

**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 May 16, 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 (CLC Citizen Rep) (arrived 5:22)  
Andrew Bencomo (Pedestrian Community Rep)  
Maggie Billings (Bicycle Community Citizen Rep)  
Ashleigh Curry (Town of Mesilla Citizen Rep)  
Jolene Herrera (NMDOT)  
Mark Leisher (DAC Citizen Rep)(arrived 5:08, departed 6:01)  
James Nunez (City of Las Cruces Staff Rep)  
Samuel Paz (Dona Ana County Rep)  
David Shearer (NMSU Staff Rep) (arrived 5:02)  
Jess Waller (Bicycle Com. Rep.)

**MEMBERS ABSENT:** Lance Shepan (Town of Mesilla Staff Rep)

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

**OTHERS PRESENT:** Wyatt Kartchner, Molzen Corbin  
Armando Morales, CLC Economic Development  
Becky Baum, Recording Secretary, RC Creations, LLC

**1. CALL TO ORDER (5:01)**

Bencomo: Well go ahead and get started. I don't know what the official ... I have 5:01. What's the official time you have?

Wray: Five-oh-one.

Bencomo: 5:01, all right, we're good. So call the meeting to order of the Bicycle and Pedestrian Advisory Committee.

**2. APPROVAL OF AGENDA**

Bencomo: The first order of business is the approval of the agenda. Anybody have any comments on the agenda, changes they would like made? Seeing none. We can look for a motion to approve.

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

1  
2 Bencomo: Do we have a second?

3  
4 Nunez: Second.

5  
6 Bencomo: So moved. Take a roll. All in favor say "aye."

7  
8 MOTION PASSES UNANIMOUSLY.

9  
10 Bencomo: All opposed, same sign. Motion carries.

11  
12 **3. APPROVAL OF MINUTES**

13  
14 **3.1 April 17, 2017**

15  
16 Bencomo: Next business is approval of the minutes. Do we have any changes or  
17 comments on that, the minutes? All right, seeing none. A motion to approve  
18 those.

19  
20 Curry: I'll put forth a motion to approve the minutes.

21  
22 Bencomo: Second, anyone?

23  
24 Herrera: I second.

25  
26 Bencomo: All right. It's been moved and seconded. All in favor "aye."

27  
28 MOTION PASSES UNANIMOUSLY.

29  
30 Bencomo: All opposed, same sign. And so that carries, approval of the minutes.

31  
32 **4. PUBLIC COMMENT**

33  
34 Bencomo: Any public comment? Do we have members of the public here that would  
35 like to speak, time to come forward. Okay, seeing none.

36  
37 **5. ACTION ITEMS**

38  
39 **5.1 Recommendation of Approval to the Policy Committee of the FFY**  
40 **2018-2023 Transportation Improvement Program (TIP)**

41  
42 Bencomo: Move on to the next item, which is action items, recommendation of  
43 approval to the Policy Committee of the FFY 2018-2023 Transportation  
44 Improvement Program.

45  
46 ANDREW WRAY GAVE HIS PRESENTATION.

1  
2 Bencomo: Has everybody had the chance to look at these previously or we need a  
3 little of time to browse through them?  
4

5 Wray: Mr. Chair. I apologize. I also want to mention that as part of the public  
6 comment period this document is available on the MPO website for public  
7 review.  
8

9 Bencomo: Good. Comments or questions anyone?  
10

11 Paz: Quick question. Have you guys received any public comments at all?  
12

13 Wray: Mr. Chair, Mr. Paz. We have not as of this time.  
14

15 Bencomo: Okay. Seeing that there appears to be no comments up here, I will entertain  
16 a motion to approve moving forward with this item.  
17

18 Paz: I make a motion to approve.  
19

20 Herrera: I second.  
21

22 Bencomo: We have a motion and a second on that. All in favor "aye."  
23

24 MOTION PASSES UNANIMOUSLY.  
25

26 Bencomo: All opposed, same sign. Seeing no opposing, it passes.  
27

## 28 **6. DISCUSSION ITEMS**

### 29 **6.1 Valley Drive Improvements**

30 Bencomo: Move onto the next item, discussion items. Valley Drive improvements.  
31

32 Wray: Thank you Mr. Chair. We have with us this evening Mr. Wyatt Kartchner  
33 from Molzen Corbin. He is here to speak regarding the Valley Drive  
34 improvements project.  
35  
36  
37

38 WYATT KARTCHNER GAVE HIS PRESENTATION.  
39

40 Nunez: Excuse me. Can I interrupt you?  
41

42 Kartchner: Yes sir.  
43

44 Nunez: Threw me off a little bit. Just if you go back to the Pic Quik intersection.  
45 Right there on the southwest corner. What's that going to look like? In other  
46 words, I'll just tell me. I've been there at least four times when an 18-

1 wheeler's come through there and jumped the curb and pretty much taken  
2 out whatever's there.  
3  
4 Kartchner: So we are putting signs and there currently are signs that trucks are not  
5 allowed to turn right onto Hickory Drive. I know people probably don't follow  
6 that and we've seen lots of trucks actually making that movement. So  
7 Hickory going towards Wal-Mart will have one lane in the direction towards  
8 Wal-Mart and then they'll have a raised median which'll be three foot wide  
9 and then it'll have a dedicated left turn lane and a through/right lane. We've  
10 actually changed the radius as much as we can. It is still pretty tight there  
11 just because of right-of-way constraints. But then the big concern with this  
12 one particularly on both sides is if somebody's trying to turn into the Pic Quik  
13 or turn into the McDonalds they often block traffic into the intersection of ...  
14  
15 Nunez: Right.  
16  
17 Kartchner: Of Avenida de Mesilla and so by putting that raised median in it eliminates  
18 that conflict there.  
19  
20 Nunez: Well I guess, I'll let you go on with your presentation but I was just thinking  
21 of the little pads and the ADA ramps.  
22  
23 Kartchner: Oh the ADA ramps.  
24  
25 Nunez: In all that. And I'm trying to you know kind of hit my bicycle/pedestrian  
26 goggles here you know and I'll let you go through the rest of your  
27 presentation.  
28  
29 Kartchner: Okay for that particular crossing there is no sidewalk along Hickory on the,  
30 I guess west side of Hickory and so the crosswalk actually crosses just in  
31 one direction there, or I guess two directions, you could cross Avenida de  
32 Mesilla or cross Hickory. And then we can show you ... I don't have the  
33 plans with me today but I can show you in the future what that particular  
34 location looks like if you want.  
35  
36 Nunez: Thanks.  
37  
38 WYATT KARTCHNER CONTINUED HIS PRESENTATION.  
39  
40 Shearer: Can I ask, at the intersection of Picacho and Valley what's the beige areas,  
41 are those ...?  
42  
43 Kartchner: Those beige areas are areas that we are going to put in some landscape  
44 gravel and some landscaping. There's right-of-way there right now where  
45 those turn lanes are and rather than just leave it bare we're trying to dress  
46 it up a little bit.

