

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

The following are minutes for the meeting of the Bicycle and Pedestrian Facilities Advisory Committee of the Mesilla Valley Metropolitan Planning Organization (MPO) which was held February 20, 2017 at 5:00 p.m. in Commission Chambers at Dona Ana County Government Building, 845 Motel Blvd., Las Cruces, New Mexico.

MEMBERS PRESENT: George Pearson, Chair (City of Las Cruces Citizen Rep)
Maggie Billings (Bicycle Community Citizen Rep)
Ashleigh Curry (Town of Mesilla Citizen Rep)
Jolene Herrera (NMDOT)
Jack Kirby (NMSU Staff Rep)
James Nunez (City of Las Cruces Staff Rep)
Samuel Paz (Dona Ana County Rep)
Lance Shepan (Town of Mesilla Staff Rep)
Jess Waller (Bicycle Com. Rep.)

MEMBERS ABSENT: Andrew Bencomo (Pedestrian Community Rep)
Mark Leisher (DAC Citizen Rep)

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

OTHERS PRESENT: Wyatt Kartchner
Andrew Wong
Becky Baum, Recording Secretary, RC Creations, LLC

1. CALL TO ORDER (5:00)

Pearson: Okay it looks like it is 5:00 and we have a good group here so we'll go ahead and call the meeting to order. Start with introductions of everybody on the Board. Maybe we'll start at this end since Maggie seems like she's busy.

Kirby: Jack Kirby, New Mexico State University.

Paz: Samuel Paz, Dona Ana County.

Herrera: Jolene Herrera, NMDOT.

Curry: Ashleigh Curry, Citizen's Representative of Town of Mesilla.

Shepan: Lance Shepan, Mesilla Marshall's Office.

1
2 Nunez: James Nunez, City of Las Cruces.

3
4 Waller: Jess Waller, City of Las Cruces Bicycle Rep.

5
6 Billings: Maggie Billings, Bicycle Community Representative.

7
8 Pearson: I'm George Pearson, City of Las Cruces Representative.

9
10 **2. APPROVAL OF AGENDA**

11
12 Pearson: Next item is the approval of the agenda. I heard a request to delete item
13 5.3 from the agenda.

14
15 McAdams: Yes, staff would like to postpone 5.3 until next meeting.

16
17 Pearson: So are there any other changes? Hear an amendment to approve the
18 agenda with item 5.3 missing.

19
20 Curry: Mr. Chair. I just had feedback from Mr. Bencomo to say could you please
21 spell out the acronyms because nobody's entirely sure what the eSTIP is.
22 We're not entirely sure, those of us who are not in the know. So just for
23 future agendas would you be willing to spell it out rather than the
24 acronyms? Thanks.

25
26 McAdams: Okay.

27
28 Pearson: I need a motion to ...

29
30 Curry: I put forth a motion to approve.

31
32 Pearson: As amended.

33
34 Curry: As amended.

35
36 Pearson: And a second?

37
38 Herrera: Second.

39
40 Pearson: I have a motion and second. All in favor "aye."

41
42 MOTION PASSES UNANIMOUSLY.

43
44 Pearson: Any opposed? So we're done with the agenda.

45
46 **3. APPROVAL OF MINUTES**

1
2 **3.1 January 16, 2018**
3

4 Pearson: Next item is approval of the minute of January 16th. Is there any
5 discussion on the minutes?
6

7 Shepan: Mr. Chair. On page 6-7 at the top it's got my name and it says "Before we
8 go off the record you might mention we had an addition to the board.
9 Identify yourself." That was not me. I don't know if it really matters.
10

11 Pearson: I remember the comment but I don't remember who said it. Does anybody
12 remember from last time? You weren't here. We'll just leave that to staff
13 to make the correction then. Okay. Any other discussion?
14

15 Curry: Yes. I wasn't at the meeting but I did read all the minutes and on that
16 same page 6-7 on line 13 it said it's recessed from 5:10 to 6:40 but it was
17 supposed to be a 15-minute recess, so maybe it was 5:40?
18

19 Pearson: No that's accurate. Took a long time to do that paperwork.
20

21 Curry: You did an hour and 30 minutes of recess?
22

23 Pearson: I think that's probably correct.
24

25 Curry: It's a good one to miss. Okay. Thank you.
26

27 Pearson: Any further comments, discussion? Hear a motion to approve the minutes
28 as amended.
29

30 Herrera: So moved.
31

32 Shepan: Second.
33

34 Pearson: I have a motion and second to approve the minutes as amended. All in
35 favor "aye."
36

37 MOTION PASSES UNANIMOUSLY.
38

39 Pearson: Any opposed? So that's approved.
40

41 **4. PUBLIC COMMENT**
42

43 Pearson: Item four is public comment. Do we have any member of the public who
44 wishes to comment at this point? Seeing none.
45

46 **5. DISCUSSION ITEMS**

5.1 NMDOT University and Triviz Interchange Project

Pearson: We'll move on. Discussion items, NMDOT University and Triviz Interchange project.

McAdams: Yes, I would like to introduce Ms. Jolene Herrera to introduce our consultants and to explain the project further.

Herrera: Thank you Mr. Chair. A few months ago I believe the BPAC requested that Molzen-Corbin come and do a presentation on the University/I-25 interchange project, so they've been kind enough to join us tonight to do that. We have Wyatt Kartchner who's going to do the presentation for us. I just want to let the members know that this is a very complicated project that Molzen-Corbin is doing an excellent job of coordinating with the University, the City, the NMDOT, other interested parties, and that we value your input at this meeting. But there are a limited number of things that can be done without going through the whole group, so just realize that if you don't see some of the comments that you bring up tonight implemented in the project, know that we're doing everything that we can to address those, but it's very complicated. So with that I'll turn it over to Wyatt.

WYATT KARTCHNER GAVE HIS PRESENTATION.

Pearson: What's the design speed for going through the roundabout? The speed limit that you're going to put on it.

