



# METROPOLITAN PLANNING ORGANIZATION

## SERVING LAS CRUCES, DOÑA ANA, AND MESILLA

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### MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE AGENDA

The following is the Agenda for a meeting of the Mesilla Valley Metropolitan Planning Organization (MVMPO) Bicycle and Pedestrian Advisory Committee meeting to be held on **October 17, 2017 at 5:00 p.m.** in the in the **Doña Ana County Commission Chambers**, 845 Motel Blvd., Las Cruces, New Mexico. Meeting packets are available on the [Mesilla Valley MPO website](http://mesillavalleympo.org).

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1. **CALL TO ORDER** \_\_\_\_\_ **Chair**
2. **APPROVAL OF AGENDA** \_\_\_\_\_ **Chair**
3. **APPROVAL OF MINUTES** \_\_\_\_\_
  - 3.1. August 15, 2017 \_\_\_\_\_ **Chair**
4. **PUBLIC COMMENT** \_\_\_\_\_ **Chair**
5. **ACTION ITEMS** \_\_\_\_\_
  - 5.1. 2018-2023 Transportation Improvement Program Amendments \_\_\_\_\_ **MPO Staff**
  - 5.2. NMDOT Safety Targets \_\_\_\_\_ **MPO Staff**
  - 5.3. RoadRUNNER Transit Asset Management Goals \_\_\_\_\_ **MPO Staff**
6. **DISCUSSION ITEMS** \_\_\_\_\_
  - 6.1. Trail Plan Evaluation Matrix \_\_\_\_\_ **MPO Staff**
7. **COMMITTEE and STAFF COMMENTS** \_\_\_\_\_ **Chair**
  - 7.1. MPO Update \_\_\_\_\_ **MPO Staff**
  - 7.2. Local Projects Update \_\_\_\_\_ **Jurisdictional Staff**
  - 7.3. NMDOT Projects Update \_\_\_\_\_ **NMDOT Staff**
  - 7.4. Committee Members Update \_\_\_\_\_ **BPAC**
8. **PUBLIC COMMENT** \_\_\_\_\_ **Chair**
9. **ADJOURNMENT** \_\_\_\_\_ **Chair**

1                   **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION**  
2                   **BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE**  
3

4   The following are minutes for the meeting of the Bicycle and Pedestrian Facilities  
5   Advisory Committee of the Mesilla Valley Metropolitan Planning Organization (MPO)  
6   which was held August 15, 2017 at 5:00 p.m. in Commission Chambers at Dona Ana  
7   County Government Building, 845 Motel Blvd., Las Cruces, New Mexico.  
8

9   **MEMBERS PRESENT:**     George Pearson, Chair (City of Las Cruces Citizen Rep)  
10                               Andrew Bencomo (Pedestrian Community Rep)  
11                               Maggie Billings (Bicycle Community Citizen Rep)  
12                               Ashleigh Curry (Town of Mesilla Citizen Rep)  
13                               Jolene Herrera (NMDOT)  
14                               Samuel Paz (Dona Ana County Rep)  
15                               Lance Shepan (Town of Mesilla Staff Rep)  
16                               Jess Waller (Bicycle Com. Rep.) (arrived 5:32)  
17

18   **MEMBERS ABSENT:**     Mark Leisher (DAC Citizen Rep)  
19                               James Nunez (City of Las Cruces Staff Rep)  
20                               David Shearer (NMSU Staff Rep)  
21

22   **STAFF PRESENT:**       Tom Murphy (MPO)  
23                               Andrew Wray (MPO)  
24                               Michael McAdams (MPO)  
25                               Dominic Loya (MPO)  
26

27   **OTHERS PRESENT:**     Gabriel Rochelle  
28                               Margaret Brown Vega  
29                               Nathan Craig  
30                               Philip Simpson  
31                               Brian Byrd  
32                               Becky Baum, Recording Secretary, RC Creations, LLC  
33

34   **1.     CALL TO ORDER (5:02)**  
35

36   Pearson:     I don't see anybody else walking and we've got a quorum so go ahead  
37                   and call our meeting to order, August 2017 Metropolitan Planning  
38                   Organization Bicycle and Pedestrian Facilities Advisory Committee.  
39

40   **2.     APPROVAL OF AGENDA**  
41

42   Pearson:     We have approval of the agenda. Are there any comments or additions,  
43                   subtractions to the agenda? Hear a motion to approve the agenda as  
44                   presented.  
45

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

1  
2 Herrera: Second.

3  
4 Pearson: All right. We have a motion and a second to approve the agenda. All in  
5 favor, "aye."

6  
7 MOTION PASSES UNANIMOUSLY.

8  
9 Pearson: Any opposed? That item is accepted.

10  
11 **3. APPROVAL OF MINUTES**

12  
13 **3.1 July 18, 2017**

14  
15 Pearson: Next is item three, is approval of the minutes for July 18, 2017. We have  
16 any comments on the minutes?

17  
18 Curry: Yes. I saw something that I think is incorrect, page 8, 9, depending which  
19 number you're looking and line 43. It's a Brian Byrd comment, "becoming  
20 a member of NAFTA." Isn't it NACTO? Maybe it's supposed to be  
21 NACTO?

22  
23 Pearson: Should be NACTO. That was my comment also. Any other comments?  
24 So we have one amendment to the minutes. So I'll hear a motion to  
25 accept the minutes as amended.

26  
27 Herrera: I move that we accept the minutes as amended.

28  
29 Pearson: Have a second?

30  
31 Bencomo: Second.

32  
33 Pearson: Been a motion and second to accept the minutes as amended. All in  
34 favor, "aye."

35  
36 MOTION PASSES UNANIMOUSLY.

37  
38 Pearson: Any opposed?

39  
40 **4. PUBLIC COMMENT**

41  
42 Pearson: Item four is public comment. This is the first of two places in our agenda  
43 where we have public comment. Any members of the public want to come  
44 forward and comment at this time? Seeing none.

45  
46 **5. ACTION ITEMS**

1  
2           **5.1    Recommendations from Special BPAC Work Session of August 8,**  
3           **2017**

4  
5   Pearson:     We'll move on to action items. Item 5.1: Recommendations from Special  
6                   BPAC Work Session of August 8th.

7  
8   MICHAEL MCADAMS GAVE HIS PRESENTATION.

9  
10   Curry:       Mr. Chair. Mr. McAdams. If I may say something. I'm just curious, with  
11                   the multi-use completion, parks and recreational facilities, as I understand  
12                   it the way that it was left by the Policy Committee that the multi-use trail  
13                   completion would go right past the Mesilla Community Center.

14  
15   McAdams:     Oh, okay.

16  
17   Curry:       I think it literally borders it, so I think instead of that being black that should  
18                   go to green.

19  
20   McAdams:     Okay. That should.

21  
22   Curry:       And in addition it goes right past a park in Mesilla and so that really does  
23                   bring some connectivity within Mesilla, so maybe not for Las Cruces but  
24                   for Mesilla. And then the same with the Hadley Bike Boulevard; schools  
25                   and employment centers, Hadley is the stop point for the walking school  
26                   bus that goes to Hermosa Heights and it's also very near to Sierra Middle  
27                   School. So I could imagine some connectivity to getting to middle school  
28                   as well. So it may not be directly in front of the school but I think that it  
29                   brings opportunity closer for access.

30  
31   McAdams:     Okay. *(Inaudible)*.

32  
33   Curry:       So I would change, I would just make that more positive ...

34  
35   McAdams:     Okay.

36  
37   Curry:       And take those both to green.

38  
39   McAdams:     Great.

40  
41   Curry:       Thank you.

42  
43   Pearson:     The Hadley Bike Boulevard, presumably you're saying that'll be coming  
44                   down Las Cruces Avenue and Central Elementary's right there.

45  
46   McAdams:     Okay.

1  
2 Bencomo: Mr. Chair. So I like the idea of a matrix to kind of I guess prioritize, to help  
3 prioritize those. One thing I feel we're a little maybe far ahead. These  
4 have already kind of been put in place and there's priorities in place and  
5 green and black and all this other stuff, and maybe I missed the meeting  
6 where all this happened or maybe I missed the meeting where the criteria  
7 was set. But, so proximity to a school, grocery store, business center,  
8 place to work, how did we come up with criteria to say, how close do you  
9 have to be? Does it have to be within a block, does it have to touch the  
10 property? Did we have that discussion? Do we need to have that  
11 discussion as the BPAC so we can make some decisions on the specifics  
12 of that criteria? What does that mean? Where did that come from? Is  
13 two blocks or a residential street from the multi-use trail to a school good  
14 enough or does it have to be a multi-use trail from that trail to the school?  
15 So I think we have a lot of questions that need to be answered is my point  
16 and I think we need to back up a little bit maybe and as a group look at  
17 those designs and how that criteria was laid out perhaps, with input maybe  
18 from the public too.

19  
20 McAdams: Mr. Chair, Mr. Bencomo. This is a, there really is, we filled it out according  
21 to our judgment and we're really looking for the BPAC to look at criteria  
22 like how close to the schools it has to be and of course the red, black, or  
23 these can be filled in later. We just, can be changed, and anything can be  
24 changed, add a new criteria, what exactly criteria can be done. There's  
25 just example we sort of filled in for you guys as an exercise to a certain  
26 degree. But we're totally open to, of course open to looking at how the  
27 criteria, adding new criteria, and also working within a criteria. So this is  
28 just example of the matrix. We sort of did this very rapidly as to fill it in to  
29 say, "Here's what we think," just we the staff, because the BPAC can fill  
30 this in accordingly.

31  
32 Bencomo: Okay. I misunderstood then. I thought that, I didn't realize it was just an  
33 example so, because I was thinking at this meeting we were just going to  
34 be presented with all the information at the work session that we had,  
35 because the public gave a lot of information. That was a good turnout. It  
36 was wonderful. But I don't know what all that feedback was and I don't  
37 see it compiled anywhere. So I'd like to see that as a group perhaps and  
38 then we can sit down with that information and step two is refining this  
39 criteria. Then step three would be actually putting the public's and our  
40 input into that criteria and see where that leads us. That's my take on it or  
41 my opinion of what we probably need to do but I have to defer to the group  
42 also.

43  
44 Herrera: I agree.  
45

1 Pearson: This project list that you have you kind of distilled down from all the public  
2 input?

3  
4 McAdams: Mr. Chair. That's correct. It's, these, in fact the projects list basically is a  
5 summary of the meeting. There were some things like gaps in the present  
6 multi-use trail that, which we can't do to a certain degree, you know like  
7 connecting to the dam and that's the issue. But basically the list is what  
8 really came from the meeting, about what people thought were priorities.  
9 But what they thought is first priority, second priority is kind of mixed so I  
10 think it's really up to the BPAC to determine what they think is priority and  
11 what we're using the matrix as a vehicle to determine priorities. That's it.  
12 We haven't decided priorities at all. In fact you notice there's no priorities.  
13 It's just we would like to introduce the matrix as a vehicle for decision-  
14 making, which we've used before. We used that in Missouri Avenue  
15 extension, we used that in University bike trail situation as well. So it  
16 shouldn't be, it's fairly common way to make decisions.

17  
18 Herrera: Mr. Chair. I have another question/comment. So on the page for the  
19 BPAC packet, there's a whole list of projects here that came out of the  
20 MTP and I recognize a lot of these projects. So I guess I'm confused.  
21 Why is this list here but then what's in the matrix is something different  
22 than this list?

23  
24 McAdams: Some of it's ... okay, I can explain Mr. Chair, Ms. Herrera. We, after  
25 looking at the minutes we, because I was absent, it's a really short  
26 turnaround, we decided to do both. Look at what we found from the  
27 minutes from the meeting we had on the 8th and also say, "This is also, in  
28 the MTP already. We can choose from this." So it's either you can, it's  
29 your Committee. You can decide to just pick from the list of the MTP or  
30 you can decide to incorporate both that. So it's kind of like a little bit  
31 amendment, not much. Many of the stuff, the projects in the MTP are,  
32 kind of incorporated some of the stuff we discussed already. So it's the,  
33 yes, so if you, so amend this, you can say, "It's the MTP list that we gave  
34 plus the stuff that was discussed at the meeting."

35  
36 Herrera: Right, and that kind of makes sense because some of the projects on the  
37 list that came out of the MTP are already prioritized as Tier 1 and so that's  
38 the highest priority, or at least it used to be. So it kind of makes sense in  
39 my head that we stick with the MTP because there was also a lot of public  
40 comment that went into that plan as well. So just throwing that out there  
41 for the Committee to think about.

42  
43 Pearson: Yeah. I noticed the list in the packet didn't match up exactly with what I  
44 found in the MTP.

1 Murphy: Yes Mr. Chair. I'd like to kind of address that really quickly and try to give  
2 us some focus on what direction to go. As Michael pointed out the work  
3 session, we've had a short turnaround period. It was last week that that  
4 was so really we're, you know in order to compile a list from that and get it  
5 into your packet was virtually impossible. Additionally we also have the  
6 list in the MTP which, as Ms. Herrera pointed out, has gone through an  
7 extensive public process. It was verified by this Committee and the Policy  
8 Committee via the MTP adoption. And then also there's a lot of crossover.  
9 I do believe that each of the projects that are listed in the matrix that  
10 Michael did from his first-blush look at the notes from the work session, all  
11 of those projects have their roots in the list in the MTP. So really they're  
12 the same projects.

