

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

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4 The following are minutes for the meeting of the Mesilla Valley Metropolitan Planning
5 Organization (MPO) Policy Committee which was held August 8, 2018 at 1:00 p.m. in
6 the City of Las Cruces Council Chambers, 700 N. Main, Las Cruces, New Mexico.

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9 **MEMBERS PRESENT:** Mayor Nora Barraza (Town of Mesilla) (arrived 1:07)
10 Trent Doolittle (NMDOT)
11 Councilor Jack Eakman (CLC)
12 Commissioner Kim Hakes (DAC) (arrived 1:06)
13 Trustee Stephanie Johnson-Burick (Town of Mesilla)
14 Commissioner Benjamin Rawson (DAC) (arrived 1:09)
15 Commissioner Isabella Solis (DAC)
16 Councilor Gill Sorg (CLC)

17
18 **MEMBERS ABSENT:** Councilor Gabriel Vasquez (CLC)

19
20 **STAFF PRESENT:** Tom Murphy (MPO staff)
21 Andrew Wray (MPO staff)
22 Michael McAdams (MPO staff)
23 Debra Fuller (MPO Staff)

24
25 **OTHERS PRESENT:** Becky Baum, RC Creations, LLC, Recording Secretary

26
27 **1. CALL TO ORDER / PLEDGE OF ALLEGIANCE (1:00 PM)**

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29 Eakman: I'd like to call the meeting of the Mesilla Valley Metropolitan Planning
30 Organization Policy Committee to order. Welcome everyone.

31
32 **2. CONFLICT OF INTEREST INQUIRY**

33
34 Eakman: I wonder if you would please review the agenda in front of you today and
35 declare whether or not you have a conflict of interest on any of the items
36 listed.

37
38 Sorg: I don't have any.

39
40 J-Burick: I don't have any either.

41
42 Solis: I don't have any conflict.

43
44 Eakman: Thank you so much. And once again I'm told I omitted something very
45 important. Let's all rise for the Pledge of Allegiance.

1 ALL STAND FOR THE PLEDGE OF ALLEGIANCE.

2
3 Eakman: And I always like to blame others. I wonder if in the future we could put
4 Pledge of Allegiance on a separate line.

5
6 Wray: We will do that.

7
8 Eakman: That would be helpful to this Chair. You can change it next year.

9
10 **3. PUBLIC COMMENT**

11
12 Eakman: Is there any public comment to come before the Metropolitan Planning
13 Organization today? Hearing none.

14
15 **4. CONSENT AGENDA ***

16
17 Eakman: We have a consent agenda in front of us with only the approval of the past
18 minutes on that. Would there be a motion to approve the consent
19 agenda?

20
21 Sorg: I move to approve.

22
23 J-Burick: Second.

24
25 Eakman: It has been moved and seconded that we approve the consent agenda.
26 Mr. Wray, would you be kind enough to poll the board?

27
28 Wray: Yes Mr. Chair. Commissioner Solis.

29
30 Solis: Yes.

31
32 Wray: Mr. Doolittle.

33
34 Doolittle: Yes.

35
36 Wray: Trustee Johnson-Burick.

37
38 J-Burick: Yes.

39
40 Wray: Councilor Sorg.

41
42 Sorg: Yes.

43
44 Wray: Mr. Chair.

45
46 Eakman: Yes.

1
2 MOTION APPROVED UNANIMOUSLY.

3
4 **5. * APPROVAL OF MINUTES**

5
6 **6.1 * June 13, 2018**

7
8 - VOTED ON VIA THE CONSENT AGENDA

9
10 **6. ACTION ITEMS**

11
12 **6.1 Resolution 18-05: A Resolution amending the 2018 Meeting Calendar**

13
14 Eakman: We do have an action item. Will you be handling that Mr. Wray?

15
16 Wray: Yes Mr. Chair. For the information of the Members of this Committee,
17 after the last Policy Committee meeting the Chair reached out to MPO
18 staff, notified us that the September meeting of the policy committee as
19 originally scheduled on September the 12th is in conflict with the Domenici
20 Conference. The Chair expressed his concern that we might have
21 difficulty reaching a quorum on that date and wanted to give Members of
22 the Policy Committee who wanted to attend the conference freedom to be
23 able to attend the conference without having to worry about quorum
24 issues for this body. So the date of September 5th was suggested and
25 that is the action that is before this Committee at this time and the meeting
26 would be still here in the City Council chambers at 1:00, just one week
27 earlier.

