MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION
BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE

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

MEMBERS PRESENT: George Pearson, Chair (City of Las Cruces Citizen Rep)
Andrew Bencomo (Pedestrian Community Rep)
Ashleigh Curry (Town of Mesilla Citizen Rep)
Jack Kirby (NMSU)
Cathy Mathews proxy James Nunez (City of Las Cruces Staff Rep)
Samuel Paz (Dona Ana County Rep)
Jess Waller (Bicycle Com. Rep.) (Arrived 5:08)

MEMBERS ABSENT: Donna Devine (Bicycle Community Citizen Rep)
Jolene Herrera (NMDOT)Jack Kirby (NMSU Staff Rep)
Mark Leisher (DAC Citizen Rep)
Lance Shepan (Town of Mesilla Staff Rep)

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

OTHERS PRESENT: James Shearer, NMSU
Becky Baum, Recording Secretary, RC Creations, LLC

1. CALL TO ORDER (5:02)

Pearson: Okay, it's a little bit after 5:00, so I'm going to call this meeting of the Mesilla Valley MPO Bicycle and Pedestrian Facilities Advisory Committee to order. We'll just go down the line and do introductions for who's here. Sam.

Paz: Samuel Paz, Dona Ana County.

Kirby: Jack Kirby, New Mexico State University.

Curry: Ashleigh Curry, Town of Mesilla Representative.

Mathews: Cathy Mathews, City of Las Cruces, proxy for James Nunez.


Pearson: And I'm George Pearson, City of Las Cruces Representative.
2. APPROVAL OF AGENDA

Pearson: First order of business is approval of the agenda. Do we have any changes or a motion to accept the agenda as presented?

Bencomo: So moved.

Mathews: Second.

Pearson: We have a motion and a second to accept the agenda as presented. All in favor "aye."

MOTION PASSES UNANIMOUSLY.

Pearson: Any opposed? Agenda's accepted.

3. APPROVAL OF MINUTES

3.1 May 15, 2018

Pearson: Next we have approval of the minutes from our May 15th meeting. Do we have any discussion on that? I noticed that Jack Kirby was listed as present twice, so just a little deletion needed there. Any other comments on the minutes? I'll hear a motion to approve the minutes as amended.

Curry: I'll put forth a motion to approve the minutes.

Kirby: I second.

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

MOTION PASSES UNANIMOUSLY.

Pearson: Any opposed?

4. PUBLIC COMMENT

Pearson: Next item is public comments. Our galley seems pretty empty. So I'll close the opportunity for public comment.

5. DISCUSSION ITEMS

5.1 Bicycle Repair Station at Mesilla Valley Intermodal Transfer Terminal Update
Pearson: Next are discussion items. Bicycle repair station at Mesilla Valley Intermodal Transfer Terminal Update.

MICHAEL MCADAMS GAVE HIS PRESENTATION.

Kirby: I have a question. You’d mentioned the amount of usage that that stand is received. How’s that gathered? I’m just curious because we also have stations on campus.

McAdams: Mr. Chair, Mr. Kirby. What they do is staff, the security people and also any staff will just note it on a piece of paper, a form that they observed a person using the bicycle repair station and also whether they use a pump or the tools or both. The station is right outside the window of the lobby of the Transfer Center and so the staff at the dispatching or the information office can see them when they’re using it.

Kirby: Right. Okay.

McAdams: It’s also a good thing for protecting it against vandalism too.

Kirby: Right.

McAdams: So that’s what, it’s an informal way, I’m sure, probably people are using it after hours too but we have no way to do it besides just doing video monitoring which is really time consuming to go through all the video.

Kirby: Right. Thank you.

McAdams: You’re welcome.

Pearson: Any other questions?

Waller: Yes, I had a question. Sorry for being late. And maybe I missed it because I was last and I apologize, if so. How many of these stations are going to be installed?

McAdams: Mr. Chair. This is only a demonstration project.

Waller: Just one.

