



# METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA, AND MESILLA

P.O. BOX 20000 | LAS CRUCES NM | 88004  
PHONE (575) 528-3222 | FAX (575) 528-3155  
<http://mesillavalleympo.org>

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

The following is the Agenda for a meeting of the Mesilla Valley Metropolitan Planning Organization (MVMPO) Bicycle and Pedestrian Advisory Committee meeting to be held on **May 15, 2018 at 5:00 p.m.** in the in the **Doña Ana County Commission Chambers**, 845 Motel Blvd., Las Cruces, New Mexico. Meeting packets are available on the [Mesilla Valley MPO website](#).

The MVMPO does not discriminate on the basis of race, religion, sex, sexual orientation, gender identity, color, ancestry, serious medical condition, national origin, age, or disability in the provision of services. The MVMPO will make reasonable accommodation for a qualified individual who wishes to attend this public meeting. Please notify the MVMPO at least 48 hours before the meeting by calling 528-3043 (voice) or 1-800-659-8331 (TTY) if accommodation is necessary. This document can be made available in alternative formats by calling the same numbers list above. *Este documento está disponible en español llamando al teléfono de la Organización de Planificación Metropolitana de Mesilla Valley: 528-3043 (Voz) o 1-800-659-8331 (TTY).*

1. **CALL TO ORDER** \_\_\_\_\_ **Chair**
2. **APPROVAL OF AGENDA** \_\_\_\_\_ **Chair**
3. **APPROVAL OF MINUTES** \_\_\_\_\_
  - 3.1. April 17, 2018 \_\_\_\_\_ **Chair**
4. **PUBLIC COMMENT** \_\_\_\_\_ **Chair**
5. **DISCUSSION ITEMS** \_\_\_\_\_
  - 5.1. Prioritized Statewide Bicycle Network Plan (NM Bike Plan)\* \_\_\_\_\_ **NMDOT Staff**
6. **COMMITTEE and STAFF COMMENTS** \_\_\_\_\_ **Chair**
  - 6.1. MPO Update \_\_\_\_\_ **MPO Staff**
  - 6.2. Local Projects Update \_\_\_\_\_ **Jurisdictional Staff**
  - 6.3. NMDOT Projects Update \_\_\_\_\_ **NMDOT Staff**
  - 6.4. Committee Members Update \_\_\_\_\_ **BPAC**
7. **PUBLIC COMMENT** \_\_\_\_\_ **Chair**
8. **ADJOURNMENT** \_\_\_\_\_ **Chair**

\*Immediately following the BPAC meeting of May 15, 2018, a public meeting will be held by the NMDOT concerning the Prioritized Statewide Bicycle Network Plan (NM Bike Plan) at the County Commission Chambers, 845 Motel Blvd. Las Cruces New Mexico. The project website for the Plan can be found at: <https://www.bhinc.com/nm-bike-plan/>

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

4   The following are minutes for the meeting of the Bicycle and Pedestrian Facilities  
5   Advisory Committee of the Mesilla Valley Metropolitan Planning Organization (MPO)  
6   which was held April 17, 2017 at 5:00 p.m. in Commission Chambers at Dona Ana  
7   County Government Building, 845 Motel Blvd., Las Cruces, New Mexico.  
8

9   **MEMBERS PRESENT:**     George Pearson, Chair (City of Las Cruces Citizen Rep)  
10                             Andrew Bencomo (Pedestrian Community Rep)  
11                             Maggie Billings (Bicycle Community Citizen Rep)  
12                             Ashleigh Curry (Town of Mesilla Citizen Rep)  
13                             Jack Kirby (NMSU Staff Rep)  
14                             James Nunez (City of Las Cruces Staff Rep)  
15                             Samuel Paz (Dona Ana County Rep)  
16

17   **MEMBERS ABSENT:**     Jolene Herrera (NMDOT)  
18                             Mark Leisher (DAC Citizen Rep)  
19                             Lance Shepan (Town of Mesilla Staff Rep)  
20                             Jess Waller (Bicycle Com. Rep.)  
21

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

26   **OTHERS PRESENT:**     Becky Baum, Recording Secretary, RC Creations, LLC  
27

28   **1.     CALL TO ORDER (5:00)**  
29

30   Pearson:     I'll call this meeting of the Mesilla Valley MPO Bicycle and Pedestrian  
31                   Advisory Committee to order. Start with some introductions and we'll start  
32                   with Maggie down here.  
33

34   Billings:     Maggie Billings, Bicycle Community Representative.  
35

36   Curry:       Ashleigh Curry, Town of Mesilla Citizen's Representative.  
37

38   Nunez:       James Nunez, City of Las Cruces.  
39

40   Pas:          Samuel Paz, Dona Ana County.  
41

42   Kirby:        Jack Kirby, New Mexico State University.  
43

44   Bencomo:     Andrew Bencomo, Pedestrian Rep.  
45

46   Pearson:     And I'm George Pearson, City of Las Cruces Representative.

1  
2 **2. APPROVAL OF AGENDA**  
3

4 Pearson: Next we have approval of the agenda. Do we have any changes or  
5 additions to the agenda as presented? Hearing none I'll hear a motion to  
6 approve the agenda as presented.  
7

8 Curry: I'll put forth a motion to approve as presented.  
9

10 Nunez: Second.  
11

12 Pearson: We have a motion and a second for approval of the agenda. All in favor  
13 "aye."  
14

15 MOTION PASSES UNANIMOUSLY.  
16

17 Pearson: Any opposed? The agenda's approved.  
18

19 **3. APPROVAL OF MINUTES**  
20

21 **3.1 February 20, 2018**  
22

23 Pearson: So next up is approval of the minutes for February 20th. Any discussion  
24 on the minutes? Anybody care to make a motion to approve the minutes  
25 as presented?  
26