28
29 Eakman: So Mr. Wray the question for the Board is whether or not to approve this
30 calendar with the inclusion of September 5th instead of September 12th.

31
32 Wray: That is correct Mr. Chair.

33
34 Sorg: Mr. Chairman.

35
36 Eakman: Yes.

37
38 Sorg: I'll make it a motion to approve this agenda item, this resolution.

39
40 J-Burick: Second.

41
42 Eakman: We have a motion and second on this action item. Any discussion?
43 Hearing none, poll the Board Mr. Wray.

44
45 Wray: Commissioner Solis.

1 Solis: Yes.
2
3 Wray: Mr. Doolittle.
4
5 Doolittle: Yes.
6
7 Wray: Trustee Johnson Burick.
8
9 J-Burick: Yes.
10
11 Wray: Councilor Sorg.
12
13 Sorg: Yes.
14
15 Wray: Mr. Chair.
16
17 Eakman: Yes.
18

19 MOTION APPROVED UNANIMOUSLY.
20

21 **7. DISCUSSION ITEMS**

22 **7.1 Committee Training: Pedestrian Safety and Transit**

23
24
25 Eakman: At this point could we move right ahead with the discussion items Mr.
26 Wray?

27
28 Wray: Certainly Mr. Chair. I'd like to introduce Dr. Michael McAdams who will be
29 presenting this item.
30

31 Eakman: And if we could for the minutes, could we please recognize that
32 Commissioner Hakes has joined the MPO at 1:06 p.m.
33

34 McAdams: Thank you Andrew. And let's continue with the discussion. And this is a
35 topic that's sort of near and dear to my heart as well because I work a lot
36 with transit. But public transit is very important for pedestrian safety
37 because transit, if you get, to go to transit stops you have to cross streets.
38 And so innately pedestrian safety is related to public transit.

39 Some key topics I'd like to discuss is transit is important to be
40 convenient and accessible. You have to cross the street to get to transit
41 stops and they should be accessible. And also we want to talk a little bit in
42 this discussion about the importance of transit operators and the needs of
43 other users as well.

44 Bus is the most common form of public transportation we have. We
45 have light rail and other forms but this is the most common across the
46 nation.

1 Many people as you see in the photograph have no choice. They
2 have to use public transportation for work, for shopping, for medical
3 reasons, and we're fortunate our bus system we have lifts as well so the
4 people in these, in the lifts, wheelchairs, that are almost like tanks, have to
5 get up to use them too as well.

6 If you look at sidewalks, really to accommodate transit they should
7 be much more than ADA standards for that, in this case for the bus to be
8 aligned so that the ADA person can assist putting wheelchairs at all
9 points. So it's a little bit more recommended at bus stops. Here we have,
10 this is obvious, narrow curbs or no curbs sometimes and we have a lot of
11 people that have something like a wall or something like that. I don't, if we
12 have in this situation you can see that people are right up against the bus.
13 It's not a very safe situation. If you look at this also the sidewalks are full
14 of people, all right. And they block access to the bus and, but it happens
15 very quickly but still it's very important if you're waiting for the bus stop
16 with a lot of people they are waiting too as well, it will block entrance too.
17 And we have a lot of bus shelters in the area and bus shelters are really
18 important not so much for, here for rain but it's to keep you out of the
19 elements, the sun and in shadow. And we'd like to install more too. But
20 shelters should be accessible. When you have grass strips in front of
21 them, that's not accessible is it? So you can eliminate that by creating,
22 we'll see in the next slide as part of the furniture zone you can see there's
23 no grass to impede people particularly you're having a wheelchair. You
24 can't maneuver the grass in a motorized wheelchair very well can you?

25 So next I'd like to talk about pedestrian crossings as far as bus stop
26 location and bus pullouts. Pedestrian treatments and we see, if you
27 remember some of our past conversations our (*inaudible*) was just transit
28 passengers. We have, notice it's, with this photograph we have a
29 separate distinct crossing with it looks like a brick. We have a stop line for
30 motorists before the crosswalk. We have a protected median and also
31 notice that the side, there's no barrier from the sidewalk to the bus stop,
32 right, and a clearly defined bus stop.