1  
2 Billings: I have a question. So where the buffer drops because of the right-of-way  
3 the bike lane stays, right?  
4  
5 Kartchner: Yes ma'am.  
6  
7 Billings: Okay. And then I notice that the bike lane goes away here at Picacho.  
8  
9 Kartchner: Correct. The bike lane does go away at Picacho. North of Picacho that  
10 phase of Valley Drive has a shared bike lane so the right lane is actually 14  
11 feet wide and it's a shared lane.  
12  
13 Billings: Yeah and I bike on there a lot and I think it's very safe, but I was wondering  
14 if part of your plan includes putting up signs to warn motorists and cyclists  
15 that there will be no bike lane for a little bit so that everybody knows to look  
16 for bicyclists merging and also cyclists know that maybe they should turn  
17 off somewhere.  
18  
19 Kartchner: We do have signs at every intersection "Yield to Bicyclists" and then I don't  
20 recall exactly if we have a sign like that but I can look and make sure that  
21 we include something.  
22  
23 Billings: Yea I think that would be wonderful. I think it would really increase cyclist  
24 safety if that's possible.  
25  
26 Kartchner: Okay.  
27  
28 Billings: Thanks.  
29  
30 Shearer: At that intersection of Picacho and Valley, is there any provision there for a  
31 bike lane to the left of the right turn lane as you go north? Are there any ...  
32 or does it just disappear.  
33  
34 Kartchner: Let me zoom in here see if I can see it better. The issue that we run into is  
35 we've run out of right-of-way because of this location, if it'll regenerate.  
36 We're actually putting in dual left turn lanes. It's going to go. And so we  
37 actually dropped the bike lane at Van Patten and the bikes would actually  
38 end up sharing the road from Van Patten to the north, to the City limits.  
39  
40 Shearer: So there's no way of putting a three-foot wide lane coming straight forward  
41 so that people on the right lane can go right and bike can be to the left of  
42 the right lane?  
43  
44 Kartchner: Not within the existing right-of-way constraints that we have.  
45

1 Shearer: I mean that's a heavy intersection. A bike out there trying to go straight  
2 forward the people are going to more or less run them right over that's why  
3 just getting a lane in there, if they want to go straight there should be some  
4 sort of a bike lane so they can continue north on Valley rather being  
5 squeezed over in the right turn lane and then getting run over by somebody  
6 turning right.  
7  
8 Kartchner: At that point I'll make sure that we have a sign that says, "Bicyclists can use  
9 entire lane" or something because we're physically constrained by the right-  
10 of-way of adding additional space there.  
11  
12 Shearer: You're putting in two left turn lanes because ...?  
13  
14 Kartchner: The traffic volumes.  
15  
16 Shearer: The volume merits it.  
17  
18 Kartchner: Yes sir.  
19  
20 Shearer: But yet as you just tell me across the street you've got a lot beige area which  
21 is more or less worthless. It seems like there might be some additional  
22 room to put a bike lane straight on through.  
23  
24 Kartchner: At that point you could, but if you get back closer to Van Patten in this area  
25 here is where you run out of additional space.  
26  
27 Shearer: I mean pushing Valley a little further north because they've got, and just  
28 adding in a little space in there. I don't know, you know.  
29  
30 Herrera: Mr. Chair can I jump in here really quick? So we don't have time to purchase  
31 right-of-way on this project. We're at 90% designed and so as far as  
32 reconfiguring the intersection, that is something that we looked at, but  
33 there's just not room and to purchase right-of-way in that area we would  
34 have to purchase businesses and it would be millions of dollars. And so  
35 that's actually why, we did look at that as an option of you know carrying the  
36 typical section all the way through this area with the bike lane and the buffer  
37 but we just couldn't get the cost effectiveness of purchasing all of those  
38 properties along there to create a bike lane.  
39  
40 Shearer: Let's just think the other way, is there really a need for a dedicated right turn  
41 lane?  
42  
43 Kartchner: There is. The traffic volumes at this intersection are ...  
44  
45 Shearer: And the width of the lanes there, is it a full 12 foot? Reducing that maybe  
46 down to 11.

1  
2 Kartchner: They are currently 11 foot. We've actually squeezed everything in here to  
3 get the number of lanes we need for the traffic volumes in here.  
4  
5 Shearer: Okay. Thank you.  
6  
7 Pearson: (*inaudible*) good solution but, okay. I was going to ask you about bicycles  
8 may use full lanes and it looks like you're going to look at that. What about  
9 putting the bike lane on the left side of the right turn lane, have you looked  
10 at that kind of a thing? Example in town is on Solano at Idaho and ...  
11  
12 Kartchner: Can you repeat that?  
13  
14 Pearson: Have a bicycle lane marked inside of the right hand turn lane, on the left  
15 side of the right hand turn lane so that bicyclists end up ...  
16  
17 Nunez: Not against the sidewalk.  
18  
19 Kartchner: Yeah.  
20  
21 Curry: So the right turn lane is shared with the bicycle lane.  
22  
23 Nunez: That's, yeah.  
24  
25 Kartchner: Okay, we can look at that. I don't know what, I'm not sure how we're going  
26 to accomplish that. I mean there's a high volume of traffic turning right and  
27 then, so I think from a traffic perspective we're going to be better off if the  
28 bicyclists was actually in the lane if they're going to go through.  
29  
30 Pearson: Okay.  
31  
32 Kartchner: Rather than blocking that right turn.  
33  
34 Pearson: And have you looked at the NACTO design standards for these types of  
35 intersections?  
36  
37 Kartchner: Yes we have.  
38  
39 Pearson: Okay.  
40  
41 Herrera: Mr. Chair. We definitely appreciate the comments. We've looked at all sorts  
42 of different options here. It's just the volume of traffic that goes through this  
43 intersection is surprising if you look at the numbers. It doesn't maybe look  
44 like it all the time but it is a huge amount of traffic that flows through here  
45 and we are trying to make it as safe as we can for bicycles and pedestrians  
46 but we also need to look at the traffic flow and make sure that we're following

1 all the specs on that as well so. Molzen did a really good job at looking at  
2 every single available option.

3

4 Pearson: Right this is on the Adventure Cycling Southern Tier.

5

6 Kartchner: Correct.

7

8 Pearson: It would anticipate to be on the U.S. Bike Route 90 Plan, so it is an  
9 important. It is important that we consider cyclists carefully in this design.

10

11 Kartchner: Right. That's, we have from the beginning. I mean you were involved  
12 George from ...

13

14 Bencomo: I appreciate all the work you've done. This is kind of late in the game and  
15 we're giving our comments and I understand that. So I'm going to put a plug  
16 in for what we're going to talk about later, this is a perfect example of why  
17 we need to use things like the irrigation ditch that runs on the other side of  
18 that as a separate route off of roadways. It leads the same direction all the  
19 way across the City. This is a perfect example of why because trying to do  
20 this and buy businesses would be cost prohibitive, definitely. So just wanted  
21 to throw that plug in there. Sorry.

22

23 Shearer: Before you go away, can you back up to the other major intersections. I  
24 really didn't see. So how are we addressing them, what are we looking at  
25 here ...

26

27 Kartchner: So this intersection of Amador, so you can see the bike lane is actually  
28 between the right turn lane and the through lane, both legs, and that's how  
29 it's addressed in all locations, besides.