McAdams: As far as through our money, through MPO monies and FHWA money flowing through us. RoadRUNNER Transit has stated they would like to install others, but particularly around different spaces where we know that a lot of bicycles are using transit as well. So mostly oriented toward transit users that are bicycle users too.
Waller: So it would be to clarify would be for bike riders who are using the bus service?

McAdams: Not necessarily. It could be any bike riders. If they're around that area and they like to use a bicycle repair station, there's no problem. It's intended as, actually through FHWA to encourage multi modalism, so that's the purpose of the grant but of course we're not going to say, "You're not a transit user you not going to use it." Anybody that's in the area of the Transit Station can surely use that.

Waller: And again to clarify, where will the demo be installed?

McAdams: It's already installed. It's installed at the Mesilla Valley Transit Center.

Waller: Okay.

McAdams: Right in front of the lobby outside.

Waller: And I'm sorry if I missed that.

McAdams: No problem. It's a good thing to reiterate some of these things too.

Pearson: Anyone else?

Bencomo: Mr. Chair. I have a couple of questions and comments.

Pearson: Okay.

Bencomo: So for the use of that, is there any other way to get feedback from community members? Like they show up to use it and they have some feedback to say "Hey if you did this it might be easier to use" or "What if we had that tool?" or "What if this was different?" Is there a way to collect any comments or feedback?

McAdams: Mr. Chair, Mr. Bencomo. I guess the only thing, if they want to comment to us, we have through the video, but we haven't done that. We don't know, I guess they would also contact RoadRUNNER if they had comment on that too. Another thing that would be a good idea would be for Velo Cruces and other advocacy groups, to post the video on the website. If you look, we're putting on our Facebook page too, I think many have already done that. So that would be a way if you just reference the MPO or RoadRUNNER Transit on your Facebook post, you know that's probably be a good way to do it too as well. And kind of comments from your advocacy groups, please let us know too. Just free thinking, that's a way to gather satisfaction. In Velo Cruces for example ask "Have your
members heard about anything about approval or disapproval of the Bicycle Repair Station?"

Bencomo: If there was some way for the community, or people in there to use it to give feedback, that’s how we can improve it too. If we take their feedback rather than us necessarily saying we know what they need. True, I think you understand that completely and with other groups you’ve been part of. And then also in the video, is this the only video they’re going to make? They going to do any others maybe? Because maybe some actual examples, the example in there of the chain feel off, that one really, you can probably put it back on without tools, depending on what happened, but some other examples of what could go wrong and why you might want to use that in terms of getting the word out because people will be like "Repair station, why would I want to go over there to do a repair?" And then the other one is, has this been marketed to like Community of Hope? Because they’re a huge bicycle using community that probably has no tools per se and maybe a second demonstration area for this would be at Community of Hope.

McAdams: I think we only have money for one demonstration site. But I think perhaps at the RoadRUNNER site put that, one at Community of Hope, that’ll be a good location. So we’ll pull the minutes and I can suggest that to the RoadRUNNER staff as well.

Bencomo: Thank you.

McAdams: You’re welcome.

Pearson: Any other comments? I did notice this came through my Facebook feed that there’ve been like 8,000 views of that video, so I don’t know how that compares to other City videos, but that seems, it probably doesn’t mean 8,000 people watched the whole thing, probably means 8,000 people saw it and scrolled past it and it started automatically on them, but that’s still a significant number.

McAdams: It is and that would be a good thing to report. I agree.

5.2 Committee Training: How do roundabouts work for pedestrians?

Pearson: Okay, move on to our next item; roundabouts.

MICHAEL MCADAMS GAVE HIS PRESENTATION.

Pearson: Committee members.

Mathews: Mr. Chair.
Pearson: Yes.

Mathews: My question is regarding lighting for the new roundabouts proposed at Triviz and I-25. I had never considered the importance of lighting before, but obviously just demonstrated that different locations of lighting can greatly impact the visibility of pedestrians. Do you know what kind of lighting they're proposing?

McAdams: Mr. Chair, Ms. Mathews. I don't know. That wasn't addressed at the public hearing and now that I think of it, it's a good point.

