The following are minutes for the meeting of the Bicycle and Pedestrian Facilities Advisory Committee of the Mesilla Valley Metropolitan Planning Organization (MPO) which was held November 21, 2017 at 5:00 p.m. in Commission Chambers at Dona Ana County Government Building, 845 Motel Blvd., Las Cruces, New Mexico.

MEMBERS PRESENT: George Pearson, Chair (City of Las Cruces Citizen Rep)  
Andrew Bencomo (Pedestrian Community Rep)(arrive 5:07)  
Ashleigh Curry (Town of Mesilla Citizen Rep)  
Jolene Herrera (NMDOT)  
Jack Kirby (NMSU Staff Rep)  
James Nunez (City of Las Cruces Staff Rep)  
Albert Casillas proxy Samuel Paz (Dona Ana County Rep)  
Lance Shepan (Town of Mesilla Staff Rep)  
Jess Waller (Bicycle Com. Rep.)

MEMBERS ABSENT: Maggie Billings (Bicycle Community Citizen Rep)  
Mark Leisher (DAC Citizen Rep)

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

OTHERS PRESENT: Margaret Brown Vega  
Brian Byrd  
Becky Baum, Recording Secretary, RC Creations, LLC

1. CALL TO ORDER (5:00)

Pearson: It’s 5:00 and we have a quorum, so I’ll call the November meeting of the Mesilla Valley MPO Bicycle and Pedestrian Facilities Advisory Committee meeting to order. Let’s just go down and introduce everybody, if we can start at the far end over here.

Kirby: Jack Kirby, New Mexico State University.

Nunez: James Nunez, City of Las Cruces.

Casillas: Albert Casillas, Dona Ana County. Sitting in for Samuel Paz.

Curry: Ashleigh Curry, Town of Mesilla Citizen’s Rep.

Shepan: Lance Shepan, Mesilla Marshall’s Department.
Herrera: Jolene Herrera, New Mexico Department of Transportation.

Pearson: George Pearson, City of Las Cruces Citizen Representative. We have one more member approaching the dais.

2. APPROVAL OF AGENDA

Pearson: I'll go ahead and continue on, approval of the agenda. Do we have any comments or additions, changes for the agenda? Hearing none I'll hear a motion to approve the agenda as presented.

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

Casillas: Second.

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

MOTION PASSES UNANIMOUSLY.

Pearson: Any opposed? And can we have our last member just identify himself.

Waller: Jess Waller.

Pearson: Thank you.

3. APPROVAL OF MINUTES

3.1 October 17, 2017

Pearson: So approval of the minutes, October 17, 2017. Is there any discussion on the minutes? Hearing none. I'll hear a motion to approve the minutes as presented.

Nunez: I'll make the motion.

Herrera: I second.

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

MOTION PASSES UNANIMOUSLY.

Pearson: Any opposed? Hearing none. The minutes are approved.

4. PUBLIC COMMENT
Pearson: Next item is public comment. Do we have any members of the public that wish to make a comment at this point? Seeing none. We will continue.

5. ACTION ITEMS

5.1 Trail Plan Evaluation Matrix


MICHAEL MCADAMS GAVE HIS PRESENTATION.

Herrera: Mr. Chair.

Pearson: Go ahead.

Herrera: So it looks like some of the comments that were made at the last meeting when we discussed this were not addressed or maybe taken into consideration, and I'm just wondering if there's a reason for that. I'll just speak about the comment that I made as far as number five, the readiness and the construction costs. My comment last time was that I didn't think that that should be the highest level of points I guess within that category. That it really should be right-of-way and intergovernmental agreements because those are often complex and take time, and so that should be weighed I think more than the construction cost.

McAdams: Mr. Chair, Ms. Herrera. How do you suggest it be weighted?

Herrera: I don't remember what my comments were.

McAdams: Okay.

Herrera: I guess I'm just more curious overall. Did you take the comments that the committee made last time into consideration?

McAdams: Yes we did. We tried to do as much as we could with them without thinking too much. I would suggest maybe we could strike that perhaps, just say.

Herrera: Yes, and the other part of it is there's nothing in here and maybe I don't know how the rest of the Committee feels, maybe this isn't a good thing, but should we say something about, instead of construction cost, the ability to match because although some of these might be done with local funds, probably a lot of them will be submitted through Federal application calls and so I don't know if that's an important factor or not.
Curry: I'd like to second that thought. I think that a possibility for a match would weigh more heavily.

Pearson: Yes, it seems like if local maybe NGO comes up with even $10,000 for, it doesn't even matter how big the project is, if an NGO is willing to put up some money for it, that indicates a priority to the community.

Herrera: Right, and more of a willingness to pay for it. I don't know, I just have an issue with construction costs because it just feels like if it's a high dollar project but it's very valuable it's going to get low points in that aspect, but it could be valuable. Just because it's high dollar it shouldn't kick it out sort of.

Pearson: Yes. That was part of I think some comment I had is if we do a two-mile project is that more valuable than the half-mile project. The half-mile project might rate higher because of connectivity, but the two-mile project you're delaying a big huge piece and that's going to have a lot of connectivity too.

Herrera: Yes.

Curry: Mr. Chair. I'm along the lines of Ms. Herrera's saying, I kind of feel like at the last meeting we discussed a length, the cost per miles traveled. So if it's a quarter of a mile then it's cost per quarter of a mile or cost per whatever amount so that that ends up comparing apples to applies.

Herrera: Yes, that might be a good way to handle it I think. And I realize this is just a very small part of it. I just notice because I made the comment last time. So that's really why I brought it up.

Curry: Mr. Chair, Dr. McAdams. I'm just looking at 1g, existing on-street bicycle facilities and you have it connects to present trail, so are we looking at on-street or are we looking at trails?

McAdams: Mr. Chair, Ms. Curry. That would be connects directly, connects absolutely adjacent to it, which means connect. And the other is not adjacent but within a fourth of a mile.

Curry: So we're looking at connecting a trail to an on the street bicycle facility.

McAdams: Exactly.

Curry: Okay.

Pearson: So the categories connect.
McAdams: The categories connect.

Curry: Okay.

McAdams: Just like we did with the others. So it's like for example Hadley Bike Boulevard, it connects to Triviz or to, well Triviz that would be a direct connection right if it's like another like a quarter mile it misses short of the gap, that would be a lesser mark, so it directly connects.

Curry: Okay. Thank you.

Bencomo: Mr. Chair.

Pearson: Yes.

Bencomo: Sorry for running late. The question, it says employment areas. Have we decided what that means? What is an employment area and how are we going to define that so we know when it meets the point criteria? I guess that's a question not necessarily maybe for Mr. McAdams, but maybe for us, how we're going to define that.

Nunez: I don't know that we can, right because everybody works in different places. It's tough.

Bencomo: Well I get the concept behind it that there may be concentration of employment areas and I don't know that Las Cruces is built that way. I don't know that we have employment centers that way, the way other cities may have them concentrated. Maybe we do in some way, shape, or form, but I'm just curious how we ... I guess we need to decide if we're going to identify those and define that or we're going to maybe not use that because it's very vague I think.

Pearson: Identify it according to some of the economic development criteria. Different projects that the City and the State have funded like the food facility that hasn't even opened yet but by Amador and the railroad tracks for example. The call centers. Maybe identify places that have 25 or more employees might, buildings of that point.

Nunez: I know it'll be work, but a metrics, actually measurement. And I have a couple more thoughts of if we're done talking about this one issue. Can you tie that up? Right with some metrics right is where you'd actually define people that are biking to work or whatever, correct?

McAdams: Mr. Chair, Mr. Nunez. We would address it like commercial areas. I was thinking like particular like on portions of Solano we know that that's very much frequented by people with bicycles. University would also be an
area of concentration of commercial employment. Say Telshor, we know
that a lot of people work in the restaurants there, that bike sometimes. So
I would think we could identify clear area of employment areas. If it's
isolated, we probably don't have that much. So clear commercial strips or
commercial areas I think are fairly well identifiable in this area. And so
one thing we're looking like in transit we're looking at areas that are
predominantly commercial, so I'm not really sure, and we want to keep it
loose to (inaudible) too I think so we're not too constricted.

Curry: Mr. Chair, Dr. McAdams. A couple more quick points. I'm glad to see the
socioeconomic equity and the public health in there, although I feel like the
weighting is a little off balance. So my thoughts with public health, 10
points just basically to say "does the trail encourage bicycling for
recreation, work, and shopping persons," it almost seems like how could it
not be used for one of those things. So it's like a five give-me point. Like
it's going to be used for something, whether it's recreation, work, or
shopping. Then does it provide connections to parks or complexes, so 3b
is exactly the same as 1e, does it provide connections to parks in there.
So that one, I mean although I like the concept, I don't know that we need
to dedicate 10 points. Ten points on the public health is also the total
amount for connectivity, is that right or is it 40 points for connectivity? But
then I'm seeing within there land use so that doesn't add to 40 does it?
Because there's transit stops is 10, existing is 10, and land use is 10, and
it says 40 so that adds to 30, unless I'm missing something in there. But
I'm just thinking, okay so we have connectivity as 30 or 40 depending on
how your math works and then public health at 10 is almost a give-me
already because it duplicates what's already said or is already taken for
granted. And then I think number four, the socioeconomic weight, I think
again 20 points is a heavy amount there. Although I don't know, maybe
20 is enough if the other is 40. Then the other, just small little picky thing
is under 2b, the level of impact. You have it going from zero to eight and
everything else you have going from biggest to smallest, so that's just a
question of flipping that around for consistency sake. So I'd like to just
hear what people think on the thoughts of public health and then that
socioeconomic and equity being 20 points. And then also Dr. McAdams if
you could just tell us is it 30 or was it 40 on that first page under
connectivity?