Kartchner: The speed signs and the advisory signs that we're putting on the roundabout are 15 miles an hour.

Pearson: Okay.

WYATT KARTCHNER CONTINUED HIS PRESENTATION.

Nunez: I have a question.

Kartchner: Yes sir.

Nunez: I'm trying to figure out how you're going to distinguish between, you mentioned the bike paths will be four inches above the road surface.

Kartchner: Right.

Nunez: So that'd be pretty clear. You're probably going to stencil on bicycle or will there be a need to, like white? What I'm leading to I guess is would there

1 be any consideration of making those another color, like the green, like in
2 other places.

3
4 Kartchner: So the roundabouts themselves will be concrete and so they'll be the grey
5 color. The one that you're particularly talking about, what we were
6 envisioning was that the bicycle lane would be asphalt so that it would be
7 the black color and then the sidewalk would again be concrete, so that you
8 would have that color distinction between uses of the roadway. We have
9 discussed using green paint and that has been told to us by both the City
10 and the NMDOT to not use that at this point. They said that it's something
11 that they just don't want to do at this point. They're still looking into it but
12 we've been directed to not use those things.

13
14 WYATT KARTCHNER CONTINUED HIS PRESENTATION.

15
16 Pearson: So is the multiuse path not part of that graphic or is it just small enough I
17 can't see it?

18
19 Kartchner: It's probably small enough you can't see it. This one was done last fall, so
20 we've made lots of changes to the multiuse path and improved it. We had
21 it, you can actually see it here, it was right behind the curb, we've actually
22 kind of pushed it away from the curb to make it more friendly for the users
23 and we've actually pushed it on the other side of that ridge pier here as
24 well. So with that if you guys have any questions I'll be glad to try to
25 answer them.

26
27 Curry: I have a question if I may.

28
29 Pearson: Okay.

30
31 Curry: Thank you. On University Avenue you talked about the buffered bike
32 lanes and then you talked about the sidewalks on both sides. Is the
33 buffered bike lane going to just be on one side or are you going to have it
34 on both sides of University Ave.?

35
36 Kartchner: Both sides.

37
38 Curry: Both sides. Super. And then is there a hard curb between the vehicular
39 traffic and the bicycle lane on that kind of three-tiered little piece?

40
41 Kartchner: Yes.

42
43 Curry: So cars can't just sort of merge in and think that that's another lane for
44 them?

45
46 Kartchner: Correct.

1
2 Curry: Okay. Super. Thank you.
3
4 Pearson: You mentioned you did bike and ped. counts. What kind of counts did you
5 end up getting and can you expand a little bit on what the pedestrian
6 experience might be going through that?
7
8 Kartchner: Our pedestrian counts are, well in the City and bicycle and pedestrian
9 counts are low compared to other regions. Some of the NACTO trainings
10 that we've taken lately, they talk about pedestrians or bicycles on the order
11 of 400 per hour. On University Avenue that's one of our heaviest bicycle
12 paths in the City and there are about 100 per day on University Avenue.
13 So it's pretty low compared to what you might expect in other places of the
14 country. But currently the pedestrian, unless you're on the multiuse path
15 the pedestrian and bicycle access along University and Triviz is pretty
16 poor, but with these improvements it should be greatly improved. It's
17 pretty scary just when we're out there working on the project, just walking
18 across I-25 bridge because of how narrow that is and how there's really
19 not much of a sidewalk there, so I think the pedestrians and everybody will
20 have a much better feel once this project is complete.
21
22 Pearson: And I heard somebody mention at one point, earlier design, that we might
23 have only one roundabout, but your committed to the two roundabouts, is
24 that?
25
26 Kartchner: As of today, yes. The two roundabouts are moving forward.
27
28 Waller: Do the two roundabouts, does that give you the highest bicycle and
29 pedestrian rating?
30
31 Kartchner: It gave us the highest rating for traffic and then it gave us the highest
32 safety for pedestrians and bicycles. All of the other alternatives had a
33 movement which was free flowing. I mean a roundabout is free flowing
34 but at a lower speed of 15 miles an hour. Those other alternatives had a
35 speed on one of the legs that was upwards of 30 miles an hour and so
36 slowing that speed down. And then a roundabout of course you have a
37 splitter island where pedestrians only have to cross 12 feet and then they
38 can have that refuge in that splitter island and then cross the next 12 feet.
39 That also increases the safety, so yes.
40
41 Waller: Yes. My concern was that you showed a video and I think Ashleigh was
42 driving at the same question was, how do you integrate the Triviz multiuse
43 path with the roundabouts? You mentioned that if you're going south you
44 have a raised by four inches, you have a bike lane that goes through the
45 roundabout but that's if you're heading south. What if you want to go

1 under the overpass and head over towards the Pan Am Center going
2 under University, do the roundabouts have bicycle lanes in them?

3
4 Kartchner: No. It is not a standard design to actually install a roundabout with bicycle
5 lanes. The guidance shows that bicycles either occupy the entire lane in a
6 roundabout or as we're doing here, we provide a location for them to exit
7 the roadway onto a separate location which we're doing, so at that point
8 they become a pedestrian.

9
10 Waller: Right. I mean if you're a bicyclist and I figure that the times of high traffic
11 demand are going to be when they have an event at the Pan Am Center
12 or when classes are being let in or let out at NMSU, otherwise if you're a
13 bicyclist and you want to access say Triviz Road but you're heading south
14 say to, what's it called Arrowhead, the campus there, like Dona Ana
15 Community College for example, that part of campus. I guess you could
16 ride a bicycle through both roundabouts, correct?

17
18 Kartchner: Yes.

19
20 Waller: As long as there's not a whole lot of traffic. If there's a whole lot of traffic I
21 don't think it would be safe for a bicycle. I mean you could be foolish and
22 try.