Pearson: Anyone else?

Bencomo: Mr. Chair. So I am very much a novice when it comes to roundabouts and when they first started putting them in in different places, I was like "Oh my God, are we going to navigate all of this?" But they've been there for a while, I think they're wonderful. If nothing else, especially based on this presentation, just in terms of pedestrian safety, you're crossing one, maybe two lanes of traffic that is actually slower than what you would be crossing in other cases and so just from the pedestrian safety standpoint it's huge, it really is. Navigating roundabouts on bicycles is going to be a little different. I don't think I've ever actually navigated a roundabout on a bicycle, probably not that difficult, if you just do what a car does, but still a little different. So is this something that the City in general and any other entities in the MPO area are onboard with or they like the roundabouts, they want to do them? I think one of the other selling points too is, and I was thinking about this watching the presentation, on my trip here because I'm perpetually late to this meeting and I apologize for that. On the way here I was thinking, "Come on light stay green. Please stay green so I can get through. Please stay." And with roundabouts you pretty much eliminate that. You're going to keep moving. You may reduce speed, but you never come to a dead stop and sit there for a couple three minutes waiting for that, so that that is a good selling point I think that traffic will continue to flow, it may slow down, but it will continue to flow and I think that is a huge selling point for drivers because we're very car-centric in America and in Las Cruces too, and so those selling points I think really need to be pushed with the public so they understand the benefits to them as well as pedestrians. So, thank you.

Pearson: So at the public meeting and they've also posted the consultants for the I-25/University project, posted a video on the roundabouts that they're proposing and they did explain some of the bicycle and pedestrian aspects of it. What they're designing, they're going to have, one part of it they're actually going to have a bypass for bicyclists so they don't even have to go through the roundabout. Most typical roundabout design
speed is 15 miles an hour which is slow enough that a bicyclist can make it through so you just become traffic. Vehicles have to remember that we are traffic, so there is that issue that sometimes comes up. One of the selling points that they made for the new project is that these roundabouts will be single-lane roundabouts and that'll make them very safe, and I'm wondering about the downtown roundabout, because currently it's more than one lane, I'm wondering if redesign whether they shouldn't be able to redesign that as a single lane roundabout considering the safety aspects. I don't know, there's probably no response available for that, but that's something to.

Mathews: Mr. Chair. I think it is going to be redefined as a single lane with the current project that's underway.

Pearson: Right.

Mathews: I believe they're at least putting those splitters in the other two locations and I think that will result in a single lane roundabout I believe.

Pearson: Okay. That's a question that is kind of important. I remember them saying that they had considered for the two-lane conversation the original design and that the final design would be better than what we have now, so maybe that's part of that process. If anybody is interested in looking at that video for the roundabout, it's worthwhile looking at I think. I did put a link on the Velo Cruces Facebook page. You can probably just search YouTube for I-25/Triviz project or go to the I-25/Triviz webpage and find it, I'm sure. Okay, anybody else?

Waller: Yes, I had a question. Speaking to some of the comments made by, is it George and also Andrew, about the dedicated bike lane and the ease of navigating that if you're a cyclist. And so the Triviz/I-25 roundabouts, are they going to have a, it seems I recall but I'm not sure, were those going to have a dedicated bike lane on Triviz?

Pearson: Well they have multiple. I don't know, do we have an internet connection here? Would you be able to find that?

Waller: Well I notice on the presentation that Michael gave, it showed, you look at the ones in the in Tour de France and they have the arrow shots, the (inaudible) going through the roundabouts. There's no dedicated bike lane so you're mixed with traffic. And on the presentation that Michael showed it shows some bike lanes before you reached the roundabout and then they disappeared and then they reappeared after you went though the roundabout, so you're in with the traffic, you're in with the mix going through the bike lane. But I think that's a major issue because as long as
you're slowing down the traffic to around 15 miles an hour, it's easily navigated.

Pearson: The downtown and the new ones will be 15 miles an hour, that's the question that I did ask at that public input meeting.