33 We should put bus stops not in front but in back so that the
34 passengers won't have to cross in front of the buses. We'll talk about far
35 and near side. Far side is at intersection beyond the intersection, near
36 side is before the intersection just this like, so in case if you have transit
37 terms, if any time I'm discussing and see I'm getting too technical, please
38 stop me and I'll be glad to explain the terms. Sometimes you get inside of
39 the silo and you don't realize that everybody else understands you as well,
40 right. So place crosswalk behind the bus stop all right, so people when
41 they get off the bus, they will instead of going in front of the bus they will
42 go in the back of the bus. Pedestrians see the traffic, the bus drivers can
43 move forward, and the bus doesn't run over pedestrians, which is really
44 important too. It does happen but this is a good thing, we could, a near-
45 side bus stop is much better in that aspect. So far side, excuse me, far
46 side generally for an intersection because the bus driver's considered far

1 side or near-sided stops the driver can cross from an intersection before
2 the light turns red. Near side can mean waiting an extra cycle. So far-
3 side ensures pedestrians cross behind the bus, okay. So, see these
4 illustrations right here, so it's better to have them cross behind the bus.
5 Here's an illustration at a corner. You can see where there are conflict
6 points right at the crosswalk. You can see pedestrians crossing in front of
7 the vehicles but still probably it'd be better to have them cross behind the
8 vehicle too, all right. Near-side allows pedestrians but bus queuing too.
9 So you can have several buses, we have several situations where there's
10 one bus has several bus routes going through it and we often have two
11 buses coming along to it as well. Here's another. If the bus makes a right
12 turn you don't want to have, you have to be careful of pedestrians too, as
13 well, all right. But it's easier because you know pedestrians for the bus
14 would not be crossing in front of you.

15 So how do you improve safety? You look at where the bus stops in
16 relations to where the bus crossings, at intersections or midblock. If you
17 have good bus stops they may be a little bit more inconvenient for the
18 transit rider but much safer and also it may also decrease transit time as
19 well. You can see that. Bus pullouts: We have several in our area and
20 bus pullouts may create tension traffic operations, it makes it hard for a
21 bus driver to reenter the traffic stream. So even though there's many
22 outside of the transit arena that said all bus pullouts are good, actually in
23 most situations transit operators don't want them. The drivers and the
24 agencies don't like bus pullouts for various reasons. But you can make
25 them better and we're going to discuss about that as well. So this is, we
26 don't have to worry about this, I'm not sure why it's, we can, I'll just go
27 through this real quickly.

28 Here's an example of a far-side pullout, your turn and this is not
29 good. We'll for reason. When the bus is not there it actually acts as an
30 acceleration lane for this, zip. So this is not a good way to do it. There is
31 a solution which is pulling a bulb-out which will then, will prevent the
32 vehicles from cutting so sharp and using this as an acceleration lane. See
33 right there? Look at this. Now what will we do with the path? So the
34 bulb-out is a real simple solution. At the intersection means that the driver
35 does not use this as an acceleration but moves around the bus and of
36 course pedestrians and cyclists as well.

37 Near example, slower driving, making right-hand pedestrians,
38 protect pedestrians and also it slows down traffic. On streets with on-
39 street parking with a bus bulb-out also retains traffic spot, parking spots
40 and if you didn't you wouldn't be able to have that parking spot there too.

41 So the good bus bulb-outs do decrease dwell times because the
42 bus does not need to reenter the traffic. That means a full, the sidewalk
43 will be against the bus. So it's like a, so they enter this, park there, they
44 get off and on and you can go on quickly.

45 What is a pedestrian safety concern at every transit stop, all right?
46 The need to cross safely. We have a number of different places in this

1 area where it's, I think it's very dangerous for pedestrian crossing. And
2 often, we discussed before pedestrians don't often cross at crosswalks, at
3 unofficial, or at official crosswalks, at intersections or midblock. They do it
4 for convenience purposes, right. One of the main considerations with
5 transit stop locations, all right, are they convenient to different land uses?
6 What some things like, are the pads connected to the sidewalks?
7 Somewhere we have pad there, it's a pad, it's not sidewalk, no paths or
8 anything.