13 What staff is looking for out of this Committee, and it goes to what  
14 Mr. Bencomo's concerns were, was we're looking to recommend a project  
15 to the Policy Committee to recommend to the jurisdictions of saying,  
16 "Okay. Out of our Tier 1 projects we want you to build this one first. We  
17 realize money is tight but this is our number-one priority based on all of  
18 the planning that has gone before." So what we're really looking for in this  
19 meeting and as he said this is an example, we put together this matrix.  
20 You asked, "When were the decisions made of what criteria is important  
21 and how to weight it? How far to measure something different?" That's  
22 what we would ask for it to happen today, is for this Committee to give  
23 their input on those evaluation measures, make sure that we have come  
24 up with a matrix that really encapsulates everybody's values as far as  
25 determining what projects are important and then at that point we can sift  
26 the projects through this and see which comes the highest-rated so that  
27 we can then recommend that on to say the City or the Town or the  
28 County. Thank you.

29  
30 Curry: Mr. Chair. Mr. Murphy. I was also understanding that the evaluation  
31 matrix on the screen may reflect more of the EBID priorities minus the  
32 Hadley Bike Boulevard. So I think the focus of that evening was really just  
33 on the EBID connectivity. With the MTP the majority of those are not  
34 multi-use trail. The majority of those are roads as opposed to off-road  
35 facilities. And I think that was the big difference that I understood from last  
36 week's meeting, that we really weren't looking, and it was a little bit  
37 confusing last week that we had the Hadley Bike Boulevard listed on the  
38 maps because everything else was looking at EBID connectivity.

39  
40 Murphy: I'd have to admit I was, I didn't attend the work session and I got a little bit  
41 confused. I do know that the Hadley Bike Boulevard somehow in the MTP  
42 process showed up on the Trails Plan itself. So that one would be, I could  
43 see how that got into the discussion but if you look at something like the  
44 Las Cruces Dam or the East Mesa Loop which from what I understand  
45 also came out of the discussion at the work session, none of those involve  
46 EBID properties either. So I think we got some things mixed up and from

1 our huddling on that, trying to sort out what came out of last week's  
2 meeting is we really needed to find a method that helps us maintain focus.  
3 and is it important that what comes out of this also coincides with being on  
4 an EBID facility? I think from staff's perspective is we would say, "No."  
5 But then again it's really up to the Committee. Do we want to only focus  
6 on those facilities or do we want to say, have the East Mesa Loop be the  
7 top priority which is completely independent of EBID? So the scope got a  
8 little bit expanded last week and I think what we want to do today,  
9 concentrate on kind of reining that in and actually getting down to, as a  
10 recommending body does the MPO want to shift down to a single project  
11 and say, "Okay, and jurisdictions if you can only do one project which we  
12 understand from your financial constraints, this is what the MPO  
13 recommends."

14  
15 Curry: Thank you. May I also add, how does this blend in with the Active  
16 Transportation Plan recommendations? I know that timing-wise we need  
17 to pick something so we can continue to move forward. But if we pick  
18 something and then the Tool Group comes along and says, "You know we  
19 really recommend that you guys focus on more connectivity within the City  
20 and not so much recreational loops," how is that going to affect our  
21 decision tonight?

22  
23 Murphy: Mr. Chair, Ms. Curry. I think that this is an opportunity for the BPAC to  
24 lead on the Active Transportation Plan. That work has really just kicked  
25 off. They're going to be having meetings in September, November, and  
26 February at which point the work that you do can be given to them as  
27 input and say, "Well here's what we came up with," and I think that would  
28 be informative to their process.

29  
30 Curry: Thank you.

31  
32 Bencomo: Mr. Chair. So I would like to make a recommendation. I think we, this is  
33 going to be a slow-going process I think and anything that's already been  
34 approved as a Tier 1, Tier 2, Tier 3, that's really not up for discussion  
35 because if we're going to remove anything or change anything that's not  
36 what we're talking about I don't believe. We would have to go through the  
37 process again. So those are in place, those are, so what we're looking at  
38 is the possible addition of things, and some of this may coincide with  
39 what's already there. It may already be something like, "Oh yeah, that's  
40 part of that." But what I would like to suggest is that, so we did kind of  
41 step one like I said, which was getting that public input and our work doing  
42 that. I think step two needs to be we need to really sift through that  
43 information that came out in that meeting. I don't know everything that the  
44 public gave, and yes it expanded a little bit. We kind of were a little broad  
45 in telling the public to say, "Well, if you want to talk about other areas," so  
46 they talked about the bike boulevard and other things too, which is not a



1 bad thing. But we can prioritize that. So I think we need to have another,  
2 and I hate to do this to the group, they're probably going to throw rotten  
3 lettuce at me or something, another work session and work on step two  
4 which is this criteria, how to identify how close to a center, a recreation  
5 center, a school, a place of business that we need to be, grocery stores,  
6 and refining that criteria. Because I know I'm no expert at getting kids to  
7 school but we have an expert in the group here who needs to give her  
8 input on, "Oh no, that's not really going to work for kids being that close, or  
9 that far or whatever." So I think we need to work through this process,  
10 refine this criteria, then apply what we have to that criteria would be step  
11 three and then come back with this step that we're at right now to say,  
12 "This is what we recommend." I know it's going to push it down the road  
13 but you are correct and kudos to your staff and especially to Michael I  
14 think for, I was so surprised when this was on this agenda for this meeting  
15 because we just barely had our other meeting like a week and a half ago  
16 and he was telling me he was out of town, so it just can't get done that  
17 quickly. I am willing to take that information that was gleaned at that  
18 meeting myself and sift through it and put it in some kind of order and  
19 documentation so that for example I know Mr. Shepan, Ms. Herrera, I  
20 don't know who else, they weren't even at the work session. They were  
21 not able to attend. So it'd be great for them to see it too. They don't know  
22 all the information that was talked about there either. So I think we're  
23 jumping ahead a little bit maybe. And like I said I'd be willing to take on  
24 that information and compile it if need be.  
25

26 Murphy: Mr. Chair, Mr. Bencomo. I think that we probably erred in this graphic.  
27 We had meant it to be an example, kind of how this could work out. But  
28 really in my mind the purpose of what we're doing here is step two. We  
29 want to talk to all of you and find out what criteria are important, what are  
30 the parameters for those criteria. So in essence what we want to do is  
31 build that sifter of which you want us to put the projects through. So what  
32 staff would really like to hear is really a discussion from this Committee  
33 saying what evaluation criteria are up there that don't belong up there,  
34 what criteria is not up there that does belong up there, and what kind of  
35 parameters do we need to affix to those? And I do understand that it's a  
36 lot to ask for you to, you know sitting up the first time you've seen it to give  
37 us some definitive feedback. But I think that at least discussing it amongst  
38 everybody we can start hearing the ideas about what's important and then  
39 we can take step two to be next meeting where what we hear here tonight  
40 we can bring back an improved evaluation matrix that we can all build  
41 agreement on, saying, "This is the right way for us to evaluate the  
42 projects."  
43

44 Pearson: So we have in the MTP now this priority list and it's separated into  
45 different, into bicycle priorities and trail priorities, or there's another list  
46 someplace for other related projects. But we really want to concentrate on

1 the trail priorities, right. So we've got a few Tier 1 things from the MTP list  
2 and we also want to mix into that these other projects that we've identified.  
3 So maybe that's one way to look at that and decide, because ultimately we  
4 could be suggesting modifications of the MTP to this list of projects.  
5

6 Murphy: Mr. Chair. I think that might be a discussion for when we actually do  
7 undertake the MTP update.  
8

9 Pearson: How far away are we from that?  
10

11 Murphy: I think we'll start that process next summer. So we're not that far away.  
12 But, try not to make too light of this but I can go to my daughter's Girl  
13 Scout meetings and we have the bicycles and we can hear a new trail  
14 suggestion or a new thing that needs to be done anywhere we go. And  
15 finding that list of ideas or finding another idea to add to that list has never  
16 been our problem. What we need to do as professional planners and you  
17 as an Advisory Committee to planners is, "How do we set up a process  
18 that prioritizes it so it's done in a fair manner?" And so that when we do  
19 hear a new suggestion we can put it into that process and say, "Okay, well  
20 it's important for all these factors. Does it get in line or does it jump to the  
21 front of the list?" So I really think the effort should be, "How do we build  
22 that process so that we can evaluate the ideas that we hear about?"  
23

24 Herrera: Mr. Chair. I guess just to comment and maybe it's sort of a moot point  
25 based on what you had just said, Tom. But I don't really want to look at  
26 the stuff on this list and the trails as separate. I would rather look at it as a  
27 network that gets people around, whether it's on a trail or an in-road  
28 facility. So I know that there is a little bit of distinguishing between the two  
29 but I just feel like it would be more productive if we looked at it as a  
30 system to get people around. And then as a follow-up I guess one of the  
31 criteria that I think is really important that we need to include in this matrix  
32 somewhere is, "How do we fill in the gaps that currently exist in the  
33 system?" And so that's probably sort of in here but I really feel like that  
34 should be called out separately, as its own thing.  
35

36 Curry: Mr. Chair. If I may add some pieces too. I'm just wondering if things can  
37 be given on a point system and so you get a certain number of points for  
38 filling a gap. That's a ten-point thing because it's kind of a big deal. And  
39 putting in points for certain things like commuting, "How much does that  
40 enable people who are not car-oriented to be able to commute?" So for  
41 me, I'm looking at in particular middle school and high school age students  
42 as really when students become more independent. Their parents let  
43 them go places if there were a safe way to get there. Of course  
44 elementary school as well but I think that bike-related, that really hits the  
45 priorities for me, would be "Does it go near a middle school?" "Does it go  
46 near a high school?" to get students who are already independently

1 actively commuting. "Does it go by the Community of Hope where there  
2 are a lot of residents who rely on bicycle transportation?" Maybe lower on  
3 the numbered system would be, lower number of points would be  
4 recreation. You're going to get some points for connecting loops but  
5 recreation to me I would put commuting and active transportation as far as  
6 people who don't have vehicles, cars as their main transportation. So  
7 those would be my thoughts. And of course, being the Safe Routes to  
8 School Coordinator I would always prioritize anything that goes near a  
9 school.

10  
11 Murphy: Thank you Ms. Curry. Absolutely, weighting would be a part of this  
12 process. I think that becomes, when we bring back the revised one, make  
13 sure we get all of the valued criteria then we start talking about which is  
14 more important than the other and how much to weight each factor.  
15 Michael had pointed out that the University and Missouri, we went through  
16 a matrix thing and those, one or not both of them did have weighting  
17 factors to it and I fully anticipate that we will have that discussion as we  
18 have an established list of criteria to weigh against each other.

19  
20 Pearson: And another thing to try to identify is where people are using, informally  
21 perhaps, trails. One project that's not on the list that's one of my favorites  
22 of course is connecting from Motel Boulevard to the outfall channel with  
23 Picacho Middle School using that on a weekly basis, they're crossing  
24 private land presumably and if we can somehow connect, put on the  
25 developers' radar that they need to have right-of-way there to connect  
26 through or somehow do that, people that are currently using that should  
27 also be a criteria if we can identify, you know that goes to the gap thing  
28 also, that particular.

29  
30 Herrera: Mr. Chair. If I can add a whole other layer of complexity to this, as if it's  
31 not complex enough already, but recently the NMDOT has adopted  
32 performance measures and we've set targets. And one of the measures  
33 specifically, or I guess one of the targets specifically is for lowering bicycle  
34 and pedestrian fatalities, and so there's an actual number tied to that now,  
35 a goal that we are supposed to meet and the MPOs are supposed to help  
36 us meet those goals through the projects that they select. So just  
37 throwing that out there, that we always need to keep safety in mind. And  
38 of course we're never going to do anything that's unsafe but I don't see  
39 that on here anywhere. I don't know if it needs to be called out separately  
40 ...

41  
42 Pearson: Yeah, that's what ...