23
24 Kartchner: That's one of the areas where we would encourage, depending on your
25 skill level as a bicyclist of how you want to do that. I think we would
26 probably encourage most people if you're making that particular
27 movement to use the bicycle lane, come to this crosswalk here which I
28 have, I'm kind of trying to Hoover here and then enter the multiuse path
29 and then go along the multiuse path and then you would again cross here
30 and then get on this multiuse path and go along Triviz.

31
32 Waller: So there is a safe way to navigate that if ...

33
34 Kartchner: Absolutely.

35
36 Waller: There was traffic if you were a pedestrian or riding a bicycle.

37
38 Kartchner: Yes sir.

39
40 Herrera: Mr. Chair. If I can just add to that, on most local roads the speed limits are
41 15-20 miles an hour and that's considered perfectly acceptable speed for
42 there not to be a bike lane and a bicyclist to be in the lane, so with the
43 design speed of 15 miles an hour in a roundabout, that's acceptable for a
44 bicycle, even to be in the lane, if a person were to feel comfortable, even
45 according to NACTO and AASHTO. Thank you.

1 Kirby: I've got a question here. On your project limits map I believe I saw the
2 limit going down Wells Street all the way to Arrowhead. It might've been
3 Stewart Street, I'm not sure, but if you could elaborate, what's going on, on
4 whichever street that was all the way west to Arrowhead.
5

6 Kartchner: So when this project was initially started it was done I believe in 2010,
7 2011, there was a previous study that was done by a different consultant
8 which also examined this interchange and the recommended alternative at
9 that point and I don't know if I can scroll over that far, was to basically take
10 this roundabout that we have here, put it at Wells Street.
11

12 Kirby: Right.
13

14 Kartchner: And so what that did is it actually forced and it also required that Triviz
15 become a one way, basically an off ramp and that all traffic along Triviz
16 that uses it now be pushed onto Arrowhead Drive. As you are probably
17 aware, NMSU has actually changed their plans as to how they're
18 operating the roadways within NMSU and they are in the process of
19 closing Arrowhead Drive to vehicular traffic. And so probably within the
20 next year or two Arrowhead Drive will not be accessible to vehicular traffic.
21 And so that recommended alternative from the prior study wasn't
22 applicable anymore because that movement wasn't available. And so
23 when we started the project we wanted to make sure and study that initial
24 alternative that was recommended to see if it was still the best alternative.
25

26 Kirby: Right. Okay. Thank you.
27

28 Nunez: One more question. I was looking at this and seeing where you're coming
29 south and exiting the Interstate and it goes into the southern roundabout
30 there. And I saw how you diverted the trail and then you send them
31 across to the west and then back around. Any rate, I was thinking do you
32 have a way to force, to make sure they don't cut? Anyway I guess I'm
33 thinking of the one roundabout close to City Hall to the north where they
34 have the tubes and the handrails and such to force people, the
35 pedestrians that is, to cross at certain points. You guys plan on having
36 something like that there or not?
37

38 Kartchner: You can barely see it on here. There's this little line along here and so
39 because this is an interstate ramp it is access controlled and so there's
40 actually a chain link fence that won't allow a pedestrian to actually cross
41 the interstate ramps. We deliberately put the pedestrian crossings on the
42 local streets rather than the interstate ramps because we felt that those
43 were easier to control the speed on. One of the things that we've also
44 done on these roundabouts, and you can't really see it here, is all of these
45 roundabouts because of where they're located, they're designed to allow
46 for a large semi-truck to utilize them, but in order to do that you end up

1 with really really wide lanes so that a truck can make those turning
2 movements. So we've actually come in here and I'll try to zoom in and
3 show you on location. So we've put in a curb along here that'll be raised
4 along this point so that regular cars fill that confine-ness but a truck could
5 actually bump up on that and use it for their turning. So that was one of
6 the ways that we're controlling speed through the roundabout.

7
8 Nunez: No, you answered it. Thanks.

9
10 Paz: One more question. So what happens to the Triviz Trail during
11 construction? How is that redirected or rerouted?

12
13 Kartchner: So the Triviz Trail during construction will actually have signs, I think the
14 first one is located at Missouri where we will say "Triviz Trail closed
15 ahead." Basically giving somebody if they're actually not just out for a
16 stroll on the Triviz Trail but using it as a mode of transportation, to know
17 that they need to cross to the sidewalk which is on the west side of Triviz
18 and use that through construction. The trail will remain open up until the
19 point where we have construction going on and then similar to what was
20 done on the Missouri bridge project, it'll just say "Trail Closed." They'll
21 have barricades, and we'll try to keep people from using it in those times.
22 But there'll be notification there and then also notification for pedestrians
23 at Triviz and University here telling them "Hey the trail's closed, use the
24 other side of the road."

25
26 Herrera: Mr. Chair. I don't have a question, but I have a comment. I think that
27 Molzen-Corbin of course they always do really good work for us but they
28 went above and beyond again on this project, especially with the outreach
29 effort, the televised public meetings and there's call in option and then I
30 think they took comments off Facebook.

31
32 Kartchner: Facebook and Twitter.

33
34 Herrera: Which I mean makes it really accessible to a lot of people, especially
35 people who maybe are using the path or sidewalks for transportation who
36 maybe don't have access to cars. Also I'd just like to throw a shout-out in
37 there that this is I think the first time that we've ever done Invision in this
38 state, the NMDOT that is, and so Jerry Paz who also works for Molzen,
39 kind of brought that idea up. I ran it by the District 1 staff and they were
40 on board and so it's really interesting to see how on board I guess the
41 DOT is becoming with sustainability and being aware for the impact that
42 we have and Molzen has helped us with that. So I think it's going to be
43 really exciting and looking forward to the project.

