
work session you certainly have the flexibility to do that. Additionally and
I’ll have to double check on that, but I think you could call for additional
meetings which would be, you could establish as a work session or public
listing session, whatever.

Pearson: That’s what we did with the last work session actually. Because our
schedule has two months on, one month off, two months on, one month
off.

Murphy: Right. And some of that’s designed to align with the NMDOT TIP and
STIP amendment cycles but outside of that amendment calendar I think
that this Committee does have a lot of latitude and staff would be open to
trying different things and if it did necessitate us going to the Policy
Committee and asking for them to change something, that’s something
that we would be willing to do as well, so definitely have this discussion
and see where you’d like to have this committee go.

Pearson: Well it sounds like something we want to pursue as we work on the future
projects, especially the inroad facility review.

Bencomo: Yeah I think if we’re going to work on these future projects and things like
that, that public input is important ahead of time, otherwise it’s just our
ideas and then we go, "Hey this is what we’re proposing." And it’s kind of
like well you’ve already decided so we need to talk to them ahead of time
if we can get them to come.

Pearson: So come to the Spotted Dog on February 9th in the meantime and …

Bencomo: George is buying.

Leisher: Jumping balloons outside the building.

Bencomo: Yeah so do we want to, I mean so we don’t leave this meeting just with
this little ending right here, do we want to try to some way, shape, or form
figure out when we’re going to have this public input meeting or whatever
we want to call it?

Pearson: Well we haven’t put the review of the inroad bike facilities on our agenda
yet so why don’t we do that for our next meeting and then have that
discussion at that point as to what that review should entail, which might
be, we might end up having a public meeting in March then, or a work
session in March. We’ll see how it goes from there.

Herrera: I think that’s a good idea Mr. Chair and then we can maybe just look at the
calendar at that point too after we’ve decided which direction we want to
go with the discussion on the inroad facilities or if we want to extend that and keep looking at trails.

Pearson: Good.

Herrera: Then we can look at the calendar and really kind of figure out when to do some of that stuff.

Bencomo: Okay.

Pearson: Okay I think that pretty much covers that.

8. PUBLIC COMMENT

Pearson: So our next item is public comment. Anybody from the public? Hearing none.

9. ADJOURNMENT (5:57 p.m.)

Pearson: Item eight (nine) is adjournment. Hear a motion to adjourn.

Bencomo: So moved.

Curry: Second.

Pearson: All in favor "aye."

MOTION PASSES UNANIMOUSLY.

Pearson: We're adjourned.

Chairperson