

1 **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION**
2 **POLICY COMMITTEE**

3
4 The following are minutes for the meeting of the Mesilla Valley Metropolitan Planning
5 Organization (MPO) Policy Committee which was held May 9, 2017 at 1:00 p.m. in
6 Commission Chambers at Dona Ana County Government Building, 845 Motel Blvd., Las
7 Cruces, New Mexico.
8

9 **MEMBERS PRESENT:** Trent Doolittle (NMDOT)
10 Councillor Jack Eakman (CLC)
11 Commissioner Kim Hakes (DAC)
12 Trustee Stephanie Johnson-Burick (Town of Mesilla)
13 Councillor Gabriel Vasquez (CLC)
14 Commissioner Benjamin Rawson (DAC)
15 Councillor Gill Sorg (CLC)
16

17 **MEMBERS ABSENT:** Carlos Arzabal (Town of Mesilla)
18 Mayor Nora Barraza (Town of Mesilla)
19 Commissioner Isabella Solis DAC)
20

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

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

28 **1. CALL TO ORDER / PLEDGE OF ALLEGIANCE (1:13 PM)**
29

30 Eakman: Ladies and gentlemen it is 1:13 in the afternoon. We do have a quorum. I
31 am going to call the meeting of the Mesilla Valley Metropolitan Planning
32 Organization to order. At this time we'd have the Pledge of Allegiance. If
33 you'll please rise please.
34

35 ALL STAND FOR THE PLEDGE OF ALLEGIANCE.
36

37 Eakman: Thank you so much.
38

39 **2. CONFLICT OF INTEREST INQUIRY**
40

41 Eakman: If every member of the Board would look at the conflict of interest category
42 and our agenda at the same time. Does anyone have a conflict they
43 would like to declare?
44

45 MEMBERS DECLARED NONE.
46

1 **3. PUBLIC COMMENT**

2
3 Eakman: At this time for public comment. Does anybody have anything they'd like
4 to address to the Policy Committee? Hearing none.
5

6 **4. CONSENT AGENDA ***

7
8 Eakman: On our consent agenda. What are the wishes of the Board?
9

10 Rawson: Mr. Chairman.

11
12 Eakman: Yes.
13

14 Rawson: Mr. Chairman I have a question on, of course I was not here at that last
15 meeting. I was in a press release or Attorney General Sessions was
16 speaking here in Las Cruces, but Commissioner Solis was with me at that
17 event with Attorney General Sessions and I noticed that she's listed as
18 present, but I think she was with me. Of course I wasn't here, she may
19 have been able to pull a stunt I'm not aware of.
20

21 Eakman: You are correct. Commissioner Hakes was here. So could that be
22 reflected as an administrative fix in the minutes?
23

24 Wray: That can be an amendment to the minutes. Yes.
25

26 Eakman: Thank you. What are your wishes then on the minutes and the consent
27 agenda? Does anyone want to make a motion to approve?
28

29 Vasquez: I'd like to make a motion to approve with the amendment to strike the
30 attendance of Commissioner Solis from the members present.
31

32 Sorg: I'll second that.
33

34 Eakman: A motion and a second. Does that include an approval of the consent
35 agenda Councillor Vasquez?
36

37 Vasquez: Yes Mr. Chair.
38

39 Eakman: And you're second?
40

41 Sorg: And the second does too.
42

43 Eakman: Would you poll the Board please?
44

45 Wray: Trustee Johnson-Burick.
46

1 J-Burick: Yes.
2
3 Wray: Councillor Vasquez.
4
5 Vasquez: Yes.
6
7 Wray: Councillor Sorg.
8
9 Sorg: Yes.
10
11 Wray: Commissioner Rawson.
12
13 Rawson: Yes.
14
15 Wray: Mr. Doolittle.
16
17 Doolittle: Yes.
18
19 Wray: Commissioner Hakes.
20
21 Hakes: Yes.
22
23 Wray: Mr. Chair.
24
25 Eakman: Yes. Thank you.
26

27 **5. * APPROVAL OF MINUTES**

28
29 **5.1 * April 11, 2018**

30
31 - VOTED ON VIA THE CONSENT AGENDA
32

33 **6. ACTION ITEMS**

34
35 **6.1 Resolution 18-03: A Resolution Amending the 2018-2023**
36 **Transportation Improvement Program**
37

38 Eakman: At this time then move to the action items if you would.
39

40 Wray: Thank you Mr. Chair. I'd like to direct the attention of the Committee in
41 your packet starting on page 24, there have been four amendments that
42 have been requested by the New Mexico Department of Transportation for
43 this TIP cycle. The first one is LC00350. This is on Salopek Road in
44 Mesilla Park. This is a railroad crossing safety project. This is a brand
45 new project scheduled for Federal Fiscal Year 2019 in the total of
46 \$250,000.

1 The next project is LC00300. This is the already existing Elks to
2 Del Rey bridge and pavement preservation project. There is no funding
3 total change, but it is now being dual funded with Federal Fiscal Year
4 2020 dollars, but it's still a \$5 million project.

5 The next amendment is sort of a dual amendment request;
6 LC00290 and LC00291. This is a multimodal safety project along
7 University Avenue near Zia Middle School. This is currently slated for
8 \$850,000 of design and then \$5 million of construction. I do want to state
9 at this time that there was some concern on the part of the BPAC about
10 this project. They wanted to know in specific if what particular safety
11 treatments were going to be applied in the area, however our response to
12 that is that until the money is awarded and the design process actually
13 takes place there is no real way to know what treatments may be applied
14 in the area. That being said, the BPAC did ultimately recommend
15 approval of this project, but staff thought it appropriate to relay their
16 concerns and staff's response to this Committee.

17
18 Eakman: Thank you.

19
20 Wray: Lastly is LC00250. This is the I-25 bridge. This is very substantial
21 increase in the funding available. If you want to turn to page 27 in your
22 packet, 27 and 28, the e-mail from Ms. Herrera of NMDOT explains the
23 exact additions that are going to be added to this project. It's now going to
24 be a project total of \$41,250,000 from its previous total of \$26,350,000. I'll
25 stand now for any questions.

26
27 Eakman: Are there questions of Mr. Wray?

28
29 Sorg: Yes Mr. Chair.

30
31 Eakman: Councillor Sorg. Yes.

32
33 Sorg: Thank you. Okay, just an understanding of the project on University
34 Avenue. You have the years 2019 and the year 2022, does that mean
35 that design will be done in 2019 and the construction in 2022?

36
37 Wray: Mr. Chair, Councillor Sorg. Yes, that is my understanding. I don't know if
38 DOT wishes to add anything. But that is my understanding.

39
40 Doolittle: Mr. Chair. That's correct.

41
42 Sorg: Thank you. And then the second thing is the railroad crossing. Is this the
43 Burlington Northern Railroad?