McAdams: Number one should be 40 total. It should be 30, we divided into two
sections, one land use and connectivity. I believe the total for that number
one is 40.

Curry: Thank you,

Herrera: Mr. Chair. I guess on the public health, I agree. I think the first one is a
duplicate of what we're already sort of asking under connectivity, and short
of taking a survey I don't know how we're going to get any kind of real data to measure. And then B is the same. I know public health is important but it's just one of those things that's very hard to measure in the context of transportation a lot of times and so.

Pearson: Because the trail is a static thing. It's not like we're doing programming on there. If we put basketball courts in, we'll maybe is that going to attract more people to play basketball. Well if we put trails in that's going to attract more people to walk and ride.

Curry: Mr. Chair. My thought on the public health piece is if you're comparing the roadway used for cars, transit, bicycles and pedestrians, this weighs very heavy on the public health because it all is public health. But then to categorize public health under specific pieces of a trail, it already is. I think we're comparing the public health in too much of a micro setting. It all is public health and now if you're comparing this, should we spend the money for cars or should we spend the money for bicycle and pedestrian, that's where we're going to get those big points in public health.

Pearson: So do we just want to delete the public health section from them?

Herrera: Yes, I think so, or maybe going along the lines of what Ashleigh's saying is have a section that's about mode split, so again that's sort of hard to measure, but if you're taking cars off the road and putting people on foot or on a bike that's improving public health, but again how do you measure that, I'm not sure.

Curry: But then does that need to be under our trail plan or does that need to be looking at allocating money to a trail plan versus to a roadway repair for vehicles?

Herrera: Yes. So I guess that I suggest we get rid of public health or figure out how to rework that so that it's not so nailed down and then on the readiness I'd say that maybe we do kind of what Ashleigh said is do like a cost per quarter mile or mile or whatever length we want to use instead of just the construction cost.

Bencomo: Mr. Chair. So on the public health piece I don't disagree with Ms. Curry that it all meets that, it's all going to do that. If we get the trails out there, that will provide for access to using them which creates public health. She is correct, it's almost a give-me. One thing I'm looking at and maybe doing because it is an important piece to address and it may in some ways fit under number four, socioeconomic equity. Most of the parks that are accessible to people are not in the low income areas. I mean if you look at Las Cruces in general, most of the parks are on the east side of town, central to east, not on the west side and that is one of the more
disadvantaged areas. So these are going to be considered parks actually in the City limits. The Parks and Recreation, when they're designated and put in place they will be actual City parks. So are we adding parks even though they're not the traditional parks we think of into low-income areas and that would provide that public health. They do not have access to parks currently so adding this in would be a park even though it's not the kind of park that we typically think of. Does that make sense? Am I making sense on that? So maybe that is more folded into the socioeconomic equity/public health, I don't know if it would all be together because the public health is almost a give-me in a way.

So there's that piece and then the other comment I had was on the cost, when we're talking about like cost per mile, cost per quarter mile or whatever it is, to me that's going to be a little difficult too because what is the cost going to be? Are we talking a fully completed paved trail like Triviz and the Outflow Channel? Or are we talking just like a smoothed over road? Are we talking cruser fine? I mean depending on how these areas are created. If we use the ditches and we improve them, to what level do we do it, then the costs are going to be completely different depending on what surface is on there. So that's going to be a moving target I think if we try to do that. I'm not sure how that would work.

Wray: Mr. Chair. If I could also follow on Mr. Bencomo's point. All of this conversation's going to be taking place at the planning stage well before any PS&E is going to be done. So at the stage that the BPAC is going to be considering projects, we're not going to have accurate cost of figures available. I as a staff member would caution against too heavily relying on that particular metric and decision making process, trying to get down to too close to the nitty gritty is going to be impossible for us at this stage.

Herrera: Mr. Chair. Let's just take cost out.

Pearson: Yes.

Herrera: It really shouldn't be limiting. I know that we have to come back to reality, but it really shouldn't be limiting the projects that we're ranking I don't think. So let's just take it out.

Pearson: Should we replace it with something for outside agency funding or additional funding?

Herrera: Yes. I think that's important. So maybe just additional contributions or something like that, that could be important. More so important than what is the ultimate cost of your project.

Curry: Mr. Chair. May I also add I think one more thing that we haven't put on here that should be a consideration at some point is kind of the safety
element. Do we need to put lighting in the area for example? Or is it already kind of a well lit street and there's going to be street lighting already on there? You know some of those places, I'm thinking behind the Community of Hope if we're looking at some of those EBID ditches, it's really dark and we would probably need to put some lighting in. If we're going down Hadley and there's already street lighting, you know that's going to be a big impact on cost. I know we're sort of talking about not putting cost on there, but we really should probably be looking at that kind of thing as a safety. And again maybe it shouldn't impact it. Maybe we put it in where we put it in and we just take into consideration that we might need to put in safety elements like lighting.

Pearson: Well maybe part of that too might be anticipated times when the project is allowed to be open. The Triviz trail is open 24 hours. The Outfall Channel trail is open officially daylight hours only. So maybe under safety some discussion of lighting and open of hours and weight fining signage as part of the project or something.

Wray: Again Mr. Chair I do want to caution that this is going to just all be taking place at the planning level unless a project is coming in specifically to install lighting, we'll go with that, on a trail as it's specific intent. I guess my concern is that may only end up awarding points to one specific category of projects. Now that may very well be the intent of the BPAC, but I want to make sure that the Committee is aware of that potential ramification of building something. I want to encourage the BPAC to continue to think kind of at a higher level, not necessarily so much on the ground specific but we've got to kind of keep this at the 10,000-30,000 foot level because that is the level where the MPO operates, so we just need to be cautious about getting too specific in the requirements of maybe putting into this.

Herrera: Mr. Chair.

Pearson: Yes.

Herrera: Sorry. So along those lines just looking at the readiness piece, the amount of right-of-way acquisition, we're not going to know that at the planning stage either. We might have an idea of whether there's going to be right-of-way or not, but until survey is done on somethings, we're not going to know for sure. So that might be something to take out also. I still think intergovernmental agreements are important though for readiness because it could take a couple of years to get an agreement with EBID.

Pearson: So if we would like to approve this tonight we need to make specific changes to these recommendations.
Wray: Yes Mr. Chair, that's correct.

Herrera: Under readiness take out construction cost, replace it with something along the lines, we'll have to work on the wording, but along the lines of ...

Pearson: Outside agency fiscal financial contributions.

Herrera: Yes, that's good. That sounds good. And then take out right-of-way acquisition. I would say leave the points for intergovernmental agreements. Actually split the points between intergovernmental agreements and outside contributions.

Wray: Mr. Chair, Mr. Herrera. In my experience of working with this outside funding from outside the agency is really comparatively rare. I would on that basis urge that part of the points be reallocated more heavily towards intergovernmental agreement rather than outside funding, because I would not anticipate that that's going to be a very common occurrence.

Herrera: But I think that's kind of the point is if somebody is willing to put up more money, then they should get more points. I think it just shows more dedication to the project.

Pearson: So three points. Leave that at three and then the intergovernmental zero to two points?

Herrera: That would be my suggestion.

Curry: Mr. Chair, Ms. Herrera. I would love to sort of run a scenario. I mean for example if we're looking at the TAP funded project in Mesilla, how would that rank? I mean if that's something, it'd be kind of interesting to look at that project that we've already pushed for in our system here. Let's look at Hadley Boulevard, how does that come out. And if we could just run several scenarios. If we could look at the ditch, the EBID facility that's behind the Community of Hope, how does that come up? And just look at some of the projects that we've had pet projects. The one that connects behind Las Cruces High School from NMSU down to Main Street. I mean how do those various things shake out. Because I think if we run a few scenarios of things that we have talked about then we may find where we're having glitches and where we're like "Ooh," that would really cut that project out of the running. Or do they all end up looking like the exact same number of points because they all. I guess the one Calle del Norte doesn't connect to school, the one behind, I don't know, I'm just thinking it's be interesting to just take a couple of minutes and kind of run a couple of those scenarios, like how would those add up and then just see, we might run into some of our problems that we may foresee before we vote
on this and put it into. And then once it's voted in can we make changes
down the road or is this sort of cemented in?

Pearson: We can always make changes. But once the evaluation period starts,
whatever we have at that point, that's what we would use. As far as
existing projects or things that have happened, Andrew's point is well
made that I think there haven't been any projects done with outside
agency funding, but then maybe people for bikes or some, if we found
$10,000 grant to do some trail project but we needed another $20,000
from someplace else and we got a governmental agency to sponsor it, it
sounds like that kind of a project probably would have a higher priority
than one that just a governmental agency suggest by itself.