27 Bencomo: So moved.  
28

29 Nunez: Second.  
30

31 Pearson: We have a motion and a second to accept the minutes as presented. All  
32 in favor "aye."  
33

34 MOTION PASSES UNANIMOUSLY.  
35

36 Pearson: Any opposed? None. The minutes are approved.  
37

38 **4. PUBLIC COMMENT**  
39

40 Pearson: Now we have an opportunity for public comment. Anyone from the public?  
41 Seeing no public.  
42

43 **5. ACTION ITEMS**  
44

45 **5.1 FY18-23 Transportation Improvement Program Amendments**  
46

1 Pearson: We'll go onto the next item, action items. We have Transportation  
2 Improvement Program Amendment.  
3  
4 MICHAEL MCADAMS GAVE HIS PRESENTATION.  
5  
6 Pearson: Any questions?  
7  
8 Curry: Yes, may I ask a question? Could you tell us a little bit about the  
9 University multimodal project near Zia Middle School?  
10  
11 McAdams: We just got the figures so they're going to go ahead and do the  
12 engineering and the construction.  
13  
14 Curry: So is that the project that was looked into that they did the engineering  
15 study on three years ago?  
16  
17 McAdams: We presume it is and that they would be looking at it and we'll be sort of  
18 reminding them about that study too to make sure they're aware of it and  
19 they are (*inaudible*). We have nothing more than this right now. If Ms.  
20 Herrera were here she would tell you (*inaudible*).  
21  
22 Curry: Okay. Thank you.  
23  
24 Pearson: So when is construction expected for this?  
25  
26 McAdams: In 2022.  
27  
28 Pearson: Okay, so we shouldn't be able to ask for further design before like 60%  
29 design presentation maybe?  
30  
31 McAdams: I would hope so. We would gladly contact Ms. Herrera about that or the  
32 consultants.  
33  
34 Pearson: That's an important corridor for things that we look so I think we would be  
35 very interested in knowing more about that project. That project had been  
36 designed and then thrown away 15 years ago or something so that one's  
37 coming up again. Any other questions?  
38  
39 Nunez: Yes. Dr. McAdams, can you elaborate, take a minute or two and tell me  
40 the perceived scope from Elks to Del Rey? That seems like already in  
41 good condition, nice road.  
42  
43 McAdams: Apparently, according to DOT it needs resurfacing before they do further  
44 work in that area.  
45  
46 Nunez: We just did a chip seal on it.

1  
2 McAdams: I'm sorry I can't elicit any further.  
3  
4 Nunez: And when are the dates again?  
5  
6 McAdams: The dates will be FY20.  
7  
8 Nunez: Okay. Thanks.  
9  
10 Bencomo: Mr. Chair.  
11  
12 Pearson: Yes.  
13  
14 Bencomo: Yes, that section of road was really bad and then actually the chip seal  
15 was actually an improvement surprisingly, but I'd like to know what the  
16 improvements are going to be. So I don't know if in the future is there a  
17 way when these are brought forward that there's a little more detail,  
18 because we're being asked to vote on something that we're, we're asking  
19 questions and we don't really know the scope of them and so it seems like  
20 we're just rubber stamping instead of being able to be informed and make  
21 a good informed decision on what we're voting on.  
22  
23 McAdams: Ms. Herrera did give further explanation in her e-mail. It says "The project  
24 meets safety targets and by improving the quality of road upgrade and  
25 bridge elements improve pedestrian safety by updating the ADA ramps at  
26 the intersection too."  
27  
28 Nunez: That helps a lot then because the road seems in pretty good condition so  
29 ADA ramps would make sense. So, okay, thank you.  
30  
31 Pearson: If there's no further discussion I'll hear a motion to accept the TIP  
32 amendments as presented.  
33  
34 Curry: I'll put forth a motion to approve.  
35  
36 Billings; Second.  
37  
38 Pearson: We have a motion and a second to accept the TIP amendments as  
39 presented. All in favor "aye."  
40  
41 MOTION PASSES UNANIMOUSLY.  
42  
43 Pearson: Any opposed? Hearing none. That passes.  
44

## 45 **5.2 Approval of FY19-20 Unified Planning Work Program**

46

1 Pearson: We're on to approval of the Unified Planning Work Program.  
2  
3 MICHAEL MCADAMS GAVE HIS PRESENTATION.  
4  
5 Nunez: Can you take a minute please and elaborate on the safety issues? I know  
6 that I've seen you look at the maps with the concentration of pedestrian  
7 and bicycle incidences/accidents with vehicles I suppose.  
8  
9 McAdams: Right.  
10  
11 Nunez: Again I don't if it's access specific with accidents or just period or single,  
12 anyway, go ahead.  
13  
14 McAdams: We'll talk about the safety standards, the Policy Committee about four  
15 months ago adopted the statewide targets and we could've done our own  
16 but we thought it was easier to adopt their targets, so it's basically to go  
17 along with decreases in pedestrian and bicycle crash rates, as well as  
18 other motorized crash rates in conformance with the statewide targets.  
19  
20 Nunez: Okay. Very good, but I mean specifically are you going to ask for more  
21 midblock crossings, more bicycle lanes, more bigger, I don't know  
22 crosswalks.  
23  
24 McAdams: I mean, I don't know, we as the MPO can't ask but (*inaudible*) institute.  
25 We'd be looking particularly in the TIP for asking any implementing agency  
26 to indicate how they're going to increase bicycle and pedestrian safety and  
27 also motorized vehicle safety too. If you notice in Ms. Herrera's reference  
28 she says "This will help in pedestrian and bicycle crashes or will prevent or  
29 will be safe to, would acknowledge the crash standards too." So any body  
30 or implementing agency has to or puts in projects in the TIP has to  
31 respond or say how they're going to address the safety targets. They can  
32 say they don't but what we try to encourage because maybe some of them  
33 are not really relevant to safety, but that's one thing we're going to ask all  
34 permitting agencies do.  
35  
36 Nunez: I'm trying to capture what you're saying in that you're defining it but I'm  
37 asking does it include things like education? Is it all just roads and  
38 infrastructure? What kind of money's are we? I guess I'm not following  
39 you at all. I'm sorry.  
40  
41 McAdams: There are no monies involved as far as that's concerned. There's no  
42 incentive money. There's only STIP money. If the state as a whole does  
43 not decrease it's safety or declining in according the targets, we may be  
44 penalized with all our monies into safety as far as putting into roads. Right  
45 now it's balanced, but the penalty would be, we can do new road  
46 expansion, and maybe Tom can ...