9 And what are some transit operations concerns? We already
10 mentioned the bus pullouts without the bulb-outs are probably not good for
11 transit operators. It's really, it traps them and they have to wait for the
12 cars to pass. So there's, it's really not suitable without other
13 considerations too.

14 What are the needs for road use? I think we forget that pedestrians
15 are also road users as well, and bicyclists. We need to navigate safely
16 around transit stops so they don't have to worry about conflict with buses
17 as well. Any questions? I'd be glad to stand for questions or comments.
18

19 Eakman: Are there questions for this presentation? I would like to recognize that
20 Mayor Barraza and Commissioner Rawson have joined us. Appreciate
21 that very much. Yes Vice-Chair Rawson.
22

23 Rawson: Mr. Chairman. I know that we've had the focus the last few meetings
24 talking about pedestrian safety. I'm trying to understand the, what has set
25 that as an importance rather than working on different items.
26

27 Eakman: Would staff like to address that?
28

29 McAdams: Mr. Chair. I'd be glad to address that. We feel that pedestrian safety is
30 very important for the Commission to be looking at and often ignored at
31 both Policy Committee and Technical Committee. So we have trained you
32 for this, for the both committees and not so much for the BPAC but for the
33 TAC and the Policy Committee. We feel it's, this training was really, really
34 enjoyable and also very pertinent. And with the safety standards being
35 adopted now by the FHWA which we already, we already complied we
36 need to focus on safety and particularly pedestrians and bicycles as our
37 most vulnerable users.
38

39 Rawson: Thank you for that. Mr. Chairman. I would like to point out from some of
40 the other information that we had that we do have a very safe, from a
41 pedestrian standpoint certainly one is too many, but just from a numbers
42 standpoint the MPO that we're in is a very safe pedestrian area which is
43 great.
44

45 Eakman: I would agree with you Vice-Chair. We do have a couple of real pressure
46 points in the City. I'm not sure in the County. There are some that, I hope

1 Valley Drive reconstruction assists us around Hadley and places like that.
2 And I will have to say to staff, I sometimes get confused about the way we
3 are working on some of our construction projects such as on bulb-outs
4 and things like that. I see them being integrated into some of the planning
5 that's going on and I scratch my head sometimes about why they are
6 installed sometimes where they are. I note that parking spaces are often
7 taken away and well I just wonder, are we integrating the information here
8 with our own Public Works Department with the County and the City?
9

10 McAdams: Mr. Chair. I think that's something we need to work on.
11

12 Eakman: So in essence we're not.
13

14 McAdams: I think it, we're looking, one thing I can say, that the ATP, the Active
15 Transportation Plan is a good tool to get coordination. It's, I think with any
16 planning process it's about process not the plan, and through this we've
17 been talking with Public Works and other people about how we do good
18 planning and where should we do things. So I think, I'm not diverting the
19 issue but I'm saying we have, the ATP has been process and the MPO
20 tried to encourage it as well. So yes I think there have probably been
21 mistakes made but I think we're trying to correct those.
22

23 Eakman: Thank you. Those mistakes sometimes take 40 years to correct. Mayor
24 Pro-Tem Sorg. You had a question?
25

26 Sorg: Thank you Mr. Chair. And thank you Mike for that presentation. I think
27 this is very important for us as we plan for the future. So I'm glad you're
28 doing this. Thank you.
29

30 Eakman: I have an additional question. Since we have a Transportation Policy
31 Review Committee here at the City, has this presentation been made to
32 them?
33

34 McAdams: We would like, we would be glad to make that presentation.
35

36 Eakman: Mayor Pro-Tem. Do you serve on the Transportation Committee?
37

38 Sorg: I do indeed.
39

40 Eakman: Do you think this would be beneficial there?
41

42 Sorg: It certainly will be. I will ask our Chairman, Councilor Smith to do just that.
43

44 Eakman: Excellent. Any other questions of our presenter? Hearing none, we're
45 working toward a land speed record for an MPO meeting. I see nod,
46 heads shaking in disgust that we might do that but I'll move ahead.