30

31 Bencomo: I have another question.

32

33 Shearer: Thank you.

34

35 Bencomo: So the buffered bike lanes and the striping that you're going to use, is there  
36 any possibility of using striping between the driving lanes and the bike lanes,  
37 like a ribbed type striping. One of the things I've talked about consistently  
38 and I have a concern with is, people are texting and driving all the time. I  
39 know it's against the law, but it doesn't stop anybody and they drift. They  
40 drift into bike lanes. I see them when they make turns, they turn and use  
41 the bike lane as part of their turn on curves and things. Is there any way to  
42 use a ribbed striping so when they hit that, I always call them drunk bumps,  
43 the ones you do on the freeways, it kind of makes you go back into your  
44 lane. Can that be done with this project?

45



1 Herrera: Mr. Chair. I think I can maybe address that a little bit. So we did partner  
2 with the City of Las Cruces on this project. They will be taking over the  
3 roadway after the project is completed to include maintenance. I know that  
4 we did discuss a lot of different options with them and I think, it's kind of a  
5 trade off so if you want something like that you know we might be able to  
6 talk to the City. Again, it's very late in design, but again then, as far as  
7 sweeping goes and maintenance and that kind of stuff, it might be harder to  
8 do some of those things so.  
9  
10 Bencomo: And that concern has been brought up before about maintenance and  
11 things and we talked about specifically about the separated bike lanes trying  
12 to get in there or the multiuse paths, whatever they're going to call them,  
13 but I'm no traffic engineer, I'm no street maintenance person but that ribbed  
14 striping is not like really high ribbed striping, they can't sweep right over the  
15 top of that when they do maintenance on that, like the sweeping?  
16  
17 Herrera: And they probably can. I guess you know the best thing to do is to maybe  
18 check with the City on that. We did partner with them and ...  
19  
20 Bencomo: So is the City doing the striping or the State Highway Department?  
21  
22 Kartchner: We ...  
23  
24 Herrera: We are but they agreed to the typical section that we've chosen.  
25  
26 Kartchner: And the City of Las Cruces, we've actually incorporated their preferred  
27 striping for this project rather than what the NMDOT would prefer in this  
28 location.  
29  
30 Bencomo: So we're going to miss another opportunity. Wonderful.  
31  
32 Shearer: Can I go back to that intersection? I do have a question.  
33  
34 Kartchner: Which particular?  
35  
36 Shearer: Oh the Picacho and Valley. Do you anticipate the volumes that you're  
37 talking about, the true use for this, are they the same volumes we have  
38 now? Current volumes. Or have you extrapolated additional volume for  
39 traffic volume? In other words you're telling me you need two left turn lanes  
40 as you're going north, it's turn left onto Picacho, yet I have hardly ever seen  
41 any backup in the current one turn lane that goes left, as you're going left.  
42  
43 Kartchner: There's a couple of reasons that we have that dual left turn lane; we've  
44 actually, to accommodate access into Maloolys Carpet and Flooring and the  
45 Day's End Motel, we've had to do that and then the traffic study is warranted,  
46 actually we have dual left turn lanes on all quadrants of this intersection

1 because of the high volumes of traffic. The volumes on this particular leg,  
2 the one going north on Valley to west on Picacho is the lowest of the four  
3 legs at that intersection, but it is still high enough to warrant that dual left  
4 turn and it's not always, I mean I haven't seen it on the normal peaks like  
5 you would see on these other corners, it's at a different peak time than like  
6 the p.m. peak that we see it on Picacho.

7  
8 Shearer: Okay. All right. Thank you.

9  
10 Pearson: Would you talk about the Hadley and Valley intersection and with respect  
11 to pedestrian access and the school zones, if there are going to be any  
12 changes to that? Because that's a high pedestrian area for the schools to  
13 use.

14  
15 Kartchner: At that particular intersection the improvements that we're making are pretty  
16 minor when it comes to pedestrians and bicyclist. The roadway  
17 configuration is getting changed because right now on Hadley going to the  
18 East there is a dedicated right turn lane and a shared left through lane which  
19 causes lots of backup problems on Hadley, and so we've reconfigured that  
20 intersection to make it a dedicated left turn lane and a through right turn  
21 lane on both of those legs which is the preferred configuration for an  
22 intersection. That way we can get a dedicated left turn phase in that signal.  
23 We know that is a Safe Routes to School crossing there and so we've  
24 incorporated new school flashing beacons there and then throughout  
25 construction that Safe Routes to School will be maintained. Because that  
26 Safe Routes to School crosses at this intersection, continues along Valley  
27 Drive on the east side to McFie, crosses McFie and then goes east on McFie  
28 to MacArthur Elementary School.

29  
30 Curry: Can I just give you a quick update? I'm the Safe Routes to School  
31 Coordinator there and I know that we used funding a couple years ago and  
32 created that safe route, that walking path along Valley to McFie, but I was  
33 at the school when the City was redoing the whole project area in there and  
34 I was talking to the people who actually lead that walking school bus and  
35 their preference is to stay, so whatever difference it makes to you, to stay  
36 on Hadley, instead of going along Valley, they prefer to stay on Hadley to  
37 5th and then go up that way. They just say for whatever reason, you know  
38 being alongside busy road, they would rather be on Hadley. So if it makes  
39 a difference to you we can change that map.

40  
41 Kartchner: I think the issue with that is going to be that Hadley doesn't have sidewalks  
42 to the east of Valley Drive.

43  
44 Curry: They're using it to the north of Hadley Drive, on the north side of Hadley  
45 there are sidewalks; on the south side of Hadley there are not.

1 Kartchner: Okay.

2

3 Curry: So they're crossing over so they're down at Valley Verde Park coming there

4 in front of Sav-Mart, crossing over to the north on the west side of Hadley

5 there, crossing over on the north side of that intersection and then staying

6 on the north side of Hadley. So they're just not continuing up Valley to

7 McFie any more.

8

9 Kartchner: Okay.

10

11 Curry: So if that makes a difference to you, they would like to have that map

12 changed, the people who are walking, doing that walking school bus. They

13 say they've done it several times and I said "Well I'd really like you to change

14 it and use what we've constructed for you." And they said they really don't

15 feel comfortable having the kids, even with the school zone there. So if it

16 makes a difference to any of your school zone piece of it. As far as the

17 actual walking school bus, and as far as the actual walking route for Safe

18 Routes to School, they're using something different.

19

20 Kartchner: Okay. And would probably help us during construction in particular because

21 it being a Safe Routes to School route along Valley Drive that becomes

22 problematic during construction when we have to reconstruct that sidewalk.

23

24 Curry: Okay. So currently as it stands it's better the way they are using it? Is that

25 what I'm understanding?

26

27 Kartchner: Yes ma'am.

28

29 Curry: Okay. So we can just officially change that route.

30

31 Kartchner: The issue that you may run into, that's way beyond me, is the current

32 sidewalk along Hadley is not within the City of Las Cruces right-of-way, it

33 is actually on private property and so I don't know what that ...

34

35 Pearson: The one on the south side?

36

37 Curry: The one on the south side or the one on the north side?

38

39 Kartchner: The one on the north side.

40

41 Curry: Because they're crossing through that parking lot.

42

43 Kartchner: Well actually the curb line is the right-of-way line. So the sidewalk that's on

44 the north side of Hadley, on the east side of Valley drive and the north side

45 of Hadley is all in private property.