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33  
34  
35  
36  
37  
38  
39  
40  
41  
42  
43  
44  
45  
46

Murphy: Mr. Chair, Members of the Committee. Let us back up a little bit and see if we can approach it from different direction. The Unified Planning Work Program is a document for two fiscal years which directs what the efforts of staff is going to be for those upcoming two years. And as Mr. McAdams stated, one of the major things that staff will be concentrating on would be the update for the Metropolitan Transportation Plan.

Also another major task that we've identified is our support of up holding the safety targets adopted by NMDOT, and as part of that effort what we want to do within the MPO area is to chart and catalogue things like where are the most dangerous intersections not only for automobiles but also for non-motorized bicycle and pedestrian traffic. Upon identifying those dangers or those problem areas, we can then encourage our jurisdictions and the DOT to concentrate on directing their efforts towards mitigating those intersections, those stretches of roadway. So we're really the main focus from an MPO staff standpoint is we're going to work on collecting all of the data, analyzing it, and coming up with recommendations to those bodies such as the City, the County, and the DOT that do have the programatic means in which to address specific problem areas. A lot of other things you know deals with our larger data collection, our traffic count program for example, our efforts on updating, refining ways of collecting bicycle and pedestrian data, those are things that we're very interested in doing. Other programs within the UPWP goes down to the mundane that we fill out our reports, we do the annual listing of projects each year. We work with local governments, making sure that when they're spending federal monies on any of their projects that we assist them with getting all the reports necessary complied together so that they can be passed up through DOT up to FHWA. So what we're asking is for recommendations of the Policy Committee for the staff work program. I hope that was able to clarify some things.

Nunez: It does. Thanks.

Pearson: Yes, this is actually an area that I was going to bring up in the comments but seems very germane right, in Albuquerque they had a pedestrian fatality at a middle school and the community there is kind of coming together with Vision Zero type approach. The Vision Zero seems like the very thing that we're kind of talking about. So what kind of things could we do maybe as a Committee to promote Vision Zero, because we've had a near miss here at a middle school, so we're just fortunate that we're not reacting to a fatality? It's not something that we want to ever happen. I mean that's just recent one's, there are other ones too that I can think of that go back and we have had a fatality not terribly long ago. Are there things that work into this that maybe this committee should be working towards, should we be encouraging the jurisdictions to establish a Vision Zero task force or implementing a proclamation or resolution that says

1 promoting safe Vision Zero? Councillor Eakman had a recent constituent  
2 meeting and it was concerning traffic and he just did kind of show of  
3 hands, what's the most difficult program to address; red light running,  
4 speeding, something else, or distracted driving. Well distracted driving  
5 inched out red light runners and speeders. And while there's a lot of  
6 statewide effort toward DWI problems, I don't know that there's that much  
7 intensity with distracted driving and maybe we could address that, that  
8 would help our safety targets also I believe.  
9

10 Murphy: Mr. Chair I think those are things that definitely come as a result of staff's  
11 focus on compiling the data, that way we can then move forward and our  
12 decision makers like Councillor Eakman can have data that supports the  
13 individual policy recommendations they make, one of which could be  
14 Vision Zero. A lot of those reasons you cited about what people perceive  
15 as the most dangerous aspect. In our staff meeting this morning we sat  
16 down, we were going over the crash statistics for over the last five years  
17 and of course distracted driving's one of the top 10 in all five years. It's  
18 starting to move, the red light incidences have actually been declining in  
19 the frequency of the crash causes and what we ultimately want to do is  
20 kind of catalogue all of that data so that we can present it to this  
21 Committee, present it to the other committees to help inform your  
22 decisions and your recommendations and so when we're talking that we're  
23 going to make safety one of the major components of our work program, is  
24 we are going to be compiling all of that information so that  
25 recommendations can come out and they'll be backed by the data and  
26 that's where we'll concentrate.  
27

28 Pearson: Our agenda item right now is more specific to the task and the data.  
29 Maybe during our comment period we can come back and talk about this  
30 as far as policy direction or asking for policy at the jurisdiction levels.  
31

32 Murphy: Right. I think one of the things, we will be coming out with the report of the  
33 information we are working on relatively soon. I think out of those  
34 presentations we start thinking about what specific policy  
35 recommendations would be appropriate to start moving forward. Trying to  
36 think, we had four fatalities in 2016, the last year, so statistically speaking  
37 we're pretty close to the zero on fatalities. We've had a couple years  
38 where we've had the zero, actually that's four, I'll have to check the  
39 motorized fatalities, but we're such a small area, small population, we  
40 have one egregious crash that could be due to weather that could be  
41 unforeseen and that completely spikes any of our data. But what we want  
42 to do is try to isolate so we're looking systematically are there things that  
43 we can change that on average get us approaching zero in that regard.  
44 Not knowing that somebody suffered some kind of medical event while  
45 operating a vehicle and that is something that no amount of planning or  
46 design's going to get us out of.



1  
2 Pearson: It still counts as a traffic fatality.  
3  
4 Murphy: Yes, and it still counts as a traffic facility and if you'll remember back to the  
5 discussion when we were moving the targets through the committee  
6 process is Congress is going to be holding MPO's and DOT's responsible  
7 for achieving those targets that they set, so the trick is you want to set  
8 targets that move the needle in the direction you want to go but do not set  
9 it where you set yourself up to fail because it's moving in the direction if  
10 you failed to meet your targets you could be impacting the funding that's  
11 available to you.  
12  
13 Pearson: Right.  
14  
15 Murphy: But that's really a discussion that we have within the context of as we work  
16 on these particular work programs, so I think what we're asking for today  
17 is, is this something that staff should be working on as a general area.  
18  
19 Pearson: Any other comments?  
20  
21 Nunez: No. Thanks for explaining. I do have, you helped in explaining what  
22 you're doing. I was curious if you could take one more minute and talk a  
23 little bit about how that may relate to, and do you work with the Safe  
24 Routes to School on this?  
25  
26 Murphy: Yes. One of the things, and that's something that we've had on for at least  
27 the last 10 years Ashleigh. MPO's been a supporting agency of the Safe  
28 Routes to School effort and it's in our work program that we'll continue to  
29 devote staff time to helping that program along. We hope to be able to  
30 provide them whatever data request they ask for us. We hope to provide  
31 them some public support. We also hope to adopt the action plan that's  
32 coming out of that process to kind of state that as a region why policy  
33 documents, so by all means yes we are proposing to still be supportive of  
34 Safe Routes to School.  
35  
36 Curry: Thank you very much. And I also just wanted to add in, I see under 4.3  
37 Safe Routes to School, the plan. Could I request that you guys come to  
38 all our Coalition meetings and not just every third one?  
39  
40 Murphy: Yes.  
41  
42 Curry: Thank you. I would appreciate it. We're not on in the summer so you're  
43 off June and July. But thank you, that would be appreciated.  
44  
45 Murphy: And I know we schedule ourselves to attend all of them and I apologize.  
46