Herrera: Well and maybe we don't say outside agency, maybe we just say,
because for instance what if the City or the County or the Town of Mesilla
wants to as a scenario apply for TAP funds but they want to match at
greater than the 14.56%. That should get I think ranked higher if they're
willing to put up more of their funding even. So maybe something about
... I don't know how to word it.

Curry: How about just keeping a general and saying matching funds and don't
specify who the match comes from?

Herrera: Yes. Additional match.

Pearson: Just additional contribution.

Herrera: Yes or additional financial contribution. If we want to be specific we can
say above match requirements or something like that. Because I mean at
minimum you have to pay the match, right, if you're going to get federal
funds.

Nunez: Mr. Chair. I'm trying to wrap my head around all of this. A couple of
comments that I did write down and I'll get to those in a minute on the
page on your list here. But one of the things that you just mentioned Ms.
Curry was hoping, for it's example that any and all of the suggestions we
made in some of those working sessions, it wasn't that many things that
we considered, say it was a list of 20, 30. I'd hope that all of them would
go through this weighting, right. Certain projects would bubble to the top.
But like Andrew Wray was saying there is trying to look at it and the high
level, I'm trying to see what's actually going to be, how are we going to
use this. I mean we can use this to get a Council member or state rep or
whatever behind and then there are the benefits that we get whenever
they help us on these projects. I mean we're getting deep into this which
is fine, it's good we're hashing it out and I'm not even sure you have to
take any words out, it's just like certainly things you put here like, I put in
parenthesis and not put points to them, but the things you'd consider for
right-of-way acquisition. That would be part of the evaluation of what ever
you select. And I do, I want all of them. Everything we listed in those
work sessions I don't want to see them go away. I think that we had one
work session and only four things were presented, and I was like where
was the rest of the stuff. So my hope is, is that all 20, 30 of them,
whatever they were, are all somewhere still listed in a Word document and
each of them go through the list and whatever gets a 99 and some of them
get 10s or whatever and then hopefully we can build the ones and get
supported funding on the ones that rank 99 and the next one that ranks 84
or whatever and just go on down the list in the next 20 years or whatever.
So I'm jumping ahead I know, in my mind anyway, of how we're going to
use all this, but I think we're real close here. I mean whatever we try to
do, planning group, support to, I'm not sure how you work, what you do,
but anyway these are all things that would help a person in office say
these are all the benefits to the community. So I don't know. Again I've
jumped all the way ahead here, but I think we're close on getting this list
done. I don't know if anyone else agrees or disagrees with that.

Pearson: Anyone else have comments?

Curry: Yes, I have another one. So under the measurement of number 2a I think
it is, I'm just doing the Mesilla one as I'm going through it. It says level of
impact, little or none gets one point, but everything else gets zero points
for little or none. Is there a reason you give a point for little or none for
level of impact? Yours says none. So 1a level of impact little or none,
one point, moderate five points, high nine points.

Bencomo: What do you mean? I'm sorry what was your question? I'm not
understanding where you're going with that.

Curry: Okay. I'm sorry. So my question is it's not consistent. So you're looking
at A, B, And C, you have, if it's a no, it's zero, like 2b level of impact, little
or none is zero points; 2a level of impact, little or none gets one point. So
why are you assigning one point to little or none instead of a zero point.
It's just not consistent. Everything else get's zero points if it has little or no
impact.

McAdams: No problem for me.

Curry: Does anybody else have that, like I have a different copy than everybody
else? Okay.

Casillas: I think there was a comment on right-of-way acquisition and I do agree
that maybe we are looking too much into this. Of course whenever there
is right-of-way acquisition there are costs regarding the title company that
you've got to hire, there are surveying costs, but I think the idea was just
to mark yes or no on whether or not right-of-way was going to be needed
for the project. I'll be fine if you just take out the word "amount" and then
just leave right-of-way acquisition there and have the applicant mark yes
or no whether or not it is going to be required or not.

Wray: Mr. Chair, Mr. Casillas. Again I have to go back to at the stage of this
application there's just no way that we could know for certain in all cases if
that's going to be possible because the surveying would have to assume
in a new project, the surveying would not have been done. They're not
going to necessarily have access to any survey, any recent survey and
while eyeballing it with your thumb out on the road may look like you may
not need any right-of-way but then after the fact you find out that you're
five feet off and you're going to have to acquire substantial portion of five-
feet of right-of-way for a mile or more. Staff cautions against utilizing that
as a metric.

Pearson: So construction cost and right-of-way acquisition are kind of married
together, right?

Wray: They very much are, yes.

Pearson: We've wanted to discount construction costs so that also means
discounting right-of-way acquisition. So I guess I'd like to figure out, finish
the readiness portion of this since we already had some discussion and
decide if we want to continue with what we had talked about where
additional financial contribution gets three points and intergovernmental
agency steps gets two points as a maximum. Is there anybody that
disagrees with that? So why don't we go with that and continue the
discussion with the other four points. Because we're doing some talking
about public health and it seems like some of those points need to go in
other categories.

Curry: Mr. Chair. Sorry to have so many comments but I'm wondering if we can
do these things instead of yes and no, eight points yes, zero points no, is it
something that we can do on a sliding scale? How much of an impact
does it have on public health or does the project I'm looking at 2c, does
the proposed project provide a safe and secure route for bicyclists to
various destinations. I mean instead of yes eight points, that's an
enormous amount of points when you're only giving two or three to project
cost readiness kind of thing. So should that be on a sliding scale of zero
to eight?

Pearson: I was noticing that also and thinking the same kind of scale should
probably be added to the other two in there is where we have little or no is
zero and then have a moderate and high with different levels of points.
Nunez: Mr. Chair. And that was one of my other comments that I had written down under measurement, where is it you talk about directing away from crash zones, you could also, and I wrote down, make the crash area more safe. In other words when I read that I was thinking well these are the paths that people are taking, so if you make it a safer path then you would reduce the crashes. So if you try to direct them around, well I know it's probably implied that you're saying they would go around because it'd be a safer route and it's just as direct, I know that's implied. But I'm trying to get to the end of this, not trying to go backwards here, but I am a little bit in my statement right. So you make a good point is yes or no, I guess you could probably expand on that somehow or move those points somewhere else, I don't know.

Herrera: Mr. Chair. On that same, under the safety C, does the proposed project provide for a safe and secure route for bicyclists to various destinations? If the answer is no, why are we doing the project?

Pearson: Right.

Herrera: The answer should not be no. Right so that doesn't seem like it should be something that we're giving points for. It should just be yes.

Pearson: Because you're managing the level of risk if you're at an intersection of some sort there's going to be some level of risk there, but any kind of these long distance projects are going to have intersections.

Herrera: So maybe we need to make it ...

Pearson: Somehow evaluate number of intersection crossings might be a better evaluation than is it safe or not.

Herrera: Right.

Curry: Yes. There seems to be a lot left to opinion and I think if we're trying to get it to be a data based project, then I think there are a lot of things where it's just, yes, this is really eight points worth. Let's give it eight points. You know, based on what? So I really do think we need to have maybe a little bit more of a basis, especially under those things like measurements because a matter of opinion can really sway this a lot.

Pearson: So in the public health we talked some about that whether it's really appropriate that it doesn't automatically go in, do we want to take that category out and put those points in other parts of this? An obvious place would be safety. Connectivity gets 40 points, safety gets 25, upping safety to 35 seems appropriate to me.
Herrera: I agree. I can tell you safety is the DOT's number one goal. So I always want the safety points to be more.

Pearson: Is there any disagreement with that suggestion? Okay so we'll take out public health, we'll change the safety category to be 35 points. Now let's talk about how to spread of those 35 points around.

Waller: Before we go to that can I ask a question to the Chair and Dr. McAdams?

Pearson: Sure.

Waller: It has to do with safety, we're on the subject of safety and health. I'm sorry I missed the October meeting, there was a presentation given that gave ratings criteria, specifically the safety targets. I'm sorry I missed that meeting, but it said that we wanted to limit the non-motorized fatalities and energies to 228. What are the units? 228 what?

McAdams: Those are totals. I believe that's correct, 228 total fatalities.

Wray: Mr. Chair. Fatalities and injuries.

Waller: Was that information maintained by the New Mexico Department of Transportation?

McAdams: Yes.

Waller: The second question, thank you for that answer. The second question had to do with the areas, the high-risk areas. Are those areas in the City presumably or also the County?

McAdams: We have, two things, we're working on the Active Transportation Plan. We have a consultant looking at high-risk areas for bicycles and pedestrians. In addition we're collecting high risk areas too for collisions are well. So we have to refine so we have a good idea of where those high risk areas for pedestrians and bicycles. And we're going to try to refine them further but I think we can probably, we have enough statistics right now, I can probably tell you where there are high risk areas.

Waller: Okay so we have good data, we have good (inaudible).

McAdams: We have good data. It's limited to, we have a year lag. So we have up to 2015. We're still waiting 2016 data and 2017, well 2017 not over yet. So we have a good idea and can refine even further I think at a later point to look at really high-risk areas. It's a combination when we look at pedestrians and bicycle collisions. There are two things, on a corridor
level and on an intersection level, and corridor means in between
intersections or signal lights intersections, and intersections themselves,
you have to combine them both. And they have different types of
collisions as well.

Waller: Okay. Thank you for those clarifications.