46

1 Curry: Okay. So we would need permission from the landowners there to use that  
2 as a route? Is that what you're thinking?  
3  
4 Kartchner: I don't know.  
5  
6 Curry: Okay.  
7  
8 Kartchner: I don't the answer to that question. That's just something that may be  
9 addressed ...  
10  
11 Curry: I know that it's not sidewalked, it's asphalted to the curb.  
12  
13 Kartchner: Correct.  
14  
15 Curry: But it's not sidewalked to the curb. I was out there looking that and  
16 photographing that a couple of weeks ago.  
17  
18 Kartchner: Correct.  
19  
20 Curry: So, okay I didn't realize that was ...so we'd have to purchase right-of-way  
21 or something like that or have an agreement with the landowner.  
22  
23 Kartchner: If there was ... I'm not sure on the rules about how, what that Safe Routes  
24 to School needs to be.  
25  
26 Curry: Right.  
27  
28 Kartchner: To be legal or meet some kind of standards. So that may be something to  
29 look into. I mean I don't if walking on the roadway is acceptable.  
30  
31 Curry: Walking on the roadway is not acceptable, but you know having an  
32 agreement with the property owner would be.  
33  
34 Kartchner: Okay.  
35  
36 Curry: So, you don't happen to know with all you're work there who owns that  
37 property, do you?  
38  
39 Kartchner: I do. It's Privet Investments I believe.  
40  
41 Curry: Okay. Thank you.  
42  
43 Kartchner: Yes ma'am.  
44  
45 Pearson: So are there any bike routes designated on Hadley through there? On the  
46 MPO Transport 2040 Hadley bike boulevard is an idea that's supposed to

1 be in the plan. So anything to help implement that plan I guess would be  
2 worthwhile at this point.  
3  
4 Kartchner: At this point we have not looked at really any improvements to Hadley other  
5 than the geometry at that intersection. We're constrained especially on the  
6 east side with the right-of-way, we can't even build the sidewalk in there  
7 which we would like to do, because of the right-of-way. And then on the  
8 west side of the intersection the existing sidewalk is again outside of the  
9 right-of-way. There is on Hadley to the west, those lanes are at least 14  
10 feet wide and then I think as you get further, closer to Valley where they  
11 park those, I don't know if it's actually striped a bike lane or signed a bike  
12 lane but I know it is very much wide enough where you could have one.  
13  
14 Pearson: At least a shoulder for a bike lane there.  
15  
16 Kartchner: In both directions. To the east it's where it gets tight in that Palmar  
17 Subdivision.  
18  
19 Pearson: And the signals will work for any bicyclists that might drive up to it.  
20  
21 Kartchner: If you flash your arms enough, yes they should. They're all video actuated  
22 and then they're all synchronized throughout the corridor.  
23  
24 Pearson: Okay. And can I look at the Hickory and Avenida de Mesilla? I'm sorry I  
25 missed that part. And is, the existing condition if you're westbound on  
26 Avenida de Mesilla at the light there, it's a shoulder maybe or right turn  
27 maybe or something, so ...  
28  
29 Kartchner: We have it striped where the bicycle lane continues through the intersection.  
30 So there is a through right lane to turn to go to McDonald's and then the  
31 bicycle lane is between that and the curb.  
32  
33 Pearson: And it looks like the bicycle lane is to the right of the right turn lane?  
34  
35 Kartchner: It's a shared through right turn lane.  
36  
37 Pearson: Oh, okay.  
38  
39 Curry: That's what we were talking about at Picacho and Valley there is a shared  
40 through right turn lane.  
41  
42 Kartchner: Correct. And that intersection warrants a dedicated right turn lane.  
43  
44 Curry: Gotcha.  
45

1 Pearson: I guess I'd like to see that, more detail to see how that might work. I'm trying  
2 to imagine where I'm going to be and where the cars are going to be.  
3  
4 Kartchner: At this particular intersection?  
5  
6 Pearson: Right, going westbound.  
7  
8 Curry: Would you be up for taking a little bicycle trip to those intersections and just  
9 riding it? I'm not being sarcastic, but just actually getting out on a bike and  
10 just seeing how all that feels and if it does before it actually goes to  
11 construction.  
12  
13 Pearson: Looking at that, that concerns me greatly. That looks like a, that's a crash  
14 waiting to happen. (*inaudible*) in a way, it comes back. Because you've got  
15 me up at that stop bar and you've got right turning traffic, and the right  
16 turning traffic is not going to wait when that light turns green. This might  
17 even be a candidate for a bicycle box.  
18  
19 Kartchner: What would your suggestion be?  
20  
21 Pearson: Not being an engineer, off hand, look at a bicycle box. Otherwise I would  
22 say move the through bicycle lane to the, take away that solid line and move  
23 the through bicycle lane to the left of the right hand, well it's a straight  
24 through, but what's there is a crash waiting to happen and so maybe a  
25 bicycle box is the closest.  
26  
27 Bencomo: Yeah at the minimum you can have a bicycle lane coming clear up and it  
28 needs to be dashed 50-100 feet back so bikes can go over to the left lane  
29 if they need to rather than continue a straight line. You probably should just  
30 eliminate it and make it wider.  
31  
32 Pearson: Yeah because a through bicycle should not be where you're putting them.  
33 A through bicycle needs to be, I would probably take the center of that lane  
34 if I was a through bicycle, which I do now when I come to that shoulder/right  
35 turn/whatever it is.  
36  
37 Kartchner: Okay.  
38  
39 Nunez: I've been pretty quiet over here as the City rep. Yeah if you could make  
40 some suggestions that you deem is a good design on your company, it may  
41 be received pretty well by Willie and Soo Gyu or whoever else at the City  
42 for a bicycle box there. I don't know how many we have in the City?  
43 George.  
44  
45 Pearson: We don't have any yet. We don't have any green painted bike lanes that  
46 I'm aware of.

1  
2 Nunez: And then as you know the City will say "yea" or "nay" or whatever.  
3  
4 Pearson: But this is also on the Southern Tier Route and the future U.S. Bike Route  
5 90.  
6  
7 Nunez: Right.  
8  
9 Kartchner: Okay, we can look at that.  
10  
11 Curry: And I also think for the bicycle friendly community where we're trying to go  
12 for a silver status, it would be nice to be able to show that we've done some  
13 innovative bicycle infrastructure improvements and that would be a good  
14 example that we would use to say that this, you know a bike box is approved  
15 for that area. We could say "Hey look we're actually trying to do some more  
16 innovative bicycle infrastructure."  
17  
18 Kartchner: Okay.  
19  
20 Nunez: Mr. Chair. I don't know how much more you have to go through this. I think  
21 we've talked about some interesting design points and all. You may be at  
22 the end of your presentation or close to it, wrapping it up, but back to, I'm  
23 going to comment on what you'd said earlier Mr. Bencomo, is similar on  
24 those bike lanes. Like you had mentioned maybe some additional marking  
25 or whatever, more paint. You know I'm kind of an advocate, I'd love to see  
26 like not the whole length but just a few square feet of green paint on each  
27 end. That's just my dream. I think it'd be really nice. It pops. It shows well.  
28 But you know again like Ms. Herrera said it's all maintenance, so it's  
29 whatever the City can maintain and adopt. So I mean suggestions can be  
30 made, it's just I don't know how we can get there in terms of, you know we  
31 can get upset and get mad and all that other stuff but at some point it'd be  
32 nice if we had some sort of rapport that was, I don't know, positive, right. I  
33 don't know how better to say it. We get in with Willie and Soo Gyu and  
34 whoever the other decision makers are and see how we can get into their  
35 brain. Because they're facing, you know it comes down to money and they  
36 have other issues they have to deal with. That's a little (*inaudible*). Let me  
37 yield the floor.  
38  
39 Kartchner: That's one of the issues that we're running into on this project is we're, \$14  
40 million budget and right now our cost estimate is over that, so we're hoping  
41 and praying that our bids come in low and we get lots of competitive bids  
42 and we can make this thing work as it is. So we've actually had to do several  
43 cost cutting measures on the project, actually get it close enough to actually  
44 go to bid.  
45