44
45 Kartchner: One thing along those Invision lines is that the NMDOT, we were kind of
46 all surprised, we've all known they've done sustainable practices

1 throughout, but we were amazed when we actually started rating them,
2 how many they do on a daily basis that we don't even think twice about,
3 it's just part of their standard operating procedures. Without really even
4 trying to do anything inventive or innovative on this project we could easily
5 get a sliver rating. And so that speaks volumes to the sustainability
6 practices that they already have in place.
7

8 Curry: Mr. Chair. I have one more question. I'm sure you've noticed the massive
9 apartment complex that's gone in kind of right around there. Does that tie
10 in to Wisconsin Avenue? How do those people access? Because I'm just
11 thinking that's a lot of probably you know bike/ped. I mean they can use
12 the multiuse trail and the sidewalks and things like that, but have you kind
13 of taken into consideration that there's going to be a large influx of people
14 living there.
15

16 Kartchner: We have had lots of discussion on that new complex. From my
17 understanding is that that complex is designed with the hope that it's
18 mostly used by people that are taking classes at the new medical facility.
19 And so we've recognized that that will likely really increase the number of
20 pedestrians and bicycle users because they are so close together. There
21 isn't a specific midblock crossing at that location but because it is just on
22 Wisconsin, a pedestrian could go down Wisconsin which they've just
23 repaved and put sidewalks on, and then go along Triviz which will have a
24 new sidewalk, and then cross and access the multiuse path. And so
25 we've tried to accommodate that the best we can within our project limits.
26

27 Waller: One last question. What's the status of the multiuse path, the Triviz
28 multiuse path southwest of the north roundabout? Because it kind of goes
29 up towards University and Triviz, is that still going to be there? There's
30 going to be an access to it. It's not orphaned in other words.
31

32 Kartchner: Where?
33

34 Waller: If you go through the northern roundabout and you have the current
35 multiuse path that goes up towards the intersection at University and
36 Triviz, is that still going to be there?
37

38 Curry: That's the one you were just talking about.
39

40 Waller: I can see that the magnification.
41

42 Kartchner: Yes it'll still be there.
43

44 Waller: We have a way to go south under the underpass, under University, I was
45 just making sure that we still had a way to get to University.
46

1 Kartchner: Correct.
2
3 Waller: On the multiuse path.
4
5 Kartchner: Yes that path is remaining.
6
7 Waller: Okay. Great.
8
9 Pearson: So is there a path on the other side then? On the south side of University
10 to connect that?
11
12 Kartchner: There is not. That was, we initially had that. NMSU felt that because we
13 had this path underneath University Avenue and then to eliminate that
14 especially since we provided a buffered bike lane along this piece of Triviz
15 and the sidewalks that they didn't feel it was necessary.
16
17 Pearson: So somebody follows the multiuse path to the end there, what's the
18 expectation of the person in that, is they turn around and go back?
19
20 Kartchner: The expectation was that this path would remain as it is today so you
21 could cross here. I don't think it continues. I think it kind of dies at Locust
22 if I remember.
23
24 Pearson: It dies right there at University.
25
26 Kartchner: Right, but on University Avenue from the west if you're coming up
27 University, somewhere there's a multiuse, there's kind of a little gap in
28 there I believe, and so this was just to keep it whole so that at some point
29 that connection could be made in the future. We actually did discuss
30 eliminating it since we had this inner connection but we felt that it wasn't
31 the right thing to do.
32
33 Wong: But there is a new sidewalk on that south side of that south street.
34
35 Kartchner: Correct.
36
37 Wong: So as opposed to right now there's no sidewalk right there, but now you
38 can cross.
39
40 Kartchner: These are the sidewalks he's referring to. Anybody have any other
41 questions?
42
43 Pearson: Anything else? Okay, well thank you. That was very informative.
44
45 Kartchner: Thank you. Appreciate your time.
46

5.2 eSTIP presentation

Pearson: Okay our next item is 5.2, the eSTIP presentation.

ANDREW WRAY GAVE HIS PRESENTATION.

Herrera: Mr. Chair.

Pearson: Yes.

Herrera: Not a question but a comment. If you'll notice on the screen it says at the bottom "Map coming soon." So this one obviously there's no map because its transit, but the nice thing about the projects now is that they're all mapped so you have a visual representation of where the project is in the MPO area which I think is really cool. You can go to the top Andrew and search for the county I think.

Wray: That would be faster.

Pearson: It's really fast.

Wray: We'll be topical. And there it is.

Herrera: And so that's really useful. I mean we all kind of know what it is down here, but somebody from Santa Few was looking at it or you know at the legislature they like to ask questions of what's in our district, well now they have visuals of where some of the projects are.

Pearson: From the reconstruction projects, it's mile marker 7 to mile marker 23, well where is that?

Herrera: Exactly. Especially if you're along I-10 or something and so it's helpful.

Wray: And so just to follow-up on Mr. Chair's point, you will note that the project is here especially on I-25 a lot longer than the actual work on the ground but that's because the map is drawn listed milepost to listed milepost so that's going to be a common feature of the maps on the eSTIP is that the listed project area's probably going to be larger than the work that's going to take place on the ground. Are there any other questions or comments?

Pearson: So overall this must be must be a good labor saving for the state and save time on the MPO side too. Well it's probably going to be about the same but it's hopefully going to ease up on a lot of the technical hurdles that we experience with the database shell kind of as time went on the code and the shell would get kind of worn down and ragged and soft where it tends to and especially towards the end of a TIP, we would be getting a lot more

1 export and import errors and kind of a lot of stress and grey hair and torn
2 out hair, so we're hoping that this will ultimately be an improvement in that
3 regard. I won't lie, there have been some teething issues in the
4 development of this but we're all really optimistic that this is going to be a
5 good thing going forward.

6
7 Pearson: Okay. Anybody have any questions? Seeing none. Thank you.

8
9 **5.3 MPO Bylaws Revision**
10 **REMOVED FROM THE AGENDA, SEE PAGE 2.**

11
12 **5.4 Public Participation Encouragement Strategies**

13
14 Pearson: Okay, our next item is public participation encouragement strategies.