Herrera: Mr. Chair. I guess going back to spreading out the additional 10 points
that we added to safety, I still feel like we need to take out C, or replace it
with something. I just don't ever want to see no as an answer for that one.

Pearson: At the very lease it should be improve rather than provide.

Herrera: Yes, at the least.

Wray: Mr. Chair, Ms. Herrera. If I may though, this is not going to be an
application per se, well it's not going to be an application that jurisdictions
are going to be coming with their project proposals and have to fill this out
and provide an answer for everything and satisfy us all as to the merits of
their project. This is a tool for the BPAC to evaluate project proposals. I
understand Ms. Herrera's point but I do want to offer a counter point of if
we do not have the ability within this toolbox to not reward projects the
BPAC deems to not improve the situation, the BPAC would thereby be
taking away a tool that they would have at their disposal otherwise to filter
out projects and let the good projects rise to the top and let the non-worthy
projects kind of sink to the bottom. I just want to offer that up. I
understand Ms. Herrera's point but I do want to offer that up as a counter
point. This is not an application, this is a toolbox that the BPAC will be
using.

Herrera: Good point. With that being said I say that we change provide to improve
and then I'm happy. Then Mr. Chair to your point about intersections,
because we know that those are dangerous for cyclists, I think we should
have, I don't know if there's a way to put that in here, but I think it's
important.

Bencomo: Mr. Chair. I agree with that comment for in-road facilities. I think
intersections need to be a component of that. For the trials, I think
roadway crossings need to be a component of that and type of road.
There may be, and I mentioned this the last time we met, a point criteria,
for example if I'm going to cross Amador, that's going to be less points
than if I'm crossing McClure which is a slower speed, less heavily traveled
roadway compared to Amador where I have to cross multiple lanes to get
across. So I think there needs to be some criteria for the in-road and then
some criteria for the trails also where they do roadway crossings.
Pearson: Well this is the trail criteria we're looking at.

Bencino: Okay because we keep, people keep mentioning like Hadley and other roadways and things like that, so I'm just following along with what's going on here. So if we're just talking about trails then it only needs to be roadway crossings in, type of roadway crossing, heavily traveled or not, things like that.

Herrera: Mr. Chair. I don't know if I completely agree with the comment that it should only be roadway crossings, just because we have trails that are adjacent to roadways like the Triviz Trail, and you still have to use the intersection to cross. I mean I guess that could still be just considered a roadway crossing more than an intersection. Maybe just semantics there I'm not really sure.

Pearson: Because in my mind crashes happen at intersections. Any roadway crossing of a trail is an intersection in my mind.

Herrera: Right.

Pearson: Well just to through something out there I guess I suggest A, B, and C, change those to 10 point levels, and then add a five point level for D for consideration of trails and intersections, I don't know about the wording. I need some help with the wording.

Curry: Well I would actually propose to slightly change that. I would say 10 points to A, B, and then the C would be the intersections and then the D, for the five points, would be along the line of does the proposed project improve the safety and security of the route for various destinations, and give that the five points since that's one where we'd like it to be obviously there. And then the 10 points goes to the intersections. So slightly along the lines of what you're saying but just gives the 10 points to intersections and make the five point one the improvement of the safety and security. Because I think that that safety and security ...

Pearson: That makes sense.

Curry: Will be rolled into.

Pearson: It'll be reflected.

Curry: It'll be rolled into all the other questions that are already.

Herrera: I would agree with that. I like that suggestion. So I guess we just need to work out the wording for the intersection or road crossing or what we're going to call that.
Curry: And then I don't know if there's some way that you can put in the actual measurement tool used because I think it's still as it's stated right now is a little bit up to discrepancy of the rater.

Wray: Mr. Chair, Ms. Curry. To some extent there is always going to be some ambiguity and we don't want to eliminate that completely. We do wish for the BPAC Members when they're utilizing this to have some ability to exercise their own good judgement. So just want to offer that up as well. We don't want to completely eliminate the ability of BPAC Members to exercise their judgement when they're utilizing this. Also kind of move along the conversation as far as the point allocation. Am I to understand correctly that the desired spread of points for A is going to be 10 points for high impact, five points for moderate, and what was the consensus as far as little or none; do we want to go with zero or one on that?

Curry: My thought was just to do it as a sliding scale, again leaving it up to the person who's evaluating. Say on a scale of zero to 10.

Wray: Okay.

Curry: Where would you want it? Instead of saying it has to be a zero or a five or a five or a 10.

Wray: And then the same thing for B.

Curry: I think for all of that whole section.

Wray: Okay.

Pearson: So I guess I would ask some professional planning wordsmithing for how to rate the intersection roadway crossing, how to word that. Does the project improve, provide improvements to existing roadway crossings at the trail locations, I don't know.

Herrera: Well and maybe we just take it more basic and just say since we're going to do a sliding scale are there a high number of roadway crossings or something along those lines. So not so I guess focused more about are there going to be a lot, are there going to be none, and then I don't know how to work in the type of roadway crossings though. I guess that's another component maybe.

Curry: Then this will also come back to are you looking at quarter mile route or are you looking at two-mile route.

Herrera: This is complicated.
Pearson: Because if you have a two mile that crosses two major roadways that might actually be a better route in the long run providing access away from the roadway itself. So long as the roadway crossings are improved enough to make it as safe as you can make it, then in my mind that would be a higher rating than uncontrolled crossing some place else.

Herrera: I agree. Maybe does MPO staff have any suggestions for us?

Wray: I apologize, we're having a little sidebar conversation. What's the question?

Pearson: We're trying to work out the wording for the points for roadway crossings or intersections.

McAdams: I can comment on this. I think that, we don't like, Andrew says and I agree with him completely it shouldn't be too specific. We some kind of ambiguity without being too vague. There'll be judgement I think. We'll have some judgement, everybody has judgement, but I think we can probably come up with a consensus of where there's a large intersection, we can do some documentation but I think we don't want to make it too specific, but make it specific enough. That's (inaudible) enough. But I think judgement does play into it but too much is too much later is also dangerous and not enough is also dangerous as well. So I guess a compromise, staff can look at first say what we think about it and then it'll come to the BPAC of course and look at what they think is a dangerous intersection etc. So I think some of it's perception because it is very complex and we can look at, you know our brains are very powerful, we can look at multidimensional and really judge, make a good judgement call which is also very valid too.

Pearson: But for tonight I think we just need some statement to stick in there that says how to evaluate roadway intersections from zero to 10. Are roadway/intersections handled, are the ... I'm at a loss for words, that's the problem.

Herrera: I think it's, we don't have anywhere on here that I'm seeing unless I missed it and someone can point it out, anything about the length, the proposed length of the trail and so I'm just trying to get to the point that was made about if you have a two-mile trail it's probably possibly going to cross more roads than maybe a half-mile trail, so I don't know if that's getting too complicated, but we don't have anywhere on here that I see that says anything about length which is okay, but again I don't know how to address the roadway crossings without that sort of.
Nunez: Mr. Chair. I guess a couple of times we've talked about going back up to how we're going to use this or I have anyway, and I kind of eluded to it also earlier, is whenever you had the right-of-way acquisition comments and I would put this comment in that category also, it's like other items of consideration. I realize you guys are doing a really good job as far as weighting a lot of this and if we can get there, great. If you guys want to keep carving at this. But I just think that whatever we've got, and I'm going to repeat myself, is all of the suggestions we've had, if we apply even what we have here to those trails, that I would think that you'd have five of them that would come to the top and things we'd want to pursue first and then other items and trails that we've identified and pass and whatever else in the City. So I don't know, is anybody seeing the end of this? Are you getting what you need? Are we getting what we need?

McAdams: I think it's more important that you get, BPAC's getting what they need and accomplished, not whether staff feels, to a certain degree it is, but I will be glad to interpret it. It's really our role to coordinate and facilitate and so you're comfortable, because you vote on it.

Nunez: Right. Well I guess to that end is like, and I'll say it again, is I hope to see all of the items we've listed, evaluated using this or something very close to what we've generated.

Herrera: Mr. Chair. I think that's the next step once we figure out the weights then we're going to run all of the projects. Isn't that literally the next item on the agenda?

McAdams: Mr. Chair, Ms. Herrera. I think we're going, in the next, I don't want to jump ahead. We're talking about selection which we can, all the committee members can (inaudible) the project and I can tell more about that. But in regular relations which is about length of projects, the length of project will determine I think how digestible it is with any governmental entity. Like for example all (inaudible) on the multiuse path were done in stages. So obviously if you look at some ideal project, what would be considered a considerable project could probably look smaller sections instead of big, because that would automatically, politically and financially for governments that will limit it already, so I think that, and sort of jumping ahead, a small chunks, you know a mile or two will probably be a good way to go instead of big long stretches like the entire Mesilla/Las Cruces Lateral. So I think it's sort of inherent in the, what we judge as what is a (inaudible) and potential project.

Wray: Mr. Chair. As a suggestion for language for letter C under safety, perhaps just a simple question of does the proposed project improve road-crossing safety?
Pearson: Yes, I was thinking, because in my mind if we have a project that is completely with no intersections and a project that crosses an intersection but we're putting Hawk signal or crossing roadway and there's a Hawk signal in, they should be rated the same because the Hawk signal would give you as much safety as possible. So maybe my thought is does the project provide acceptable roadway intersection crossing safety? And then we rate it from zero to 10.