1 Herrera: And Mr. Chair if I can just add one more comment. I think this is at least the  
2 second presentation that Molzen Corbin has given to this committee.  
3  
4 Kartchner: Yes.  
5  
6 Herrera: The first one or the last one that I remember was when we were at 30%  
7 design which would've been a lot easier to incorporate a lot of these ideas  
8 and some of them were not brought up at that time. And so at this point in  
9 time you know we'll definitely look at the bike box at that one intersection,  
10 but as far as complete redesign, we're way too late in the game for that.  
11 Plus the MOU with the City has already been kind of been moved along  
12 finally. A.J. did you have something? Maybe if we can ask A.J. the PDE.  
13  
14 Romero: Good afternoon, good evening Chair, Members of the Committee. I'd like  
15 to address just the comment though that Mr. Bencomo had with the ribbed  
16 striping. That similar striping can be observed on I-10 across the Texas  
17 State line. TXDOT does utilize that, however that type of striping, the  
18 application is done, it's a glued on heated stripe and it's good in segments.  
19 The district, District 1 has tried to utilize similar type of applied marking on  
20 the stop bar. What the stop bar is it's the solid one-foot stripe before a  
21 crosswalk. That type of striping application does not bode well here in the  
22 southern part, in the warmer weather, especially when you have friction  
23 vehicles coming to a complete stop. I'd hate for a brand new tape to get  
24 heated by the sun, people slowing down to make a right turn lane over the  
25 bike lane and just peeling this off, because remember it is ribbed, it has little  
26 I guess levitations if you will on it that provides the friction for a vehicle and  
27 that's what you feel when you start to go off. It's very subtle but you still feel  
28 it, that's true. However I'd hate for a vehicle to be skidding on it. Not really  
29 skidding but, because it can't, but peeling it off when it's slowing down,  
30 because that's what we've observed on the stop bars with the same  
31 application.  
32  
33 Bencomo: Mr. Chair so that's a point well taken. Maintenance is part of that, so then  
34 maybe the answer is when cars are going to turn and go cross over that,  
35 then that ribbed striping drops away and it's just in the length of it where  
36 you're driving and they are drifting into the lane down the lengthy of it where  
37 they're not crossing. So I think there's always give and take on both sides.  
38 I'm very passionate about this and I apologize if I come across too  
39 passionate at some times, but I just think that we continue to do things very  
40 car-centric in this state, probably the whole country and some innovative  
41 things like maybe a little middle ground, taking into account maintenance,  
42 taking into account greater safety because once again safety to bicyclists  
43 isn't always just safety in terms of "Well we don't have crash data to do that,  
44 blah, blah, blah, on and on." It's been proven time and again that if people  
45 don't feel safe, they're not going to use these facilities. We're never going  
46 to grow our bike community in Las Cruces if we don't give people that ability



1 to feel safer. They're just not going to use the facilities, no matter how many  
2 we build and if we continue to do that, traffic counts continue to go up  
3 because we never get people out of cars onto bicycles and we just  
4 exacerbate the problems and having to replace pavement more often,  
5 having to build more roads, having to make them wider, so it's really a self-  
6 fulfilling problem when we don't try to address it in a greater fashion for non-  
7 motorized transportation. It's a cycle that we're building to get more cars  
8 out there. So I think it hurts us in the long run. Thank you.

9  
10 Curry: And Mr. Chair, Mr. Bencomo. I'd actually like to add to that. I agree with  
11 you but I also think they've done a really good job of considering bicycles  
12 and putting in a bicycle lane for the length of it and a buffered bicycle lane.  
13 So we can't have everything that we wanted necessarily, but at least  
14 bicycles are being considered for this project. And for me using that area I  
15 think it's nice to have a buffered bike lane. So we may disagree on that  
16 point and we may not get 100% of what we want, but I feel like consideration  
17 has been put forth for bicycles.

18  
19 Shearer: Yeah. Yes I would commend them yes. The lanes is a very good job, I just  
20 still see one or two things where you're using traffic volumes. Where I don't  
21 think there's a problem adding extra lanes in where currently I don't see it  
22 being there and you're doing it at the expense of what would be the safety  
23 of a bicyclist going through the Picacho/Valley intersection. I think they'd  
24 be better off if they had a designated lane so people know where they're  
25 going to be; the bicyclist as well as the car driver. And again you're adding  
26 in two left turn lanes and a dedicated right turn lane that right now they're  
27 not needed, they have one left turn lane and they don't have a dedicated  
28 right turn lane there. I know the intersection and so you're expanding you  
29 know two extra lanes at the safety of a bicyclist at that particular  
30 intersection. So that would be my point. Thank you.

31  
32 Billings: I wanted to comment that I think this is great. I think it's a really good starting  
33 point and I think that it's making this a road that you can actually ride a bike  
34 on at all and this current stirp of Valley is terrifying to ride a bike on and I  
35 think that this is great starting point. So thank you for including bikes. And  
36 I think it'll give us something to work from and that's better than what we  
37 have now, so that's great. Thank you.

38  
39 WYATT KARTCHNER COMPLETED HIS PRESENTATION.

40  
41 Bencomo: I have a couple of questions, not about bike lanes, just to be safe. Valley  
42 Drive, turning it over to the City at the end, is it just going to be the project  
43 area? It's not going to be all of Valley Drive.

1 Kartchner: So Valley Drive currently is owned by the City of Las Cruces from University  
2 where it begins to Avenida de Mesilla. And so it'll actually be turned over  
3 from Avenida de Mesilla to the City limits which is just north of Mayfield.  
4  
5 Bencomo: Okay.  
6  
7 Pearson: So the current north part is still NMDOT?  
8  
9 Kartchner: Yes sir.  
10  
11 Pearson: Okay.  
12  
13 Kartchner: And it'll be turned over, part of this road transfer agreement.  
14  
15 Bencomo: Okay. Thank you. And also my second question was for Fire Station 3, is  
16 there going to be signalization there? What kind of signalization is that going  
17 to be and how (*inaudible*)?  
18  
19 Kartchner: We are putting in a signal there. It is a signal that is actuated by the  
20 firefighter/fire department in the truck and it's not an actual stop signal, it is  
21 a warning signal that starts to flash when it is activated and other than that  
22 it'll be dark.  
23  
24 Bencomo: Okay. No that's a good thing because the flashing ones on Picacho at Fire  
25 Station 1 and they flash 24/7, nobody pays attention to it.  
26  
27 Kartchner: Exactly.  
28  
29 Bencomo: They don't even pay attention at all. So are they manually activated or is it  
30 going to be an automated system you know?  
31  
32 Kartchner: It's an automated system that's on their truck. Similar to ...  
33  
34 Bencomo: Opitcon System. Awesome. Perfect. Wonderful. Thank you.  
35  
36 Kartchner: Any additional questions?  
37  
38 Leisher: Mr. Chair. I just want to note that I was here, however I have to leave so.  
39  
40 Kartchner: Well thank you all.  
41  
42 Pearson: Okay. Thank you.  
43  
44 McAdams: Mr. Chair. Thank you very much and thank you Mr. Wyatt for this great  
45 presentation.  
46

## 6.2 City of Las Cruces Bicycle Task Force Progress Report

Pearson: So now we're at 6.2.