44
45 Wray: I do not know the answer to that Councillor.

1 Sorg: Must be.
2
3 Wray: I would assume so.
4
5 Sorg: I was wondering if ... let me back up, about six, seven years ago
6 Burlington Northern/Santa Fe did a study of the tracks from here to El
7 Paso on what would be needed to have a commuter rail, and a part of
8 their recommendations or their findings was some crossings that would
9 have to be changed or done something to, I don't know. So I'm asking
10 DOT if this crossing will be designed or done with a commuter rail in mind
11 somewhere in the future so we don't have to make changes again when
12 that time comes.
13
14 Wray: Councillor I'll defer to Mr. Doolittle.
15
16 Doolittle: Mr. Chair, Councillor. I'll try to explain the best I can, but this is a program
17 based out of the general office so we at the district don't have any role in it
18 other than I'm a little bit aware just because of the accidents. All they're
19 doing right now is it's an ag grade crossing with no lighting, no arms, it's
20 basically just the cross. So this will install those types of safety devices.
21 There won't be any improvements to the track itself.
22
23 Sorg: Okay. Yes the track is a different thing, but the crossing. And as I
24 remember, and six years ago it's hard to remember, but that was one of
25 the things they were going to do is to have those better warnings for
26 crossings like the arm and so forth. So yes, sounds good. Okay Mr.
27 Chairman that's all for now.
28
29 Eakman: Thank you Mayor Pro-Tem Sorg. Are there other questions from
30 Committee Members? Yes, Councillor Vasquez.
31
32 Vasquez: Yes. Thank you Mr. Chair. This is probably a question more for Mr.
33 Doolittle. So the City Council just approved \$1.25 million for landscape
34 improvements as part of that project. To my understanding the most that
35 the City has ever paid for any landscaping project actually not on City
36 limits that would be on NMDOT property. And I know NMDOT had
37 requested \$5 million according to the discussion we had at our City
38 Council meeting for landscaping. My question Mr. Doolittle is, it's my
39 understanding this is a new practice for NMDOT to cost share with
40 municipalities for landscape improvements on NMDOT highway projects.
41 Did NMDOT ask the county for similar funding, or has it asked for joint
42 funding from municipalities and counties in other parts of the state, or is it
43 only asking municipalities at this current point?
44
45 Doolittle: Mr. Chair, Councillor. So this has been a process that District 3 out of
46 Albuquerque and the City of Albuquerque have used almost exclusively

1 within the City limits of Albuquerque. Typically the Department does not
2 provide a whole lot of funding for landscaping. I know that's an initiative
3 right now of the City, so that's why we are pursuing that option specifically
4 on this project. We have had, not to this extent, but we have had
5 additional funding provided within DOT right-of-way for landscaping, but
6 this is by far the biggest one. I would like to clarify Councillor that the
7 Department did not ask the City for money. This is an initiative by the
8 City. They came to us asking what they could do to supplement the
9 project to try to clean it up. Because at the point of our project we were
10 focusing on the infrastructure, our landscaping was typically going to
11 consist of what you see throughout the City, landscaping gravel, maybe
12 some minor plantings itself, and understanding the initiative of the City,
13 those discussions came from the City themselves. At no point did we ask,
14 that I'm aware of, did we ask for \$5 million for funding. But to answer your
15 question, this is an initiative that as a department we've used quite
16 extensively but it's typically at the request of the entity who wants to
17 beautify within their limits.

18
19 Vasquez: Okay. Thank you for that clarification. I guess we received erroneous
20 information at our City Council meeting because it was specifically told to
21 us that NMDOT requested \$5 million from the City and we agreed that out
22 of our budget we could fund \$1.25 million for two quadrants, not four
23 quadrants of that new intersection. So I appreciate that clarification and
24 we'll have to work with our City Manager's office to kind of figure that one
25 out.

26 One more question on that, is New Mexico State University also
27 contributing to any of that project cost at all.

28
29 Doolittle: Mr. Chair, Councillor. It's my understanding that they are pursuing funding
30 to do some landscaping after the project is complete, but not as part of
31 this project. But their intent, I think that gets back to the two quadrants
32 versus four, I think their plan is to do more on the University side whereas
33 the City's doing more on the north side of that interchange. But that will be
34 a separate initiative after this project is complete. There just wasn't
35 enough time for them to collect their funding, get it implemented into the
36 STIP and then incorporate it into this project through design.

37
38 Vasquez: Okay. Thank you Mr. Doolittle and thank you Mr. Chair.

39
40 Eakman: Thank you very much. And Ms. Baum, will that question and answer be a
41 part of these minutes?

42
43 BECKY BAUM GAVE A POSITIVE ACKNOWLEDGEMENT.

44
45 Eakman: Thank you so very much. Are there other questions of the Board?
46 Hearing none. Is there a motion to approve this action item?

1
2 J-Burick: So moved.
3
4 Sorg: Second.
5
6 Eakman: Trustee thank you. Mayor Pro-Tem. Hearing a motion and a second.
7 Discussion. Is there any discussion? Hearing none. Would you poll the
8 Board?
9
10 Wray: Yes Mr. Chair. Trustee Johnson-Burick.
11
12 J-Burick: Yes.
13
14 Wray: Councillor Vasquez.
15
16 Vasquez: Yes.
17
18 Wray: Councillor Sorg.
19
20 Sorg: Yes.
21
22 Wray: Commissioner Rawson.
23
24 Rawson: Yes.
25
26 Wray: Mr. Doolittle.
27
28 Doolittle: Yes.
29
30 Wray: Commissioner Hakes.
31
32 Hakes: Yes.
33
34 Wray: Mr. Chair.
35
36 Eakman: Yes.
37
38 **6.2 Appointment to the Bicycle and Pedestrian Facilities Advisory**
39 **Committee**
40
41 Eakman: And then action item 6.2 please.
42
43 Wray: Thank you Mr. Chair. Ms. Maggie Billings who this Committee appointed
44 to the Bicycle and Pedestrian Facilities Advisory Committee about two
45 years ago had to tender her resignation from the BPAC earlier this year.
46 She is moving to Silver City to take a new job. Her college work being

1 completed. She thankfully gave us plenty of heads up that she was going
2 to be leaving, so we were able to have a month-long open period for
3 candidates for the open position. We have two candidates here for your
4 consideration today. They are both with us today and I would like to just
5 go on alphabetical order. I'd like to call on Jamie Bronstein to come speak
6 to the Committee first if she would like.

7
8 Eakman: Thank you. Welcome Ms. Bronstein.