1
2 **7.2 NMDOT update**
3

4 Eakman: Is there an update Mr. Doolittle from the New Mexico Department of
5 Transportation?
6

7 Doolittle: Yes Mr. Chair. I just have some very brief updates for you all. A little bit
8 outside of the MPO area, we just started a guard rail replacement project
9 on US-70 over Organ. As you know we've done a lot of safety
10 improvements along that corridor. When we did the pavement
11 preservation some of the guard rail didn't meet specifications so we're
12 replacing all of the guard rail over the pass and that should be the last
13 section that we have for any roadway improvements over the hill, but
14 certainly is making it safer for the bicyclists that commute to White Sands
15 that intermingle with the vehicles. But again we just started that on
16 Monday. That's a 60-day working day project so we should be finished in
17 a few months, relatively simple and low impacts.

18 The other one that I wanted to touch on very briefly is the Valley
19 Drive project. We did start that one last month. We've been in it about
20 three weeks. For the most part traffic is where it's going to be for several
21 months while we build one side of the road and then basically you'll just
22 see a mirror. We are working, as I'm sure you all are aware, working with
23 businesses as we move traffic around, close and open driveways. Hadley
24 was closed for a while, it was open for a while, and we're working to do
25 some utility work with the City so it'll be closed. But very specifically in
26 that area we're providing some direct access into the shopping center, the
27 grocery store, those kinds of things. But I will tell you short of those few
28 hiccups the contractor is moving along very well. Mostly what you're
29 seeing now is subsurface work, utility work, so right now the City is very
30 involved because that's mostly their work. We're overseeing it but they're
31 the ones participating in the pavement of those. So it's going to look like a
32 lot of stuff is torn up and not a lot of work is getting done all because it's
33 under the dirt. But once we get that finished you'll see a lot of productive
34 work as we start working on the roadway itself. But that's really all we've
35 done on Valley Drive right now, just real preliminary things.

36 The other one I just wanted to touch on as a reminder very briefly is
37 University and I-25 is still under design. The plan is still to bid that project
38 in December so construction early spring. And with that Mr. Chair I'll take
39 any questions the Board may have.
40

41 Eakman: I'll have a couple questions but I'll let the Board Members ask theirs first.
42 Any questions of Mr. Doolittle? Vice-Chair Rawson.
43

44 Rawson: Mr. Chairman. I'll take you up on that. Mr. Doolittle there's been a lot
45 made on social media about access specifically to some of the small
46 businesses that are there in that area off of Valley. I know the City of Las

1 Cruces is now looking at an advertising campaign to make sure people
2 know that those businesses are still open and there's still access. Is there
3 anything that NMDOT is doing to meet with people that are in that area,
4 either business owners or residents of some of the mobile home parks
5 over there to talk on a monthly basis about access and what access
6 they're going to have?
7

8 Doolittle: Yes Mr. Chair, Commissioner Rawson. So we continue to have our
9 monthly public meetings and I'm glad you brought that up because I meant
10 to mention that. Our next public meeting is scheduled for August 21st
11 there on the Solano office. We'll continue to have those. So we are
12 meeting, generally updating the public on our contractor's progress. My
13 project manager is on-site every day so he has been talking to those very
14 specific businesses that have those concerns, so for instance the bakery's
15 one that has come up on social media quite frequently and we've had a
16 couple of articles. He was meeting with them one-on-one. So as we're
17 hearing of these concerns we are approaching those businesses as we
18 can. But in general that one was a little bit different because they were
19 routing them up Picacho, back around so it was quite a detour. And so we
20 acknowledge that and we're trying to address those so that the detour's
21 not so far. But we are providing access, our goal is to provide access at
22 all times except for the short closures for pavement, crossings, those
23 kinds of things. But my project manager is meeting with people as they
24 request. A lot of times we're not hearing of it unless it's through social
25 media or someone shows up at the public meeting and they bring those to
26 our attention. So one thing I would request is you all as representatives of
27 the citizens, if you hear of anything feel free to give me a call, shoot me a
28 quick e-mail, and I'll make sure that my project manager is meeting with
29 them individually. But I will tell you that Ryan Tafoya who's the project
30 manager, he has spent most of his career in Las Cruces and he makes it
31 a priority, meet with him as he hears. It's just us finding out. So very
32 specifically the one that came up, granted looking back, hindsight the
33 detour was kind of long but we really hadn't heard much about it until it hit
34 social media. So as they come up just let me know and we'll certainly try
35 to take care of it as best we can. But really the only way that we're taking
36 care of it as a general perspective is these monthly meetings and then
37 through press releases through our PIO.
38