Waller: I didn't really have a question but I guess my question is, are there uniform national design standards for whether or not to include bike lanes depending? Or is it kind of like what the traffic engineer decides in one of the meetings such as this? Are there uniform design standards for how to incorporate bike lanes or not to incorporate dedicated bike lanes? And for pedestrians as well, the walking paths, the refuge?

Pearson: Well Michael referenced that there was a big thick manual for roundabouts so.

McAdams: There is. It's an FHWA manual. It really is like everything you want to know about roundabouts, from capacity, how you redesign four-way intersections, four-way stops into roundabouts. I can get the link I think if you'd like to see that.

Waller: Sure. Yes, if you could make that available.

McAdams: Yes, sure.

Waller: Great.

McAdams: I can do that. I can just e-mail it to all the BPAC. I did, we gave the presentation to the Policy Committee and they were very enthusiastic and they had the link on it too. So yes, it's a huge manual and it's like, well it's sort of engineering oriented a little bit, but it's also, it's enough that laymen could understand it too. Well me, like I'm a transportation planner, I'm not a transportation engineer, so it's stuff that you can understand in a very basic level and then you can delve down further.

Waller: Okay. Thank you.

McAdams: You're welcome.

Pearson: Okay.

McAdams: Looks like it's blocked. I can't get in that website.

Pearson: They probably are using an underlying engine that throws up some problems for the county website.
MICHAEL MCADAMS TRIED BRINGING UP THE I-25/UNIVERSITY VIDEO AND WAS UNABLE TO DUE TO COUNTY RESTRICTIONS.

McAdams: But they do have a good videos on there if you'd like to see it and I guess like a driving through demonstration.

Pearson: It's an animated video but it goes through and it shows the different access routes and both pedestrian and bicycle, the different routes that they're proposing. Okay, so we're done with that.

6. COMMITTEE AND STAFF COMMENTS

6.1 MPO Staff Update

Pearson: Next we have committee and staff comments. MPC have any comments for us.

MICHAEL MCADAMS GAVE A PRESENTATION ON NEW BIKE RACK LOCATIONS ASSOCIATED WITH ROADRUNNER ROUTES.

Pearson: Okay, I guess one question I had, you mentioned that there are some bicyclists that get turned away because the bike rack is full. Is there any recording of that fact or any knowledge, keeping track of that? Because the buses have, are currently two styles of racks, two-position rack and a three-position rack. So if you're finding that one route might be getting people turned away, an effort to put the buses with three bike racks on those routes might even be enough to alleviate the problem. And I've also heard that Transit might be considering even more capacity on the bike racks.

McAdams: Mr. Chair. I haven't heard about any capacity. I think they've been looking at it definitely. I'm not aware of that right now. In fact, plug, plug, plug, in the next year we're doing the transit update as well and that would be a good issue to say at that period of time, it's also be good the transit update will also include RTD and DOT with those issues. But I would think that, I'd be glad to get this, but also this would be addressed to (Inaudible) as well, comment about that, about the bike rate capacity and like that. But I know they are aware of it.

Pearson: Members have questions?

Bencomo: Mr. Chair.

Pearson: Andrew.
Bencomo: So you, maybe I didn’t hear correctly or I don’t know but I’ll ask the
question, so are these the four newest locations, are there other locations,
and if there are where are those?

McAdams: Mr. Chair, Mr. Bencomo. These are the four newest bike locker locations
so they’ve been installed. I think there maybe even, they’re thinking about
one in Mesilla Valley Mall and one at Memorial Hospital which as I’m
speaking we have already begun installing. So they’re always, they do
have extra bike racks and they’re looking at where they can put them in a
strategic location.

Bencomo: Okay, so these are the only four. These aren’t the four newest in terms of
that there are other ones and now we’re adding four more? Is that
correct?

McAdams: These are the four newest one and perhaps additional two at Mesilla
Valley Mall and at Memorial Medical.

Bencomo: So, okay, where are the other ones?