9
10 Bronstein: Well thank you. Okay, well the reason that I put in my application to be on
11 this volunteer committee is I have been a cyclist since I moved to Las
12 Cruces to start working at NMSU in 1996. For the first couple of years
13 that I was here I rode in a group with the Bike and Chowder riders who are
14 still around, and I just restarted riding with them. But I'm also a member of
15 other overlapping bicycle using constituencies. I commute to work from
16 my house which is across the street from Onate High School by bicycle
17 several times a week. That is a 10-mile bike ride down a route that really
18 doesn't have some safe bike routes and so I'm kind of taking my life in my
19 hands for some of it. And then I come back partly riding and partly using
20 the bike racks on the bus.

21 So in addition to riding with a group, I'm also commuting. I work
22 with people who live in the Downtown area and who have told me that
23 they would like to see the Downtown area of Las Cruces more open to
24 people riding with young children, for recreation, and people riding as a
25 form of transportation to get from one place to another. There is a need
26 for things like road diets on places like Alameda where you have half the
27 road having a nice bike lane right now, and the other half having four
28 lanes of traffic and really no safe place to ride. Also, major streets like
29 Picacho need crossings for existing bike routes that supposedly cross
30 Picacho but there's no safe way. I would like to see more protected bike
31 lanes and more outreach to people who could use bikes as a form of
32 transportation but don't think that they can go anywhere without a car or a
33 bus. There are many many people in Las Cruces who could benefit from
34 more outreach about bicycles as a form of transportation.

35 And I guess the last thing I would like to see is more care in paving
36 streets so that they are easier for bicycle riders to share with cars. There
37 are streets that have a lot of bicycle traffic but are terribly paved, like Calle
38 Del Norte for example where the shoulder such as they are slope off at
39 about a 30 degree angle and so if you're on a bicycle you can't really ride
40 on the shoulder, you have to ride with the traffic and the traffic is pretty
41 disrespectful. There has been a lot of improvement in the bicycle facilities
42 in Las Cruces since I moved here in 1996 and I think that is a terrific
43 advancement in the quality of life for Las Cruces. The four season biking
44 opportunities that we have here are and could continue to be a major draw
45 for economic development because it's one of the things that employers
46 can point to saying "Here's something that's really good about where we

1 live." Anyway, those are some of the reasons why I would like to be on
2 the Committee. Thank you.
3
4 Eakman: Ms. Bronstein, if a Policy member wanted to ask you a question is that
5 okay?
6
7 Bronstein: Of course.
8
9 Eakman: Does anybody wish to ask this candidate a question?
10
11 Sorg: I do.
12
13 Eakman: Yes, Mayor Pro-Tem.
14
15 Sorg: Thank you Mr. Chairman. Repeat your first name again.
16
17 Bronstein: It's Jamie.
18
19 Sorg: Jamie. I'm going to write it down so I don't forget. Yes, you say you live
20 across from Onate High School.
21
22 Bronstein: Yes.
23
24 Sorg: Across what?
25
26 Bronstein: Across Highway 70.
27
28 Sorg: On the north side of Highway 70.
29
30 Bronstein: That's right.
31
32 Sorg: Okay. You're one of my constituents.
33
34 Bronstein: Yes I am. I'm the one who called you about the big pile of dirt that's
35 always blowing from that Green Fox Landscaping project.
36
37 Eakman: They have never done anything about that.
38
39 Sorg: Okay, so what route do you take that you're talking about here? Can you
40 name the streets?
41
42 Bronstein: Sure. I go out Real Del Norte, turn right onto Jornada, turn left onto
43 Engler, then kind of snake around onto Thurman, turn left onto Sonoma
44 Ranch, go across Highway 70 like under the underpass, and then I have
45 to ride on Northrise all the way down to where the little cut-through
46 happens to go onto the Triviz bike path. But that stretch of Northrise, you

1 know past the Wal-Mart, over the hill, down past the Telshor 12 and all
2 that, that's pretty dangerous right there.
3
4 Sorg: Yes.
5
6 Bronstein: So that's the part that I mean is unprotected.
7
8 Sorg: Yes, I agree with you 100%. Everything you said. Thank you very much.
9 I appreciate what you do, everything you do. Okay, I think I got another
10 question that I don't need to ask you. But I'll save it for comments later.
11
12 Bronstein: Okay.
13
14 Sorg: Thank you Mr. Chairman.
15
16 Eakman: Thank you. Any other questions? Thank you Ms. Bronstein.
17
18 Bronstein: Thank you.
19
20 Wray: And the other candidate that we have today is Ms. Donna Devine.
21
22 Eakman: Welcome Ms. Devine.
23
24 Devine: Thank you. Well I have to agree with Jamie on a lot of things. One of the
25 reasons that I'm applying is because I'm retired and I have the time. I
26 could do meetings in the evening or during the day. I ride the streets and
27 trails of Las Cruces three to four times a week so I see a lot of things that
28 sometimes need attention. And I have to say the City has responded very
29 positively. Just for one example, there was a spot where the trail went
30 along the Outfall Trail and there was a huge cave-in on the trail and I saw
31 this for a couple of weeks and so I ended up and I think Gill was involved
32 in this, sending something to Parks and Rec and the next time I rode the
33 trail it was all fixed. It was kind of a dangerous situation but that's the kind
34 of things I see and I'd like to work with the City just kind of as a liaison that
35 sort of thing. I've been an active cyclist for 36 years, so I think I could
36 provide a lot of information to the Board. Both my husband and I have
37 gone out like after a big rainfall and cleaned up sand down certain parts of
38 the trail that were kind of dangerous and this needed to be done, we just
39 do it for safety reasons. And I agree with Jamie on the safety issues on
40 the City roads, we moved here in '99 and I also have seen the City has
41 come a long way in providing safer and more trails and safer City streets,
42 because there would be a lot of people in this climate that could commute
43 to work every day all year long. So I thank you for considering me for the
44 position and if you have any questions feel free to ask.
45
46 Eakman: Any questions for Ms. Devine? Yes.