McAdams: And now I'd like to introduce Armando Morales to talk about the Bicycle Task Force.

ARMANDO MORALES GAVE HIS PRESENTATION.

Pearson: Do you have any information on the success yet or if it's still pending for the Paseo Del Norte Grant?

Morales: That is still pending. We should find out the first week of June.

Pearson: Any questions?

Herrera: Mr. Chair. I have sort of a related question, not specifically about this, but you mentioned that Active Transportation Plan. Can you give us an update on that where it currently stands now?

Morales: I do not. The only thing I know is that I believe they have already picked ... the RFP is complete and I believe they have already picked someone to do it and it will be brought to Council the first week of June to be decided on.

Herrera: Great. I'm really looking forward to that plan. I think the timing of it is going to work out great for the timing of the next Transportation Alternatives Program funding cycle, and so I hope that we can maybe implement some of the things in that plan using TAP funding if we can get the plan kind of done before then so.

Curry: The plan has a 10-month range, so once it's adopted they have 10 months.

Herrera: That's perfect timing. Thank you.

Bencomo: So Mr. Chair, Jolene. Ashleigh and I were able to be part of the selection committee for those groups and there were some really good, some better than others, but there was, the ones that we looked at, I think the top three probably were really good as far as taking all these different aspects into account, not only just designing a system but also sustainability and all kinds of other things that go with it. So I'm really excited about this. I'm looking forward to it. The last I had heard we had selected one and they were going to do some negotiating with them and then depending on how that went they may have to go to the next one, but anyway they were doing that piece of it, so hopefully we'll get it adopted in June sometime.

Paz: Can we do any education at the County?

1  
2 Curry: Yes, I would love to. Starting June 10th we will have an education class  
3 open to the public and if any of you would ... I'll get some information out  
4 there soon, but it'll be a Traffic Skills 101 and that's open to anybody with a  
5 cap limit, but anybody who would like individual programs, whether it's the  
6 County, the school district asked for the same thing, so I'm happy to do any  
7 education.

8  
9 Pearson: Any other Committee Member comments? Well thank you for this update.  
10 It's very informative. It's good to hear City participation at our Committee  
11 also, so thank you.  
12

13 Morales: Thank you.  
14

15 McAdams: Thank you Mr. Morales. The MPO is an active part of the Bicycle Task  
16 Force as well as the future Active Transportation Plan and many of us are  
17 co-related and (*inaudible*). Thank you again Armando.  
18

### 19 6.3 NACTO Bicycle Design Standards

20  
21 MICHAEL MCADAMS GAVE HIS PRESENTATION.  
22

23 Curry: Mr. Chair. I think that it would be fantastic. I would wonder if maybe we  
24 could wait for the Active Transportation Plan. I'm guessing that they will  
25 recommend it as well and if it comes part of the recommendation from the  
26 Active Transportation Plan it might carry a little bit more weight within the  
27 City, the Town of Mesilla, Dona Ana County as coming from an outside  
28 person recommending it as well.  
29

30 McAdams: Mr. Chair, Ms. Curry, I think part of the Active Transportation Plan, they will  
31 review MUTCD, AASHTO, and NACTO and look at how those are  
32 applicable to the City. And also since the MPO is involved the urbanized  
33 area which kind of bleed over from the City as well. So it takes on a regional  
34 approach as far as urbanized area.  
35

36 Pearson: So how do the organizations work? I mean AASHTO Association of  
37 Highway Traffic Engineers, is the City a member of that? Is NACTO a group  
38 where the City pays dues as a member or is that maybe a suggestion we  
39 should make?  
40

41 McAdams: Mr. Chair. At this moment I think that the City is not a member of NACTO.  
42 I think they're in the process of trying to be a NACTO member. There are  
43 different levels of I guess authority per se. AASHTO is a highly  
44 recommended standard but (*inaudible*) wrong is law. You have to conform  
45 to MUTCD standards. NACTO is actually mostly compliant with both  
46 MUTCD and AASHTO standards. So in some states about (*inaudible*) they

1 are different, but the greater thing is that federal government (*inaudible*) has  
2 incorporated or encouraged people to use NACTO. But they have to be  
3 incorporated into the ordinance the existing the city or town or county.  
4

5 Bencomo: Mr. Chair. The planning engineering group, that was actually one of our  
6 very first recommendations in the list of recommendations that we had was  
7 for the City to become a NACTO member.  
8

9 Pearson: Okay. And NMDOT, do they, they must be aware of the NATO. And have  
10 you used them or been considered in any of the designs that you work with?  
11

12 Herrera: Yes, actually the planning division in Santa Fe ordered us a bunch of  
13 NACTO books and so the design engineers have them and we do look at  
14 them. It's still kind of in the early stages and a lot of the projects that we  
15 have been working on are sort of far along in design, but for the new ones  
16 coming up, NACTO is definitely something that we're looking at. And sort  
17 of as a side note road diets are also something that we're really looking at  
18 in a lot of different places. So we are coming along with the times also.  
19

20 Pearson: Yeah one of the ... having looked at the book briefly, one of the templates  
21 that I've seen is that intersections, especially a loop intersection, there's a  
22 template that shows where the bicyclists should be at the intersection so  
23 that it can activate the traffic signal. That in itself is an important piece that  
24 I'd love to see the City consider. I know when they redid Las Cruces Avenue  
25 and did a surface treatment on that, all of a sudden you couldn't see where  
26 the loop wires were anymore, so then all of a sudden it was a red light for  
27 forever. And so being able to have that as part of the design where bicycles  
28 are considered as users of the facility and can actually passively activate  
29 the traffic signal lights, that's worthwhile.  
30

31 Curry: Mr. Chairman may I ask just a side question? So if there is a camera at the  
32 intersection, then it's camera activated for bicycles. And if there isn't a  
33 camera then there'd be a loop activation, is that how we would know the  
34 difference?  
35

36 McAdams: Mr. Chair, Ms. Curry. There are some guidelines in the standards of  
37 NACTO, but they don't address that particular, that's more of a technical  
38 question. That there may be difficult, you know activate visually may be  
39 some problematic how the cameras read, but I think there's other, the loop  
40 seems to be the, from my knowledge is the most widely used technique for  
41 bicycling, for activation of priority. Again like Ms. Herrera said, these are  
42 guidelines and they're recommendations, but they're also under the review  
43 of engineering judgement. So it's not like you, this is what you have to do,  
44 but it's like how does that fit in your local environment you know.  
45

1 Pearson: Yeah I think, the modern technology's moving towards the cameras but  
2 there's certainly plenty of loop technology and I know one intersection, I  
3 think there's only one in town that actually uses radar detection as the  
4 method.  
5

6 Curry: I think that Wyatt from Molzen Corbin was talking about waving your arms  
7 for the cameras. So are they doing camera activation on all of that new  
8 project?  
9