15
16 McAdams: Mr. Chair. This was requested by one of the members of the BPAC and
17 we'd like to open it up to discussions for preliminary discussions and for
18 maybe continuing discussion later.

19
20 Pearson: Okay. It was brought forward. James had a comment that we didn't really
21 expand on so this is our opportunity to expand on it. One of his things he
22 had talked about is why we meet only in this building rather than split it
23 between the City and the county. I guess for historical reasons there's a
24 Planning and Zoning Commission meeting at the City, so rather than
25 trying to conflict with that and being bumped around and moved around,
26 we decided to always meet in this building. If we want to change that, the
27 meetings are set by the Policy Committee, so if we wanted to make any
28 changes, what would be the procedure?

29
30 McAdams: There would have to be a recommendation from the BPAC and that would
31 go before the Policy Committee to be adopted.

32
33 Pearson: Okay. So we could do that at any time. We don't have to wait till next
34 January.

35
36 McAdams: That is correct.

37
38 Pearson: Okay. Why don't you go ahead James.

39
40 Nunez: I think it stemmed from basically we've had a number of what we call
41 workshops and we had great turnout. And we've even hosted those at the
42 City which is great. But I just noticed over the last year or so that we've
43 only had a few guests, so that's why I suggested and then I heard some of
44 the comments, the ones you just mentioned, the contrasting meeting. In
45 my opinion I don't know that we need to meet on a Tuesday in February.
46 But any rate, I don't want to jump around, try to cover everything. I'm just

1 trying to maybe tackle two things at once. I mean in my opinion I
2 understand that the Policy Committee and TAC also meet six months here
3 and then six months at the City. And then so I didn't realize that they did
4 that until I started asking. I didn't know how hard it would be for us to do
5 the same thing. So that's why I opened this up or suggested we discuss
6 this. Then I heard the reason that you just mentioned Mr. Chair but I'm not
7 sure that that would solve the issue of getting more involvement in this
8 meeting.
9

10 Pearson: Part of that history goes back to before the new City Hall. Now it's not so
11 new any more, but at that time there was essentially one meeting area in
12 the City. Now you've got the upstairs conference areas so it seems to me
13 that it would be feasible, it's something that could be investigated if we
14 wanted to, to have our meeting up there for half the year.
15

16 Herrera: Mr. Chair.
17

18 Pearson: Yes.
19

20 Herrera: So just to add my two cents here. So I'm also on the TAC Committee and
21 I attend the Policy Committee meetings. And so what they've tried to do
22 with Policy Committee going back a few years is they wanted more public
23 participation so they moved the meetings from after work to 1:00 p.m.
24 hoping that maybe more people could come and still nobody comes. The
25 same attack. It doesn't matter if we're here or we're at the City, the public
26 doesn't show up unless there's something on the agenda that they're very
27 passionate about or that they have very strong feelings about. So
28 although I appreciate the opportunity to investigate moving the meeting, I
29 don't know if that's really the solution to getting more participation.
30

31 Pearson: Yes, I think our participation success has been the work sessions where
32 we have a specific topic and we're specifically inviting the public to come
33 and give us their opinions rather than today when we have two
34 opportunities for public comment and nobody comes.
35

36 Billings: Mr. Chair. I think a part of why that meeting probably isn't getting anyone
37 is because it's at 1:00 which I go to school, everyone works, who can
38 make a 1:00 meeting. And 5:00 is even difficult for a lot of people
39 because a lot of people aren't off work until 5:00 or 5:30. So that could be
40 an element of it. But a lot of things I think we just don't get the meeting out
41 to a lot of groups that might be interested. The meetings where there's
42 something that people are catalyzed by I think they're usually people who
43 are otherwise paying attention, and maybe we would be able to do
44 something where we get out that we have these meetings to more people
45 and that this committee exists to more people who are not necessarily like
46 hard core cyclists but people who are actually commuting. So I don't know

1 where that would be but it might be an idea. Because I think a lot of
2 people just don't know this exists.

3
4 Nunez: That's fine. I'm not sure I'm ready to make a motion or anything to that
5 effect. We can hold off maybe a few more months and come up with
6 some other ideas. Really thinking outside the box and we just mentioned
7 the two locations, you know there's still the university too and there are
8 other places, but I guess I'm pretty happy that we have had involvement in
9 our workshops or whatever. So I don't have the answer, but at least I
10 understand a little bit more and I think we should maybe address this
11 again. I think we could and should have a meeting at the university and
12 even a couple at the City, that's just my opinion but I'll hold off on making
13 a motion at this time.

14
15 Paz: Mr. Chair. A couple comments. What about using social media as a way
16 to gain public input or, because that was one of the successes that was
17 talked about during the DOT project and I think that's why they had
18 overwhelming feedback. How do we make that an option for this panel?
19 Other considerations, I think public meetings need to be incentivized, like
20 what can we do to give or teach or showcase something, kind of bring
21 people out here. If we give helmets away or do bicycle workshop or free
22 tires or helmets or lights or something like that might get people out here
23 as well because we have no reason really for them to come out here on
24 Tuesday and stay two hours for a meeting. I don't think we're really
25 swinging that deal. I mean I'm just being frank. If I was not working for
26 the county and I wasn't a planner, I probably wouldn't come to these
27 meetings. Like that's just a reality. But I know other MPOs really kind of
28 champion, giving out things or giving out maps or just kind of showcasing
29 the bicycle and pedestrian kind of lifestyle differently. That might be a way
30 to kind of gain more of an audience base rather than create interest for a
31 meeting.

32
33 Billings: I think the idea of using social media is great. I've had a lot of good
34 success in other groups I'm involved in. Streaming meetings on Facebook
35 because that makes it a lot more accessible for a lot of people who for
36 whatever reason can't make it to the meeting, they can watch it and then
37 maybe we can look at that somehow.