39 Rawson: Thank you very much Mr. Doolittle. Thank you Mr. Chairman.
40

41 Eakman: Thank you very much. I've taken the opportunity to attend the first two of
42 those meetings with Mr. Tafoya and the construction workers and the
43 public shows up. The first one they were standing room only and this last
44 one was, people saw that they weren't being affected yet so they
45 understood the schedule. If I understand correctly the only way they can
46 access some of these businesses off the road is through a \$17,000 item

1 that has to go on the wall, something about an attenuator, and six were in
2 the contract for this project. The construction company brought in two of
3 their own to add for more access and the NMDOT has just brought on
4 another so there are now nine. Does your crew believe that nine will
5 handle the needs to access businesses throughout the rest of this project?
6 That's the spot I'm putting you on right now.
7

8 Doolittle: Mr. Chair. It's difficult for me to answer that question. Any time that you
9 have an opening we have to put these attenuators. And you're correct.
10 They are very costly and any time they're hit basically you're replacing
11 them at that same cost. That's why initially there were only a few. What
12 they try to do is consolidate those business accesses. So several will
13 access through one opening but understanding that due to utility work, we
14 have found some utilities that either weren't located or aren't in the same
15 location that we thought they were in the plans, we're having to shift things
16 around and that's why we've needed some of those additional attenuators.
17 We'll just continue to monitor those. Again our goal is to provide access to
18 all businesses but it's just not realistic for us to put up that wall barrier to
19 separate traffic from those deep trenches with the utilities and provide
20 individual accesses to every single business, but we'll continue to monitor
21 it. But Mr. Chair it's difficult for me to say at this point whether six or nine
22 is feasible. And then we still have a whole other side of the road that we
23 have to build. So we'll continue to monitor it. Like I shared with
24 Commissioner Rawson, if you hear of those things very specifically that
25 people are having to detour too far out of their way or very, even more
26 important than that that they just don't have access at all, please let me
27 know. But six, nine, 12, I just don't know. The good thing is we have an
28 item on the contract and so we're able to increase those as we need.
29

30 Eakman: For everyone's information I think we're all affected by that Valley Drive
31 reconstruction. Phase 1 is happening right now. There are three phases.
32 They'll each be approximately six-month, and we are on time with this one.
33 During this first phase they're going to move over to Hickory and Avenida
34 de Mesilla because there is a large amount of underground work that has
35 to be completed in Phase 2 which is on Avenida de Mesilla up to Valley
36 Drive. There are all kinds of utilities that have to go into a bunker under
37 that roadway. So that is going to be a problem for folks soon and they
38 hope to get that all complete before they move to Phase 2 of another six
39 months, and then the last six months will be the remainder of Valley Drive
40 from Amador to Avenida de Mesilla. It's a very complex project. I'm very
41 complimentary of the contractor. He just absolutely takes no prisoners.
42 He's getting things done. I thank the City on Monday at our City Council
43 meeting because at every meeting I have representatives from Public
44 Works, our Utilities Department, our Economic Development Department,
45 and our Police Department at those meetings so they can ask their
46 questions right now so we can keep traffic moving, so that we can keep

1 things safe, and so that we can work in coordination for all the utilities that
2 need to be and answer questions on the spot because sometimes design
3 and construction are two separate crafts. And so I really thank the City for
4 that involvement. I have Mr. Tafoya on speed dial and I've asked him and
5 the PIO to please let me know when they're going to be closing streets. I
6 don't want to go on the internet and look at your regular street closing site.
7 I'd like to be forewarned for the sake of the businesses and Ami Evans
8 over in Deming I guess is your PIO Officer and so she has promised me
9 that she'll be getting in touch. But this is a very complex project and I
10 don't feel in the least that I'm on top of it, and I need to be because that is
11 my district. Any questions? Mayor.

12
13 Barraza: Good afternoon. Thank you Mr. Chair. I just have a question for the MPO
14 staff or maybe for Mr. Doolittle with the Department of Transportation. I
15 know we've done a study on University Avenue with Bohannan Huston to
16 completely I guess replace University Avenue and widen the street and
17 put sidewalks. And I know we're at a standstill and I'm just wondering:
18 What can we do within the Town of Mesilla to start to move this project
19 forward? I know funding is going to be a big obstacle for us but what do
20 we need to do in order to start trying to see where we can start applying
21 for monies for that project?