43  
44 Herrera: Safety or ...  
45

1 Pearson: When we talk about trails we've got road crossing and they're usually  
2 midblock, or often midblock or adjacent to intersection road crossings.  
3 Adjacent to the intersection is particularly dangerous. So that probably  
4 needs to be a criteria to look at also for any project.  
5

6 Curry: Well and I think if you're looking at, for example the Las Cruces lateral that  
7 goes from Las Cruces High to Downtown basically, if you're looking at  
8 that, that would be a safer route for fatalities than driving along Main  
9 Street, right. Because you're just not dealing with traffic. So I think that  
10 maybe that kind of an off-road facility might get higher weight than an in-  
11 road facility.  
12

13 Herrera: Right. And it gets very complicated but it's just, I don't even know how we  
14 try to go about putting some kind of weight to safety and what factors we  
15 include in that but I just want to make everybody on this Committee aware  
16 that that target has been set now. And so every project that we fund  
17 through the NMDOT money will have to show how it helps us meet that  
18 target.  
19

20 Pearson: That'll include future TAP projects.  
21

22 Herrera: That includes future TAP projects, yes.  
23

24 Pearson: I guess then as we go forward too, we've got the list of projects. It'd be  
25 nice to have a map identifying where we think those would actually be, like  
26 some of the connectivity. At the meeting I know we talked about  
27 connecting by the outfall channel connecting up to the trail that goes near  
28 Madrid and Main Street and then goes back behind the police station and  
29 also the Armijo lateral from the same starting point maybe, and going to  
30 the Armijo lateral and connecting. If we saw maps associated or proposed  
31 routes for some of these projects I think that would help us in the decision-  
32 making also.  
33

34 Bencomo: Mr. Chair. You bring up some good points there and I think something  
35 else that's going to have to be done on this too is we're going to have to  
36 break that down because right now it just shows the Armijo lateral as like  
37 one big project. And I don't know that EBID's going to go for that and our  
38 meetings with the bicycle-friendly task force, the engineering work group,  
39 they told us that they are all in support of using those but we need to  
40 identify specific sections. Let them know what that section is, what we  
41 plan to do to it, all of those type of things. And so just to say we're going  
42 to just do all of Armijo lateral may not fly. So we're going to have to break  
43 this down into phases. So again I'm going back to working on this matrix  
44 and how we're going to do that. And now adding in the safety piece, how  
45 are we going to weight that so that that safety piece is in there, which is  
46 super important I think? And also if we're going to look at TAP funds for

1 this and trying to qualify for those, that safety piece better be in there or  
2 we're not going to score very high. So once again I think we need to have  
3 a, I see this as a business meeting and I think a work session is where we  
4 need to work on those ideas there. This meeting is more for the final  
5 review and approval of these to send up to the TAC. And so I don't know,  
6 maybe I'm misreading that but I think we're going to have to do a little  
7 more work on this to break those down.  
8

9 Pearson: Well with our meeting schedule September is no, we don't have a meeting  
10 planned so we could have, assuming availability, we can think about  
11 having the September meeting as a work session meeting for this.  
12

13 Herrera: Mr. Chair. That kind of brings up a question that I had. So I know that on  
14 your write-up you're talking about submitting projects to the ICIPs for the  
15 different jurisdictions. So are we talking about doing that this year?  
16 Because I think the deadline is sometime in September which doesn't give  
17 us time.  
18

19 Murphy: I think the deadline at least for the City process, of which they have the  
20 eligibility to work with EBID, I think we can get something to them in the  
21 December/January time frame.  
22

23 Herrera: Okay. Oh, that must be when it starts then, the September. Okay. So it  
24 sounds like we do have time I guess on another note, to add more criteria  
25 to your matrix. I think we really need to keep some of these things that  
26 are here in yellow. So if right-of-way is necessary that's going to make a  
27 project more complicated. That doesn't mean that it can't be done but it's  
28 just going to add some time and a lot of thought into how that happens.  
29 One thing to keep in mind is the TAP and Rec Trails funding. You cannot  
30 use those funds to purchase right-of-way. So we'll have to look at some of  
31 the local entities putting up funding if right-of-way is required. I think we  
32 also need to have some kind of cost estimate part of it. We need to have  
33 an idea of how much the project is going to cost. If there's some things  
34 that are maybe lower priority but lower cost they might be more feasible  
35 for right now to put forward and work on some of the more complicated  
36 things in the longer term. So I think those are two more important criteria  
37 that need to be in the new matrix.  
38

39 Bencomo: Mr. Chair. I have a question for Ms. Herrera. So you can't use those  
40 funds to purchase right-of-way but can, if the entity purchases the right-of-  
41 way can that be part of their match?  
42

43 Herrera: It gets complicated. As ...  
44

45 Bencomo: You guys are always complicated. Okay.  
46

1 Herrera: Yeah. As per every other answer, sometimes it has to be approved ahead  
2 of time so when an application is being submitted that has to be clearly  
3 stated, that they would like to use that as a match. The Federal Highway  
4 Administration has to approve that and all of the federal laws have to have  
5 been followed to acquire the right-of-way.  
6  
7 Bencomo: Okay. Thank you.  
8  
9 McAdams: Mr. Chair. In discussion we've determined that we think we don't need  
10 another work session. We have a lot of information we can take back and  
11 staff, and look at weighting etc. to revise the criteria. We can then send  
12 that criteria back to you all, so we're willing to accept comments on how  
13 you're going to weight it or additional criteria. But I think through informal  
14 means we can go back and forth and next time we meet we'll have better  
15 criteria as far as how we (*inaudible*) but I agree with exactly what you're  
16 saying. Again, this was a first draft to look at, "Here's this, let's put it out in  
17 front of you guys and also us. Let's discuss, let's look at weighting, etc."  
18 Like safety's a big concern. Cost particularly is a concern too. That's  
19 going to be difficult to get sometime. We'll try to do as best we can on  
20 that. But I think that really, to address all of it, if this criteria can be used  
21 as a way to, a vehicle to look at things and to bring forth the best project  
22 we think it will be great. And also this will provide additional descriptions  
23 and justification when we do go for a TAP project or for ICIP. We'll have  
24 all the stuff in line already. Yeah.  
25  
26 Pearson: Okay. So then you think bringing this to the October meeting we'll have  
27 something close to recommending, or for us to decide to recommend  
28 something?  
29  
30 McAdams: Mr. Chair. I think that we'll have the criteria set up so that we can go  
31 through the list of projects and then discuss, hopefully weed out those that  
32 would be higher criteria. Cost may be, that's where we may have to rely  
33 on engineering for Public Works, our Public Works should come about a  
34 cost for these facilities too. So it may be, as you know very broad  
35 engineering costs but at least for like we did the University and the  
36 Missouri, at least we'll, looking at magnitude of costs as well so.  
37  
38 Pearson: We might be able to evaluate that by just length of the trail portion and any  
39 number of road crossings.  
40  
41 McAdams: That would be one way because I think we mentioned one of the criteria  
42 about how many times does a facility cross roads, because that would be  
43 additional cost as well. What ...  
44  
45 Pearson: Cost and safety issues.  
46

1 McAdams: Cost and safety so we'll determine how much safety will be weighting.  
2 We'll be always open to how much you want to weight safety. I think it  
3 should be very high, and how we want to weight other factors like  
4 proximity to a grocery, schools, etc. and you could help us determine that  
5 too, as well.

6  
7 Herrera: Mr. Chair. If I can just add to that. And so maybe the cost piece, because  
8 it is going to be very difficult in the planning stages to come up with a cost,  
9 but maybe it can be ranked just as far as "high cost," "medium cost," "low  
10 cost."

11  
12 Pearson: Yeah, it can.

13  
14 Herrera: So that way that we don't have to have exact numbers and the  
15 engineering staff doesn't have to spend a whole lot of time but just a way  
16 for us to sort of start thinking about kind of where things fall.

17  
18 McAdams: I think, yeah that's, Mr. Chairman Ms. Herrera. That's exactly right. We  
19 can look at say a windshield view or a bike view and determine which  
20 would be the most costly and which would be the most un-costly and rank  
21 them high, middle, and low and of course those can be weighted too, as  
22 well.

23  
24 Curry: May I add one more thing? This may be being picky here but I think it's  
25 important for me, I felt like at the meeting that we had last week that I  
26 didn't have a very complete picture. So for example, on the trail that I was  
27 just talking about, the Las Cruces lateral that runs from Las Cruces High  
28 School and ends at the corner of Avenida de Mesilla and Main Street, if  
29 you were to build that trail that looks really appealing down by the part  
30 that's behind Las Cruces High. But it's extremely unappealing when you  
31 get on a bicycle to Main Street and Avenida de Mesilla and this trail  
32 suddenly ends, and then where do you go from there? There's really, I'd  
33 like to see in more detail what the connectivity, I mean I know on the map  
34 we're just sort of, "Yep. We're going to just zip straight up here to the  
35 outfall," but zip straight up here to the outfall there really isn't, in my mind  
36 as a biker who rides that a lot a very safe way to make that connection.  
37 So I think it would be easy for us to look at that kind of thing and say, "Oh,  
38 we're going to vote on that one. That looks great." But I probably wouldn't  
39 vote on it knowing that you're going to get dumped out at a really busy,  
40 nasty intersection where you're going to be rounding corners and no bike  
41 lanes and on Main Street. You know what I mean? And so I think I really  
42 want to, just when you're doing that criteria take that full piece into mind,  
43 not just, "There's a piece that looks really awesome." There's an A+ piece  
44 but then you have an F piece connection that's going to connect you back  
45 with a B grade. Do you know what I mean? And so I'd like to kind of have  
46 all of that information at the next meeting so that we can really vote piece

1 by piece on the whole thing, because I think what ends up happening is  
2 we're going to have piecemeal connectivity through town which is already  
3 what's happened. We have these really great trails that kind of dump you  
4 out and don't take you any further. So for example, I mean I'm looking at  
5 the road diet on Solano. I mean that's great to a certain point and then  
6 you're just kind of, "Okay. Now where?" You know? And I just want to  
7 avoid that because I feel like we've done a lot of that within our area.  
8

9 Bencomo: Mr. Chair. I'm going to stick to my guns on this. I think we need to have  
10 another work session whether, I think we need to meet on this. Because I  
11 don't, the safety piece that Ms. Herrera is the expert, going to be the  
12 expert on I hope, to bring that in, I don't want to hear about the safety  
13 piece filtered through another process. I would like to have a face-to-face  
14 discussion with her as a BPAC Member. I need to understand that clearly  
15 and face to face so I can know what I'm doing more clearly. Same thing  
16 with the Safe Routes to School. I need to hear that I believe, face to face  
17 with Ms. Curry so we can discuss that. And then what you just mentioned  
18 is another piece that we as a group need to look at, is that trail you're  
19 talking about that dumps off at Main and Avenida de Mesilla, it doesn't end  
20 there. That map was not the best map you could've used. It actually  
21 makes a turn behind Wallace Chevrolet, or Bravo Chevrolet and heads  
22 down to Barker Road and then cuts across Avenida de Mesilla and then  
23 goes right across and keeps on going south. It doesn't end there. There's  
24 a piece of it there, but that's not the piece to use. That piece is terrible.  
25 I've run down that before and I actually got chased by people that live  
26 there. It was kind of weird. So it actually goes through, so we don't even  
27 have a clear picture of what the potential trail system looks like as a group,  
28 it appears. There's some misunderstanding. So I think we got the public  
29 input. Now I think it needs to be the BPAC Members need to drill into this  
30 and work on the specifics of it so that we can move forward. So I'm, I may  
31 get outvoted here but I'm going to stick to my guns and go forward with  
32 that. Thank you.  
33

34 Pearson: I think I would tend to agree, seeing the map and seeing where the  
35 projects would be would give us a better idea of the criteria and identifying  
36 where the problem spots are. And then after that you can go to the next  
37 level and.  
38

39 Herrera: I'm willing to meet for a work session.  
40

41 McAdams: Mr. Chair. Of course the staff would, probably could make one  
42 recommendation? Not that we don't want to exclude public input, I think  
43 this should be a work session like the City does where the public can  
44 attend, of course an open meeting but allowed to comment only at the  
45 last. I think there's good public input, this is excellent. But to have a work  
46 session like this we really have to be sort of circumscribe it to a certain



1 degree to make sure that we're the only ones who're making decisions.  
2 I'm sure, and this is in light of Open Meetings Act and public engagement.  
3 But I believe we had public engagement already and we got a lot, so this  
4 meeting should really be kind of focused on the BPAC and us working. As  
5 staff with the BPAC, of course with the public being able to attend and  
6 perhaps after everything's done give comment they'd like to. This is not  
7 anti-democratic at all but I think it's just the way, we have to function this  
8 way in order to make decisions.  
9

10 Pearson: I think that's, we've already identified the projects. We're past the wide-  
11 open, "Tell us what you think" process. Now we're in the "Now we have to  
12 decide what to do with what we have." So I think that's fine. So  
13 September, third Tuesday?  
14

15 Shepan: September 5th is the first Tuesday.  
16

17 Pearson: Would do the third, don't we? The 19th? So assuming there's no  
18 problems, 5:00 on the 19th here?  
19

20 McAdams: Mr. Chair. We have to look at the availability of this room right here. If  
21 not, on September 19th, or what time the, 5:30, is that correct? What time  
22 you'd like to be? Regular time?  
23

24 Pearson: Regular time. I think 5:00.  
25

26 McAdams: Okay. September 19th at 5:00.  
27

28 Pearson: And if this facility's not available, find ...  
29

30 McAdams: We will find another facility, of course. We have plenty of facility. We can  
31 pick from.  
32

33 Pearson: There's second floor at City Hall works fine, if that's available.  
34

35 McAdams: I would say I would like to have it here because I think we can maybe  
36 better ...  
37

38 Pearson: I think this is the first choice.  
39

40 McAdams: This is first choice but of course if this is not available we can look at  
41 others, the second of course would be at the City, I think.  
42

43 Pearson: Okay.  
44

45 Herrera: Mr. Chair.  
46

1 Pearson: Yes.

2

3 Herrera: Just wanted to let MPO staff know we do have a conference room at the

4 NMDOT offices on Solano so.

5

6 Pearson: No bike parking, oh sorry.

7

8 Herrera: You can put it on the flagpole. I'd be okay with that.

9

10 Shepan: Mr. Chair. We also have a fairly large training room at the Mesilla

11 Community Center that we could use also.

12

13 Pearson: Okay. So I think we can move past this item then.

14

15 McAdams: Mr. Chair. These are excellent ideas and we will find a spot. In all the

16 facilities we have we'll find one for this meeting. We think it's that

17 important.

18

19 Paz: Mr. Chair. There's also additional rooms here available after 5:00. So if

20 you guys need, I know we have two conference rooms adjacent to this

21 larger chambers that can be used on a regular basis. So that's also

22 available. Doesn't have to necessarily be in here. It could be right next

23 door or something.

24

25 Pearson: That format would work well for a work session too, so leave it to staff to

26 find the right spot for us.

27

28 Herrera: Mr. Chair. Just a question. So this is an action item. Do we have to do

29 something?

30

31 McAdams: Mr. Chair, Ms. Herrera. No. You can decide, and that, we sort of

32 anticipated this was, if you wanted to do it, to recommend go ahead and

33 you could if you felt comfortable. But we had sort of anticipated that would

34 not be the case and so no action required at all if you decide so.