38
39 Waller: Might I also suggest, maybe this is already being done, apologize if it's
40 already being done, but communicating this at the local bicycle shops and
41 where do cyclists go? They go to places like Milagro. Wherever the
42 cyclists are going, advertising there.

43
44 Curry: I think beer is the answer.

1 Pearson: Sammy talked about what other MPOs are doing. Like there's the MPO
2 quarterly meeting. Do you gather any information, ideas like that from
3 those meetings or could you?
4

5 McAdams: We could definitely solicit those ideas from other MPOs. But the MPO
6 quarterly is mainly for in-house stuff, bureaucratic to say, but I'm sure that
7 we could address that and bring that up as agenda item if you'd like to do
8 that, or at least discuss it informally with other MPOs, what are you doing
9 with your bicycle and pedestrian committee to elicit ...
10

11 Pearson: Because public participation has to be a problem at any MPO.
12

13 McAdams: I think what Ms. Herrera said it exactly correct, most citizens, they're
14 interested you know things they can see in front of them and things that
15 are specific. I think what we do is sometime very indirect sometimes and
16 people get lost sometimes in the process. I think the idea about social
17 media is a great one and I think we can certainly look into that.
18

19 Curry: Mr. Chair. Can I jump in here? I know that Velo Cruces does a great job
20 of doing this already, but I don't know, you know even within the MPO of
21 just maybe highlighting some of the points that we are either going to be
22 talking about or even just you know that have been discussed so that
23 people know what kinds of things the BPAC talks about. So I think for
24 example there might've been people that would've been really interested
25 in the University/I-25 interchange but I mean yes I know that you put out
26 an agenda ahead of time, but if you don't know what that means, you
27 know something like - graphics really speak to people and if you saw
28 something on Facebook that graphically showed that map that Wyatt
29 showed us and said "Hey, this is what's coming up." Maybe people would
30 have a little bit more of a bite, but I also agree that you know two hours on
31 a Tuesday night after a day at work, people aren't going to hang out,
32 where as a work session, "Hey this is about me." People want it to be
33 about them. This is about me, this is about my voice and I can kind of
34 leave, come and go when I want to. But as this is very formal for the
35 general public to sit through two hours of this. So I don't know, I mean
36 maybe bite sized pieces. I don't know how you do that.
37

38 Herrera: Mr. Chair. If I can just add to that. I think a really easy way to maybe start
39 with some that is through the MPOs newsletter, sorry Dominic I'm adding
40 work, but you put out the newsletter monthly anyway so instead of just
41 putting you know the BPAC met, maybe highlighting some more of that
42 and then figuring out what the distribution list of that is and maybe we can
43 work with Maggie to get some ideas for how we can expand that
44 distribution list so they'll know what's happening, just an idea. Maybe low
45 hanging fruit.
46

1 Pearson: Okay. Well I think that's a good starting point. Any other comments?

2 3 **6. COMMITTEE AND STAFF COMMENTS**

4 5 **6.1 MPO Staff Update**

6
7 Pearson: Move on to committee and staff comments, MPO update.

8
9 McAdams: We have some good news. In the process of purchasing a bike repair kit
10 which will be installed at the Mesilla Valley Transit Center and we hope to
11 get delivery let's say two months. But that's on the way and it'll be similar
12 to the one that the bicycle repair stations at NMSU. And with this up we're
13 going to have a larger pump. We're going monitor that and see how well
14 that's received. As far as I know the reason why we use one at NMSU is
15 because it has no record of vandalism, it's very durable, we also bought
16 additional set of kits, repair, other things to replace some of the parts and
17 so we're looking forward to that. If it turns out to be very well received, we
18 would encourage further transit or other bodies to do that at their places
19 around the cities or in the county or the Town of Mesilla.

20 And in addition, I'll just say I know it's sort of old news from me to
21 you at last week, the Action Transportation Plan body met, the external
22 and internal and all the suggestions will be mulled over and put together
23 the next time we have the external and internal committees of the ATP.

24
25 Pearson: So did you pick a location for the bike repair?

26
27 McAdams: Yes. Well not particularly, it'll be at the Mesilla Intermodal Center.

28
29 Pearson: There's some bike parking there. You thinking near that so it'll be handy.

30
31 McAdams: We are temporarily looking at sites. I think that'll be a good one, but I think
32 one we want to look at, one is visible with video, you know security,
33 cameras etc. and one that we can, is visual for bikers too as well.

34
35 Pearson: Right.

36
37 McAdams: So you if, one thing is you guys can help us too is promote this. We're
38 trying to do a demonstration and also give us feedback from your groups
39 how they like it.

40
41 Pearson: Okay, well maybe once it's installed you can send a message out to the
42 Committee members so we can check it out. Do you have an install date
43 yet, or is it still?

44
45 McAdams: Not exactly. We have to go through our purchasing department to find
46 out. What we're looking at maybe a questionnaire or a placard near the

1 bike stand or repair station, if you'd like to make a comment please go
2 inside to the transfer center.

3
4 Pearson: Okay.

5
6 McAdams: That's it for the MPO report.

7
8 **6.2 Local Projects update**
9

10 Pearson: Okay, local projects updates. Start at the end with NMSU.

11
12 Kirby: No updates from NMSU.

13
14 Pearson: County.

15
16 Paz: Dona Ana County has a chip/seal project going on on Baylor Canyon
17 Road with I think it's a summer construction date. Really small project but
18 that would kind of it for us though.

19
20 Pearson: Mesilla.

21
22 Shepan: Nothing in Mesilla right now.

23
24 Pearson: City of Las Cruces.

25
26 Nunez: I talked to a couple of project managers about what they were designing
27 and Pioneer Park on Court Street, they're going to widen the sidewalk.
28 Telshor, updating the ADA ramps there at the hospital, on the south side,
29 they're going to head half a mile or so up adding ADA ramps, updating
30 those, and then Miranda is a complete reconstruction. And I didn't have
31 any other projects listed at this time.

32
33 Pearson: Okay.