Herrera: Yes, let's do that.

Pearson: Any further refinement on that statement? Okay. Are we happy with that section then? Does staff have what we're talking about?

Wray: I believe so. My intention is once there's consensus that I'll read through the entire matrix from top to bottom to ensure that everything is the way that the Committee wants. So we'll have a summation at the end of this conversation.

Pearson: So I think that covers the safety. Are there any other comments on connectivity, any changes that need to be made there?

Wray: Mr. Chair. I think that I have kind of figured out where the confusion was as far as the point spread within connectivity. The 10 points is split up entirely among all of the different land use items; schools, grocery stores, etc and then each one, it was a little bit unfortunately laid out because it does lend itself to confusion, but then F, G, and H, each one of them are worth 10 points, leading up to the total of 30 under the transportation section at the bottom, 10 at the land use section at the top for a total of 40. Just wanted to make sure that everyone clearly understood that because I had to read it a couple of times before I finally was able to tally the numbers myself.

Curry: Thank you. We saw that too. Mr. Chair I do have one little point that I'd like to bring up just because I'll be sorry if I don't at least say it now. I do feel that land use should get more points than transit stops. Because land use entirely gets the same amount as transit stops and the transit stops are dotted all around, so I think that they will tie in anyway. But I'd like to see 15 points going to land use, so three to each of those five categories, and then transit stops going to five, just a little shuffle of that. Because I do think that it's really important that we're connecting to schools and grocery stores and parks and places that people are going. Transit is important but I don't think that the majority of the people that are riding their bicycle for transportation need to be connecting to a transit stop. And I think because we have a good number of transit stops around and they are typically at the grocery stores and at the parks and things like that with the schools, I think that'll tie in automatically.
Bencomo: Mr. Chair. I agree with that. Just a little sidebar discussion with Ms. Curry, in looking at that I hadn't noticed that because that was confusing to me also when I saw the land use 10 points and then A, B, C, D, E, to F, but then G and H were there also, so maybe, as land use is A through H, correct. It's not just the first A through F. So the schools I think to me are very important. I mean we're trying to create safety, we're trying to create mobility, we're trying to create things that get people from place to place, to important places and a lot of our youth is hopefully what we're going to focus on because those are our future rides and when they become riders and grow up and have families, then hopefully their kids will be riders and that's how we grow future riders and walkers. I keep focusing on bicycling because we say bicycling here, but it's walking, biking, running, everything. It's active transportation. It's what this is about. So I think schools need to have a little higher point potential than even B through F. I agree with G, the 10 points there because the connectivity is a huge piece, making sure we connect because pieces of trail that don't connect to anything are useless. So G I think those 10 points are good. Yes, F and G both. They're both connectivity. But the transit stops, they're important because we're trying to create that active transportation and mass transit is part of active transportation, but schools at only two points I think are a little low in my estimation and maybe even parks because that's another big piece of connectivity to get people out and active and using these trails, it's connectivity to those things. Thank you.

Herrera: Mr. Chair. I have more comments. So on F and G I'm just going to throw this out and you guys can tell me if it's crazy. Instead of having it worded that way, maybe we just combine those two and say something like, does this fill a gap in the trial network? And then give it 10 points and then we can spread that other 10 points between schools and parks and the land use however we see fit. Because I really think it's more about filling gaps than does it connect to a present trail. Well it might but if it's not filling a gap then does that really matter?

Pearson: Right, yes, I think, I appreciate that comment because nationally even, and in Las Cruces it's happened, almost every place, you have a nice trail on this side of town, you've got another nice trail on the other side of town, but ne're the two do meet. So a category that awards extra points for that is important.

Bencomo: Mr. Chair. I agree with that, but first I want to start with saying I think Jolene's crazy. I'm just kidding. Call me crazy. But I agree with that too. I was looking at that same thing and combining those two together, just connectivity would be perfect.
Waller: Mr. Chair. I have a comment about connectivity and again A through E and I think we have to ask a question, why are people walking or using their bicycle to go to work or to ride to school? I think Ashleigh had said that connectivity with school is very important and maybe should get a higher rating. I think if you look at major metropolitan areas, the reason people ride bicycles is to go to work and we have NMSU and we have downtown Las Cruces, so that should get a high rating hypothetically. Parks is maybe a convening area where people take their bicycles and take their bicycles off their car and hop on the bikes and go use a trail, so maybe that's up there as well. I'm not getting medical facilities unless someone has an accident. True, I commend people who ride their bicycles to go to the grocery store, that's really awesome, but maybe not as much as high of a rating as actually using your bicycle to go to work.

Pearson: If you're using a bicycle to go to work you stop by the grocery store on the way home.

Waller: There you go. Point well taken. I just want to make that comment. Thank you.

Pearson: Okay, well something I just noticed, if we have F and G combined as 10, that leaves six categories, each of those could be awarded five, that adds up to 40. So we could give each of the categories five points on a sliding scale, zero to five for each of those others and I say that because it adds up nicely and it makes it done.

Curry: Yes.

Herrera: Well and it still leaves enough wiggle room for people to have judgement in there, so if you feel like schools are really important then you can put that at five, if other people feel like employment centers, it leaves that subjectiveness in there which is good for planning somewhat. So yes, let's do that.

Pearson: Okay, so I think I know what we have in front of us. Does staff know what we have in front of us?

Wray: Was there any further conversation to be had about number four?

Pearson: I think we should just make it a sliding scale to match the others instead of a yes or no, because instead of saying yes or no, well it might be half a mile away from one of the census tracked areas and another project might be a quarter mile and that might reflect on how you make individual evaluation.
Wray: All right Mr. Chair, then with that being said I’ll begin the rundown of the matrix as I have it written down in my notes, so if I have anything written down incorrectly please correct me. But under connectivity we have the land use, each one of the items from A down to E; schools, grocery stores, medical facilities, employment areas, and parks, City, and regional parks all will be awarded a maximum of five points on a sliding scale. We now have a new subheading F, does the proposed project integrate with the trail network for a total of 10 points on a sliding scale. Then lastly a new letter G, transit stops for a total of five points on the basis of, I guess this one would remain a yes/no on the basis of the quarter mile from a transit stop. Pause here. Is that the consensus of the Committee on number one?

Pearson: I think the transit stop just becomes part of the land use list.

Wray: Okay. Well either way, five points. That’s okay. Fine.

Curry: Mr. Wray. Just because there’re three choices in there I think you need to have a five-three-zero, five-two-zero.

Pearson: Sliding scale.

Curry: Because it either connects or it’s a quarter of a mile or it’s not a quarter of a mile.

Wray: Yes, that’s correct. I misread my thing here. So five-three-zero. Yes thumbs up would be good. So then moving on to safety, there is a total of 35 points available to be awarded for the safety category. Letter A has maximum of 10 points on a sliding scale; what level of impact does the facility have to redirect bicyclists away from an area that has high bicycle crash rates, maximum points would be awarded towards the area that does the most to improve. Letter B; how does the proposed project assist in reducing the bicycle crash rate, fulfill the NMDOT safety targets as detailed in the MTP adopted by the MPO Policy Committee, again maximum points awarded towards projects that would have the most impact in meeting the safety targets. Then the new letter C, does the proposed project provide acceptable road crossing safety for a maximum of 10 points on a sliding scale. Then lastly, new letter D, does the proposed project improve the safe and secure route for bicyclists to various destinations, maximum of five points on a sliding scale. Is that the consensus of the Committee?

Pearson: Yes.

Wray: Okay. Public health has been stricken. Next, socioeconomic equity, maximum possible in this category is 20 points. Letter A, a maximum of
10 points on a sliding scale; is the proposed facility located in a low/moderate income designated U.S. Census tract as indicated in the adopted MPO public participation plan. Letter B, a maximum of 10 points on a sliding scale; does the proposed trail assist low income persons to access areas of employment, shopping government, offices, etc. Is that the consensus of the Committee?

Pearson: Yes.

Wray: Next we have the new number four which is readiness and I believe if my notes are correct we have a maximum of five points here. The first one is, we did not actually develop a statement for this so I'll just sort of improvise, but does the proposed project have additional financial match contribution, actually probably not the word match, additional financial contribution for a maximum. This one would effectively be a yes/no question for a maximum of 3 points. Is that the consensus of the Committee on that statement?

Pearson: Yes.

Wray: Okay, then letter B under that one; how many steps are there remaining on execution of necessary intergovernmental agreements. No steps remaining is worth two points, one step remaining is worth one point. Wait a minute. Then I guess, I just realized that my math does not add up because I have an extra 0.5 of a point hanging out here in space.

Herrera: Mr. Chair. Sorry, can I just make a suggestion.

Wray: Yes, please.

Herrera: Maybe we just say something like; are the intergovernmental agreements complete, yes/no.

Wray: I would agree that that would be the better way to do that.

Herrera: For a maximum of two points for a yes.

Pearson: Okay. So staff has presented us with our changes, so I'll hear a motion to adopt this Trail Plan Matrix as just read out.

Curry: Mr. Chair. Can I just say, and we're striking 5c?

Pearson: Yes.

Curry: You struck that one.
Wray: Yes that was my understanding of the consensus.

Curry: Okay.