35

## 36 **6. COMMITTEE AND STAFF COMMENTS**

### 37 **6.1 MPO Update**

38

39

40 Pearson: Okay. So next is MPO update.

41

42 McAdams: We have nothing to report.

43

### 44 **6.2 Local Projects Update**

45

46 Pearson: Okay. Local projects update. Start at the end I guess with County.

1  
2 Paz: No updates at this time.

3  
4 Pearson: City's missing. Mesilla.

5  
6 Shepan: They started on Calle del Norte from Avenida to Snow Road so I would  
7 highly advise not trying to ride a bicycle down it right now for probably a  
8 week or so. They came in, they did all the chipping today and I never saw  
9 it but I'm assuming they were using shuttle vehicles to get traffic back and  
10 forth. And I believe they finished Highway 28 from University to Union. I  
11 believe they're working now Union on, they finally got University striped so  
12 Mesilla's been kind of busy with road construction here recently.

13  
14 Pearson: That's all the jurisdictions that we have.

### 15 16 **6.3 NMDOT Projects Update**

17  
18 Pearson: Except for NMDOT.

19  
20 Herrera: Thank you Mr. Chair. I just want to quickly go over the active projects that  
21 we have in the area right now. There's a couple of small ones that you  
22 may have noticed started. One of them is on Tortugas Drive and it's doing  
23 sidewalks and some drainage work as well as fixing some of the  
24 pavement out there. It started I believe last week and it's scheduled to  
25 last, they said a couple of months. So we're hoping to be done by the end  
26 of September. It's a pretty small project.

27 The other one is on Thorpe Road and it's fixing basically the curb  
28 and gutter, sidewalk, and then improving the drainage basically from  
29 where the gas station is kind of going to that intersection. What's that  
30 intersection? With El Camino Real, that really funky intersection. So  
31 we're doing some upgrades there. And again, that one should not take  
32 more than a couple of months. We're hoping to have that wrapped up by  
33 the end of September as well.

34 The traffic signal at 17th Street and Picacho is a little bit behind.  
35 We were hoping to have it done by the time school started but of course  
36 weather delays and then we also had some issues with one of the  
37 providers getting us some of the pieces for the traffic signal. We've got all  
38 that worked out and so we hope to be done by the end of August with that  
39 project. So they are still actively working, so be careful when you're out  
40 there. Make sure you look for construction personnel and follow all the  
41 signs.

42 The big elephant in the room is the Spitz/Solano/Three Crosses  
43 intersection. The project is moving along. We are on time despite all of  
44 the weather delays. They're doing some concrete work right now and we'll  
45 be probably switching traffic in the next few weeks to start working on the  
46 other side of the road. So just be aware. We also are continuing to have

1 monthly meetings on that project, so if you have any questions during  
2 construction feel free to call me. I can put you in touch with the Project  
3 Manager but we also meet, it's the third Thursday of the month at 6:30 at  
4 the Solano yard and I believe the MPO posts those press releases on their  
5 website. So look for those if you are interested in hearing more about the  
6 project.

7 And then one more project, it's the one on US-70 over the pass.  
8 That one's moving along well. They're working on the concrete wall  
9 barrier kind of right at the top of the pass right now and we should be done  
10 with that project by the end of September, so hopefully that will be a good  
11 project. It'll make those shoulders a lot wider. That's all we have but I'll be  
12 happy to answer any questions.

13  
14 Pearson: And somebody mentioned the Valley Drive, when that construction starts  
15 on that and I couldn't remember. You probably know the dates better.

16  
17 Herrera: That project is scheduled to let next month so it'll let in September and  
18 then it normally takes us a couple of months to get contracts in place and  
19 then we normally provide a 60-day ramp-up time for contractors. So we're  
20 looking after the start of 2018, probably February time frame is when that  
21 project will start. Again, because that one is an urban project and there  
22 will be a lot of traffic control we will have monthly meetings to discuss the  
23 construction process.

24  
25 Bencomo: Mr. Chair. I had a question for Ms. Herrera. Because I keep getting  
26 confused as to timelines, the Triviz extension underneath University, when  
27 is that going to, the process for that?

28  
29 Herrera: So we're in the design phase now. We're working with Federal Highways  
30 to get what we call an interstate access control request approved to make  
31 modifications to the ramps and to put the road under I-25. We hope to  
32 have that approved in the next couple of months so that we can move  
33 forward with final design. We are supposed to have that project letting in  
34 October of 2018. So next year. And then again, a few months before  
35 construction starts, so we'll probably have construction beginning on that  
36 very large project after the first of 2019.

37  
38 Bencomo: Thank you.

39  
40 Curry: Mr. Chair. If I may. I'm not sure if this is City or if this is NMDOT. But was  
41 there talk at some point about putting a light in at Melendres and Amador?

42  
43 Pearson: That's a City project. I think it was State funded. But that's underway.  
44 They've put medians in. I just went through that this morning.

45  
46 Curry: I saw the medians but I didn't see any work towards a light.

1  
2 Pearson: They're, that's all part of that work. I don't know ...

3  
4 Curry: But it going to be a light.

5  
6 Pearson: Mechanics of that but that's, it's a signal light there.

7  
8 Curry: Okay. That's great.

9  
10 **6.4 Committee Members Update**

11  
12 Pearson: And any Committee Member comments? Anything you'd like to announce  
13 and tell us?

14  
15 Curry: Sure. Safe Routes to School is underway. School started yesterday. We  
16 had our first bike train today at Mesilla Elementary. I think the only  
17 change really is that Central Elementary is going to be walking on  
18 Tuesdays instead of on Wednesdays but otherwise we still have our 19  
19 schools that are walking weekly. We may add one or two monthly schools  
20 but at this point just kind of focus on that. We have four schools that are  
21 starting walking school buses this week: Mesilla, Mesilla Park, University  
22 Hills, and Hillrise. And then the rest of the walking school buses will start  
23 next week.

24  
25 Bencomo: Mr. Chair.

26  
27 Pearson: Yes.

28  
29 Bencomo: I just wanted to, because of the extra meetings we're having and the work  
30 sessions that we're doing and the things we've been working on, just  
31 actually thank the MPO staff for their support in doing this. I know it's  
32 adding to that and I'm sorry to be the thorn in your side for all these things  
33 but I think it's important work and it's moving things forward and thank you  
34 for your support in doing this because I know you all have to be part of  
35 this. Because it is the public meeting, you got to run it and set it up and do  
36 all of the logistics and all I have to do is show up and spout my opinions.  
37 So thank you so much for doing that. I appreciate your support in helping  
38 doing all this to all the staff.

39  
40 Pearson: Okay. Any other Committee Members? We have our Committee Member  
41 in the public.

42  
43 Waller: I'm Jess. I just had a conversation with Jolene, you're Jolene. Nice to  
44 meet you. And it was regarding the condition of the roadway after the  
45 repaving on 28, also see similar features on Union, Las Alturas, going  
46 down to the Mesquite exit. I've taken some pictures of some problem

1 areas. I got them here, I'm going to send them to Jolene about some  
2 washboarding and some gouges in the road that could easily take out a  
3 cyclist. Michael McAdams mentioned that there were also, now that we're  
4 building up layers of pavement we have a steeper drop-off so if you take  
5 that drop-off and you're off the road, you're going down. So those are just  
6 some issues that were of concern to me. I'll do a reach-out. Also Jolene  
7 gave me some contact information regarding design standards or lack  
8 thereof for New Mexico bicycle routes and I hear that New Mexico 28 is  
9 kind of a hodgepodge and it's difficult to manage and a lot of things that  
10 we have to, constraints that we have to deal with. But I'll do a reach-out to  
11 Wade Patterson to see what if any design standards there are for New  
12 Mexico bike routes.  
13  
14 Pearson: And for anybody that doesn't know he's the New Mexico, NMDOT  
15 Bike/Ped/Equestrian Coordinator.  
16  
17 Waller: Yeah, okay.  
18  
19 Pearson: Up in Santa Fe.  
20  
21 Waller: And I'm going to get some more pictures regarding some other  
22 irregularities regarding that bike lane width. Was it ever designed to be a  
23 bike lane or is it just a shoulder?  
24  
25 Herrera: It's just a shoulder.  
26  
27 Waller: It used to be wide enough where a cyclist could easily get in there and get  
28 out of the traffic, especially have you know traffic both directions, kind of  
29 squeezing the available I guess right-of-way for a cyclist that you do want  
30 to get off and get out of the road. But now I'm concerned that we're going  
31 to be forced out in the road and we're going to be in the line of traffic. So  
32 just wanted to point that out and I'll take some action, send some photos  
33 and try to I guess increase the degree of communication. So thank you.  
34  
35 Herrera: And Mr. Chair. If I can just follow up. We had a pretty lengthy  
36 conversation about some of the issues that were just shared, and so what  
37 I'm going to do is follow up with Wade myself and then also follow up with  
38 the District 1 Maintenance Engineer once I receive the pictures and some  
39 locations that there's particular concerns and see if we can try to take care  
40 of some of that. Some of the constraints that we discussed on the phone  
41 are really about right-of-way and I think we've had conversations on this  
42 Committee before about that. There's a lot of really odd things happening.  
43 Some of the houses are, like their front door is our right-of-way line so in  
44 order to expand we'd have to purchase their homes and, so there's some  
45 really weird things. But just so that you're all aware, it is something that  
46 District 1, about every other year we kind of look at that and say, "What

1 can we do with 28?" And then we go back to the right-of-way maps and  
2 we look at our last list of constraints that we made. So it's not something  
3 that we are ignoring. It's just a very difficult project to try to work through.  
4 But in the short term what I can do is try to follow up on some of those  
5 trouble spots and see if we can make some progress there.

6  
7 Pearson: Right. NM-28 was identified in the El Camino Real Corridor Plan as a  
8 potential project for bicycle facility, like a five-foot bike lane down that  
9 corridor which would be wonderful if we just had the money.

10  
11 Curry: And Mr. Chair. I'd like to add something. I live on Union and it got  
12 repaved, and I took pictures as well of really beautiful pavement that had  
13 absolutely no cracks and no issues and then it got repaved with chip seal  
14 and I didn't really understand the need for it and why that kind of came  
15 about because it took a great road and made it not so great.

16  
17 Herrera: So with chip seal it's part of our Pavement Preservation Program and  
18 basically every road about every seven years is supposed to receive  
19 pavement preservation to increase the longevity of the pavement. Chip  
20 seal is one of the things that we're supposed to do on a seven- to ten-year  
21 basis and right now our chip seal crew happens to be in this area. It's  
22 been a little bit longer, actually. They've been on a ten- to 12-year rotation  
23 and so what happens is because we order all of the chips and the oil for a  
24 particular area and have it delivered, they just do all of the roads in the  
25 area so that they don't have to come back for ten to 12 years.

26  
27 Curry: It was really quite recent and you know I know time flies but in my mind it's  
28 about the last three years that they repaved the whole of Union. So it was  
29 just a surprise, like they've just redone this road and it was a really nice  
30 road, and then we have roads, I mean I know it's different entities but we  
31 have roads like Bowman that are almost impassable because there's so  
32 many potholes and we have a perfectly good being repaved, and then you  
33 turn off onto a road that's more potholes. It feels like Africa. There are  
34 more potholes than there is pavement. And you know it's just one of those  
35 things. I mean I understand that that's the Town of Mesilla. That's not  
36 NMDOT or whatever. But sometimes you just look and go, "Can't you just  
37 drive your truck that way and repave that road instead of changing the  
38 road that's already perfectly good?"

39  
40 Herrera: I personally have the same opinions. But you know we can only chip seal  
41 our own roads and so we do the best that we can to try to extend the life  
42 of the pavement as long as possible and sometimes the new result doesn't  
43 seem like it's helping at all but in the long term it really does so.

44  
45 Pearson: So the City has the data, does collections to identify every road segment  
46 and the quality of the road. Does NMDOT have a similar kind of program?