1 Curry: No, I'm just looking at the plans for 2019-2020.  
2  
3 Murphy: Oh I see.  
4  
5 Curry: We do attend. Dominic is at most of them, but I'm just looking at the plans  
6 for 2019-2020 and it says "SRT a Steering Committee" on page 52.  
7  
8 Murphy: I guess at the time I put that matrix together, I was assuming a quarterly,  
9 but administratively I'll change that to monthly except for summers.  
10  
11 Curry: Thank you.  
12  
13 Pearson: Any other comments? Hear a motion to accept the United Planning Work  
14 Program as presented, we're recommending to the Policy Committee.  
15  
16 Nunez: I'll make the motion.  
17  
18 Pearson: Mr. Nunez. We have a second.  
19  
20 Curry: I'll second it.  
21  
22 Pearson: We have a motion and a second to recommend the plan to the Policy  
23 Committee. All in favor "aye."  
24  
25 MOTION PASSES UNANIMOUSLY.  
26  
27 Pearson: Any opposed?  
28  
29 **6. DISCUSSION ITEMS**  
30  
31 **6.1 Highlights of FHWA Pedestrian Facilities Training**  
32  
33 Pearson: Okay we're on to our discussion items. Some FHWA Pedestrian Facilities  
34 Training.  
35  
36 MICHAEL MCADAMS GAVE HIS PRESENTATION.  
37  
38 Pearson: Go back to that.  
39  
40 McAdams: Which one?  
41  
42 Pearson: To the one previous table.  
43  
44 McAdams: Sure. Okay.  
45

1 Pearson: Because it shows for 2011 bicyclists zero for fatalities and that was when  
2 Dr. Fronczek had the fatality out by US-70.  
3  
4 McAdams: That was, I'm not sure why it wasn't accounted. It could be outside of the  
5 MPO area.  
6  
7 Pearson: It might be just outside of the MPO.  
8  
9 McAdams: It may be just outside the MPO area. I can check.  
10  
11 Pearson: The other side of the Pass I guess.  
12  
13 McAdams: Yes.  
14  
15 Murphy: It was in the pass. Our area ends just east of the Town or Village of  
16 Organ. Geographically it was outside the MPO area.  
17  
18 Pearson: And there were two fatalities on Valley since that I believe.  
19  
20 McAdams: For bicyclists?  
21  
22 Pearson: Right.  
23  
24 McAdams: We used to have, what year was that?  
25  
26 Pearson: I'd have to go back and look at my records.  
27  
28 McAdams: Okay.  
29  
30 Pearson: But it was Community of Hope clientele.  
31  
32 McAdams: Okay.  
33  
34 Pearson: And so I'm thinking '13, '14.  
35  
36 McAdams: That was considered a bicycle accident or crash?  
37  
38 Pearson: They were both hit and runs.  
39  
40 McAdams: Okay. We'll have to go back and check that because I'm not sure why it  
41 didn't record but we just deal with the data and we can go like specific look  
42 like that.  
43  
44 Murphy: Mr. Chair. I think that's something that I think we should probably pause  
45 to dwell on a bit. This is data that we get back from the UNM Traffic  
46 Safety Bureau which is on contract by the DOT to process crash data

1 statewide. Frequently, especially when we're dealing with one or zero  
2 fatalities it's very easy that we remember something that somehow doesn't  
3 come up in the data and those are things I think I guess we do need to  
4 find those examples so that we can go to UNM and find out what's  
5 happening.

6  
7 Pearson: Right, this could go back to uniform crash reporting needs be.

8  
9 Murphy: The earlier discussion about the crash causes is, it was unbelievable the  
10 number of where they cited the major factor as none. I guess what I want  
11 to get at to that point is we want to call out when we're aware of these  
12 discrepancies. Perhaps some of the answer, I mean in addition to  
13 pinpointing where we have problem locations, we probably need to  
14 pinpoint where there's a deficit in our understanding of how this is  
15 supposed to work versus say how law enforcement views how it's worked.  
16 Is there a training aspect that we need to be promoting with law  
17 enforcement as far as to refine the crash reporting? I think definitely I  
18 would like to have you share the data that you have so that we can begin  
19 asking those questions and improve the overall quality of the information  
20 we're looking at.

21  
22 Pearson: Right. Okay.

23  
24 Curry: Mr. Chairman, Mr. Murphy. Can I also just add? I believe that the UNM  
25 Bike/Ped. Coordinator was planning on doing the same bike/ped. crash  
26 investigation training but doing it with an on-line piece to accommodate  
27 people's schedules. So that's something I think didn't really take off last  
28 August in the way that we had hoped in our community, but maybe that's  
29 something that you could look into and direct further so that we do have a  
30 more uniform tracking of how crashes occur and our officers are trained  
31 throughout all the jurisdictions. Thank you.

32  
33 MICHAEL MCADAMS CONTINUES HIS PRESENTATION.

34  
35 Curry: Dr. McAdams can I interrupt? And I would also comment on trash bins,  
36 because trash bins are either on the sidewalk or they're in the bike lane.