34
35 Curry: Mr. Chair, Mr. Nunez. I just was wondering if you have any updates
36 around MacArthur Elementary School, Second Street I believe it is. It's
37 completely dug up. Do you have any idea what the timeframe is on that?

38
39 Nunez: Let me, I'm trying to envision where that's at. You said Second Street.

40
41 Curry: It's off Hadley.

42
43 Nunez: Oh they're redoing all those roads. I know the constructions going on,
44 what do you mean, how long they're going to be doing that?

45
46 Curry: What's the timeframe on that project?

1
2 Nunez: I don't have that. I can certainly look it up, but I would assume
3 approximately, they probably gave them a good as much as six months if
4 they're to do the work, if they're doing any utility work. You're right I did
5 see Second all torn up. I'm glad to finally see those, those roads were in
6 really poor condition. That's my estimate. I can report at the next
7 meeting, but I'm going to guess about six months.

8
9 Curry: Okay. Thanks.

10
11 Pearson: Okay.

12 13 **6.3 NMDOT Projects update**

14
15 Pearson: NMDOT.

16
17 Herrera: Thanks Mr. Chair. Just a couple of projects. There's an end in sight for
18 the Spitz/Solano/Three Crosses/US-70 project. We're still shooting for
19 end of April and it looks like we're going to be early, but let's just say end
20 of April to be safe. And we should be 100% done.

21 The other project that is not currently in construction but will be
22 soon is Valley Drive, so we went ahead and awarded the project for a total
23 of \$24 million. They're looking to get started probably May or June of this
24 year and it's going to be a long construction cycle on that one. I believe
25 we gave them 420 working days to try to bring the cost down some, so it's
26 going to be a long time.

27 And then as you already saw that Wyatt showed you the timeline
28 for the University/I-25 interchange, we're looking to go to construction on
29 that one late December, probably more like early 2019.

30
31 Pearson: Okay.

32 33 **6.4 Committee Members Update**

34
35 Pearson: Any Committee Members have comments?

36
37 Curry: Yes. Unfortunately I have four. So I'll try to be quick about them. I was
38 just reading back over past minutes and it said that you were going to do a
39 ranking, that you'd ranked the top five projects based on last meeting's
40 rating chart and you were going to rate them all. Did that happen and is
41 there any way that we can see that?

42
43 McAdams: We did rank them all from one to 18 and I thought that we sent that out to
44 the BPAC members.

45
46 Curry: Oh, maybe you did.

1
2 McAdams: But if not I can resend that list.
3
4 Curry: Okay.
5
6 McAdams: The ranking of the projects.
7
8 Curry: Okay. Thank you.
9
10 McAdams: Forgive me, because I thought we did.
11
12 Curry: Thank you and then you may have, just maybe that I didn't notice it. And
13 then along those lines, the CIP, did any of those projects get sent to get
14 put onto the CIP?
15
16 McAdams: We are in the process of doing that right now. We're trying to work with
17 the City staff, the Public Works, to try to incorporate that in the CIP.
18
19 Curry: Okay. Super.
20
21 McAdams: In the City's, and I think most of the cities but I guess we could work with
22 the county on if they're willing to do that too.
23
24 Curry: Thank you. And then the next question's for Ms. Herrera. Do you have
25 any news on the TAP funding?
26
27 Herrera: Yes, actually we just had a staff meeting this morning. So they're updating
28 the guides right now for TAP, Rec. trails, and CMAQ Flex which is
29 Congestion Mitigation Air Quality and it's a flexible category. I'll have
30 similar eligibilities to TAP, so it's another funding source available for local
31 governments to apply for. So we should have the guides finalized and out
32 by the end of April looking for a call for projects anytime after April to be
33 completed by I believe the end of October is going to be the deadline.
34 And so we'll leave it up to the MPO staff to come up with a timeline on that
35 on when they want applications, but that should be forthcoming.
36
37 Curry: Thank you. Do you happen to know if Safe Routes to School will be
38 included in that since it's kind of slightly different than the normal?
39
40 Herrera: It will still be eligible under TAP, but it won't be its own separate funding
41 category.
42
43 Curry: That's great. Thank you. And then my final one is, when the active
44 transportation planners were here, the tool design group people were
45 here, we were looking a lot at the maps and I did meet with Mr. Wray
46 briefly and we were just talking about the possibility of the MPO updating

1 the maps to have the laterals specified whether they were above ground
2 or below ground because when we're out riding, I was out with the planner
3 and we were out, it's hard to know planning a route if the irrigation ditches
4 are above ground or below ground. Like the one that goes through
5 Central's Elementary parking lot for example. So is that something that
6 we could possibly put on to the MPO to update the maps or work with
7 EBID?
8

9 Wray: Mr. Chair, Ms. Curry. I spoke with EBID staff after we had that
10 conversation that day. They do not track that per se, neither mapping nor
11 by listing. It would be a process of weeks for them to assemble that
12 information. MPO staff determined that that would be an inappropriate
13 thing for us to request for them kind of on a general broad-brush basis
14 given the amount of work that we would be asking them to do. So staff's
15 opinion is that that is the sort of project that needs to be done specifically
16 on a case-by-case basis. If something comes up then we can ask EBID
17 for the information and they can get that for us relatively quickly rather
18 than asking them to do a systemic review which would be an
19 unreasonable request under the circumstances for us to make to them.
20

21 Curry: Okay. Thank you.
22

23 Pearson: But I think we've talked about revisiting the bicycle priorities plan, is that
24 part of the Transportation Plan update that's coming up or what are the
25 thoughts on looking at that?
26

27 McAdams: Mr. Pearson. I think it'd be best time to look at when we look at the MPO
28 update. But also we're kind of waiting for some of the findings for the ATP
29 and we'll incorporate, some of the ATP that's appropriate. And then to the
30 MTP. If there's any thing pressing, we have TAP projects, etc., we'd be
31 glad to amend it, but I think the best time to look at that is when we update
32 the MTP which is coming up very soon.
33