1  
2 Herrera: Yes. We do have our Asset Management Plan that is close to being  
3 finalized but in the meantime while we're writing the plan we've been  
4 collecting data and it's actually LiDAR data so it goes down into the  
5 pavement and collects the profile of the pavement. It also collects  
6 shoulder widths, if there's any curb, gutter, and sidewalk on our roads, and  
7 it takes inventory of signs. So we do have all of that data.  
8

9 Bencomo: Mr. Chair. And I understand the need for the chip sealing in some way,  
10 shape, or form that is I'm sure more low-cost than repaving the whole  
11 thing and letting it deteriorate over time so they cover it up and keep it  
12 longer. But is there any material that's a little smoother when they put it  
13 down? I mean it's probably going to be more expensive but is there some  
14 kind of balance to where, because really what's happening is cars are fine  
15 but bicyclists are paying the price when that happens for the preservation.  
16 So it doesn't make sense in some ways.  
17

18 Herrera: Right. And so one thing that District 1 does, I want to go out on a limb and  
19 say better than some of the other districts is that they do use smaller chips  
20 to try to make the road surface smoother. So they use sort of some  
21 different materials. It's the same but they do try to make the road  
22 smoother. The other thing that they've tried to commit to is not doing kind  
23 of the taper in the middle of the shoulders anymore so we go full-width  
24 which I know that these are little things but it's what we can do to try to  
25 make it better with the constraints that we have.  
26

27 Curry: Sorry. One more thing. On the south end of Motel Boulevard, I think it's  
28 called Calle de El Paso at that point, sort of where The Bean juts off from,  
29 The Bean, Avenida de Mesilla, The Bean. Is that a State road? Who  
30 owns that road?  
31

32 Herrera: I would have to look at the exact location because there's some piecemeal  
33 in there.  
34

35 Curry: Okay.  
36

37 Herrera: So the State does own some of those, some of that area but I don't know  
38 exactly in the part that you're ...  
39

40 Curry: Okay.  
41

42 Herrera: Talking about if we do or not.  
43

44 Curry: So it's just been repaved and it looks like it was repaved by the guy who's  
45 first day on the job. I mean it is so, it's ridiculous. Gabriel and I were just  
46 riding it on our way here and talk about partial paving. It's not just partial



1 paving. It's, here's a bit and here's a bit, and you know it's super, super  
2 sloppy job of partial paving. I mean almost making it, you know, it makes  
3 it dangerous quite frankly. So I was just wondering if, you know who to  
4 kind of talk to about that. I mean maybe they're going to go out and  
5 realize that it needs a little bit more work in the shoulder. But it's really  
6 taken a rideable road and made it difficult to ride because of the repaving.  
7  
8 Herrera: If you want to e-mail me that location then I can talk to the Maintenance  
9 Engineer ...  
10  
11 Curry: Okay.  
12  
13 Herrera: When I talk about NM-28 and maybe we can, I'll go out there with him and  
14 make sure that he ...  
15  
16 Curry: Super. I'll, I can take some photos on the way home, light permitting.  
17  
18 Herrera: Okay.  
19  
20 Curry: And send them to you too. Thanks.  
21  
22 Herrera: Thanks.  
23  
24 Pearson: And I have another question for you. Mentioning Wade's name, do you  
25 know of the status of the Statewide Bicycle Plan effort? I remember  
26 something about an RFP but I hadn't really heard anything about it.  
27  
28 Herrera: So the RFP did go out. They were going through the negotiation process  
29 with the consultant that was tentatively selected. I think now the contracts  
30 are in Legal being reviewed and so hopefully we should have somebody  
31 on board here in the next six weeks depending on how long it takes Legal  
32 to look at everything.  
33  
34 Pearson: And that's of course driven from Santa Fe but will we hear about it, is it  
35 going to do regional planning or do you have any ideas how that planning  
36 process is going to work?  
37  
38 Herrera: I do not. But I imagine that it, well it has to be statewide and if it's not then  
39 I will yell and scream and throw fits also so yes. We will ...  
40  
41 Pearson: Because that was my favorite thing to bug Rosa with but she's not out  
42 there to bug anymore so I'll have to ...  
43  
44 Herrera: Yeah well Rosa and Wade work really closely together and he's aware of  
45 some of the concerns from the south and so I can't imagine it being  
46 different just because it's transferred to another planner.

1  
2 Pearson: Okay. Anybody else? Think we picked on Jolene enough talk for tonight.  
3 Thank you Jolene.  
4

## 5 **7. PUBLIC COMMENT**

6

7 Pearson: So our next is our final opportunity for public comment. We have three.  
8

9 Rochelle: Thank you Mr. Chairman. Gabriel Rochelle here. I've got a few things to  
10 say. First I wanted to add my thanks for the meeting on the 8th of August.  
11 It seemed to me very productive. I guess I was a little confused coming  
12 here tonight to not see any of that input yet, and I understand why that  
13 would've been the case. My second question, is the matrix available  
14 somewhere that I can look at it? Can I find that online somewhere? You  
15 know to complete my knowledge or my growing knowledge of what the  
16 ultimate plans are here.  
17

18 Murphy: We can send that to you.  
19

20 Rochelle: Okay.  
21

22 Murphy: It was just developed this afternoon so.  
23

24 Rochelle: Oh, okay. All right. Third thing is I want to underscore the same issues  
25 with chip sealing that other people have mentioned. And I guess if this  
26 has to continue as it does, and it definitely makes cycling much more  
27 difficult, and I know that I speak for a lot of other people in the Bike and  
28 Chowder Society when I say that. So the question is, is there any place  
29 where the agenda is posted? I mean I've found myself several times in  
30 the last couple of weeks getting on roads and saying, "Uh-oh. I didn't  
31 know this had happened." And the chips were there but it wasn't sealed  
32 and it's really difficult, particularly if you're riding a 700x23 bike tire to just  
33 navigate that. So is there any place where the agenda is posted that  
34 those of us who are in bike clubs could send that information out as a  
35 distant early warning?  
36

37 Herrera: There's currently not but I can talk to the Maintenance Engineer about that  
38 and it's a really good idea.  
39

40 Rochelle: Yeah. It wouldn't cost anything to do that and that would be helpful to  
41 those of us who are cycling regularly. Lastly, speaking about cycling  
42 regularly, for those of us who frequently ride recreationally on the trail  
43 around you know, on what I would call the circum-urban trail, the one  
44 issue that comes to my mind frequently is at the curve on Triviz right past  
45 Kohl's, that's where the pedestrian crossing is and there is only a crossing,  
46 and on the pavement. It seems to me that for safety for both pedestrians

1 and cyclists the City ought to consider putting some kind of lighting in that  
2 place for, like maybe not as elaborate as the lighting that has gone in on  
3 University recently but some sort of warning lights there. Because I know  
4 that I personally have almost gotten taken out by cars coming quickly  
5 around the curve on Triviz. So those are my comments for this evening.  
6 Thank you very much.  
7

8 Pearson: At that crosswalk by Kohl's there is a pedestrian-activated warning light.  
9 Yeah, I've been very successful using it. Cars actually have stopped for  
10 me. I've heard other people say that cars don't stop for them. So that's  
11 just luck of the draw I guess.  
12

13 Bencomo: Mr. Chair. Real quick on that request for the matrix. If we're going to,  
14 that's something we're going to address at that work session in  
15 September. We may not want to put that out there right now because it's  
16 not complete and if we're going to add the safety piece criteria as to how  
17 far things are going to be, so if we're going to tweak this, just my  
18 suggestion, we may want to hold off on that.  
19

20 Pearson: I think it's a matter of public record now so I think it's fine for the public to  
21 request that. We may not distribute it further than just the requests from  
22 the public but yeah, just say draft, put whatever, yeah. Okay. I saw two  
23 other hands at least.  
24

25 Simpson: Mr. Chair. My name is Phil Simpson. I did attend the work session last  
26 week and I wanted to add Andrew's comments commending the MPO for  
27 all that work putting that together and organizing this meeting. And what I  
28 would suggest for the work session in September is that, I know it's going  
29 to add work or maybe a little more schedule pressure to their workload but  
30 I would suggest that if the public is not going to be intimately involved in  
31 the planning process, you know during the meeting, that we just have  
32 opportunity to comment before and after, that material summarizing the  
33 last meeting be published or be accessible to interested members so that  
34 we may comment sort of at the beginning of the work session instead of  
35 just having to wait until the end of the session before we have any input. I  
36 do think that a lot of information was gathered last week and it's going to  
37 be a little challenging compiling that and making sense of it. So it's going  
38 to be a big workload but I think that's important to do.  
39

40 Pearson: Yeah. I think for the work session we'll have a, I kind of expect we'll have  
41 a packet and that packet would be available to the public. Who's next?  
42

43 Craig: Nathan Craig here. I see it's 6:17 so I'm going to try to move as quickly  
44 and as efficiently through my comment here as I can. It's about a specific  
45 case example that I want to share and it's sort of for broader

1 consideration. And I also want to thank everyone here for their efforts to  
2 make Las Cruces and this area a better place for cycling.

3 When using bikes practically as daily transportation rather than for  
4 purely recreational purposes, it's vital to have access to business  
5 storefronts as well as safe and secure parking. I want to point out that  
6 there's very poor access from the Triviz multi-use path to storefronts  
7 located east of the freeway. Spruce provides a crossing east and from  
8 there one can take Telshor. Telshor is harrowing to ride along and  
9 sidewalks, while safer are less than optimal, especially if one is traveling  
10 against the flow of traffic as is necessary in this situation. Additionally  
11 access to stores east of the freeway near Lohman requires one to ride  
12 more than a half mile out of their way through a dangerous parking lot to  
13 join Lohman in order to make a dangerous crossing of the freeway by  
14 sidewalk. A simple path up the dirt area to the west where Lohman  
15 crosses Triviz would provide a much better access to stores east of the  
16 freeway for both bikes and pedestrians. Also, once one gets across the  
17 freeway there is more than 1.2 miles of storefronts without a single  
18 designated bike parking space. This includes numerous storefronts from  
19 local businesses like Guzman's Nurseries to national chains like Dick's,  
20 Home Depot, Target, and Albertson's. I've surveyed on bike each of these  
21 mentioned businesses and carefully observed all other businesses  
22 between Spruce and Lohman along Telshor and I cannot find a single bike  
23 rack. Using Google Earth I estimated the number of automobile parking  
24 spaces at some of the national chains. The Target and Albertson's lot has  
25 at least 683 spaces for cars. Home Depot has more than 380 such  
26 spaces, while Dick's has slightly less than 150 spaces for cars. Cyclists  
27 are left to lock their bikes to trees and cart racks. In these settings it is  
28 often not possible to use some kinds of locks like all-important U-locks to  
29 secure a bike. The lack of bike parking also makes it difficult to use a bike  
30 trailer which is necessary for hauling away items that are purchased at  
31 these storefronts. Rhetorically, I'm curious how it is that several national  
32 chains were given permits to develop but were not asked to provide bike  
33 parking, even though they are adjacent to one of the main bicycling  
34 facilities in this city. Are there any requirements that new storefront  
35 developments provide parking for bicycles in addition to cars? Part of  
36 making bike infrastructure work for transportation is ensuring connection  
37 between safe riding routes and businesses. Likewise, ensuring that bikes  
38 have a place to park is vital to stimulating bicycling as a viable means of  
39 transportation. Without good connection and places to park, only highly-  
40 committed cycling advocates or those unable to afford autos will be left  
41 actually biking as a form of daily transportation. As existing facilities are  
42 reevaluated and new facilities planned, please carefully consider both  
43 connections between safe riding routes and storefronts, as well as safe  
44 and secure parking for bicycles. Doing so will go a long way towards  
45 making cycling a viable means of transportation. Thank you very much.  
46

1 Pearson: Thank you for those comments. I do know that there's bike parking at  
2 Dick's but you have to walk about a half a mile all the way to the back of  
3 the building to find it. And Target does have nonconforming bike parking  
4 out in front. Tom.

5  
6 Murphy: Mr. Chair. In partial response to that, I do know that bike parking is a  
7 Zoning Code requirement and any building permits issued in the last 15,  
8 20 years were contingent upon bicycle parking being provided. The lack  
9 of any bicycle parking at those businesses is a Code violation and I will  
10 contact the Code Enforcement section and have them investigate that.

11  
12 Pearson: Okay. Thank you. Go ahead.

13  
14 Vega: My name's Margaret Brown Vega. I'm pretty new to town. But I also went  
15 to the workshop last week and there I was really struck by one thing,  
16 which I think was lack of a certain line of data for planning and I'm also  
17 struck by that listening to some of the discussion today. So while I think  
18 people sharing experiences and getting public input is important, it's  
19 actually very important but it ends up being a little bit anecdotal. I think we  
20 need counts actually of bicycles and pedestrians and how people are  
21 using Las Cruces. And I couldn't actually find any information that that  
22 was actually being done here. So I guess one, my question is: Is  
23 something like that being done here, and if not how can we begin to take  
24 counts of bicycles and pedestrians the way we do traffic counts for  
25 planning purposes?

26  
27 Murphy: Mr. Chair. In response to that, the MPO is, we're actively investigating  
28 methods in which to introduce some cycling counts. Historically the way  
29 they've been able to be done is at specific periods with human counters.  
30 That doesn't really give us a really good picture. We've also invested in  
31 some video equipment that while reviewing the video is also time-  
32 intensive, we've also deployed that and gotten counts in specific areas.  
33 We have recently made some purchases that we are hoping to adapt our  
34 automobile tube counters to be able to pick up some cycling. I know that  
35 Jolene's colleagues in Santa Fe are investigating methods of reliably  
36 counting bicycles. I think they're working with the Santa Fe MPO to kind  
37 of develop some methods and then give that research out to us so that we  
38 can more utilize them. And then also the MPO here also purchases the  
39 Strava data, although we do know that it is a self-selecting sample and it's  
40 not statistically valid, it does offer us insights particularly where there are  
41 gaps in the system that are being used by cyclists and I actually had  
42 written a note in some of the criteria as a way of including the Strava data  
43 to help us with this analysis.

44  
45 Pearson: Right. There is the National Bicycle and Pedestrian Documentation  
46 Project. And they do an annual count and I think it's the second week in

1 September, this coming up project is September 12-14 on a Saturday.  
2 They recommend a minimum of one of the Tuesday, Wednesday, or  
3 Thursday which they claim to be statistically equivalent plus a Saturday  
4 and they do a two-hour count. There was, at the Velo Cruces Board  
5 meeting I had heard some interest in maybe doing that kind of thing. If  
6 you're looking at a two-hour investment of time by somebody maybe we  
7 can get some volunteers. Would the MPO be interested in coordinating  
8 with that and joining as part of that project? Maybe help select count  
9 locations?

10  
11 Murphy: I think we can certainly look at helping coordinate the data collection, I'm  
12 not sure, probably have some interest in devoting some man-hours too.  
13 But we'll have to look more closely at the schedule to see if we can divert  
14 to that.

15  
16 Pearson: Yes. Up at the mic.