1
2 Doolittle: Thank you Mr. Chair. Ms. Devine I do have one question. You talk about
3 riding three or four times a week; commuting, recreational?
4
5 Devine: Well we ride with the Bike and Chowder Club so it's certainly recreational.
6 And then my husband and I once in a while will go out on our own too. So
7 we ride the streets and the trails all over the City. Try to find our safest
8 streets.
9
10 Doolittle: Thank you.
11
12 Eakman: Anyone else? Yes Councillor.
13
14 Vasquez: Sure, this question is probably more related to your nomination but I'm
15 wondering about your thoughts on riding through the EBID laterals on
16 those service roads adjacent to them. Do you ever use those to cut
17 through the City or to take shortcuts?
18
19 Devine: You mean the unpaved ones?
20
21 Vasquez: Yes.
22
23 Devine: Basically no.
24
25 Vasquez: Okay. How come, if I may ask?
26
27 Devine: Basically because it's safer on a mountain bike with the bigger tires and we
28 have road bikes.
29
30 Vasquez: Okay. Thank you. Thank you Mr. Chair.
31
32 Devine: But I would ride them if I had a big tire bike.
33
34 Eakman: Thank you so much.
35
36 Wray: Thank you Mr. Chair. Just to do a little further I guess explaining of the
37 voting process, historically this has been a little bit of a fraught topic, but
38 last time when we appointed Dr. Waller to the BPAC we did sort of an
39 open ballot format where everyone had to sign their name to the ballot and
40 it was made a part of the record after the fact, so we had no objections
41 that were expressed to us about using a similar method. So Mr. Murphy is
42 passing out the ballots if everyone will please mark theirs down and then
43 sign their name to it so that it can be included in the record of this meeting.
44
45 Eakman: Does anybody have a problem with this process?
46

1 Hakes: I have a question.
2
3 Eakman: Yes Commissioner.
4
5 Hakes: Is there any possibility of having both of them on the Committee? Are we
6 so strict and rigid that we can't do that?'
7
8 Wray: The bylaws are for one person only. We'd have to redo the bylaws to
9 allow for two.
10
11 Eakman: Very good question. Well redoing the bylaws would be quite a process.
12
13 Sorg: Oh yes, of course. May I ask?
14
15 Eakman: Yes.
16
17 Sorg: You say for one, but there's many more than just one in the Committee.
18
19 Wray: All of the other spots are occupied right now.
20
21 Sorg: And they're different spots than these two would be applying for.
22
23 Wray: Well there's only one vacancy. There's only one vacancy that's available
24 right now.
25
26 Sorg: Okay. In other words, it isn't just for a bicyclist, you have pedestrian ...
27
28 Wray: There's a pedestrian representative. There are jurisdictional specific
29 representatives as well.
30
31 Eakman: If no one has a problem with this process, please fill out the form and put it
32 up on the ledge. In conformance with Open Meetings Law, this is merely
33 a tool. I would like the votes read into the record today. Thank you both
34 persons for stepping forward wanting to be a help to this agency. We very
35 much appreciate it. Mr. Wray.
36
37 Wray: I'm just going to read them out as they were handed to me. If someone
38 else could please be taking a tally because I'm not going to be.
39 Commissioner Rawson voted for Donna Devine, Commissioner Hakes
40 voted for Donna Devine, Mr. Doolittle voted for Jamie Bronstein,
41 Councillor Eakman voted for Donna Devine, Councillor Vasquez voted for
42 Donna Devine, and Trustee Johnson-Burick voted for Jamie Bronstein,
43 and Councillor Sorg voted for Donna Devine.
44

1 Eakman: Thank you so much both of you, very much appreciated. Ms. Devine
2 thank you. Welcome to that group. Ms. Bronstein our thanks very much.
3 Moving on to discussion item ... yes?
4

5 Rawson: Chairman could we read the totals.
6

7 Eakman: Yes, please.
8

9 Murphy: So there were five votes for Ms. Devine and two votes for Ms. Bronstein.
10

11 Eakman: Thank you. Very good Commissioner.
12

13 **7. DISCUSSION ITEMS**

14 **7.1 FFY2019 and FFY2020 Unified Planning Work Program**

15
16 Eakman: Mr. Murphy.
17

18
19 Murphy: Mr. Chairman. The following item is discussion item 7.1, the Federal
20 Fiscal Year 2019 and Federal Fiscal Year 2020 Unified Planning Work
21 Program. This is one of the core documents for the MPO. It's a two-year
22 program. It establishes the work products that the staff is going to be
23 working on in the next two Federal Fiscal Years. I'll direct your attention
24 starting to page 37 of your packet. We have a copy of the proposed
25 UPWP in there. We've had it up on our website since our TAC meeting on
26 it the beginning of February soliciting and accepting public comment, and
27 we intend to bring it back to this body in June for your final approval on
28 that to give yourselves a month to look it over.

29 So as I said this work program covers two Federal Fiscal Years
30 beginning this October 1st. And if you turn over the next page, two pages
31 to 39 we have the table of contents and I just kind of like to generally skim
32 over the contents of this document. We split the work that MPO staff does
33 into five work areas called "Tasks." Task 1 is support and administration
34 and really that accounts for the staff time, the salaries paid for personnel
35 matters, attending training, maintaining the website, doing the reports that
36 we need to do to the DOT.

37 The next Task is the Transportation Improvement Program. That
38 involves keeping track of requests for adjustments and amendments and
39 every two years accumulating the proposed projects and assembling the
40 TIP each biannual cycle. And then also every Fiscal Year we go out to all
41 the entities that have had Federal projects, we collect the information, we
42 develop the annual project listing and obligation report. Those two work
43 items are unchanged from the current UPWP.

44 The next Task is general development and data collection. A lot of
45 this accounts for the resources that we spend on our traffic count program,
46 our efforts to improve our bicycle and pedestrian counting, our transit

1 counting that we're doing. We also maintain a travel demand model or
2 prediction model based on historical views, employment, and population
3 numbers that we can then project out what traffic is going to do in the
4 future based on different alternatives we can test that and we like to think
5 that we help the DOT out in their facility planning process. We also
6 maintain a lot of GIS information that goes into developing our planning
7 reports and everything.

8 If you flip the page, we have Task 4, transportation plan. Big for
9 these next two years is we'll be updating the Long Range Transportation
10 Plan or the Metropolitan Transportation Plan. It's commonly called
11 Transport 2040 these days, but the next one we'll be looking at horizon
12 year 2045. It really is a two-year process where we go out, we have
13 public meetings, we do listening sessions, we assemble, present statistics
14 and scenarios to the public, bring those back and kind of develop the plan,
15 so that'd becomes a major part of the MPO staff work program over the
16 next two years. We also account for the time of these Committee
17 meetings in this section and our support of the Regional Transit District.

18 Then the final task is Task 5, special studies, miscellaneous
19 activities. Previous ones, we did the Missouri study corridor, the
20 University study Corridor under this aspect. Not all of these are funded.
21 We're holding space available for if we were going to contract out a Short-
22 Range Transit Plan which the last one that we completed for the City is
23 due up in the next two years. We are looking at partnering with the South
24 Central Transit District, kind of make it a regional Short-Range Transit
25 Plan. We haven't worked out all the details. We put a space in there to
26 assist on any Las Cruces/El Paso commuter rail study to be in support of
27 the City's Strategic Goals that the City staff has made us aware of that
28 they would like our work on that one.

29 And then I'll just go with Appendix A, that kind of breaks out the
30 budget amounts. We estimate a certain percentage going to each task
31 over that. We try to stay within a general framework and the total budget
32 number is going to be based on the Planning Funds Grant and the 5303
33 Grant that we get from Transit and Rail, and we are anticipating that the
34 funding is going to remain level for those budget activities. And again,
35 we're going to come back to you in June, ask for action on this and I will
36 answer any questions.