37  
38 McAdams: Right. So that's not really the purpose. The purpose for the furniture,  
39 trashcans, etc. and only in that area. I'm not sure how you do it with curbs  
40 a certain way because you have trash cans, you have to put you know on  
41 the curb. So that's something we have to work at as well. They don't  
42 really address that but do you have any ideas of how you would like  
43 accommodate from people that put trash, they do impose on bike lanes.

44  
45 Curry: My thought is that if you have a furniture zone that that's where they go, so  
46 then neither on the sidewalk nor in the bike lane. But I was just driving

1 along Triviz today and noticing how many trashcans were in the bike lane  
2 or they're on the sidewalk and it's not a furniture zone to put them, so I  
3 don't really know ...  
4  
5 McAdams: Yeah.  
6  
7 Curry: It hasn't been designed for a different alternative.  
8  
9 MICHAEL MCADAMS CONTINUED HIS PRESENTATION.  
10  
11 Curry: Dr. McAdams.  
12  
13 McAdams: Yes.  
14  
15 Curry: If I may interrupt one more time.  
16  
17 McAdams: Sure.  
18  
19 Curry: This is exactly what I'm talking about on Valley Drive off of Caliche's there  
20 for the Community of Hope people. And I'm kind of disappointed to know  
21 that the design chose not to put in a median refuge right there as you  
22 continue to see pedestrians crossing all the time and they're requesting  
23 that pedestrians go up the road to Amador, but it's too far, people don't do  
24 that.  
25  
26 McAdams: They won't and you have to look at pedestrian behavior.  
27  
28 Curry: Yes, and pedestrian behavior is everybody there and I just feel like that's  
29 begging for a fatality and here we are, please put me on record, that I  
30 think something's going to happen there. I think we need to address it.  
31 And I think just saying we've studied it and it isn't warranted, I don't think  
32 that's going to work, I really don't. I just see it on a continual basis there.  
33  
34 Billings: I absolutely agree. I think that really is an issue that needs to be  
35 addressed by the City because you're right, somebody's going to die  
36 there, so I completely agree with you.  
37  
38 MICHAEL MCADAMS CONTINUED HIS PRESENTATION.  
39  
40 Nunez: Do we have this scenario in the City?  
41  
42 McAdams: Well there maybe this kind of scenario here, you know where you have  
43 multiple crossings and signalization. Can you think of any that are kind of  
44 similar to this or no?  
45  
46 Nunez: Might be one or two.

1  
2 McAdams: Okay.  
3  
4 Nunez: I was just asking if we had this diamond here.  
5  
6 McAdams: Not exactly. Just an example of looking at, there's probably something  
7 similar up at Triviz, there is a multiple crossings there, not exactly like this  
8 of course, you know, but we have conflicts. I mean this model, this  
9 example is not exact. I'm not saying this condition is in Cruces you know.  
10 But overall conflict points.  
11  
12 MICHAEL MCADAMS CONTINUES HIS PRESENTATION.  
13  
14 Paz: Quick question, can you just make them available on the MPO website to  
15 everyone?  
16  
17 McAdams: Yes, I can do that because they told us we can use it anyway we want to.  
18 The problems are how do we do this. I can get them, depends on the  
19 capacity of the server you have because like with our server it's too big,  
20 with Outlook I can't mail them to anybody else. But I can do them in  
21 sections so let's see how we can do this on our website.  
22  
23 Nunez: I'm thinking about how we've been using the road diets and I agree with  
24 how successful they are and all. I was just kind of curious if you have any  
25 data at all about the one or two or few people that are so impatient and  
26 pass in the center lane and such. Do we have data on that or do we or  
27 anyone asked the police department for more policing or anything on that,  
28 because I noticed it more the last couple of years.  
29  
30 McAdams: I would have, that you have to (*inaudible*) because a lot of times the  
31 collision report, there's like very general what happened in the crash and  
32 that would be probably monitoring by the police but we have no data on  
33 that.  
34  
35 Nunez: All right. Thank you.  
36  
37 McAdams: But it is a concern, I agree.  
38  
39 Pearson: I do remember some crash data on Solano that, maybe it was Solano,  
40 maybe it was Idaho, because the federal standards say a road diet  
41 reduces crashes, something, I'm trying to remember, perhaps 26%, and I  
42 think our numbers are something more like 23%, so not quite as good as  
43 what federal number say, but still a significant reduction in crashes I would  
44 say.  
45

1 McAdams: That's what I say, well and those figures (*inaudible*) by (*inaudible*) Journal  
2 and so you can have different conditions that will be there. I think 22% is  
3 pretty good you know.  
4

5 Pearson: So we just need to figure out when we're getting our road diets on  
6 Alameda and on the rest of Idaho. Any other questions?  
7

8 **6.2 Update of Public Participation Plan**  
9

10 Pearson: Okay, so we'll move on to update of public participation plan.  
11

12 MICHAEL MCADAMS GAVE HIS PRESENTATION.  
13

14 Curry: Dr. McAdams I have a question for you. Along the lines of looking at the  
15 underserved population, have you done any public input meetings at the  
16 Community of Hope?  
17

18 McAdams: We haven't. Well I think that'll be a good way to do it. We've done some  
19 things where we actually for the ATP which we are part of, we did do  
20 questionnaires directly to the Community of Hope. So through the ATP  
21 process we did, but that'll be a good place to put questionnaires for  
22 perhaps the MTP update.  
23

24 Curry: Or even just a public meeting that people could attend open to anybody of  
25 the public ...  
26

27 McAdams: Right.  
28

29 Curry: But then it would be accessible to the people who live there.  
30

31 McAdams: Oh I agree. I agree.  
32

33 Curry: They're big uses of the public transportation and active transportation.  
34

35 McAdams: Absolutely. Because we did the ATP we looked at, we target our  
36 audiences. We looked at not only the Community of Hope we did  
37 questionnaires but also the Transfer Center too. So (*inaudible*) different  
38 places.  
39

40 Curry: Great. Thanks.  
41

42 McAdams: So in that aspect we did.  
43

44 Nunez: Yes, on the one, couple of slides you'd mentioned the meetings that you  
45 held, were those all at the City Hall or?  
46