McAdams: I think and I can find out for sure. I think all those at Memorial Medical
Hospital and also at Mesilla Valley Mall.

Bencomo: So there’s already racks there.

McAdams: Yes. There will be, or will be soon.

PERSON IN THE AUDIENCE SPEAKING, NOT AT THE MICROPHONE.

McAdams: There are racks at the Mesilla Valley Mall and also at, you know at the
Transfer Center and also at some shelters there are also bike racks as
well.

Pearson: I had noticed the new, the metal green shelter. I have seen some with a
single bike rack next to the shelter and I’ve seen others. I think older
shelters, the same styles that do not have bike racks.

Bencomo: So follow-up, sorry. Semi related, maybe it needs to be brought up later
and not right now, if it is I’ll defer to the Chair and he can say we’ll bring
that up later. So semi related, we had mentioned bike racks at businesses
that it’s a requirement by code and how come they’re not there? Has a
follow-up been done on that anywhere? Did we get any feedback from
City staff on that?

McAdams: Andrew can field this.
Wray: Mr. Chair, Mr. Bencomo. Yes, staff did do a review of the businesses, specifically on Telshor because that was the comment that was brought up, I believe it was last year. The latter part of last year staff did go out and do an inventory of the bicycle parking facilities at the businesses along Telshor. That information was turned over to the City Codes Officer that's the Codes liaison within the Community Development Department. Beyond that there is very little that MPO staff can do with regards to the situation. It was turned over to Codes. I'm not sure what steps may or may not have been taken subsequent to that.

Bencomo: Okay. And another related to that, so the whole redo of the downtown area with the changing of the two-way and all the reconstruction and all that, I noticed there were no bike racks anywhere down there. Are they adding those in? Maybe I don't know where they are and they're not visible. Is that going to be part of the redo down there?

Wray: I do not know the answer to that question. It's possible, but it's also if it's something that, Ms. Mathews may want to jump in and I'll let her. I'll defer to her.

Mathews: Sorry to but in. The Callecasitas, the small cross streets that won't be open to vehicle traffic will have bike racks in them.

Bencomo: Okay. Good. Thank you.

Pearson: Okay. There is a Downtown Parking Committee and I am a member of that and I intend to have discussion on bicycle parking in the downtown area. And that has been agreed. That was one of the, before when they were forming the Parking Committee the public input was bike parking was one of the big public input items, so I expect discussion on that in the not to distant future.

Wray: Moving on Mr. Chair. Staff does want to remind this Committee, especially the staff representatives, the jurisdictions, that we do have an ongoing Transportation Alternatives Program call for projects going on right now. We have done a very recent outreach to all of our member jurisdictions reminding them that they do have to turn in the project feasibility form very soon in order to set up the time for the project feasibility meeting with NMDOT. That meeting is a requirement for their application to be accepted. If that meeting does not take place their application won't even be considered, so please members of jurisdictions please do bear that in mind.

Also to notify and remind this Committee, we have had an ongoing call for public comment on our Public Participation Plan and Title VI Plan for the past several months. We are winding down to the end of that. We will be bringing that to this Committee for action at the August meeting.
We will be splitting the Title VI Plan and the Public Participation Plan into two in the future. NMDOT has changed their requirements, placing those two documents on different timelines, therefore making it impossible for us to have it as one document in the future. We will have a draft version of the Title VI Plan posted on the MPO website very soon, I don't have a specific day, but very soon to just give the public and members of our Committees a chance to review it before voting. As of right now, I will say that we have received no comments regarding the Public Participation Plan, so staff's expectation is that we will just basically update the dates on the document and present that to this Committee for endorsement to the Policy Committee. So if you wanted to take a look at the "draft" of the Public Participation Plan as it is, it is the officially adopted Public Participation Plan we have on the website. We received no feedback or indications that we've been doing anything wrong and that it needs to change, but by all means take this last month as an opportunity to review that document.

Pearson: Can you explain what the Title VI is a little bit?