10 Herrera: Yes they are.  
11

12 Paz: Mr. Chair. I have two quick questions. Do you know of El Paso MPO, what  
13 they do with NACTO?  
14

15 McAdams: Mr. Chair, Mr. Paz. I have no knowledge of that.  
16

17 Paz: All right. I was just wondering. Now my next question is, isn't there also a  
18 NACTO transit design or guidelines for just transit?  
19

20 McAdams: Mr. Chair, Mr. Paz. Yes there is. There is a separate book for transit  
21 guidelines and also an urban street guideline as well.  
22

23 Herrera: Mr. Chair. I can answer the question about El Paso MPO. Yes, the MPO  
24 definitely has sort of adopted the NACTO standards and they are pushing  
25 the City and the County and all of the entities in the New Mexico side to use  
26 those standards as well.  
27

28 Paz: Yeah so the reason I was asking is the County has a lot of activity and  
29 growth in that area and that would be one potential resource for us to follow,  
30 particularly in the Santa Teresa/Sunland Park area, so that'd just be a good  
31 opportunity for us to kind of adopt to it as a County to say, "We'll you know  
32 El Paso MPO already does it and we're going to potentially go after future  
33 funding" so.  
34

35 Curry: And ... sorry.  
36

37 Nunez: Mr. Chair. I was listening to you all's words on this, but let me first talk, I've  
38 a couple of things written down here on bullet two. You say "What are some  
39 of the advantages of incorporating the guide into the regulations of the City  
40 of Las Cruces, Town of Mesilla, and the County of Dona Ana?" But I think  
41 it's, instead of regulations you want to say guidelines adopting the  
42 guidelines. So in other words ... go ahead.  
43

44 McAdams: Mr. Chair, Mr. Nunez. That is correct. These are guidelines, they're not you  
45 know, at the discretion of the staff of each one of them. So it's like you can  
46 choose to a certain degree what you want to incorporate based on your

1 local situation. Obviously something like the bicycle signals, may not be  
2 appropriate or some other things but in our case it would, so you sort of look  
3 at them and say "What should we put in our ordinance?" and based on the  
4 local criteria.

5  
6 Nunez: Well then again you just now used the word ordinance. I'm not sure, I don't  
7 want to get too tripped up on this, but basically I'm saying they're adopting  
8 certain guidelines. I mean like you said earlier, MUTCD we designed this  
9 law and you even, we lent you the other version that I had actually too of  
10 the NACTO and just like Ms, Herrera said in El Paso what they're doing, we  
11 have and we have those books for a while and we refer to them and we  
12 designed a number of things over the years referring to those. Now, and  
13 the reason I bring all this up is, is that hopefully we can get the City of Las  
14 Cruces or I'm not sure what level it would occur at the Director's level is to  
15 adopt the guidelines, this guideline to help us design our roads and that  
16 would also allow us to, they're not as stringent on certain, they're a little  
17 more lenient or more bicycle and pedestrian friendly, so that would allow  
18 designers such as myself or the other people in the traffic department to  
19 make certain decisions. So it's to our benefit. I don't know if I got that out  
20 clearly, but that's what I was trying to do. It helps our efforts to be more  
21 pedestrian and bicycle friendly. Let me look at my other note too, excuse  
22 me. Oh he already addressed the loops item. You're right. I mean all of  
23 our new intersections we are going with the cameras. Like right now,  
24 Amador/Melendres, we're about to put that one, it has a camera. So  
25 historically we've had the loops on another they'll stay until we can you know  
26 at some point if that intersection is modified, then we would go to the  
27 cameras.

28  
29 Curry: Mr. Chair may I add one thing? This is sort of a maybe more towards Jolene  
30 here or to James, but when they do the buffer on Valley Drive is it possible  
31 for them to stripe it like they have in the NACTO standards, where it's that's  
32 diagonal stripe. Because I think there are other places in town where it isn't  
33 striped and it's a confusion. People think that they should be driving in the  
34 buffer and then they think that the other thing is a parking on the side. And  
35 if it's striped it's much more clear. So is that something that we can add in?

36  
37 Herrera: Yeah, actually the plans do have the diagonal stripes in them, so.

38  
39 Pearson: So we're an advisory committee to the Policy Committee, would it be, should  
40 the MPO Policy Committee adopt, I guess, what has the El Paso MPO done  
41 and should we do something similar to that? Should we recommend to the  
42 policy committee that they have NACTO as a design guide for each  
43 jurisdiction or what would be the next step?

44  
45 Herrera: Mr. Chair. I think that that's a good starting point is to have the MPO Policy  
46 Board on board with using NACTO. That's basically what they've done in

1 El Paso. Of course their board is a lot bigger and they have a lot more  
2 money and so that's kind of how they're able to have a stick to sort of get  
3 their entities to follow that but I think definitely if you've got three County  
4 Commissioners, three City of City of Las Cruces Councillors and three Town  
5 of Mesilla Trustees who all support it, you know it's going to be really hard  
6 for the larger boards to say that they don't. So I'd say yeah that's probably  
7 a good step.  
8

9 Pearson: So can we ask staff to put together such a resolution to bring to our next  
10 meeting?  
11

12 McAdams: Yes Mr. Chair we can.  
13

14 Pearson: Any further discussion on this?  
15

## 16 **7. COMMITTEE AND STAFF COMMENTS**

### 17 **7.1 MPO Staff Update**

18  
19  
20 Pearson: Let's go on to our next item then which is MPO update.  
21

22 McAdams: Yes, just two updates; one is that we have the new volume counts from  
23 2016, I think it's all ... is very good. I think you'll like it. The other is that  
24 one question you asked about the bicycle counters and I've already talked  
25 about that too in person, but we will have the bicycle counters and software  
26 hopefully in the next two months. It's been requisitioned, PO's it's a done  
27 thing. I asked about, through the firm which is Clever Devices about bicycle  
28 counters on the racks, at this present point in development there's actually  
29 a city that they're using it. They contact with them with Clever Devices for  
30 the bicycle rack counters, but it's really too expensive for us even to  
31 consider. And what they suggest is let them go through development and  
32 then probably the price will be much reduced, but it's going to be a year  
33 before we can consider that. So it is a possibility but it's not just simple just  
34 attach and wire (*inaudible*). With bicycle counters quite complex and quite  
35 expensive. And that's all I have for the MPO.  
36

37 Pearson: Okay.  
38

39 Curry: Mr. Chair may I just ask a quick question about the bicycle counters? Are  
40 those a permanent or is that a temporary thing? How long will we have  
41 bicycle counters? And where will they be?  
42