1 McAdams: No those are various, the Missouri Avenue was at Farm and Ranch near  
2 where a lot of people were living. And for the (*inaudible*) transit plan we  
3 did mention that was done in, all places were accessible. The university  
4 was done at Mesilla Town Hall near, the (*inaudible*) there too. And that's  
5 the situation the Town of Mesilla very much helped with, with the public  
6 officials helped to go at and sometimes door-to-door get people to attend  
7 that too. So we always rely on others to publicize it too.  
8  
9 Nunez: I didn't stop you because you were presenting, but you had one on the  
10 definition on the environmental justice. Can you explain that slide or, I  
11 don't know if you need to go back to it or not.  
12  
13 McAdams: I can explain it. Environmental justice looking at where a certain group is  
14 visiting, (*inaudible*) because perhaps most of you like location near  
15 (*inaudible*) landfill or industrial facility that's affecting them adversely. So  
16 one of the situations may be you know having houses near a transfer  
17 center for example, buses you know, polluting. In fact in El Paso the  
18 situation, not a transit terminal but a bus transit, not public transit but  
19 school bus. The residents are protesting because they live right along the  
20 border, I don't know if you've heard the NPR, there's already truck fumes  
21 now the school district are, or one of the school are proposing it, a transfer  
22 center for school buses. They're protesting because their breathing's  
23 being affected already due to the buses and the trucks etc. and now with  
24 the school bus they're saying now you're going to have buses idling, you  
25 know we've had enough. And so really you're doing this, the accusation is  
26 you're doing it because we are a minority area. We can't protest and  
27 that's what's really if for, environmental justice looking at that mostly a  
28 minority status or low-income areas and they don't have the voice. So the  
29 public, and traditionally you heard about the 20th hits the trailer parks,  
30 that's joking. That's environmental justice. It's because mostly in low-lying  
31 areas, well this is ...  
32  
33 Nunez: I understand. That explains it. Thank you.  
34  
35 McAdams: Tornados often hit. Where do people with trailer parks often are low-lying  
36 areas because not desirable.  
37  
38 Nunez: No, I understand. Your bus example is a good example.  
39  
40 McAdams: Right.  
41  
42 Nunez: Thank you.  
43  
44 Pearson: Any other comments? So this plan kind of also applies to this Committee  
45 as far as we try to get public participation. Is there anything specific in



1 there or something that we, because we'd talking about moving our  
2 meetings maybe or changing formats at some.

3  
4 McAdams: Not specific, but all committees to be aware of public participation, how we  
5 can increase public participation. Yes. So not specifically.

6  
7 Pearson: Okay. Any other comments? Okay, I guess we're done with that item.

## 8 9 **7. COMMITTEE AND STAFF COMMENTS**

### 10 11 **7.1 MPO Staff Update**

12  
13 Pearson: So we're on to MPO update.

14  
15 McAdams: We have some good news. All the project we put up for priority in the  
16 priority first year trails have been entered into the CIP. So we don't know,  
17 we'll see their status later on, but we rely on some of the Committee  
18 Members to go to the City Councillors and to advocate but moving their  
19 projects up to closer year and seeing where they're at. So the point is the  
20 MPO is, they're in the CIP, so now we request you guys here to go and  
21 advocate them too.

22  
23 Pearson: And there has been some public input for the GO bond that the City's  
24 looking at.

25  
26 McAdams: That's correct but that's a separate issue.

27  
28 Pearson: Right.

29  
30 Bencomo: Mr. Chair. So you said there all are the ones that are going on the CIP, is  
31 that all the ones that we just voted on or there were some other Tier 1.

32  
33 McAdams: The 14 that we proposed.

34  
35 Bencomo: Okay.

36  
37 Pearson: The ones we ranked.

38  
39 McAdams: Yes, so the ones we ranked.

40  
41 Bencomo: The ones we just recently ranked. Okay.

42  
43 McAdams: Yes. The you ranked.

44  
45 Bencomo: Are those assigned under a specific department. What department would  
46 those be under?

1  
2 McAdams: They're under Public Works Department.  
3  
4 Bencomo: And I know those can be moved around. As time goes on they can be  
5 reassigned because Parks and Rec, I mean they're actually parks once  
6 the trails are in, things like that are in place, not any roadway projects, but  
7 that'd be Public Works. So I'm just curious if we go to advocate for these  
8 we can advocate not only perhaps for the funding but also to maybe  
9 assign them to I think Parks and Recreation may have more of an interest  
10 in those perhaps than Public Works, I'm not real sure but seems like it.  
11  
12 Murphy: Mr. Chair, Mr. Bencomo. The way I understand that it works is that you  
13 know certainly Public Works will do the projects that are associated on  
14 street. I do believe that within the City of Las Cruces the Project  
15 Development section would develop a trail project and advance that and  
16 then once it is completed, turn it over to Parks for ongoing maintenance.  
17 Project Development is a part of the Public Works Department. So right  
18 now I do believe that the main department to handling this CIP would be  
19 the Public Works Department and then ultimately if and when a trail is  
20 built, that's the point that it would turn over to a different department.  
21  
22 Bencomo: And you're correct that's how the system has technically worked which is a  
23 weakness in the system because for example the trails behind the Las  
24 Cruces Dam, the complaint we heard from Parks and Rec was "Well they  
25 just built that and then they gave it to us." And the design is not good, it's  
26 not working, they're going to have to fix it. So I think, I get that project  
27 management is the one that does that because they have to go through  
28 the design process, the design phase and all that, just like Fire Station 7  
29 and 8 were done that way, but the still belong to that department and  
30 they're still in the CIP under that department. So that's why I'm wondering  
31 I think Parks and Rec may be needs to take those on even though they  
32 still have to work through project management to get them done. So I  
33 think it's a weakness because then there's no ownership. It's somebody  
34 else's building it and then giving it to us that we have no input into and so I  
35 think that creates weakness within the City structure doing that, so maybe  
36 we can advocate changing that, I don't know.  
37  
38 Murphy: That's a good comment and I hadn't thought deeply into that, probably ask  
39 Mr. McAdams to get in contact with Sonya, make her aware of the trail  
40 projects this committee has endorsed and make her department aware of  
41 their existence and perhaps then they can be at the table when the design  
42 happens.  
43  
44 Bencomo: Thank you.  
45  
46 McAdams: That's it for us.