Herrera: Mr. Chair I will make a motion to accept with changes made just now and read by the MPO staff the Trail Plan Projects Evaluation Criteria.

Curry: I second that.

Pearson: So we have a motion and a second to accept the trail plan criteria. All in favor "aye."

MOTION PASSES UNANIMOUSLY.

Pearson: Any opposed? So that passes. We did good work today.

Wray: Mr. Chair. Staff will work on getting a fresh approved document distributed to the Committee. I don't know that I want to promise tomorrow, but sometime in the very near future we'll distribute a cleaned up copy of this for everyone's review.

Pearson: Okay.

6. DISCUSSION ITEMS

6.1 Recommended Trails for Evaluation Matrix

Pearson: So we're onto discussion items, recommended trails for evaluation.

McAdams: As we alluded before, we've all discussed on several occasions potential trails and we've had meetings etc. We would like to know if you could all give us a list of what you think should be evaluated. So staff again as I say, revised the matrix and clean up, and then use those to do our preliminary evaluations and come back next time with our points and then of course you can take those points and revise them too. So we'd like to get a potential list of projects from each of the members or how many would like to respond, and we'll put them through the matrix and next time I hope we can deliver something, we will deliver something.

Pearson: Okay. Well I have three things in mind so I'll just go ahead and list those and then we continue other discussion. My favorite project is connecting from the end of Motel Boulevard to the Outfall Channel Trail. That's a piece that's used routinely. The other project would be connecting from the Outfall Channel Trail at the beginning point and the midpoint where the Armijo Lateral is, follow the Armijo Lateral through where it'd go past where the Amador Proximo part of the project is designed by the train
station and continue on there past Community of Hope area and then it kind of goes around along Barker Road at some point and kind of terminates near the vicinity of Barker Road and Valley. That facility actually makes a left turn and then heads across towards the railroad tracks and everything. I would stop it at that point for this initial project for my project that's on the list. And the other one would be starting at the same starting point from the Outfall Channel and the Armijo Lateral and then come down where you end up near Madrid and close to Main Street and then it crosses Main Street and it will joint up with that, right the rest of it's connected through but up to Madrid, to connect with the part. I'll add one more then, the final connection is the very end, connect out of the end of that paved trail by the police station into the intersection area, somehow out of there into the downtown area, maybe through the fire station parking lot, maybe through the CDS parking lot, some place in there, but that final connectivity piece. Who wants to go next?

Nunez: Mr. Chair, Dr. McAdams. I remember from our workshops we had three groups that presented five projects each and some of those even overlap, so whatever those 13 were.

Herrera: I agree with that. Since we did have the work sessions and those were open to the public somewhat to give input, I feel like we should include all of the projects that came out of that.

Pearson: I think that actually covers the ones that I just mentioned.

Herrera: Right, so I guess to take this a step back I would suggest that we use those projects and any trail projects in the MTP as our project list and not just throw projects out that are our pet projects, because those have been vetted publically through a process. I know this is a public meeting but they haven't been vetted. Also any project that is going to apply for federal funding must be in the MTP or consistent with the MTP and so I know that we're just doing this as sort of an exercise right now but I worry about that in the future.

McAdams: Can I comment on this? We're looking at only first tier trails and if we want to move stuff from second to first we should, that would sort of an amendment, and anything that's not in the MTP shouldn't be considered. So the 13, if they're not in the first tier trail, we have to have an amendment to move them up, and if anything is not on the MTP I think the staff would throw them out. We would tell you when we throw them out, but those 13 may or may not be on the MTP or on the first tier, so I think ...

Pearson: I'd like to have you bring that to us and tell us which ones don't.
McAdams: Well yes, of course, I mean that's what I mean. If we look at 13 and say well that's a second tier and you want to make it a first tier or it's not in the MTP I think that would be sort of out, that would be thrown out, but of course we would tell you why it's been thrown out. So most of them, most of them were kind of in, as far as I recall, were in the MTP but of course I'm not sure. So I think that's our criteria. Anything not on the MTP could be considered as later perhaps, because doing the MTP in one year. But if the, so the criteria are already say not an MTP, we push it aside for further consideration or maybe no consideration. The next set would be are this first tier, all right. The other tier, the second tier we're going to convert it to first tier.

Herrera: Right. So I guess that's my comment is just that instead of just throwing out a bunch of projects right now we need to have that list of projects that came out of the work session in front of us.

McAdams: Okay.

Herrera: So we can look at and then if we need to add anything else in order to get those amended into the MTP if we need to at a future date, that's I think the information that we need before we can do this in my opinion.

McAdams: Can I comment a little bit? I think that since we're going to do an update of the MTP in one year and really what we're talking about is bringing those projects up the CIP. I just recommend as staff we won't even look at those, they're not on the MTP period. They could be evaluated a different time. If they're not first tier they should go ahead of the rank, and second tier we have to move them, so it's really ...

Pearson: If you're saying don't look it isn't.

McAdams: Well not, no, no. I think ...

Pearson: I want to see the list. I want to know which ones are not ...

McAdams: No, no, no I'm not saying that.

Pearson: Can't be considered as part of the project, but I want to see the list.

McAdams: I'm saying (inaudible) too but I think in the means of efficiency and effectively, we can divide them into a sieve. You know we'll want to do is an end product will be, here is the project, we will want to push toward any jurisdiction, City, County or perhaps Town of Mesilla. But (inaudible) and the others we can leave for either update of the plan coming up soon or if it's like in the plans still whether check into first and I think, I guess that's

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what I'm saying. Once you move first and so get through projects, and then these other are more long-term.

Herrera: Mr. Chair.

Bencomo: Mr. Chair.

Pearson: Jolene.

Herrera: So before I have any discussion on this I want to see the list that came out of the work session. I want to see the list of trails that are in the MTP currently. I want to see those two lists. I want us as a committee to use this matrix to rank those because MPO staff ranking them, I mean that's okay, it's a sliding scale and since we came up with this evaluation matrix I feel like we need to rank them. It's going to be a long meeting, maybe a work session instead, but I think that is what we need to look at before we just start throwing projects out there because the three that George just said, I mean maybe those are already on that list of 13 projects. I just feel like there was a time and a place for public input, it was at the work session, so why are we adding projects now for evaluation?

Bencomo: Mr. Chair. So maybe I'm misunderstanding all this. Maybe I'm lost here, but I agree with Ms. Herrera and I disagree. I agree because we had a work session and the public was invited, they gave their input. That needs to be part of this, whatever those projects are need to be part of this. As far as these being our pet projects, I don't think that term is accurate because the vast majority of these projects, the ones that George named, are the same ones I have on my list including some others and our projects that I have heard from members of the public over and over again that they want those things to happen. So it's not just coming from this group, it's coming from input that we have had not only through BPAC work sessions but in our dealings with the public, that's why I am a citizen representative because I'm out there dealing with the public through the trail alliance and walking and running and biking groups, those type of things, so that's the input where it's coming from.

Also, again maybe I'm not understanding correctly but this is a new matrix that we just came up with to evaluate criteria for trails that we're going to put out there, so any existing trails I think need to be vetted through this same process. They need to be brought back through this process. Now whether that takes a formal meeting where they can be rediscussed or it can't happen till a certain time frame, whenever it can happen, it needs to happen because those other projects, where they came from, how they decided that they got put on the list or not, I have no clue how that happened. Was there a matrix similar to what we use or were they just the pet projects that people threw out there and now they're on a list because they thought that was best. Now that we have
something that's more objective they all need to be run through that
process again, even if it's just informally for now and then formally later.
Even the current ones need to go through that.

Wray: Mr. Chair, Mr. Bencomo. Things that have been decided by the MPO
Policy Committee, those decisions are not really up for review by the
advisory committee once those are made. So something that you're
suggesting of going back and redoing or re-reviewing the approved MPO
documents wouldn't be possible because that would be trying to override
the decisions of the Policy Committee. So now while I want to bring up
that point of caution, we are going to be starting the public involvement
period for the MTP next year so that would very much be the time to bring
that into the MTP process. But as far as retroactive process, once
something's been decided by the Policy Committee the ability of the
advisory committee's to kind of go back and revisit those decisions, unless
the Policy Committee directs them to do so, I wouldn't urge anyone to go
down that road.

Bencomo: So I'm not saying a formal process, I'm saying vetting those through the
same process to see where they would end up. Now as an advisory
committee maybe I need to learn more about the process and how these
committees work one with the other and as we advise them I don't think
it's impossible, I think we have the ability to suggest to them, give them
advise, we're advising them that there's a new matrix and it needs to be
considered and they may look at it and say, well we're consider it in a year
when we do this. But I don't know that there's anything that's impossible
for us to give them what we think should occur and then they will decide
whether they're going to follow through on that or not.

McAdams: I think that, can I interject. I think these are more what you're talking
about, more of long-range plan and evaluation of the next MTP. And also
staff's time is very limited. We would have to evaluate every thing, but I
agree with what Andrew says, we have to make a decision edited all the
way for the BPAC all way the Policy and through the pubic. And to do that
would turn back, we're questioning what was the (inaudible) and it can't be
done because it's a legal document per se. So unless you have real good
claim, and you may to challenge some of the plan, I'm not sure if that's
really what we want. What we want is really a list of projects we can firmly
say to the City, the County or the Town, this is what we choose. We're
firmly behind it, we have vetted it, we have looked at criteria and this is
what we want. The other question we talked is more of a long-term more
contemplative things where we can get it. Remember this is not scientific,
it's a way of judging thing through objective ways but what is meant
because we had so much trouble in the beginning decide what we should
prioritize. This is a tool to decide and it's definitely not scientific, it's based
on judgement, it's from criteria, but they're weighted criteria and they're
(inaudible). So I'm saying, you want to say it's these issues we start to challenge these things, it's equivocal to saying the plan is not worthy.