37
38 Eakman: And at that time we'll be able to amend and approve?

39
40 Murphy: That is correct.

41
42 Eakman: Any clarification needed from any Policy Member? Yes Councillor
43 Vasquez.

44
45 Vasquez: Just a question regarding the special studies and miscellaneous activities.
46 Was there anything in there that you did not include based on your

1 assumption that there would be no funding for it, but that you would like to
2 do?
3
4 Murphy: Mr. Chair, Councillor Vasquez. In the current UPWP that we're acting
5 under now, we've had an A-Mountain study area that we were hoping to
6 get some state planning funds to do, that was put in at the request of
7 previous members of this Committee. We spoke with DOT staff, they
8 informed us that the likelihood of that funding or the Safe Planning
9 Research Funds or SPR is not likely in this two-year window, so we took
10 that out. The other ones that we are hoping that may have some funding
11 is if we end up with some carryover from fiscal year to fiscal year, we may
12 be able to group some of that and do one of these study areas.
13
14 Vasquez: Thank you. Thank you Mr. Chair.
15
16 Eakman: Thank you. Any others?
17
18 J-Burick: Yes sir, Chair.
19
20 Eakman: Yes. Trustee.
21
22 J-Burick: If I might please. On page 38 if we could just, small typo in my name, if
23 we could just eliminate the T I would appreciate it. Thank you. Thank you
24 Mr. Chair.
25
26 Eakman: Very good. Thank you so much. Any other? Yes, Mayor Pro-Tem Sorg.
27
28 Sorg: Thank you Mr. Chair. The City's doing this Active Transportation Plan. Is
29 that the way it's called?
30
31 Murphy: Mr. Chair, Councillor Sorg. That is correct.
32
33 Sorg: Does the MPO have anything to do with that?
34
35 Murphy: We have funded \$50,000 into that activity, but we do anticipate that
36 study's completion before October 1st, so that money will be expended
37 before this UPWP takes effect.
38
39 Sorg: Okay. So that's not part of your task here at all anymore.
40
41 Murphy: This is the future.
42
43 Sorg: Okay. Thank you.
44
45 Eakman: Excellent questions. Excellent answers. Very good.
46

1 Rawson: Mr. Chairman.
2
3 Eakman: Yes Vice-Chair.
4
5 Rawson: Mr. Chairman when I look at the different dollar amounts targeted I'm
6 surprised to see Task 1 and Task 4 have the exact same dollar all the way
7 down. We must be using some sort of percentage, is that correct?
8
9 Murphy: That is correct.
10
11 Rawson: What are those percentages that we're using?
12
13 Murphy: Mr. Chair, Commissioner Rawson. If you would turn your page and
14 attention to page 65, and underneath the table, at the bottom of each table
15 for each year I have the percentage of 1/12 which is the PL funds and the
16 percentage of 5303, so basically the 1/12 going across I estimated a 20%,
17 5%, 50%, 20%, and 5%. And those are really just estimates. I want to
18 keep them kind of even numbered. And when we do our annual
19 performance and expenditure report trying to help, we get within a couple
20 percentage points of that, but this would fall within the general ranges from
21 what we've seen historically.
22
23 Rawson: Thank you. Mr. Chairman a follow-up on that. Are you all keeping track of
24 each one of these or is it just ballparking so that you've got some ideas? I
25 mean for example for today of course you're doing quite a bit of Task 1,
26 well and Task 2 since we've made some amendment changes there. I
27 mean do you keep track of hours on that or you ballparking, how do we
28 use that?
29
30 Murphy: We do maintain a spreadsheet given to use by New Mexico Department of
31 Transportation where each staff member on a weekly basis will put how
32 many hours they put towards each task.
33
34 Rawson: Great. Thank you very much Mr. Chairman.
35
36 Eakman: Thank you Mr. Vice-Chair. Any other questions? Yes Commissioner.
37
38 Hakes: Mr. Murphy and Chair. What is the significance and what should I be
39 taking from all the traffic count data that's in back of this. Am I ahead of
40 the schedule asking that question? Or are we there to be able to ask that
41 question now?
42
43 Murphy: Mr. Chair, Commissioner Hakes. That's fine. You're referring to, and I
44 believe it's Appendix D, the ...
45
46 Hakes: D and E and so forth, there's a lot of it.

1
2 Murphy: This is the listing of every traffic count segment that we do in our area.
3 We do our traffic counts, we count every one of these segments once
4 every three years so they're broken up into three cycles. We have
5 included in the UPWP at request of the Santa Fe Planning Office, because
6 they wanted to have a reference to where we're accounting the monies
7 because they do reimburse us for the counts that we do.
8

9 Hakes: So what am I to take from it other than you're showing me that you have
10 this data and it's going to be given up the stream so that when various
11 activities or plan for those roads, they can look it up and see what's really
12 happening on that road. I guess that helps them. But is there anything I
13 should be looking for? I can see that Main Street and Lohman are busy
14 but I knew that anyway, but anything else I should get from this?
15

16 Murphy: Commissioner Hakes. I think it's really probably just the sense that you
17 know how hard these guys are working out there. They're constantly out
18 there gathering the data that will help you make the decisions. And then
19 being aware that it's in this document when you have constituents that say
20 "MPO, what do they do?" You can have something to point to this is what
21 they do.
22

23 Hakes: So a basic answer.
24

25 Eakman: Thank you. Hearing nothing further.
26

27 **7.2 Committee Training: FHWA Pedestrian safety**

28

29 Eakman: Could we move to the next discussion item. Dr. McAdams, about how
30 long will your presentation take?
31

32 MICHAEL MCADAMS REPLIED, NOT ON MICROPHONE.
33

34 Eakman: Excellent. Thank you so much.
35

36 McAdams: Good afternoon Chairman and Committee. Today I'd like to discuss about
37 design for pedestrian safety. There are longer versions on our website
38 under other documents in .pdf format. These are based on a FHWA
39 training that I attended in March. Very good training at the Solano offices.
40 And so the presentation I will do today is a brief version of the first
41 introduction, but again you can look at it online for the .pdf. We'd like to do
42 more because we think that this is a good thing to have a discussion for a
43 number of different reasons. I guess we have handouts. We have some
44 handouts for you. We tried to skip some of the stats but I think these are
45 very important stats and two articles we'd like to have you to take home or
46 read while you're at this presentation.