Wray: The Title VI is a requirement ultimately the Federal Government that we have a Title VI remediation plan. Basically it's a complaint process in case there are any Title VI violations that are committed by this MPO.

Pearson: So can you tell, what would that be?

Wray: Environmental justice, discrimination, that sort of rubric. This MPO fortunately we have had no complaints during my time here or Mr. Murphy's time, so knock on wood that we will continue to do well on that front. But it is a requirement that we have that and basically the document, it explains, it lays out the requirements and then lays out the process for filing a complaint is the substance of the document.

Pearson: Okay.

Wray: And lastly since this Committee last convened, MPO staff has relocated up onto the third floor of the City Hall. We're now in Suite 3100. Recently they have made a change there in the building and now the doors to the suite are unlocked, but please do still let the secretary know before you just go in, but that is where we are now. And I believe that concludes MPO comments. Oh, Michael still has two more.

McAdams: And this public comments on August 7th the ATP draft will be up for public review for 30 days and then August 17th there will be, the Planning and Zoning Commission and the City Council will have a work session to discuss. Of course it could be up to the Chairman whether the comment can be allowed too for that. So there's the two things that are coming up
and then after the next BPAC we can announce other things that. I will be
reporting on DOT as well.

Pearson: So the August 17 that must be a Monday, City Council Work Session.

McAdams: The 17th is, yes 17th is a work session and so like normal work session,
it'll be a joint work session with Planning and Zoning Commission.

Pearson: Okay.

McAdams: Of the City and the City Council.

Pearson: Okay.

6.2 Local Projects update

Pearson: So we're on to local projects updates. NMSU have anything for us?

Kirby: Yes, on August 7th at 8:30 a.m. there'll be a bike repair dedication
ceremony on campus to dedicate the bike repair stations to David Shearer
who's here in our audience tonight. He was the driving force behind
getting those four bike repair stations on campus.

Pearson: Okay. Time and location.

Kirby: 8:30 a.m., west entrance of Zuhl Library and it's open to the public,
anyone can attend.

Pearson: Okay. County.

Paz: Some updates on Soledad Canyon, it's at 95% in the design with the
construction late summer or early fall. Soledad Canyon.

Pearson: Okay. City.

Mathews: Mr. Chair. James left me with a list of projects so I'll just be reading them
off and then I'll be adding a few of my own. The South Main project from
Boutz to Valley is currently in design and it calls for one lane north and
south, a center turn lane, and four-foot bike lanes with three-foot buffers.
The plan is to bid at the beginning of 2019.

Also under design, road improvements for the road leading out of
Red Hawk Golf Course to the south. That must be Red Hawk Golf Road,
is in final design and it will have five-foot bike lanes and landscape too by
the way.

Under construction, Harrelson, Miranda, Palmer subdivision,
Second, Third, and Sixth Streets, and Brownlee in front of the school. I
believe these are under full reconstruction with ADA ramps as well. The
pavement replacement project on Terrace Drive will include a buffered
bike lane from Telshor to University/Dripping Springs. James mentioned
the ATP also, the Active Transportation Plan.

And in Parks and Recreation we have received a Healthy Kids/
Healthy Communities grant from the Department of Health and we'll be
installing, we call them "play breaks" or "shade structures with benches"
along in areas that have trails that, not necessarily for transportation but
for recreation as well in terms of pedestrians or bicycles and those will be
installed in Pioneer Park, Johnson Park, and Klein Park. Also Sage Crest
Park, La Buena Vida Park, and Twin Parks on Engler Road near Mesa
Grande. And Andrew mentioned the RTP Grant upcoming and the City
Parks and Recreation Department will be applying for that RTP Grant.

Pearson: RTP is different from the TAP.

Mathews: It is. It means Recreational Trails Program. It's administered in a similar
way and on a same timeframe, but it's for recreational purposes.

Pearson: Do you know what the project is that you're applying for?