34 Pearson: Okay.
35

36 Waller: I have a question for Jolene regarding the Valley Drive project for \$24
37 million. That goes north into Dona Ana County north of Mayfield, is that
38 correct?
39

40 Herrera: No. The limits are from Picacho to Avenida de Mesilla.
41

42 Waller: Oh, okay. Got you.
43

44 Pearson: And around the corner too.
45

46 Herrera: Oh yes, to what's that road by McDonald's. Hickory.

1
2 Waller: Okay. Thank you. And there are allowances for bicycle facilities.
3
4 Herrera: Yes, there's a buffered bike lane.
5
6 Waller: Okay. Great. Can't do any better than that I don't think.
7
8 Pearson: Okay.
9
10 Billings: Oh wait I had one more. So I just remembered one. A couple of meetings
11 ago we talked about a crosswalk on Valley and whether or not that was at
12 all possible right on Valley across from Caliches. It's really dangerous.
13 Every time I've driven there there's been like four people just in the road.
14 Did we every do anything like ask anything about that?
15
16 Herrera: Yes, I did follow up with the design engineer and in general at the DOT
17 and probably other agencies we don't encourage mid-block crossing,
18 especially not four lanes of traffic and we also determined that because of
19 the proximity of the signal down the road is less than half a mile, that that
20 is within the realm of not adding a mid-block crossing. So although we
21 can't stop people from running across the road, we're not going to
22 encourage them to do so at a non-lit intersection.
23
24 Billings: That makes a lot of sense. Would it be possible at all to get some kind of
25 signage, I don't know there exists a "People are going to walk in front of
26 you sign" but some kind of signage to warn drivers that that happens
27 there. I don't know if that exists.
28
29 Herrera: I'll look into it.
30
31 Billings: Thank you.
32
33 Pearson: When the project's completed there's going to be median there which will
34 improve safety from current free form.
35
36 Herrera: Yes, that's true. Well and I mean there's buffered bike lanes and not that
37 we ever encourage people to run across the road but, yes, that definitely
38 will add some at least buffer zones for a person that chooses to do that.
39
40 Pearson: Okay, well I was going to ask about the TAP and mostly answered that.
41 You mentioned the CMAQ, is that, because prior CMAQ funding was only
42 available to Albuquerque? So can you explain the CMAQ a little more?
43
44 Herrera: Sure. So there are two categories of CMAQ funding; one of them is called
45 mandatory and one of them is flexible. So the mandatory as its name
46 implies is only for areas in the state that are deemed nonattainment for an

1 air quality indicator. So it can be dust or CO2 or NOx, one of those
2 indicators.

3
4 Pearson: That's only Albuquerque right now?

5
6 Herrera: Albuquerque and El Paso. Albuquerque is in attainment now according to
7 EPA standards and so they no longer receive CMAQ mandatory funds
8 which means we can take that balance and flex it to other areas of the
9 state now. So El Paso still gets their allocation of CMAQ mandatory funds
10 because they're in non-attainment but the rest of the state is now eligible
11 for the CMAQ flex.

12
13 Pearson: Okay, so that's going to be a separate pot from the TAP monies?

14
15 Herrera: Yes.

16
17 Pearson: So a separate application process and separate guidelines?

18
19 Herrera: It's similar application process. It's actually going to be almost identical to
20 the TAP application, there just will be a couple of different questions, but
21 separate pot of funding. So I want to say it's at \$4 million a year so that's
22 just adding more funding that's available.

23
24 Pearson: Okay. So if say the City has a project that could qualify for both, do they
25 apply for both?

26
27 Herrera: I think that they have to be strategic about it and whichever one it fits into
28 better they could apply for both, but the committee who looks at the
29 projects is probably going to be same committee, so they'll be looking at
30 that and they won't be awarding both pots of funding to one project.

31
32 Pearson: Right. Okay. Anybody else?

33
34 Herrera: Mr. Chair. I just have one other comment. So I don't know if I've told this
35 body, but the NMDOT is updating our Tribal Local Public Agency
36 Handbook which is basically the guidebook that the locals use once they
37 receive Federal funds to get through the process. The last time that we
38 updated it was in 2014, so it's quite out of date. I'm actually the chair of
39 the committee doing that update so we've hired Bohannon Huston to help
40 us with that. All of the material is written, so right now they're editing and
41 formatting. We should have an updated book out for the agencies by
42 June of this year. And following that release we will have training around
43 the state for the LPA process. And I would recommend that any entity
44 who is going to apply for TAP or Rec. Trails or CMAQ funds to attend the
45 training because there's a lot of requirements that go along with Federal
46 funds. So I'll make that announcement again once we have dates. And

1 when we do release the manual I'll make sure there's a link on the MPO
2 website. But I just wanted to let everybody know that we're in the process
3 of doing that.
4

5 Pearson: Okay. And reminded me of one other question. Statewide bicycle plan,
6 do you have any information on the process status?
7

8 Herrera: Yes, so our internal bicycle/pedestrian/equestrian coordinator will be going
9 out to the NMDOT districts in the next two weeks to get their buy in on the
10 plan and then we should be releasing a draft I think by the end of March,
11 early April is what I heard. Don't quote me on that. I'll check on it for you.
12 But it's going to be in the next couple of months that we'll have a draft.
13

14 Pearson: Okay. Thank you.
15

16 7. PUBLIC COMMENT 17

18 Pearson: Next chance for public comment? Anybody from the public wish to say
19 anything? Hearing none.
20

21 8. ADJOURNMENT (6:22) 22

23 Pearson: We'll move on to adjournment.
24


25 Curry: I put forth a motion to adjourn.
26

27 Shepan: Second.
28

29 Pearson: We have a motion and second. All in favor "aye."
30

31 MOTION PASSES UNANIMOUSLY.
32

33 Pearson: Thank you.
34
35

36
37
38
39 
Chairperson