1 We all walk. We walk to school. We walk to work. We walk to
2 shopping. Walk for recreation, etc. Many people we know in our
3 community cannot walk because they're disabled due to physical, mental,
4 or abilities, or blind etc. Or they cannot vision, like have vision problems
5 like the elderly. Many times we look at transit facilities and they don't
6 have, let me go back, we're trying to have it very easy for people to get to
7 transit by bicycles and walking so they can have easy access transit
8 stops. Why do we have, why is pedestrian access good because when
9 you have shops close together people will do multiple trips to go shopping
10 and they'll say "Oh let me go to this boutique or this cafe right next to it."
11 Right. Because really walking is good for you, right. It's good for health
12 and you see in this situation you have a woman who's really seriously
13 walking with her two children and the person in the background obviously
14 going to have a coffee. We won't do, we make all roads safer because it's
15 safe for motorists and non-motorists. Does not having facilities for
16 pedestrians and bicycles prevent liability? No, in fact the opposite is true.
17 If you don't you may be subject to lawsuit. In fact the state of
18 Pennsylvania had to award \$3.3 million to a daughter of a victim of a
19 fatality victim because there was not any kind of pedestrian facility. So
20 this is serious business in this effect.

21 Not only is pedestrian and bicycle accommodation good, it is a law
22 and it's been incorporated into the sense the IST and every one of the
23 secretaries include this present secretary is in favor of making roads not
24 just for cars. There are some things we can do to facilitate pedestrians,
25 when land use (*inaudible*) activity, access management, and site design.
26 I'll go over each of these. Why do people live in the cities? Because it's
27 for interaction business, or social interaction because we still, even though
28 we have the internet we still have to interact, right, and so cities have been
29 existing for millennium so people can interact face-to-face. We have built
30 the roads ignoring pedestrians. We are creating these deserts, wide
31 highways with no accommodation for pedestrians and bicycles.

32 This is about 100 years ago, we have been separating all land
33 uses, residential, commercial, industrial, education from each other.
34 That's because the nuisance aspect of zoning, and you can see schools
35 located, we have no schools like that around here, do we? Located out
36 side of the area. Yes. I'm being facetious. Yes. We also commercial and
37 residential office separated from other facilities. We are not alone. This is
38 prevalent across the United States and Canada. And so if you look at
39 locating schools near and stores and park near where people live it will
40 eliminate a lot of trips as well. You can see, you can look online where
41 you do that. (*inaudible*) traditional or scenes like there were 100 years
42 ago are really the best kind. We can go back and you see this where the
43 apartments across the store, you can see the narrow lanes, you can see
44 people driving more slowly and you can see also accommodation of buses
45 as well in this picture.

1 Street connectivity is also a factor. On this illustration on the left
2 you see kind of a traditional street pattern. Each of them are a mile,
3 square mile. The one on the right is more common with lollypop or cul-de-
4 sacs. The first one you'll notice we'll do a little illustration. It's very easy to
5 go from the house to the school, not going around arterials and dangerous
6 facilities. If you are a parent, their child walking to school, you'd be very
7 comfortable with that child to be going this way. The more common way
8 of course is for parents and for children to have to walk on arterials and
9 you can see three intersections they have to cross or go left turns.

10 We can retrofit. We don't have to design the world over again. We
11 can retrofit putting linear parks in between cul-de-sacs that would link
12 parks with residential areas, where schools, shopping areas too.
13 Connectivity has a dollars and cents mark to tie to as well with a high
14 connectivity, basically all you need is two lanes because people are
15 making trips within that area, so they don't have to go on arterials. Many
16 times arterials (*inaudible*) act as locals and collectors. So by making it
17 more connectivity we can eliminate, just have that. If you have moderate
18 connectivity you have one turning lane and two travel lanes. With very low
19 connectivity all the traffic is being centered on these four lanes. You
20 actually have to do that because capacity reason because you don't have
21 local and collector facilities. These are translatable directly to
22 maintenance and to road construction. So when you build roads you have
23 to maintain it. So this is one of the things that we're really hopefully we
24 can get more connected streets we can eliminate some of the cost of
25 maintenance.

26 Here is like mini streets. I think we can probably see some of this
27 on Valley with the kind deserts where really pedestrians and bicycles are
28 not accommodated, so it's means overly wide streets. We have the
29 residential streets as well. Here is a street in Albuquerque with the
30 confusing lanes and basically large intersections are due to the
31 concentration of movement on arterials and collectors, particularly on
32 arterials. Valley, Motel are examples of large facilities with multi-lanes,
33 with little accommodation for pedestrians or bicycles. Every driveway, we
34 know places like this too, are conflicts. Here's a situation you and all of us
35 have been involved in, is where do you go, in front of the car or in back of
36 the car, right. Can we eliminate this? Yes we can. There's always a
37 solution, a very simple solution. In this situation you have a four-lane
38 facility on the left hand side with a turning lane and of course multiple
39 conflicts, not of pedestrians but of vehicles combined. We can just put a
40 landscape strip in the center and that will eliminate immediately the
41 conflicts for pedestrians and then also take or consolidate driveways.
42 Many places commercial or residential can be accommodated
43 successfully with one driveway instead of two.

44 Here's a situation where you just eliminated a driveway, probably
45 not really necessary and that again pedestrians have a lot of advantage

1 too in this situation where that truck, car is pulling out in front of you and
2 also vehicles can also (*inaudible*) access on this too.

3 How can we connect several streets? Well quite simple redesign,
4 expensive redesign. Here you can have the cul-de-sac with a sidewalk
5 entering another arterial, sidewalk and then just having the sidewalks on
6 the side, right. Several streets we connect, put pedestrians just a simple
7 thing we put in sidewalk. Site design, a lot of this back to the future type
8 of situation, we have a facility right adjacent to a sidewalk and the parking
9 in the rear. It's really quite simple reorientation of design. Here's where
10 we have pedestrians. I'm sure you have seen this too, or experience, to
11 get to the restaurant you have to go through the parking lot. Can that be
12 remedied? Yes. You put building in front of the sidewalk, pedestrians
13 don't really see the parking. The parking being in the back. Here example
14 of a typical drive through. Now this is McDonald's, not (*inaudible*)
15 McDonald's, but you see in this situation you'll go actually we'll go back a
16 little bit to look at a faraway view. Pedestrians don't have to go through a
17 parking lot, they can go direct from the sidewalk into the restaurant. And
18 notice you can do this without impeding fast food drive-ins or with parking.
19 So it's just a reorientation, nothing reducing profits or anything, it's just
20 really to cater to pedestrians and to your vehicle with traffic too. Here is
21 an example of pedestrian in my former hometown Milwaukee where you
22 have the convenience store and gas station right up against the sidewalk.
23 The gas station and parking is in the rear. Here's example of sort of
24 retrofitting for a commercial facility, a big box it looks like and you can also
25 have accommodation to, so people don't have to go to this desert for
26 pedestrian desert, you could have a sidewalk and also landscaping to go
27 into the shopping facilities. Here again how driver parking.