Mathews: There are two projects that are under consideration right now, one is
maintenance of the trails at Desert Trails Community Park, there's a lot of
erosion control that is required in that area on those trails. And then the
second project that is under consideration is a multiuse trail along Las
Cruces Lateral from the Convention Center to, it depends on how far we
can get with the amount of money, maybe to Boutz Road. So it'll go
behind, from the Convention Center, along Main Street, behind Las
Cruces High School and meet up to Boutz Road.


Mathews: El Paseo.

Pearson: Okay.

Curry: Mr. Chair. May I ask Ms. Mathews a question?

Pearson: Sure.

Curry: On that Healthy Kids/Healthy Communities grant, last year we had talked
about designating some of that money to bicycle education and bicycle
related activities. Do you know if all, I'm assuming it's $40,000, was all of
it dedicated to the shade structures or was any of it put towards bicycle?
Mathews: So we received the grant three different times, and the first grant was spent all on signage. The second grant some of it was spent on educational, I'm sort of (inaudible) aware of that third hand some I'm kind of giving you a little iffy kind of information. But I believe some of that funding was used to purchase like giveaways that would aid in educational programs. The third grant which we're spending right now, not all of it will be spent on the play breaks, the shade structures. We can and I would be very happy to do so, but I believe some of it is set aside per se for educational efforts or advertising promotion, but I'm not 100% sure what those activities will be.

Curry: Thank you. Is any way to find out what they will be so that we can kind of work together if that's a possibility?

Mathews: Yes, definitely. I guess I'm a good point of contact, okay, not a good point of contact, a point of contact. So I'll talk with Franco Granillo who's sort of managing that grant and see and try to nail down exactly how much money is remaining for other activities and what the exact plan is for those activities.

Curry: Okay. Super, I'll follow-up with you. Thank you.

Mathews: Okay.

Pearson: Okay, so the previous two grants have been closed out?

Mathews: Correct.

Pearson: Okay. That was, because I was aware of the second grant and things were still happening. I hadn't really figured out that that had been closed out and I heard about the newest grant. So, okay. I guess that's all for the local.

6.3 NMDOT Projects update

Pearson: So NMDOT.

McAdams: Jolene Herrera transmitted e-mail that Valley construction is continuing and that there will be monthly meetings.

Pearson: Okay.

McAdams: Concerning the construction on Valley.

Pearson: Okay. So that's without Jolene here.
6.4 Committee Members Update

Pearson: Committee Member updates. Any Committee members have comments?

Bencomo: Mr. Chair.

Pearson: Yes.

Bencomo: I have some comments. Surprise, surprise, right. So there's a lot of things happening as far like trail systems going on. The budget for next fiscal year that the City put forward in the Capital Improvement Plan, the CIP. There's actually funding in there, I think it's $2.7 million, something like that, for, just says trails. And so then it kind of lists the laterals. And so ...

Pearson: Well that's the GO bond so that's still dependent on the elections.

Bencomo: No sir. No sir. On the CIP there is money in next year's budget, $2.7 million for trails. So I think it's $2.7, two-point-something.

Pearson: That matches the GO bond amount.

Bencomo: Yes, can I finish.

Pearson: Okay.

Bencomo: Thank you. So I made a phone call to Public Works and that is to purchase the Mesilla Drain, the Dona Ana Drain, and some other drains in the City. They're going to outright purchase those from EBID. Then there's the GO bond which there's that two-point-something million dollars that's going to go to vote on that one also and now we're talking I just heard a mention about Parks applying for a grant to possibly do the Las Cruces Lateral from the Convention Center across, behind Cruces, however far it will go. So there's a lot of things coming together and a lot of funding being sought and lot of funding being put in place and I think our efforts as a Committee and a group and the community in general are paying off, I really do. I think it's getting noticed, but I also would like to encourage this Committee for us in some way, shape, or form, my personal opinion's we should be one of the main drivers of what's going to happen with those trail systems specifically. The City, I see discussion from one of the City Councilors, Mr. Vasquez, who is very supportive of this, talking about certain trails and then the Mayor's having just going to have meetings and discussions and mentioning other trails and so we came up with a prioritized list, I think we need to, if nothing else, make sure that City leaders and decision makers are going to hone in and focus on our recommendations. I mean obviously they can do whatever they
want in the end, but our recommendations are there for a reason so I would like for us to be actively involved in that and have our voices out there for them to say "This is what we think should be done. These are the most beneficial ones to start out with." So I just would like for us to not sit back and go "Oh I think they're going to do a great job without us being involved." They may be thinking the same things we're thinking, but I would like for us to be involved in that process to help them drive those projects based on what we have already discussed and done. So those are my comments as far as the systems go.