22
23 Wray: Mr. Chair, Mayor Barraza. The DOT recently amended the TIP to put in I
24 believe it's a Phase B study for that area. Is that correct, Jolene? B
25 through D so that is the next step in the process on putting improvements
26 in on University. So it is moving forward albeit slowly.

27
28 Barraza: Can you explain to me, what did you say, B3B?

29
30 Wray: B through D. It's ...

31
32 Barraza: Oh, B through D.

33
34 Wray: It's different phases in the process. The study that was completed back in
35 2015, that was a Phase A study. Phase B through D, that's getting kind of
36 really more into the nitty-gritty of actual studying what would have to be
37 the costs, etc. etc.

38
39 Barraza: Okay. Very good. Okay. And so who starts this process? DOT?

40
41 Wray: This is a DOT-generated project, yes.

42
43 Barraza: Okay. Okay. Very good. Thank you.

44
45 Eakman: Are there any more questions or comments from the Board? Mayor Pro-
46 Tem Sorg.

1
2 Sorg: Mr. Chairman. Thank you. A quick comment. I haven't been on Valley
3 Drive lately. I did go there when it was first started and, but I noticed in
4 other projects around town where businesses are affected there seems to
5 be inadequate signage to tell people where to go. So I just wanted to
6 bring that out, that is to keep in mind to have the best signage we can
7 possibly have for these businesses telling where you go for X, Y, Z
8 business. Thank you Chairman.
9

10 Eakman: Mr. Doolittle. Did you want to respond? One thing, may I add something?
11 Our Economic Development Department wishes to work with the NMDOT
12 on that. The NMDOT feels that by putting anything other than a "Business
13 Access" sign, they are going against the law of New Mexico in helping a
14 business with their business enterprise and the City seems to feel that's
15 an over-reading of the law and would like to put in "Business Access"
16 signs that actually tell you what businesses you can get to at certain
17 corners. So I'm not going to ask you for a decision on that today. I'll just
18 tell you that discussion is going to be forthcoming because we'd like to get
19 the customers to the businesses. Thank you.
20

21 Doolittle: So Mr. Chair. If you'll allow. So purely by coincidence I did have some
22 very brief initial discussions with the executive staff just this past week.
23 Part of that interpretation is coming from Federal Highway. To get back to
24 Councilor Sorg's comment, I'm not aware of any other projects other than
25 the Valley Drive that is ours. This morning for instance I came to work and
26 I traveled on Solano and you're doing, the City is doing some pavement
27 rehab along Solano so I'm wondering if some of those concerns might not
28 be either City or County projects. But certainly if they're ours let me know.
29 But you're right Mr. Chair. Any of our signing at least at this point is going
30 to be just a general "Business Access" sign. Which was part of the
31 problem that I certainly acknowledge as the district engineer for the
32 shopping center, the grocery store, and the bakery. You can't put a
33 "Business Access" sign with an arrow on it, take them up three or four
34 blocks, back around, you just can't do that. So I certainly acknowledge
35 that point and I'll continue to have those kinds of discussions both with
36 project management and executive staff.
37

38 Eakman: I appreciate that. That might lower my phone calls to find out "Where the
39 heck is Archuleta?" Is there any more comments or questions?
40

41 8. COMMITTEE AND STAFF COMMENTS

42

43 Eakman: I'll turn it over to staff. Does staff have any comments for us today?
44

45 Wray: Yes. Thank you Mr. Chair. Staff's comment is we would like to introduce
46 to you Ms. Debra Fuller. She is our new Senior Planning Technician.

1 She's already proving to be a valuable member of the team and we're very
2 much looking forward to working with her in the future.

3
4 Eakman: Welcome very much to the MPO.

5
6 **9. PUBLIC COMMENT**

7
8 Eakman: And we have no member of the public at this time, do we?
9

10 **10. ADJOURNMENT (1:36 PM)**


11
12 Eakman: I'm open to a motion to adjourn.

13
14 J-Burick: Move to adjourn.

15
16 Eakman: I heard a motion. Is there a second?

17
18 Sorg: Second.

19
20 Eakman: All in favor say "aye." We are adjourned.
21
22
23

24 
25 _____
26 Chairperson