17  
18 Vega: So I was looking online and I did find a report from the MPO. It's the 2040  
19 report but it had a date from 2010, I don't know if that's correct or not. So  
20 in there, this is 2010, in there it did say at the end that traffic counts are  
21 great but we also need to begin to incorporate pedestrian and bicycle  
22 counts. So that was seven years ago. So my concern is that if we get  
23 kind of wound up in what technologies we might be able to use to do these  
24 counts, that's never going to happen. The National Bicycle and  
25 Pedestrian Documentation Project actually provides some pretty clear  
26 strategies for actually doing it. They provide sort of methods for doing it.  
27 But they're also, for example in Albuquerque I think there's another, think  
28 it's called the Mid-Valley Council of Governments, they also do a different  
29 version. So there's lots of models out there. I think we just kind of need to  
30 pick something and go with it and begin to implement actually doing the  
31 counts.

32  
33 Herrera: Mr. Chair. If I can respond. So NMDOT has invested quite a bit of money  
34 and time and we bought a lot of different kinds of counters to see which  
35 ones would be the most accurate. A lot of the tube counters don't pick up  
36 the tires. And then for trail counts for instance, some of them don't  
37 distinguish between pedestrians and bicycles. So it's very complicated to  
38 do bicycle counts. But we've finally come down to the conclusion that  
39 there's a couple of really good ways to do it. The problem right now, of  
40 course with everything in government is that the contracts are stuck in  
41 Legal. So we purchased a whole bunch of these counters to loan out to  
42 the MPOs to begin doing data collection for bicycle counts but our Legal  
43 Team can't seem to work through the complexities of loaning equipment  
44 out to the MPOs even though they are paid by the NMDOT. So we are  
45 actively trying to work with them through that process. Hopefully we'll  
46 have it cleared up here in the next couple of months and then we can

1 provide the counters to the MPOs. So it is something that we are aware  
2 of, that we're lacking data in this area. But we're not ignoring it. We're  
3 working through the process now.  
4

5 Pearson: Yeah, because it's, collecting some data, even like the national project,  
6 once a year gives you a baseline to start comparing year to year what are  
7 trends. And we have had counts on the trails. Are we still doing that?  
8

9 Murphy: Mr. Chair. We had been collecting count trails specifically with infrared  
10 equipment as Ms. Herrera pointed out we're unable to discern a change  
11 between a pedestrian or a cyclist. Also, given the heat and they're the  
12 infrared, it kind of becomes non-detectable after a certain period. We've  
13 had the units shut down and we also need to be very, you know when  
14 we're not affected by heat we need to be very careful on where we're  
15 pointing them. They'll pick up cars going in the background, sometimes  
16 vegetation blowing in the wind is picked up by these counters. So you  
17 know as Ms. Herrera pointed out, while it seems simple on the surface in  
18 order to actually do it's a lot more complicated. So we will continue to try  
19 and find reliable ways to collect that data.  
20

21 Pearson: So do you have that data or is that still experimenting to try to figure out  
22 how to collect it?  
23

24 Murphy: We don't think that it's ...  
25

26 Pearson: Not good data.  
27

28 Murphy: We don't think it's good data.  
29

30 Pearson: Okay.  
31

32 Herrera: Mr. Chair. If I can follow up with that. That's kind of one of the, well not  
33 kind of, that is the really big thing too, is we can collect all the data that we  
34 want but if it's not validated and it's not good then we can't use it. So you  
35 know, all these ...  
36

37 Pearson: Something like that, unless you have somebody watching the trail to be  
38 taking a lot of money to do something that should be automatic, and the  
39 automatic system just doesn't work.  
40

41 Murphy: And I can't remember her name, but there's a professor at Portland State  
42 University who is the national expert in bicycle data collection and I asked  
43 her, you know said, "How do you do it? What do you think is the best  
44 method of counting it?" And she says, "Get volunteers out for two hours  
45 at a time and count it." So that's where we are in the state of the practice.  
46

1 Pearson: Thank you. Any other public input?

2  
3 **8. ADJOURNMENT (6:32)**

4  
5 Pearson: So we come to adjournment. Hear a motion to adjourn.

6  
7 Curry: I put forth a motion to adjourn.

8  
9 Bencomo: Second.

10  
11 Pearson: And we're adjourned. Thank you.

12  
13  
14  
15  
16  
17 

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Chairperson



1                   **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION**  
2                   **BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE**  
3

4   The following are summary minutes for the work session meeting of the Bicycle and  
5   Pedestrian Facilities Advisory Committee of the Mesilla Valley Metropolitan Planning  
6   Organization (MPO) which was held September 19, 2017 at 5:00 p.m. in Commission  
7   Chambers at Dona Ana County Government Building, 845 Motel Blvd., Las Cruces, New  
8   Mexico.  
9

10 **MEMBERS PRESENT:**   George Pearson, Chair (City of Las Cruces Citizen Rep)  
11                            Andrew Bencomo (Pedestrian Community Rep)  
12                            Maggie Billings (Bicycle Community Citizen Rep)  
13                            Ashleigh Curry (Town of Mesilla Citizen Rep)  
14                            James Nunez (City of Las Cruces Staff Rep)  
15                            Samuel Paz (Dona Ana County Rep)  
16                            Jess Waller (Bicycle Com. Rep.) (arrived 5:32)  
17

18 **MEMBERS ABSENT:**    Jolene Herrera, NMDOT  
19                            Mark Leisher (DAC Citizen Rep)  
20                            David Shearer (NMSU Staff Rep)  
21

22 **STAFF PRESENT:**     Tom Murphy (MPO)  
23                            Andrew Wray (MPO)  
24                            Michael McAdams (MPO)  
25                            Dominic Loya (MPO)  
26

27 **OTHERS PRESENT:**    Nathan Craig  
28                            Marcia Davis  
29                            Kristin Hester  
30                            Margaret Brown Veges  
31                            Fred Miller  
32                            Gabriel Rochelle  
33

34                   **1. Evaluation Matrix Discussion**

35                   MPO staff introduced an evaluation matrix for proposed trails evaluation. A  
36                   discussion among BPAC members and staff followed. Several issues that were  
37                   discussed were: inclusion of criteria for social equity, public health and  
38                   expansion of the connectivity measures

39                   **2. Gap Analysis Discussion**

40                   BPAC members directed MPO staff to develop a detailed map of the existing  
                      bidycle facilites and other related items such as destinations



## METROPOLITAN PLANNING ORGANIZATION

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### MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE ACTION FORM FOR THE MEETING OF October 17, 2017

#### AGENDA ITEM:

5.1 2018-2023 Transportation Improvement Program Amendments

#### ACTION REQUESTED:

Review and recommendation for approval to the MPO Policy Committee

#### SUPPORT INFORMATION:

Email from Jolene Herrera, NMDOT

Email from Mike Bartholomew, RoadRUNNER Transit

#### DISCUSSION:

On June 14, 2017, the MPO Policy Committee approved the 2018-2023 Transportation Improvement Program (TIP)

The following amendment(s) to the TIP have been requested:

CN	FY	Agency	Project & Termini	Scope	Change
LC00340	2020	NMDOT	NM 226	MP 1.3-1.5, Bridge Replacement, Structure Number #2814	New Project
TL00100	2018	RoadRUNNER Transit	Transit Operations	Operating Assistance	Adding the FFY 2018 Apportionment
TL00110	2018	RoadRUNNER Transit	Transit Revenue Rolling Stock	Revenue Rolling Stock	Adding the FFY 2018 Apportionment
TL00120	2018	RoadRUNNER Transit	Transit Capital Equipment	Capital Equipment	Adding the FFY 2018 Apportionment
TL00130	2022	RoadRUNNER Transit	Transit Maintenance and Operations Center	Maintenance and Operations Center	Amending the out year estimate

TL00140	2018	RoadRUNNER Transit	5339 Funds for Rolling Stock	5339 Funds for Rolling Stock	Adding the FFY 2018 Apportionment
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This amendment will not affect any other projects currently listed in the TIP.

**From:** Herrera, Jolene M, NMDOT <JoleneM.Herrera@state.nm.us>  
**Sent:** Monday, October 02, 2017 1:54 PM  
**To:** Andrew Wray  
**Cc:** Tom Murphy  
**Subject:** TIP Amendment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good afternoon Andrew,

I need to add a new project to the FY2018-FY2023 TIP in the next amendment cycle . The project will be as follows:

Control Number: LC00340  
Route and Termini: NM 226 MP 1.3 – 1.5  
Scope: Bridge Replacement, Structure #2814  
Fiscal Year: 2020  
Funding: \$500K STP-F and \$1.5M STP-S (all in FY2020)  
PDE: Sherri Holliefield

This project was originally in the EPMPO MTP but upon further inspection it was determined that it's actually in the MVMPO boundary. Not EPMPO.

Please let me know if you have any questions.

Thanks,

**Jolene Herrera**  
**Urban & Regional Planner D1 & D2**  
**NMDOT South Region Design**  
**750 N. Solano Dr.**  
**Las Cruces, NM 88001**  
**O: (575) 525-7358**  
**C: (575) 202-4698**

From: Michael Bartholomew

Sent: Saturday, October 07, 2017 3:12 PM

To: Andrew Wray

Cc: David Maestas; Gabriel Sapien; Richard Hanway; Amy Bassford; Tom Murphy

Subject: RoadRUNNER Transit TIP amendment requests for 2018

Follow Up Flag: Follow up

Flag Status: Flagged

Andrew,

I would like to request the following amendments to four transit TIP projects in the FY2018 TIP. This amendment reflects federal funding that is currently apportioned, but not yet obligated, and funding that is anticipated in FY2018 through formula apportionments. The requested amendments for each project are highlighted in yellow.

I would also like to amend the 2022 informational year for TL00130 to reflect more current cost estimates for the Transit Maintenance Facility.

FY2018 Amendments							
TIP Project#	Description	Current TIP			Amended TIP		
		FTA	Local	Total	FTA	Local	Total
TL00100	Operating FTA 5307 FY17 apportionment	\$1,655,184	\$1,655,184	\$3,310,368	\$1,713,839	\$1,713,839	\$3,427,678
	Operating FTA 5307 FY18 apportionment (est)	\$0	\$0	\$0	\$1,697,069	\$1,697,069	\$3,394,138
	<b>Total TL00100</b>	<b>\$1,655,184</b>	<b>\$1,655,184</b>	<b>\$3,310,368</b>	<b>\$3,410,908</b>	<b>\$3,410,908</b>	<b>\$6,821,816</b>
TL00110	Revenue Veh FTA 5307 FY17 apportionment	\$190,000	\$33,529	\$223,529	\$119,000	\$21,000	\$140,000
	Revenue Veh FTA 5307 FY18 apportionment ( 3 DAR veh)				\$178,500	\$31,500	\$210,000
	<b>Total TL00110</b>	<b>\$190,000</b>	<b>\$33,529</b>	<b>\$223,529</b>	<b>\$297,500</b>	<b>\$52,500</b>	<b>\$350,000</b>
TL00120	Capital equipment FTA 5307 FY17 apportionment	\$50,000	\$12,500	\$62,500	\$150,400	\$37,600	\$188,000
	Capital equipment FTA 5307 FY18 apportionment (est)				\$150,400	\$37,600	\$188,000
	<b>Total TL00120</b>	<b>\$50,000</b>	<b>\$12,500</b>	<b>\$62,500</b>	<b>\$300,800</b>	<b>\$75,200</b>	<b>\$376,000</b>
TL00140	Revenue Veh 5339 FY17 LoNo				\$1,450,000	\$255,882	\$1,705,882.35
	Revenue Veh 5339 NMDOT pass through FY15	\$190,000	\$33,529	\$223,529	\$186,695	\$32,946	\$219,641.18
	Revenue Veh 5339 NMDOT pass through FY16				\$172,335	\$30,412	\$202,747.06
	Revenue Veh 5339 NMDOT pass through FY17				\$176,880	\$31,214	\$208,094.12
	Revenue Veh 5339 NMDOT pass through FY18(est.)				\$176,880	\$31,214	\$208,094.12
	<b>Total TL00140</b>	<b>\$190,000</b>	<b>\$33,529</b>	<b>\$223,529</b>	<b>\$2,162,790</b>	<b>\$381,669</b>	<b>\$2,544,459</b>
Amendment to TIP Informational year 2022							
TL00130	Transit Maintenance Center	\$12,000,000	\$3,000,000	\$15,000,000	\$13,200,000	\$3,300,000	\$16,500,000

Please let me know if you have questions. I will be out of the Office October 9-11, but will check my email as I am able.

Mike Bartholomew

Transit Administrator/Quality of Life Department/Transit Section

Direct: 575-541-2537 Main: 575-541-2500, [mbartholomew@las-cruces.org](mailto:mbartholomew@las-cruces.org)



## **METROPOLITAN PLANNING ORGANIZATION**

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### **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE DISCUSSION FORM FOR THE MEETING OF October 17, 2017**

#### **AGENDA ITEM:**

5.2 NMDOT Safety Targets Presentation

#### **ACTION REQUESTED:**

Recommendation of Safety Targets to the MPO Policy Committee.

#### **DISCUSSION:**

23 CFR 490, Final Rule on the Highway Safety Improvement Program, published March 15, 2016 and effective April 14, 2017 requires each state to set annual targets for five performance measures:

1. Number of Fatalities
2. Rate of Fatalities per 100 million vehicle miles travelled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-Motorized Fatalities and Serious Injuries

To comply with this rule, the New Mexico Department of Transportation (NMDOT) undertook a coordination process with stakeholders from around the state to develop the New Mexico safety targets.