Bencomo: Mr. Chair. I'm sorry I'm going to cut you off.

McAdams: No, I'm finished.

Bencomo: I'm not challenging them. You're using the word, you guys are using the word challenge and I'm not challenging them, I'm saying we came up with a matrix that never existed before, so we need to take a new look at this, they need to know this. They're going to go up to them and they're going to see ...

Pearson: The tool that we're defining is for evaluating this next set of projects that's coming up.

McAdams: Right.

Pearson: To use this tool to go back and look at other things, well the tool's not designed for that. If you identify where there are gaps in the current system that's where you could apply the tool that says, okay we need to fill that gap. I think I want to move us forward to make sure that we understand what's going to happen at our next meeting. We're going to have a discussion item I presume, you're going to bring us the 13 projects.

McAdams: Of course.

Pearson: You're going to bring us projects from the MTP. Staff may or may not categorize some of those projects as to whether, I mean that's part of the discussion that I don't understands, that I'm not clear on.

McAdams: Well what we're going to do is classify those we can quantify I think. We can say a quarter mile from transit stops and give a guesstimate or what we think. And for those where it's more we're relying on your judgement, those have flexibility, but what we'd like to do is facilitate the process as much as possible so we can calculate. How much ...

Pearson: In what I'm interested in seeing.

McAdams: Of course.

Pearson: I've mentioned some of the projects might not fit in the category that would fit on the MTP. If there was a project that was put off on the side that isn't on the MTP anyplace, then it becomes a project that we want to consider to move onto the MTP but it's not one that we're going to recommend the CIP process.
McAdams: No, and I think ...

Pearson: And so that's a discussion we want to have at our next meeting.

McAdams: Well it's true. I think we want to push those ... well I think that what we would do is, our primary goal is to push projects toward the CIPs, the short-term. The other, probably what should be included in the MTP is really should be considered next year when we go. So I think it's a categorizer. These are the ones we want to push forward and then the other ones, these ones we want to put in our MTP. So I think there's a big distinction. So the reason why we started I guess as a BPAC is really to say we want to push for a project and (inaudible).

Pearson: It's clear to me what I want. Is it clear to staff what you're going to bring us?

McAdams: I think it's clear. I think it's clear.

Pearson: Okay.

McAdams: Recap (inaudible).

Pearson: So then we should just move on then.

McAdams: One goes to the top and one we filter down one, two, and three. Exactly.

Herrera: Mr. Chair. I'm sorry to keep this conversation going, but I still feel like this committee should do the scoring and not the MPO staff. I mean ...

Pearson: As far as the scoring I kind of agree. I think the staff can categorize whether it meets the criteria to be on the MTP or not, but if these projects fit in the MTP or the part of the MTP then these are projects we should evaluate to move forward. If they're not on the MTP then we should evaluate whether they should be added to the MTP.

Herrera: Yes.

Pearson: And that's what our discussion should be for the next time.

Herrera: Yes, I agree. So can we get this in like an Excel format?

McAdams: What in an Excel format?

Herrera: The criteria that we just ...
McAdams: Yes, we can.

Herrera: So that we can have the score sheets in front of us, do the scoring, after we look at the list, MPO staff has already decided which ones are in the MTP and can move forward, which ones are not. We score those ones at the committee meeting and then hand them to you guys.

Pearson: Because our schedule is going to be, our next regular meeting is January. So we want to do a preliminary scoring as a discussion item so that at our February meeting we actually are recommending projects that will go to the CIP.

Curry: Mr. Chair. May I suggest that we do it as kind of homework? That if it gets sent ahead since we have two months to the next meeting and is it possible to get it sent to use early January, give us two or three weeks and then we can bring to the meeting what we have so we can discuss in January already and then fine tune for February.

Pearson: This is an Open Meetings question.

Wray: Mr. Chair. I was just about to say, I don't believe that would be in compliance with the Open Meetings Act for us to do that, or at least I'm not for sure that I would be and I would not want to go down that road of possibly not being in compliance. So I don't believe staff would do that.

Curry: We would then be doing the rankings not as individuals and then comparing, but we would be doing it as a group.

Herrera: No, I still think that we come to the meeting and maybe we need to build a work session into the meeting, but I still feel that like we can go through each project, so let's say we have a list of 10 projects. MPO staff can introduce it if they need to. We score, we hand all of our scores sheets to one of the MPO staff and then they can tally those up for us and let us know how the scores are.

Curry: So what's the difference between doing that scoring sitting here in front of people and doing that scoring at our own computers?

Pearson: Open Meetings Act.

McAdams: It's an Open Meetings Act.

Bencomo: It needs to be done in the public.

McAdams: We want to make sure that the public is aware of the matrix. *(inaudible).*
Pearson: The project list is going to be a problem.

McAdams: And the projects are also discussed in public as well. So when you look, and I think, and Andrew said we have to be very cautious, we do not want to violate the Open Meetings Act, so I recommend more what we're, introduce, I think we can bring the matrix for the packet but the actual decision has to be open meetings, I mean in an open meeting.

Bencomo: Mr. Chair. I agree with Ms. Herrera in sitting here and doing that. I think it needs to be a work session and not this meeting. This is more of a business meeting where we finalize, this even was a lot of work doing this. So I think maybe a work session to get that done and I think the process, my personal opinion is more of a consensus process where, yes we're going to fill out our own score sheets but we can discuss it amongst us because we may be looking at it in terms of saying, "Okay, this is very important to Safe Routes to School," and I don't understand that myself. So once that's explained to me I go, "Okay, okay, I get that and now I think my point of criteria's probably going to be different now that I've had that discussion. So I think we need to have a little discussion while we're scoring also.

Wray: Mr. Chair, Ms. Herrera, Mr. Bencomo. Speaking for staff, I don't see the need for a work session per se. I don't see that there has been a problem really particularly with how we have worked to hash out these issues tonight. I think it actually would be more valuable for the public also if the decision making conversation takes place on the record which a work session would not necessarily be so. Speaking for staff, I don't see why this conversation couldn't take place in the context of a regular meeting. I don't see the added value for a work session.

Pearson: So what kind of business do we have in the January meeting? We've got election of officers. Would there be TIP amendments?

Wray: There would not. Yes, actually potentially there could be. I don't know right now whether that would be necessarily the case but those never ...

Pearson: Is there anything else ...

Wray: TIP amendments typically do not take a great amount of time and then we could just move, other than the potential for TIP amendments and the election of officers which we do need to do in January, those are the only two items that we would have for a meeting right now.

Pearson: We would have plenty of time so I think we can move forward with what we've decided.
7. COMMITTEE AND STAFF COMMENTS

7.1 MPO Staff Update

Pearson: So I'm going to move us to our committee and staff comments section. MPO, does the MPO have any updates for us?

McAdams: We do. As you know that the MPO is part of the Active Transportation Plan and many of the consultants came recently to a design group and many of you are aware of that too. There were a series of maps presented, talk about many things we're doing right now. So I think we're double-teaming, maybe triple teaming some of the things you're doing now. We can provide you, many of those that were not at the meeting, because many of you were, we can provide with all the PDFs for that, I can transmit that through an e-mail. So I think this is a very positive thing. I think a lot of things we're discussing there are being discussed in both places. Somewhat different because we're taking an urbanized MPO process where they're taking a sitting process. But again we're part of the process. Well we will have a meeting tentatively in January which will be external and internal groups. If you're not in any of those groups we are a representative for the County and the university and there will be a public meeting too as well planned in January. The date will be established by the team, of course the MPO staff is on there too with the City staff and Community Development and we will inform you of that date, if you don't get through other notice. But I think it's a very positive project and one of the things we're concentrating and double teaming maybe a little bit is how transit connects with walking and bicycle. Andrew was saying the same thing, so I think please continue support both efforts and knowing that we're trying to double or triple our efforts in looking at trying to promote bicycles and pedestrians, and transit connections to bicycles and pedestrians as well.

Pearson: Okay. So that's all MPO has.

7.2 Local Projects update

Pearson: So local projects updates. The City have anything to tell us?

Nunez: Yes we have a number of projects here. We have current construction, we have Solano ADA from Mulberry to Three Crosses. We have Roadrunner Parkway out to bid, that extends to the north on Highway 70 about to Settlers Pass, we're going to cross that Sandhill Arroyo. It's going to be nice I think. It's going to have four-foot shoulders, but I know a lot of people who go along Bataan, they could shoot to the north there and probably even hook up with Engler or whatever. But that's coming out to bid here shortly.
We have the Dona Ana Road sewer line construction north of Alameda there, but that's just the sewer line and we're not changing the road, it's pretty narrow any way. We are going to be also finishing up a design on that small subdivision that's call Alameda Estates; Karen, Jody, Richard, Terry curb and gutter.