1  
2 **7.2 Local Projects update**  
3

4 Pearson: Okay, so local projects update. Guess we'll start at the end, NMSU do  
5 you have anything?  
6

7 Kirby: There are no project updates from NMSU.  
8

9 Pearson: County.  
10

11 Paz: We have a few updates. The Soledad project's at 90% design with  
12 construction in the fall. The Baylor Canyon chip seal project is scheduled  
13 for summer construction and that's going to be two lanes with approved  
14 shoulders, very similar to the Dripping Springs geometry. Dona Ana  
15 School Road, staff is working with DOT for right-of-way certifications and  
16 no date on construction for that project.  
17

18 Pearson: City.  
19

20 Nunez: We have open bids today on Miranda from Parker to Palmer and that is  
21 adding ADA pedestrian ramps along Court, that one should start soon too.  
22 Dona Ana Road we have the sewer line installation which that's like north  
23 of where Alameda ends right there. And that one's going fairly well. Then  
24 along those little, let's see, we're staring to look at the design for the  
25 microsurfacing and the road maintenance like we do every year and then  
26 like every year I bring you a list after the Utilities Department reviews it to  
27 see which items on the list we can do. Then I'll look into trying to  
28 restriping, maybe change the configuration of some of the roads so I'll  
29 bring that list here after the Utility Department is completed, after they're  
30 done. Because what they do, what the utility department does is they'll  
31 look at a road that we want to resurface and they'll see if they need to  
32 update the utilities first so we don't go and upgrade the road surface and  
33 then they turn around and tear it up.

34 Then we also have, as many of you are probably aware, the road  
35 diet is what they're looking at on Main Street there, what is it from Boutz to  
36 Valley, somewhere in that section where it's four lane, they're talking  
37 about going with the classic road diet to add a center turn lane and then  
38 one lane in each direction south and north. I think there's a discussion, a  
39 meeting on April 25th, I think that's at 6:30. And what else do I have here.  
40 There's going to be a discussion I think on May 7th, the City will probably  
41 be voting on looking at adding monies for the, what do you want to call it,  
42 like landscaping and all for that intersection there on University and I-25, I  
43 believe that project coming up, currently in design. That's all I got.  
44

45 Pearson: Okay. I noticed the neighborhood Hadley reconstruction's about done and  
46 they put in lane lines, all sorts of lane lines in that residential

1 neighborhood. They put in a double yellow line. We're talking about  
2 Vision Zero and walkability and everything and seems like that's counter  
3 intuitive to me. When Dan Burden was here one of his comments was,  
4 well way to slow down traffic is don't put in the center lane lines, leave it  
5 wide open, gives people, they have to use their own judgement as to  
6 where to drive, so that was, I guess I don't know if you have a response to  
7 that, I'm just going to comment on that.  
8

9 Nunez: Let me look at it. Typically with our Traffic Department, and also too like  
10 you just mentioned, we try not to put any paint down if we don't have to, if  
11 people know where to go, it's safe, it matches MUTCD and all that., so  
12 which section on Hadley and where is that?  
13

14 Pearson: The new construction from Reymond to Melendres. And most of them are  
15 one block sections and stop signs on just about every block.  
16

17 Nunez: Okay. I will look into it.  
18

19 Pearson: I think its a question extends to the Court project and would they want to  
20 put lane lines on the court project which currently, I mean that probably  
21 hasn't ever had lane lines in 100 years it's been there.  
22

23 Nunez: Right. No I know Court pretty well. I actually lived on Court for a short  
24 time.  
25

26 Pearson: Well they recently added to Las Cruces Avenue from Armijo to Mesilla and  
27 so that struck me as odd, especially the double yellow lines. If they  
28 needed to put a lane line there why not just put a single yellow dashed  
29 line.  
30

31 Nunez: Right. I will and I'll start with my supervisor and I'll also talk to Soo Gyu  
32 Lee. We no longer have Willie Roman at the City. He went on to better/  
33 greater things, so we have a temporary position, Hector Terrazas is over  
34 there in that department for a while until they hire a replacement for the  
35 lead position over there. But my boss, I agree, Jerry Cordova is an  
36 advocate, I think he thinks along the, I can't remember the name you listed  
37 but he's the same way where try not to put paint down.  
38

39 Pearson: Right.  
40

41 Nunez: Thanks.  
42

43 Pearson: Okay.  
44

45 **7.3 NMDOT Projects update**  
46

1 Pearson: And NMDOT is not present tonight.

2

3 **7.4 Committee Members Update**

4

5 Pearson: So that moves us on to Committee Members updates. Do I have any  
6 members that want to say comments?

7

8 Curry: Yes please. I would just like to, I think I gave everybody who's here our  
9 Family Bike Fiesta flier. So on April 28th we're going to have, this will be  
10 our third big kind of collective for the whole school district. In the past  
11 we've had hundreds of children, upward of 500 and doing bike repair and  
12 free helmets and all kinds of things, so bike rodeo, that kind of thing. So if  
13 any of you are interested in coming and spending your Saturday Morning I  
14 think some of you have already been roped in, but if you haven't yet, we  
15 can definitely use some help. Knowing ahead of time is more helpful to  
16 me. So if anybody is available, interested to come and help with that or if  
17 you have children who'd like to come out and attend, need bikes repaired  
18 or anything else, I'd like to get the word out, we just sent out 12,000 fliers  
19 to the school district so I anticipate we'll have a good turnout again this  
20 year.

21 And then also just to let everybody know this leads up to Bike to  
22 School week or Bike to School Days and those'll be celebrated around the  
23 district from the 8th of May, 8th, 9th, 10th, and 11th, so those four days in  
24 that week and one day at each school, and I think we have 20 schools  
25 signed up, 22 schools signed up. Walkbiketoschool.org is the website  
26 with school signup for that. That's it. And actually can I just get a little bit  
27 more information Mr. Nunez on that April 25th meeting about Main Street,  
28 the road diet. I'm interested in knowing more about it. I might go to that  
29 meeting. Is that a definitive time? And do you know where?