28 So how are we achieving this in local ordinances? These are really
29 beyond the scope of road designer and how can we make roads safer for
30 pedestrian and bicycles, and respect the relationship that we have state
31 targets now, reduce bicycle and pedestrian access. You may have
32 noticed in the handouts, New Mexico has the unfortunate position of being
33 number one in pedestrian fatalities. We don't be number one, we won't be
34 the last in that facility, that category. So how do we rethink? We can do it
35 by a complete streets. Here's another situation how we transport a street.
36 We put bicycle lanes, wider sidewalks, be it a turning lane, looks like some
37 other things. Trees also will give a sense of an urban environment.
38 Simple things like on street parking also automatically slows down traffic.
39 So and then again putting infill, putting the buildings right next to street
40 have the psychological factor we know this happens to slow down traffic.
41 If you don't know this, after 35 miles an hour, pedestrians fatalities, and
42 bicycle fatalities go up almost exponentially, below that you have a good
43 change of your pedestrian or a bicycle of surviving. So the slower the
44 streets we can get, by design not by speed limit, design is more effective,
45 we can reduce more pedestrian injuries and fatalities. So now it's safe for
46 pedestrians.

1 Let's look at how can we, are pedestrians at risk in the streets? I
2 think it's obvious. Why are they at risk because basically no protection. If
3 you go across the street you do it at your own risk. How can we make
4 streets more pedestrian friendly? You can see a lot of different aspects.
5 Trees again gives a sense of urban framing, say we're in a different area,
6 pedestrian oriented. On street parking, narrow roads will automatically
7 slow down traffic too. Most facilities and a good bit can probably go from
8 10 to 11-foot lanes without any problem with trucks etc. Again this doesn't
9 look very good with a truck, but actually this is a very urban facility where
10 pedestrians are being looked after and accommodated. Notice why, the
11 on-street parking, the crossing facilities, which says slow down, right.
12 Here's another example is typical across the nature. Yes.

13

14 Eakman: One minute.

15

16 McAdams: Okay I'm done.

17

18 Eakman: You're done?

19

20 McAdams: I'm pretty much done. We can just walk through it pretty fast. And again
21 you can look later, just the illustration, yadda, yadda, yadda, you can see
22 how really good illustrations are very well done by FHWA, how you can,
23 here's a present facility how you can accommodate that through the
24 transformations. I'd like to ask for comments, questions, etc. on I think a
25 very important topic.

26

27 Eakman: It is very important. Questions or comments? Mayor Pro-Tem Sorg.

28

29 Sorg: Just a comment Mr. Chairman. Thank you. To this day we have
30 commercial buildings that have a huge parking lot out in front. We haven't
31 changed that hardly at all. Just a comment.

32

33 Eakman: But look at Chick-fil-A on University. We're moving that way I think with
34 mixed use and things like that. Other comments or questions?

35

36 Rawson: Mr. Chairman.

37

38 Eakman: Yes.

39

40 Rawson: Mr. Chairman we see that New Mexico has the highest fatality rate. When
41 I look at those on our handout the third bolded bullet print says there have
42 been nine pedestrian fatalities since 2011 in the area. Is that the Las
43 Cruces area? All of New Mexico? What's the area we're talking about?

44

45 McAdams: That is the planning which is smaller than Dona Ana. It's the urbanized
46 area plus the planning area, basically stretching from up near Radium

1 Springs down to Berino and a little bit fat around the edges. So it's a
2 fraction of the Dona Ana County. And that's nine for our area.
3
4 Rawson: Do we know what the population is of that area? Dona Ana County's just
5 over 200,000 so it's be a little less than 200,000?
6
7 McAdams: It'd be 200,000. It's less, about 100,000 and ...
8
9 Murphy: Mr. Chair, Commissioner Rawson. The urbanized area, the MPO
10 planning area is approximately 156,000 people.
11
12 Rawson: So we're looking at then the fatality rate here is around 0.55. So we're
13 doing fantastic compared to the New Mexico 3.45.
14
15 McAdams: That is correct. And we're not in the areas, or danger areas, are actually
16 other parts of the state. It's just to note. But what is notable is we're are
17 increasing as a rule for pedestrian injuries and as that is trending
18 nationally so yes we should be lucky we don't doing, I agree we don't have
19 the fatalities, but we also have some injuries (*inaudible*) they could
20 become fatalities. And I think that any one fatality is one that could be
21 prevented too.
22
23 Rawson: Certainly.
24
25 McAdams: Yes, we're fortunate we don't have a lot of fatalities and I (*inaudible*) proud
26 of that at all but I think we still need to be aware of injuries and pedestrian
27 and bicycle safety.
28
29 Rawson: Thank you. Mr. Chairman one final question on that. Do we know where
30 we sit compared to other municipalities in New Mexico? I mean when I
31 just look at those two numbers, 3.45 for the state and 0.55 or 0.56 for our
32 area, that looks real good, but are there other areas that are doing even
33 better?
34
35 McAdams: I would think we have to look at that. I think right now we're looking at our
36 own, we're declining or increasing pedestrian because different area
37 (*inaudible*) or type of area like Albuquerque is different from us. I think if
38 we look at the type and they look at other areas but I think are they similar
39 to us or are they not. So it's a very complicated question. I think our goal
40 as the MPO is to, and the state is also (*inaudible*) but their targets so we
41 can decrease those accidents. We can't reach zero but I think we'd like to
42 get as low as possible. So that's a good question, but I think it's
43 comparing sometimes apples to oranges because we have to find
44 comparable cities. The most comparable we have is probably Santa Fe,
45 but we're way above that too.
46

1 Rawson: Great. Well Mr. Chairman I sure like seeing numbers in the 0.5 range.
2 Thank you.

3
4 Eakman: I surely do. This is nothing to be first in the nation. Any other comments?
5 Yes, Councillor Vasquez.

6
7 Vasquez: Thank you Mr. Chairman. Sure just one quick question. While you were
8 doing this research and while you're looking at our planning area,
9 particular for the City, our Complete Streets Ordinance, is that something
10 that you looked at as you were doing your research.

11
12 McAdams: I think that's another, I've been, we've been concentrating mostly on the
13 crash (*inaudible*) for the different years and I think there's a, not really, we
14 didn't look at complete streets. Complete streets are being looked at
15 through the ATP. So a lot of these issues we're going to see again and
16 we like incorporate some of the ATP findings into our transportation
17 planning process too. So no we didn't look at that aspect, but really just
18 concentrate on crashes.

19
20 Vasquez: Okay. And I think it's something for us to look at, at least on the City level
21 as we look at those ordinances for these new projects both new buildouts
22 and new developments that have mixed retail and residential, but also
23 retrofitting existing areas in the City. So would love to see at some point
24 maybe just a presentation maybe during a work session or something at
25 the City Council on this because I think we do want to be as safe as
26 possible but also as aesthetically pleasing and also to attract businesses.
27 So I appreciate this presentation very much. Thank you.