MPO Staff recommends endorsing the NMDOT Safety Targets.



# Safety Targets Presentation



MESILLA VALLEY METROPOLITAN PLANNING  
ORGANIZATION

October 17,  
2017

# INTRODUCTION

23 CFR 490, Final Rule on the Highway Safety Improvement Program, effective April 14, 2017, requires each state to set annual performance targets for five performance measures:

1. Number of Fatalities
2. Rate of Fatalities per 100 million vehicle miles travelled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Serious Injuries

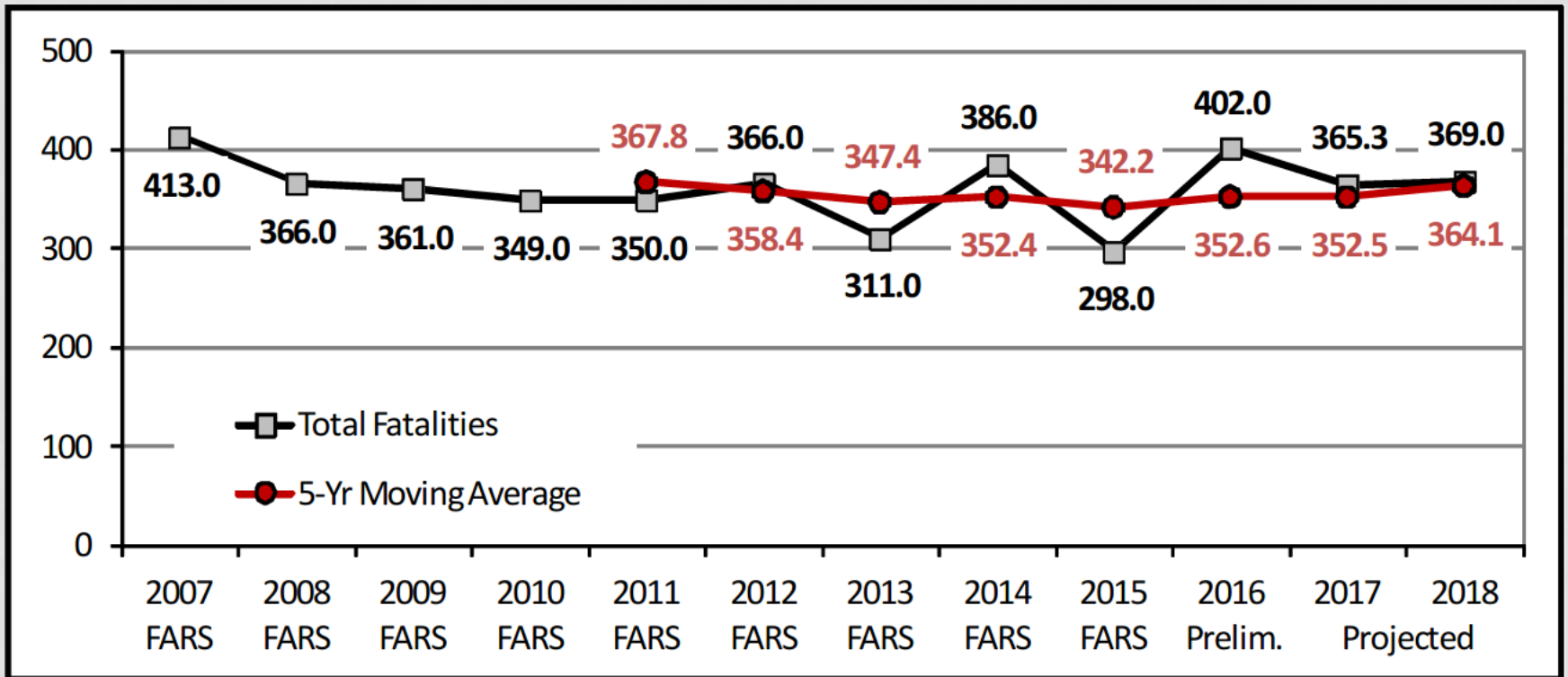
The first three are common measures and must be identical to the targets established for the State Highway Safety Program (HSP).



# DEVELOPMENT PROCESS

- NMDOT went through a comprehensive stakeholder process to develop the safety targets.
- This process included assistance from the Federal Highway Administration and coordination with the various MPOs in New Mexico.
- NMDOT utilized this coordination to assess the potential safety impacts of various strategies and projects.
- NMDOT worked with UNM to determine methodologies to create the targets.

# CRASH FATALITIES TARGET



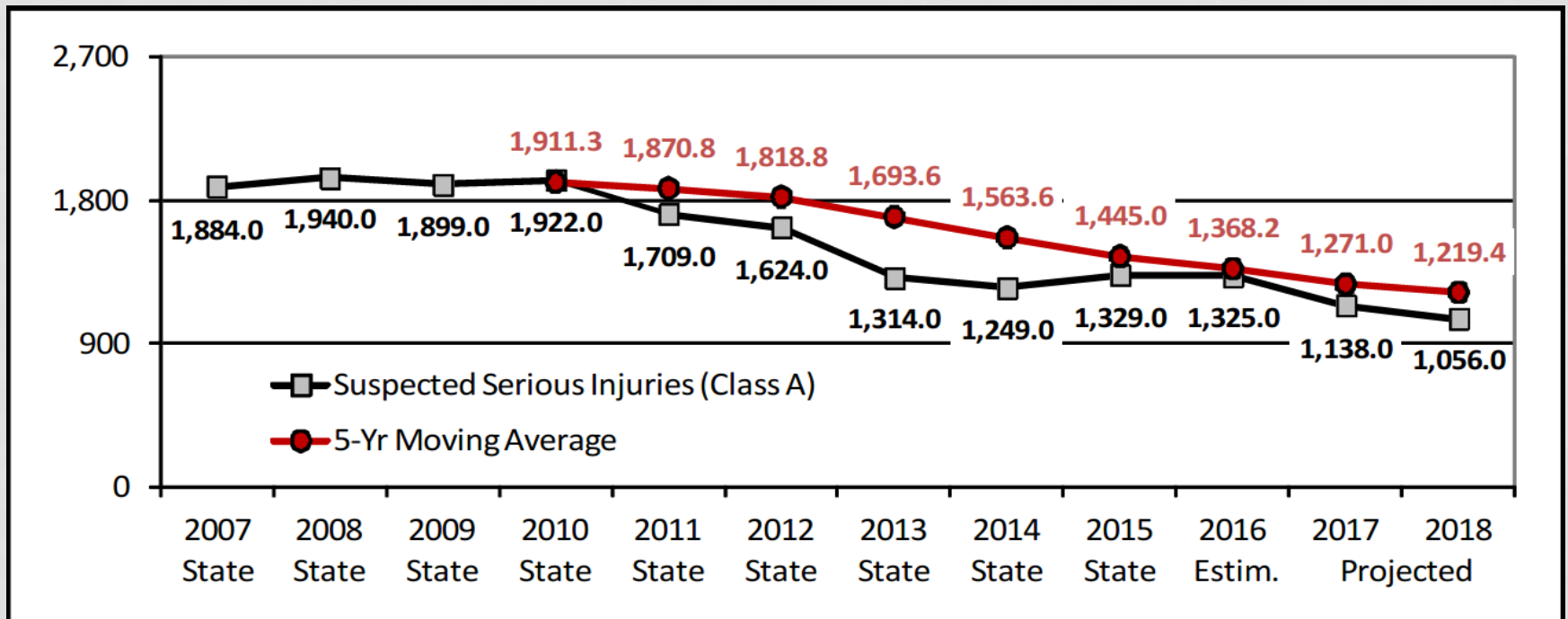
**NMDOT Safety Target Statement:** Limit the increase in total fatalities to 6.4% from 342.2 in 2015 to 364.1 by December 31, 2018.

**Doña Ana County Crash Fatalities:** 2013 – 14 Fatalities; 2014 – 18 Fatalities; 2015 – 18 Fatalities

# CRASH FATALITIES TARGET BACKGROUND AND JUSTIFICATION

- The five-year average fatalities fell by 7% between 2011 and 2015, but are expected to rise in 2016 based on preliminary data. The five-year trend line indicates an increase of 6.4% from 2015 to 2018. NMDOT determined this to be an achievable target for 2018.

# SERIOUS INJURIES TARGET



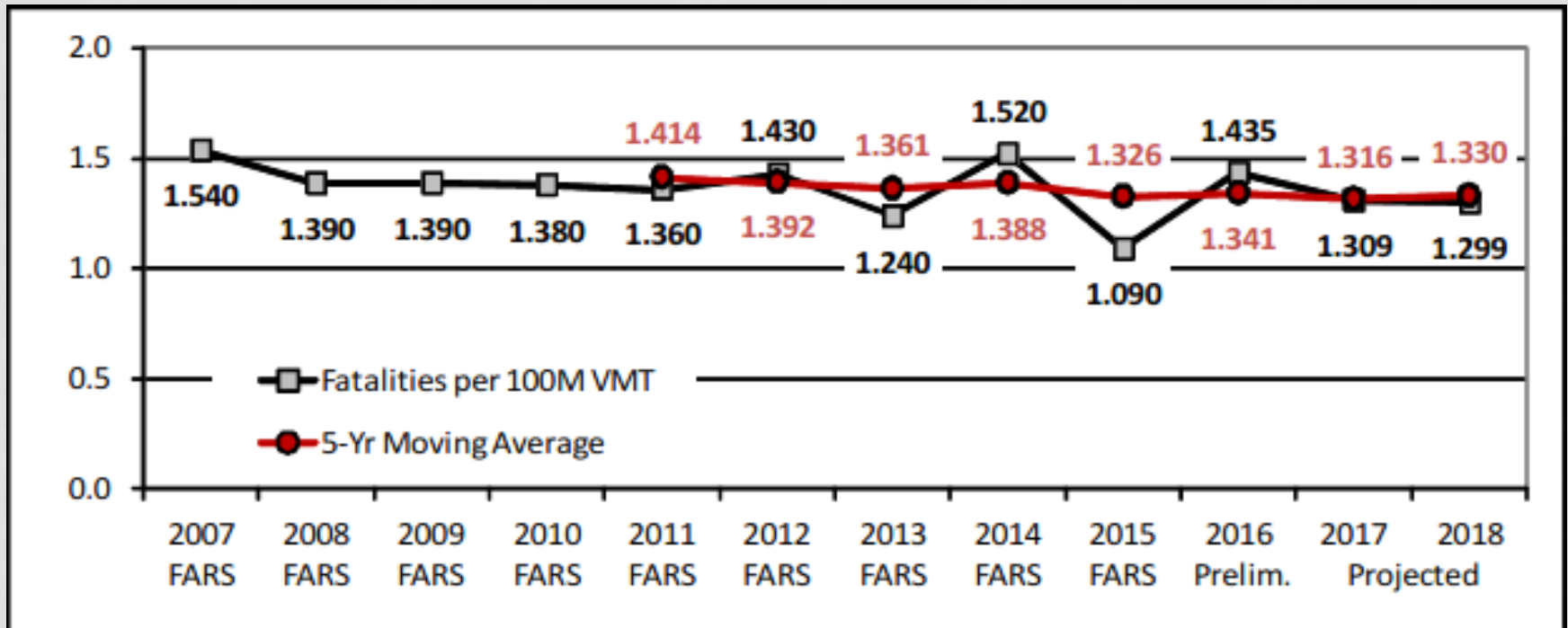
**NMDOT Safety Target Statement:** Decrease the number of serious injuries by 15.6% from 1,445.0 in 2015 to 1,219.4 by December 31, 2018.

**Doña Ana County Crash Serious Injuries:** 2013 – 144 ; 2014 – 169; 2015 – 137

# SERIOUS INJURIES TARGET BACKGROUND AND JUSTIFICATION

- The five-year average serious injuries fell by 22.8 % between 2011 and 2015. NMDOT anticipated continued reduction in serious injuries and considered the projected reduction to 1,219.4 an achievable target for 2018.