30

31 Nunez: I believe it's the City and I'm pretty sure it's 6:30 and I'm pretty sure it's  
32 April 25th. I know that my coworker is the project lead, the senior  
33 engineer's Jennifer Yoder.

34

35 Curry: Okay.

36

37 Nunez: I'm not sure of her phone number but if you call the City department, I  
38 think it's 528-3333 the receptionist can direct you to Jennifer and she can  
39 give you the details.

40

41 Curry: Thank you.

42

43 Pearson: I have it as 5:30 on my calendar.

44

45 Nunez: What is it?

46

1 Pearson: I have 5:30 on my calendar.  
2  
3 Nunez: Okay. Very good.  
4  
5 Pearson: I saw some notice some place and I put it on the calendar and then it's like  
6 in four at City Hall.  
7  
8 Nunez: Excellent. Thanks. I guess I have Central time listed here then. I don't  
9 want to throw you off, sorry.  
10  
11 Curry: Trying to get us confused.  
12  
13 Nunez: That's not the case at all.  
14  
15 Bencomo: Mr. Chair.  
16  
17 Pearson: Yes.  
18  
19 Bencomo: At the last meeting I didn't attend, but in the comments Ms. Curry had  
20 brought up about the map with the ditches, some of them are  
21 underground, some are above ground and then the question was asked is  
22 that something that we could possibly put out to the MPO to update the  
23 maps or work with EBID. So is that being worked on and if not I would  
24 volunteer to help work on that. I mean riding the ditches and this, that,  
25 and the other they're fairly conspicuous to me having used them multiple  
26 times, so I'm just volunteering my services if something needs to be done  
27 with that.  
28  
29 Murphy: Mr. Chair, Mr. Bencomo. I guess we would have to have it as a volunteer  
30 effort. If you would like you can contact our mapping staff, Dominic or Mr.  
31 McAdams with which ones are underground, over ground. We did reach  
32 out to EBID. They did not have the staff resources to generate that and  
33 they look at things on a project-by-project basis, so they didn't want to  
34 invest the effort to map that.  
35  
36 Bencomo: Right I understand the resources like you guys are sometimes stretched  
37 for resources, but also based on their maps they may identify some that  
38 are above ground because there are some that are above ground but  
39 they're old laterals that aren't used any more and they're not even suitable  
40 to walk on, so even their mapping system if they look at it, if they haven't  
41 actually gone out there themselves they may or may not know, but let me,  
42 I'll get contact information and then I'll get with you or your staff on that.  
43 Thank you.  
44  
45 Billings: I have a comment. I just wanted to say this is my last meeting because  
46 I'm moving to Silver City because I'm graduating. So I just wanted to say

1 thank you to everybody for letting me be part of this and for everything that  
2 you do and it's really great. Got to teach me a lot so thank you.

3  
4 Pearson: Okay. Thank you. I was going to point you out. I was going to ask staff if,  
5 I know you put out the public request for that position, have you gotten any  
6 response yet?

7  
8 Murphy: We've got a few.

9  
10 Pearson: Okay. Good. So it's April 27th is the close date for that.

11  
12 McAdams: That's correct.

13  
14 Pearson: Which is just the Bicycle Community Member so it's open to pretty much  
15 everybody in the MPO area that has an interest in bicycles. I guess I'll go  
16 back, any other Committee Members? I'll go back to the Vision Zero kind  
17 of thing, sounds like we're going to get presentation on some of these  
18 numbers as they come in and then that's when we would discuss these  
19 kind of more policy ideas, maybe make a recommendation, decide if we  
20 want to make a recommendation to Policy Committee to do something  
21 else. Okay.

22 And it is Bike Month that is coming up. Ashleigh touched on a  
23 couple of things. May is Bike Month so it starts with a bike blessing on  
24 Sunday at the Universal Unitarian Church at 10:10 on the first Sunday.  
25 We talked about Bike to School. We also have proclamations at the Town  
26 of Mesilla, City of Las Cruces, and Dona Ana County. There's going to be  
27 a meet and greet on May 6th at Picacho Peak Brewery. There's a cyclofin  
28 ride on May 16th I think.

29  
30 Curry: Twelfth.

31  
32 Pearson: Twelfth. We have our monthly visibility ride on the second Monday of the  
33 month. Ride of Silence is expected to be on the third Wednesday.  
34 Mayor's Bike Ride May 19th, Saturday. And there's also a regular ride on  
35 the first Friday of each month at La Llorona, an ice cream ride that's a lot  
36 of fun. Ride leaves at 5:30 so show up a little bit after 5:00 and it's a great  
37 event. Everybody get it on their bike and ride for May is Bike Month. And  
38 that's all I have.

39  
40 **8. PUBLIC COMMENT**

41  
42 Pearson: Okay, so we're on to public comment. Seeing no members of the public.

43  
44 **9. ADJOURNMENT (6:23)**

45  
46 Pearson: We'll go onto adjournment.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16

Curry: I put forth a motion to adjourn.

Bencomo: Second.

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

MOTION PASSES UNANIMOUSLY.

Pearson: We're adjourned. Thank you.

---

Chairperson





## **METROPOLITAN PLANNING ORGANIZATION**

SERVING LAS CRUCES, DOÑA ANA, AND MESILLA

P.O. BOX 20000 | LAS CRUCES NM | 88004

PHONE (575) 528-3222 | FAX (575) 528-3155

<http://mesillavalleympo.org>

### **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE DISCUSSION FORM FOR THE MEETING OF May 15, 2018**

#### **AGENDA ITEM:**

5.1 Prioritized Statewide Bicycle Network Plan (NM Bike Plan)

#### **DISCUSSION:**

The New Mexico Department of Transportation will discuss the status of the Prioritized Statewide Bicycle Network Plan (NM Bike Plan) with the Committee and solicit input from its Members concerning the Plan.

Further information about the Plan can be found at: <https://www.bhinc.com/nm-bike-plan/>