43 McAdams: I mean they're bus counters.  
44

45 Curry: Bus.  
46



1 McAdams: Bus counters. They're bus counters for passenger counters. We have two  
2 installed presently on our buses. They count people when they come in  
3 and out of the bus.  
4  
5 Curry: So they're not bicycle counters, they're just bus counters.  
6  
7 McAdams: No they're not. They're not. We have the bus counters.  
8  
9 Curry: They're passenger counters.  
10  
11 McAdams: Exactly. Excuse me.  
12  
13 Curry: Okay, thanks.  
14  
15 McAdams: I was referring to ... there are ways to count bicycles on the racks (*inaudible*)  
16 you know how many (*inaudible*) and where the location which is very  
17 important. Some of this we do manually and I've asked some of the staff if  
18 that's possible and we (*inaudible*) we can do it manually to see about that  
19 too. But the bicycle counters are a little bit more complex and just add, just  
20 putting on the bike racks and when they press it so, because it has to  
21 connect with the, it has to connect with two things, it has to connect with the  
22 console in the bus and also connect with the GPS to really identify what  
23 stop they get off and on.  
24  
25 Pearson: So the passenger counters on the buses (*inaudible*) ...  
26  
27 McAdams: Bicycle counters (*inaudible*) to be more specific is software, we already  
28 have the passenger counters on the buses. It's software we can better  
29 account for the data. Right now the stuff is (*inaudible*) a text format which  
30 is almost unusable. And so (*inaudible*) able to quickly access the data and  
31 hopefully we can use it for National Transit Database reporting as well. But  
32 we have to test it out. So it'd really be a good way to look at when people,  
33 exactly when people getting on and off, what routes, etc and hopefully it will  
34 connect very well with Active Transportation Plan as well.  
35  
36 Pearson: Okay is that on all the buses or just on some select (*inaudible*) ...  
37  
38 McAdams: No it's only two buses.  
39  
40 Pearson: Two buses.  
41  
42 McAdams: Because the unit cost is close to \$25,000, we have two. That's enough for  
43 National Transit base data reporting. We hope to get it on many more buses  
44 as well.  
45  
46 Pearson: So do you just select one or two routes and keep it on that route?

1  
2 McAdams: No.

3  
4 Pearson: Or you try to move it around?

5  
6 McAdams: Actually they're rotating. So bus, rotate on different routes and of course  
7 we monitor that and so over a period of time we have a good sample of the  
8 ridership on the routes. But which we're already have accounting for routes  
9 by hour, but we don't have it by stop and that's really crucial to find a lot of  
10 the information, in particular like what stops been used, what (*inaudible*)  
11 are, where are the most popular stops, etc. It's very good for rural planning.  
12

## 13 7.2 Local Projects update

14  
15 Pearson: So local projects, City.

16  
17 Nunez: Like I mentioned in the last meeting we're about to come up on the road  
18 maintenance work so we'll have a number of roads, we've identified, we  
19 actually did identify a few to you know maybe a slurry or whatever and the  
20 Utilities department had not replaced and we're trying to do the water lines  
21 first so they've changed some of our map direction of some of the road  
22 selected, but I left a copy I think with Ms. Curry last time and I think you're  
23 reviewing that to see if after they go ahead and you know take off the striping  
24 basically then candidates for potentially restriping those roads. So we may  
25 want to look at those, and that's coming up in the next few months. The  
26 other thing I have is like I mentioned a few minutes ago is  
27 Amador/Melendres we're about to bid out that new signalized intersection  
28 and so that one should be done, can't remember the exact dates but the  
29 coming months we'll get that one bid out and constructed. And then a lot of  
30 my co-workers were in AutoCAD training so I was unable to talk to them  
31 about their projects. Does anyone have any other questions or ideas I can  
32 go back and ask? I'll be glad to do so. That's my report then.  
33

34 Pearson: Okay. Thank you. County.

35  
36 Paz: No updates on County projects right now.

37  
38 Pearson: Okay. Thank you. NMSU, do you have any projects to share with us?

39  
40 Shearer: Not at the current time. No. Thank you.

41  
42 Pearson: Okay.

## 43 7.3 NMDOT Projects update

44  
45  
46 Pearson: NMDOT.

1  
2 Herrera: Thank you Mr. Chair. A few project updates and the big elephant in the  
3 room is the Spitz/Solano/Three Crosses/US-70 intersection. The project is  
4 going well right now. You'll notice a lot of work they're doing; prep work to  
5 put in the storm drain system and then they'll be building that retaining wall  
6 to hold up the current retaining wall that's there and then the City will start  
7 doing their utility work. So the roadwork will come after that. It's scheduled  
8 for a one-year contract time, so hopefully by this time next year we'll be  
9 completely done with the intersection. There is a public meeting this  
10 Thursday, May 18th at 6:00 p.m. at the Solano yard, the NMDOT offices, so  
11 if you have any concerns, questions, please feel free to come to that  
12 meeting and voice those.

13 Another project that we have going on is the signal at 17th Street and  
14 Picacho. Right now they're doing some work in the shoulder areas, but  
15 they're going to wait until after school ends to really start most of that work  
16 and they will have that signal installed by the time school starts again, so as  
17 to not impact the buses coming in and out of the street. So that one should  
18 just be a quick maybe month and a half project there.

19 We also have the bike lane, or I guess widened shoulder on US-70  
20 going over the Aguirre Springs Pass. The plans were turned in in February,  
21 it lets this month and so we'll have a better idea on that. Hopefully we're  
22 looking at starting construction maybe late summer, early fall on that one.

23 And then the only other one that we have in the works besides the  
24 Valley Drive project which you all just heard about is the University/I-25  
25 interchange. That's a really big project so we're going to be totally  
26 reconfiguring it and replacing the bridges over I-25 on University just  
27 because they're old, but then also to make them more accessible to bicycles  
28 and pedestrians as well. And so we're working really closely with NMSU  
29 and with the City on that project. And that's all I have unless there are any  
30 questions.

31  
32 Pearson: Okay. Thank you.

#### 33 34 **7.4 Committee Members Update** 35

36 Pearson: And now we have Committee Member update. Have any Committee  
37 Members have any comments to make? I guess I will just say it is bike  
38 month, so we've had several activities already. Still coming up tomorrow  
39 night is the Ride of Silence starting at the Mesilla Plaza at 6:15 and Saturday  
40 May 20th at 10:00 in the morning is the Mayor's Bike Ride so I would enjoy  
41 seeing everybody at the Mayor's Bike Ride. And I think that's all I have.

42  
43 Shearer: Mr. Chairman. There's also a ride to work for County employees. It's  
44 Friday. I think it's downtown, it's near the West Heritage Bank. I think it's  
45 7:30 and there's also a ride to work at NMSU on Friday the 19th.  
46

1 Pearson: Okay.

2  
3 Waller: SPEAKING BUT NOT AT THE MICROPHONE.

4  
5 Pearson: Let's just wait for public comment and then ask you to come up for that.

6  
7 Wray: Mr. Chair that's a member of the Committee.

8  
9 Pearson: Oh.

10  
11 Wray: He should come and speak into the microphone though.

12  
13 Nunez: Right we never took role.

14  
15 Waller: I'm really happy to mention for the first time ever they're going to open up  
16 the NASA access road and allow employees at the Air Force/NASA facilities  
17 to bike to work. If coming from town, go up the Route 70, but that's a first  
18 time opportunity for employees out there. So we're really excited about that.  
19 Just wanted to mention that.

20  
21 Pearson: Okay. Thank you.

22  
23 **8. PUBLIC COMMENT**

24  
25 Pearson: Okay, so now we're at public comment, but now we have nobody from the  
26 public.

27  
28 **9. ADJOURNMENT (6:42)**

29  
30 Pearson: So I'll entertain a motion to adjourn.

31  
32 Shearer: Motion to adjourn.

33  
34 Curry: Second.

35  
36 Pearson: And we're adjourned. Thank you.

37  
38  
39  
40  
41   
42 \_\_\_\_\_  
43 Chairperson  
44