28
29 Eakman: Thank you so much. Any other comments or questions? Hearing none.
30 Thank you so much.

31
32 McAdams: Thank you.

33 34 **7.3 NMDOT update**

35
36 Eakman: I think we'll move on then to the NMDOT update.

37
38 Doolittle: Thank you Mr. Chair. I'll be brief. Three project updates. Our North Main
39 project at Spitz and Three Crosses we have our final inspection next
40 week. Upon completion of that we'll establish a punch list for the
41 contractor to finish up a few minor things. Those typically can take up to I
42 don't know, a month or so, but for the most part we were finished. You'll
43 just see minor impacts to traffic while they clean up that project.

44 Our Valley Drive project, the preconstruction conference is
45 tomorrow. We do have a ramp-up time to allow the contractor to get
46 materials and equipment on site before we actually start tearing up the

1 road. The contractor's expected to utilize all of that ramp-up time so we
2 should expect to see construction towards the end of July.

3 The last one I wanted to give a brief update on, we touched on a
4 little bit earlier today, the University/I-25 interchange project. We're still
5 scheduled for an October bid so we'll see construction on that job some
6 time in the Spring of 2019.

7 The last thing I wanted to provide a quick update on is at the last
8 Policy Committee meeting there were questions from the City regarding
9 your welcome to Las Cruces signs. I did add that to our April 23rd District
10 Engineers Conference Call. There was a lot of discussion tied to that and
11 the difference between a welcome sign and the gateway policy that we're,
12 they corrected me, it's not a policy, it's a procedure manual. There's
13 discussion between the differences in the two. The gateway one is going
14 to focus more on logos, designs, those types of things incorporated into
15 bridge interchanges similar to what you saw at Los Lunas. That's really
16 what led to the gateway procedure manual is that shouldn't have ever
17 happened so they're trying to clean that up. The welcome signs, my
18 understanding is that's just going to require some sort of landscaping
19 agreement with the entity that's requesting it. There was supposed to be a
20 follow-up discussion at our District Engineers Conference Call this past
21 Monday, but they cancelled it. So I'm still waiting on some direction on
22 that only because for instance they asked in the Silver City area, you've
23 got Santa Clara, you've got Hurley, you've got Bayard, you've got Silver
24 City that are one right after the other, how do we control that we're not
25 opening up this can of worms where you're going to see one right on top
26 of the other. So at this point it seems like we are making headway to
27 allow those types of signs to be incorporated into our right-of-way. I
28 should know more, it would've been two weeks from this past Monday at
29 our next District Engineers Conference Call, so I'll provide another update
30 at the next Policy Committee meeting. But right now it does look like we're
31 moving forward much quicker than I honestly expected it to. With that Mr.
32 Chair I don't have any more information. I'll stand for questions.

33
34 Eakman: Thank you so much. Any questions for Mr. Doolittle? Councillor Vasquez.

35
36 Vasquez: Just one quick request. Is that in writing somewhere? Is that something
37 that we can share with our Economic Development Department who is
38 currently working on the welcome sign funding that we have kind of ready
39 to go for this? What can I send to them or where is this in writing
40 essentially?

41
42 Doolittle: At this point Mr. Chair, Councillor Vasquez, it is a draft being reviewed
43 internally by the department, so I don't have anything to provide you. I do
44 know that my staff has been working closely with your Economic
45 Development group on the proposed drawings because we don't want you
46 to waste time and money designing them either if they won't fit. But I don't

1 have anything in writing which has been my difficulty is I don't know what I
2 can allow or not allow. Even the discussion that I had on Monday, they're
3 allowing us to incorporate welcome signs but then they tell us that the one
4 that's incorporated at Los Lunas is not acceptable because it has lights
5 and it's a distraction to the driver. So even then I don't have clear
6 direction on what we can allow. Typically a sign that may just have a
7 standard light on it so that at night you can see it can be approved. I don't
8 have anything in writing even for me, so I would hate to cause confusion
9 with your staff either.

10
11 Vasquez: That's okay. Well we were planning on a strobe light and a Ferris wheel
12 so I guess that's out of the question. No, I appreciate you working close
13 with our Economic Development Department so that we can get that
14 resolved and get some welcome signs up as soon as we can. So thank
15 you.

16
17 Doolittle: Sure. Thank you Mr. Chair.

18
19 Eakman: Thank you Mr. Doolittle for your responsiveness.

20
21 Doolittle: Mr. Chair. If I may just real quick. And I think it's important to follow
22 through on this because we also have a summary request from Anthony
23 for instance. They want to do something that's pretty elaborate that I don't
24 think would be approved, but that just goes to show that we do have
25 groups within our area that want to provide recognition for them and I
26 need to get this thing resolved one way or the other. So I'll do my best to
27 push it as quickly as I can. Thank you Mr. Chair.

28
29 Eakman: If I might, just an anecdote, as I was driving through New Jersey I ran
30 through six communities in three miles and so I can understand if you had
31 a welcome sign to all of them, wow. Thank you.

32 33 **8. COMMITTEE AND STAFF COMMENTS**

34
35 Eakman: Any public comment today? Okay. Any other business? Is there a
36 motion to adjourn?

37
38 Wray: Mr. Chair. Staff does have one announcement that we need to make.

39
40 Eakman: Staff who?

41
42 Wray: We wish to congratulate Mr. Loya who has obtained another job within the
43 City of Las Cruces. He's going to be leaving us very shortly, so bad for us
44 but very good for him. We wish him all the best in his future endeavors
45 and we hope that we will be able to have his replacement on board with us
46 relatively soon. But congratulations to Mr. Loya.

1
2 Eakman: Yes, congratulations. You've done great service to the MPO. Appreciate
3 it. Any other business? Yes, Trustee.

4
5 J-Burick: No business but just I wanted to extend very sincere apology to my fellow
6 Committee Members and staff and members of the public for my tardiness
7 this afternoon and holding up everyone. I sincerely apologize and to say
8 it's been one of those weeks is a true understatement, so thank you.

9
10 Eakman: Thank you for that. And I wish to apologize to the other Members of the
11 Board, we've gone six minutes over my goal of an hour meeting and I do
12 apologize.

13
14 **9. PUBLIC COMMENT**

15
16 **10. ADJOURNMENT (2:20 PM)**

17
18 Eakman: Is there a motion to adjourn?

19
20 Sorg: So moved.

21
22 Eakman: I hear a motion. Is there a second?

23
24 Vasquez: Second.

25
26 J-Burick: Second.

27
28 Eakman: We are adjourned. Thank you.

29
30
31
32 
33 _____
34 Chairperson