Pearson: And the Mayor is hosting some meetings on the GO bond so that would be a worthwhile place for us to show up and say, even just asking the questions "What do you actually have planned?" Some of the elected officials may not even know the answer to that so having that questioned asked and answered in front of them would be helpful. Okay.

I had some comments, it was mostly directed toward Jolene as the NMDOT representative, so I think I'll just say them and then they'll be in the minutes and then maybe she can respond at some other time. On my Facebook feed I see these press releases about accidents happening and so I wonder is that coming from NMDOT or from the news media? As far as I can tell it's news media that's using the term "accident." I've tried to look at the NMDOT press releases and I see that they're using "crash." So I think governmental entities doing good behavior and the news media needs to look up the AP style guides that is now saying that "crash" should used instead of "accident." One of the places where I was looking to try to find that was at the NMroads.com which is the State website that shows traffic conditions. I looked at the Valley Drive construction on the map and the current designation for what's happening doesn't correspond to what's actually happening on the roadway. They've got it marked from like Amador to Avenida de Mesilla on that map and as we all know, anybody that's been in the area, it's from Picacho to Amador that's the difficult process where things are closed. On my way here today I found out that you can't go straight through on Hadley, so I just wondered how they update that map because it doesn't show accurate enough information to be helpful is what my comment would be. I was going to ask if NMDOT had any expectations of the tariffs on steel that are coming through, how that would impact construction projects. Seems like that's, we're talking about how it impacts everything from beer bottles, aluminum cans, to Harley-Davidson's, so it seems like that that might be an important impact on how we spend our money in the public sector. NMDOT Bike Ped Coordinator position, Wade was here and shortly after that he moved on, I think he's working for the City of Albuquerque. Well have to find out what that position status is and also on the New Mexico Statewide Bike Plan, if there's any update on that, so that'll be a question for the future. That's all I have.
7. PUBLIC COMMENT

Pearson: Okay, so we'll move on to our next opportunity for public comment.

Shearer: David Shearer. I tried to get here in time to listen to the bike repair station, unfortunately for this public meeting the outside door to the County Building was locked, so it might be something that gets passed on to them when this meeting meets, it probably should be unlocked to get in here. Not that I was on time, but I was a little late, so I missed that. I just found that.

And my only other comment was yes, to invite anyone to the dedication of the bike repair stations on the campus on August 7th and we're going to have some other bits on alternate transportation also at that time. So we have four on the campus and we're trying to get one passed through into Burrell College, I think they may think about spending some money on that, and also for the DACC, see if I can get a repair station put out the East Mesa Campus. My other comment, just general activities, the hub, the community bike shop is opening on Saturday, it's from 8:00 to 12:00 downtown area so you're welcome to come see what's going at the, I don't remember the actual, the creative media, creative ...

Pearson: Cruces Creatives Makers Space.

Shearer: Yes. Okay so it's there if you're interested. And the other thing that's been going on all summer, come August 3rd on a Friday at 6:30 there will be another ice cream bike ride at La Llorona Park starting there. So you're all welcome to that.

Pearson: Okay. Thank you. So that being our only member of the public today that concludes public comment.

8. ADJOURNMENT (6:17)

Pearson: Next item is adjournment. Do you want to make a motion to adjourn?

Mathews: Move to adjourn.

Pearson: And a second.

Curry: Second.

Pearson: All in favor "aye."

MOTION PASSES UNANIMOUSLY.

Pearson: And we're adjourned. Thank you.