As far as let's see Telshor ADA is in design from Terrace to Huntington and then we have on the microsurfacing projects, they did College and Cortez, McClure, this curvy one over toward Valley, going to restripe that. That's one I need to investigate a little bit and I was going to talk to Ms. Curry and you George, I was going over the list that I'd given you guys quite a while back on these resurfacing tc see if indeed they can change some of the striping on some of these roads. A lot of them already have bike lanes and they're going back with those, but there may be a couple I'm going to look a little closer at and McClure may be one of them. Let me continue on here.

We have the El Paseo Road had and will again have shared lanes. North Roadrunner Parkway from El Camino Middle School had bike lanes and they'll restripe those back. Triviz, Griggs to Nevada had bike lane and they're putting those back. Hadley, Walnut to Solano right, this one may be the one. I know that right now that they do have some of the bike lane has, closer to Meerscheidt they have the actual, drawn the bicycle figure in the bike lane, but they don't in front of the natatorium there so I'm not sure, maybe we can get them to put that figure back. Or make new ones there, they don't currently have and maybe because of the transition into the intersection at Solano for that, maybe he didn't have it for that reason. I'm not sure.

Missouri, Telshor to east going up the hill, they have on street parking as you know up to the east, it's really a wide road there on Missouri. And they have on street parking and put the bike lane back. University, shoulders, putting back right there by where Telshor hits University. Don Roser to Telshor, but it's not signed. I'll dig a little bit more on that list to see if there's any that we can ...

Pearson: So the resurfacing on University from I guess Telshor to Don Roser.

Nunez: Right.

Pearson: I was in a meeting with Soo, the traffic engineer and he said they're going to put bicycle lanes on that and try to design it to match up with, he's talking to the NMDOT consultant maybe or the engineers to try to match up with that University/Triviz/I-25 project.

Waller: Mr. Chairman that will have the diagonals as the buffer?

Pearson: I can't answer that.
Waller: If you go further down University there’s diagonals between the bike lane and the traffic lane for automobiles. So is it going to match up that? With the diagonal buffer?

Pearson: I don’t know if they have room for a buffered bike lane in that area but I think, from my recollection of what’s available there they should be able to put a dedicated straight through bicycle lane.

Waller: There’s plenty of room for a bike lane.

Pearson: West bound. Just curious about it. It would be an added bonus.

Curry: I do remember, I believe I remember that Soo said that he was going to make it a buffered bike lane.

Pearson: That could be for part of it. I just know that it’s going to be better than it is, than it was.

Waller: Yes, the surface is definitely better. There’s not the potholes that can take out someone and send them to the hospital.

Pearson: It’s being done with the thought of connecting with whatever NMDOT ends up doing.

Waller: Okay.

Pearson: So there should be a smooth transition between the City project and the new NMDOT project that happens in two year, three years, later this year. Okay.

Nunez: Mr. Chair and all of you. Your feedback just now has brought a smile to my face and that you are talking to him and we’re working through things, so that’s good.

Pearson: Okay, County have updates for us?

Casillas: Yes Chair, just a quick announcement. There is going to be a meeting on November 28th at the Farm and Ranch Museum and this is regarding the Soledad Canyon Road project. I talked with Dan Sambrano from Engineering and he stated that the design of that project was about 70% complete. So I guess we’re just going to be seeking public input for that project.

Curry: Could you please say the time and the location again for that?
Casillas: Time's going to be November 28, I believe that's next Tuesday from 5:30 p.m. to 7:30 p.m. at the Farm and Ranch Museum.

Pearson: Okay, does NMSU have any updates for us?

Kirby: No updates.

Pearson: Mesilla had to leave.

7.3 NMDOT Projects update

Pearson: That brings us to NMDOT.

Herrera: Thank you Mr. Chair. A few projects ongoing. The shoulder widening over the pass, they're just doing minor things now, installing some of the signs and cleaning out some of the wires and stuff, installing the flashers warning people about wildlife crossing in the area, so that's being done in the next couple of weeks. I know I said the end of October, but some of the parts took a little bit longer to come in, of course, than they were supposed to. So we hope to be done by the end of next week and have traffic control out of there. So hopefully we're on track for another week or so on that project.

The project on Thorpe Road is substantially complete, so they're going to do a final inspection here next week and as long as there are no issues there we'll be completely done with the improvements on Thorpe Road.

The Tortugas Drive project is just a little tiny bit behind schedule. They're about 80% done. Because we have had the cold lately, they've had some issues with doing some of the concrete work, so now that it's starting to warm up again we should get back on track and have that done here in the next couple of weeks, by Christmas for sure.

The big project on Spitz/Solano/Three Crosses is on schedule. We're about 40% done with the project. Good news is we got most of the utilities in working with the City and so now if you've driven through there there's been quite a few substantial changes in the past couple of weeks. There's a lot of concrete work that's been done and they're getting ready to start laying asphalt here probably in the next month or so, and hopefully getting some of those lanes back open to traffic. But we are on schedule with that project for completion next April.

Valley Drive rebids on Friday and so hopefully we'll get some better bids in on that project. We'll have to wait until then to see what's happening.

Then the University/I-25 project is on schedule. We are about 30-40% designed on that project. We had one public meeting last month I believe. I don't remember the date, but we should have another one up coming around the 60% meeting, so we'll make sure to get that
information out to this committee and to the MPO staff. The project is moving along nicely though and it's going to provide some good connectivity of the bicycle path and the lanes on University and also just great connectivity for the Pan Am Center. So it's going to be a really good project. That one is scheduled to let next September, so September of 2018.

Pearson: And then it's like 90 days for construction after that?

Herrera: Probably. It's normally two months to award and then depending on their ramp up time because it is a large project, our estimates are at $25 million. It might be a 90-day ramp up time so we probably won't see construction out there till maybe early spring of 2019. And that's all I have unless there are any questions.

Pearson: Okay. Thank you.

7.4 Committee Members Update

Pearson: So we're onto Committee member update or comments. I have a follow-up, there was some public comment asking about access to the MPO documents, the minutes and the agendas and such. The historical ones I guess and I notice on the website you've got a section … can you bring up the website real quick?

McAdams: Let me see if I can do that.

Pearson: There's a section where you have like two and three and four year ago list of documents but not the most recent.

Wray: Mr. Chair. The most recent documents are available on the Google calendar.

Pearson: Right. So that was going to be my comment is that for, except for the current calendar year we should have the previous calendar years in the same format as you have, so we would be missing 2016 from that list. Just go to the meetings, drop down, and then go to, pick BPAC, pick any of them, but pick the …

McAdams: Documents.

Pearson: No, just go the meetings menu, up at the top. No I want you to use the menu because that's where I found it.

McAdams: Okay, up here, meetings.
Pearson: Meetings and then go down and select Bicycle Pedestrian Facilities. Okay so now there you see you've got the plus signs for the 2015, but where's 2016. How do you find 2016 documents?

Wray: It's in the Google calendar.

Pearson: That get's very difficult when you go back past a year. So my suggestion, my hope is that you could update and this would apply to all three; the TAC and the MPO too is that the historical documents are any prior years and then the current year you could just access through the Google calendar.

Wray: We'll take that suggestion under advisement Mr. Chair.

Pearson: Okay that's my comments for today. Anybody else have any comments?

Curry: Yes I have a comment. I spoke with one of our citizen's in the Town of Mesilla, he's organizing the Toys for Tots ride and he is just, he wanted to come tonight but just wasn't able to, but he was just having trouble with NMDOT getting permission so the ride was going to go from Main Street from the Plaza down along Picacho to Picacho Peak Brewery and he was just wondering if there was anything he can do to kind of expedite that because it's coming up relatively quickly and he's going to need to go to kind of his plan B or plan C, so he's been speaking to Maria Hinojoso but she's been sending lots of documents and he's just wondering if there's anything you can do to confirm that.

Herrera: I can check with Maria and with Harold, her boss, but to be able to use a state facility for an event like that there are requirements, especially because it's a US Route and so I can check on it, but my guess is that probably some of the documentation that's needed is not there. I'll follow up though with Harold.

Curry: Thank you that would be great because he feels like he's provided everything that's needed and it's just kind of, well we'll let you know when we let you know, but if it doesn't' come up and all the publicity has to be changed and the routes have to be amended.

Herrera: When is the ride?

Curry: It's the third of December, Sunday the third.

Herrera: Okay. I will check with Harold. He's out the rest of the week but first thing on Monday.

Curry: Thank you so much.
Herrera: Let you know.

Curry: Will you let me know? Thank you.

Herrera: Yes.

Curry: Then I also just want to just add on a happy note, I just met with Southwest Disposal today and they have collected from their staff and customers, enough money to buy 50-55 bicycles for kids and helmets, and they're going to be donating them to Conlee Elementary. So they're going to find a way to do that and do a bike rodeo and give out those bikes. The principal will work with us to figure out how to get them out in our community.

Pearson: Anybody else?

8. PUBLIC COMMENT

Pearson: Okay we'll move onto public comment. Is there anybody from the public who wishes to comment at this point? Seeing none.

9. ADJOURNMENT (6:58)

Pearson: I'll call for a motion to adjourn.

Herrera: So moved.

Curry: Second.

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

MOTION PASSES UNANIMOUSLY.

Pearson: We're adjourned.

Chairperson

G[Signature]