# FATALITIES PER 100 MILLION VMT



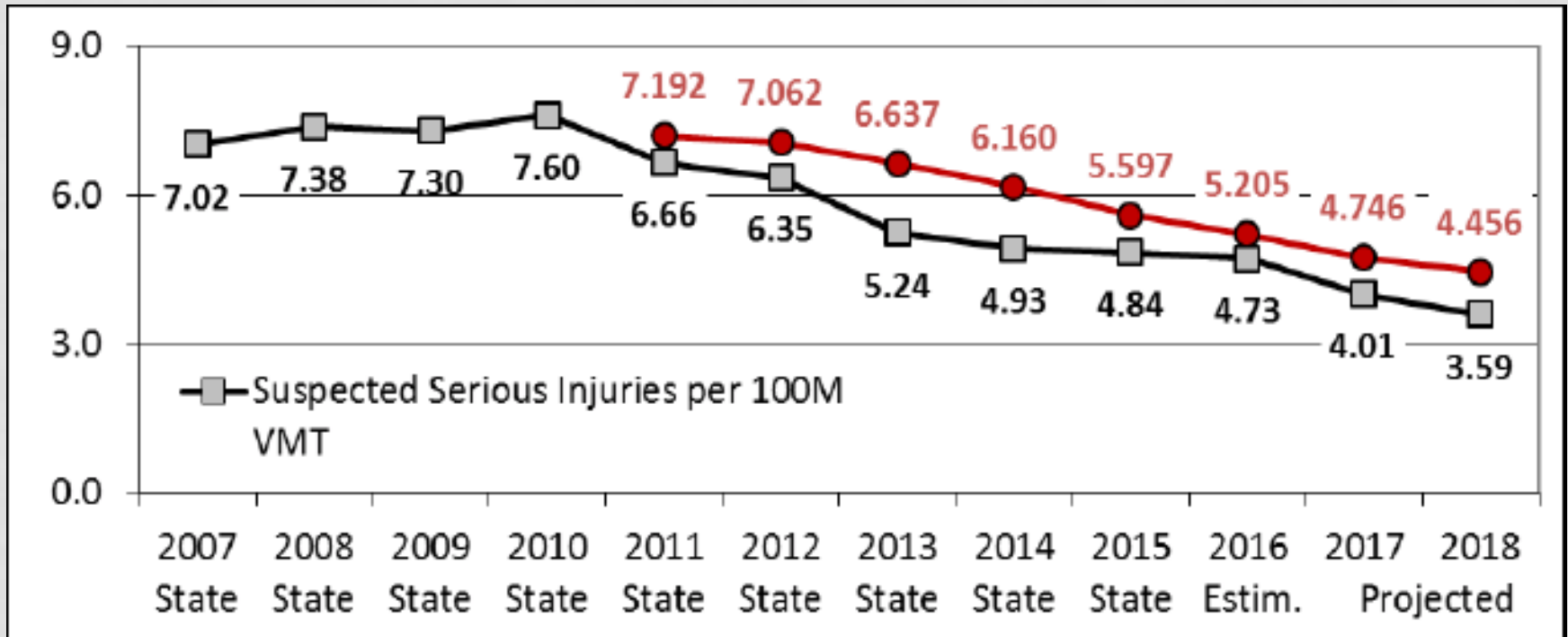
**NMDOT Target Statement:** Limit the increase in the fatality rate to .31% from 1.326 in 2015 to 1.330 by December 31, 2018.



# FATALITIES PER 100 MILLION VMT BACKGROUND AND JUSTIFICATION

- Although fatalities are expected to increase in 2018 from 2015, NMDOT determined that the projected five-year fatality rate is an achievable target. Five-year average 2018 projections for urban and rural fatality rates were determined to be achievable targets.

# RATE OF SERIOUS INJURY TARGET

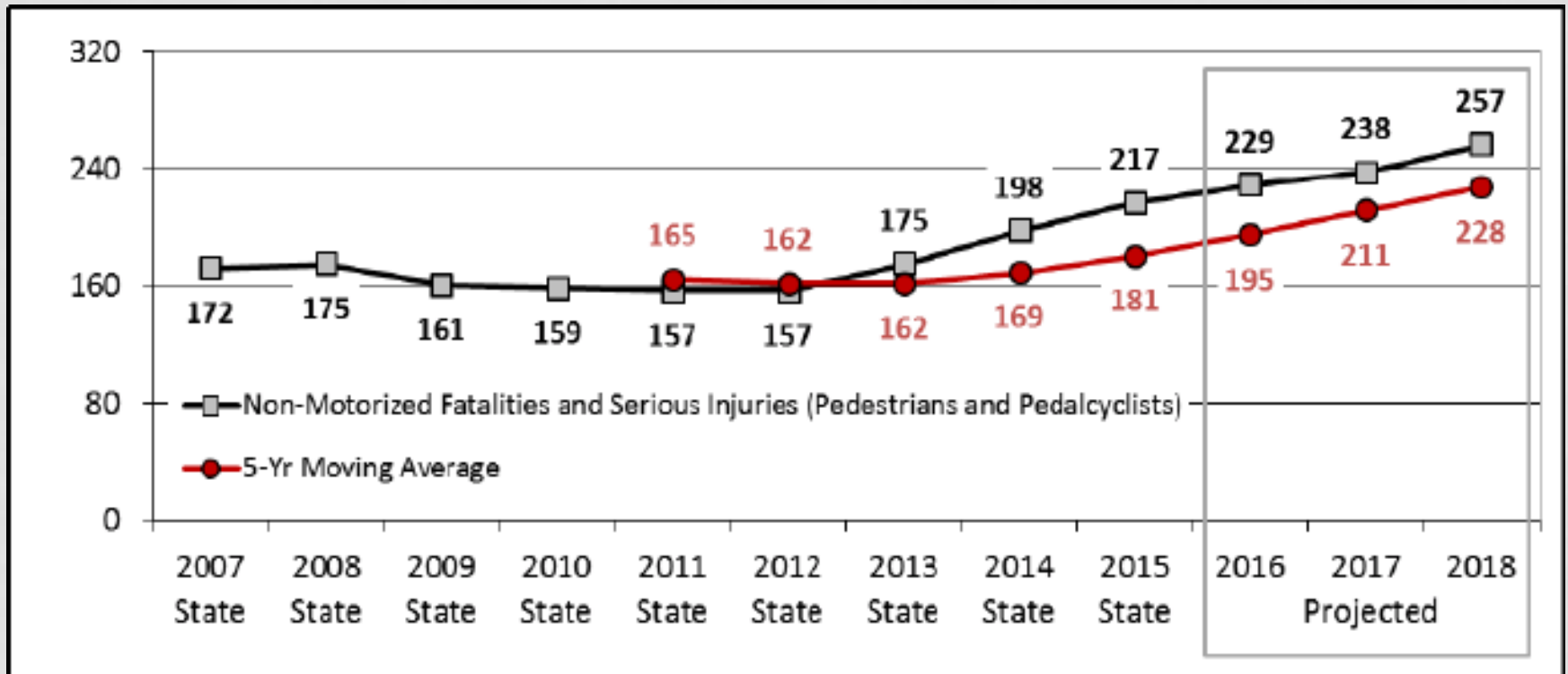


**NMDOT Target Statement:** Decrease the rate of serious injuries from 5.597 in 2015 to 4.456 by December 31, 2018.

# RATE OF SERIOUS INJURIES BACKGROUND AND JUSTIFICATION

- Five-year serious injuries fell by 27.3% between 2011 and 2015. NMDOT anticipated a continued reduction in serious injuries and considered the projected reduction to 3.59 an achievable target by 2018.

# NON-MOTORIZED FATALITIES AND SERIOUS INJURIES TARGET



**NMDOT Target Statement:** Limit the increase in non-motorized fatalities and non-motorized serious injuries to 228 by December 31, 2018.

**Bicycle Fatalities:** 2013 – 1; 2014 – 0; 2015 – 0 **Pedestrian Fatalities:** 2013 – 1; 2014 – 2; 2015 – 1

**Bicycle Injuries:** 2013 – 22; 2014 – 30; 2015 – 36 **Pedestrian Injuries:** 2013 – 35; 2014 – 38; 2015 – 25

## NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES BACKGROUND AND JUSTIFICATION

- NMDOT expects non-motorized fatalities to increase in 2018 from 2015. NMDOT determined that the projected number of 228 non-motorized fatalities and serious injuries in 2018 is an achievable target.

# CONCLUSION

- The resolution setting the targets for the Mesilla Valley MPO must be adopted no later than February 2018.
- The MPO Policy Committee may choose to endorse the NMDOT targets or set targets of its own.
- Questions



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### **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE DISCUSSION FORM FOR THE MEETING OF October 17, 2017**

#### **AGENDA ITEM:**

5.3 RoadRUNNER Transit Asset Management Goals

#### **ACTION REQUESTED:**

Recommendation of RoadRUNNER's Transit Asset Management Goals to the MPO Policy Committee.

#### **DISCUSSION:**

On July 16, 2016, the Federal Transit Administration (FTA) published a final rule to establish minimum Federal requirements for Transit Asset Management (TAM) that will apply to all recipients and subrecipients of Section 5311 funds who own, operate, or manage public transportation assets. NMDOT has been reviewing the rules and FTA guidance materials and will be sharing information with you over the coming months.

The NMDOT Rail and Transit Division has requested that all transit agencies receiving Section 5311 funds to develop TAM Goals and have them adopted by the Policy Committees of the MPOs.

The following are the TAM Goals for RoadRUNNER Transit:

Goal 1. Have 0% of the heavy duty bus fleet older than 14 years for heavy duty buses and 0% of the fleet older than 10 years for light duty buses and paratransit vehicles.

Goal 2: Have the average fleet age not exceed 7 years for heavy duty vehicles and 5 years for light duty buses and paratransit vehicles.

MPO Staff recommends endorsing the TAM Goals of RoadRUNNER Transit for adoption by the MPO Policy Committee.



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### **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE DISCUSSION FORM FOR THE MEETING OF October 17, 2017**

#### **AGENDA ITEM:**

6.1 Trail Plan Evaluation Matrix

#### **DISCUSSION:**

At the work session of the BPAC on September 19, 2017, the MPO presented a draft matrix for reviewing projects in the MTP Trails Plan for possible inclusion in the CIP of the implementing agencies of the MPO. The Committee directed the staff to revise the items for further discussion. In addition, the Committee requested that a map be developed to show areas of interest (i.e. existing bicycle facilities, EBID facilities, destinations and bus stop etc.) to supplement the evaluation matrix

Attached is an outline of the items suggested by the Committee to be included in the evaluation matrix and the requested map.\

The MPO staff is requesting that the Committee review the matrix and map and direct the staff how this could be finalized for an evaluation tool. In addition, the Staff will be requesting a list of projects from the MTP Trail Plan that would be considered for evaluation by the Matrix.



## Trail Plan Projects Evaluation Criteria Explanation

### 1. Connectivity

Weighting: 40 points

Explanation:

This criterion 's purpose is to analyze how the proposed trail links various land uses and the rest of the transportation system. The following measures concern the proximity of the proposed trail(s) to the different entities.

Measurements\*:

*Land use (10 points)*

- a. Schools  
adjacent; (2 pts); not adjacent- 1/4 mile (1); 1/4-1/2mile;(.5 pts) ,1/2- 1mile (.25 pts), 1 mile or more (0 points) to proposed project
- b. Grocery stores/shopping  
adjacent; (2 pts); not adjacent- 1/4 mile (1); 1/4-1/2mile;(.5 pts) ,1/2- 1mile (.25 pts), 1 mile or more (0 points) to proposed project
- c. Medical facilities  
adjacent; (2 pts); not adjacent- 1/4 mile (1); 1/4-1/2mile;(.5 pts) ,1/2- 1mile (.25 pts), 1 mile or more (0 points) to proposed project
- d. Employment areas (particularly for those who have access to zero vehicles or have other mobility restrictions  
adjacent; (2 pts); not adjacent- 1/4 mile (1); 1/4-1/2mile;(.5 pts) ,1/2- 1mile (.25 pts), 1 mile or more (0 pts) to proposed project
- e. Parks (city and regional parks)  
adjacent; (2 pts); not adjacent- 1/4 mile (1 pt); 1/4-1/2mile;(.5 pts) ,1/2- 1mile (.25 pts), 1 mile or more (0 pts) to proposed project

*Transportation (30 points)*

- f. Present and proposed trails  
connects to present trail (10 pts); connects to proposed trail (5 pts), does not connect (0 pts)
- g. Existing on street bicycle facilities  
connects; (10 pts); does not connect (0 pts)
- h. Transit stops  
connects (10 pts); does not connect (0 pts)

### 2. Safety

Weighting: 25 Points

Explanation:

This criterion's purpose is to evaluate the proposed trail's potential to reduce bicycle injuries and fatalities in their ability to meeting the State Safety Target for non-motorized transportation as specified in the MTP as approved by the MPO Policy Committee.

Measurements:

a. What level of impact does the facility have to redirect bicyclists away from an area that has high bicycle crash rates?

Level of impact: little or none (1 pt); moderate (5 pts); high (9 pts)

b. How does the proposed project assist in reducing the bicycle crash rate and fulfill the New Mexico DOT Safety Targets as detailed in the MTP adopted by the MPO Policy Committee?

Level of impact: little or none (0 pts); moderate (4 points); high (8) points)

c. Does the proposed project provide for a safe and secure route for bicyclists to various destinations?

Yes (8 points) or No (0 points)

**3. Public Health**

Weighting: 10 Points

Explanation: Public health is an important component of the benefits of trails. This criterion is based on the health benefits to the residents of the MPO Planning Area.

Measurements:

a. Does the trail encourage bicycling for recreation, work, shopping purposes?  
yes (5 pts), no (0 pts)

b. Does it provide connections to parks, sports complexes (Hadley Aquatic Center etc.)?  
yes (5 pts) , no (0 pts)

**4. Socio-economic/Equity**

Weighting: 20 Points

Explanation: This criterion examines if the proposed route provides opportunities for economically disadvantaged persons to safely bike in the MPO Area

Measurements:

a. Is the proposed facility located in a low moderate income designated U.S Census Tract(s) as indicated in the adopted MPO Public Participation Plan?  
yes (10 pts), no (0 pts)

b. Does the proposed trail assist low/income persons to access areas of employment, shopping, government offices etc.?  
yes (10 pts), no (0 pts)

**5. Readiness**

Weighting: 5 Points

Explanation:

An important element of the projects is the ease of their implementation.

Measurements:

a. Construction costs

Low (3 points), moderate (2 points), high (1 points)

b. Intergovernmental agreement steps

None (1 point), one (.75), two (.5 points), three or more (0 points)

c. Amount of right-of-way acquisition

None (1 point), moderate (.75 points), high (.5)

\*Adjacent land use means that it is less than ¼ mile or abutting land use to the proposed trail

Connects to transportation means directly connecting to: the present trails; existing on street bicycle facilities; or adjacent to transit stops.

## Mesilla Valley MPO: Existing Bicycle Facilities

