

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 December 13, 2017 at 1:00 p.m.
6 in the City of Las Cruces Council Chambers, 700 N. Main, Las Cruces, New Mexico.
7

8 **MEMBERS PRESENT:** Trent Doolittle (NMDOT)
9 Trustee Linda Flores (Town of Mesilla)
10 Councillor Gabriel Vasquez (CLC) (arrived 1:17)
11 Commissioner Benjamin Rawson (DAC)
12 Commissioner Isabella Solis (DAC)
13 Councillor Gill Sorg (CLC)
14

15 **MEMBERS ABSENT:** Mayor Nora Barraza (Town of Mesilla)
16 Councillor Jack Eakman (CLC)
17 Commissioner John Vasquez (DAC)
18 Trustee Carlos Arzabal (Town of Mesilla)
19

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

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

27 **1. CALL TO ORDER / PLEDGE OF ALLEGIANCE (1:05 PM)**
28

29 Flores: Okay I'm going to call this meeting to order because I think it's already
30 past 1:00 actually. We'll start with the Pledge of Allegiance.
31

32 ALL STAND FOR THE PLEDGE OF ALLEGIANCE.
33

34 **2. CONFLICT OF INTEREST INQUIRY**
35

36 Flores: Okay and then we'll move along to the part where I ask does any
37 Committee Member have a known or perceived conflict of interest with
38 any item on the agenda, and if so that Committee Member may recuse
39 themselves from voting on a specific matter. If they feel they can be
40 impartial we will put their participation up to a vote by the rest of the
41 Committee.
42

43 Sorg: None.
44

45 Flores: Okay. I'm seeing a bunch of heads shaking "no." Okay.
46

1 **3. PUBLIC COMMENT**

2
3 Flores: So then we'll move on to public comment and I don't see anybody in the
4 public to make a comment.
5

6 **4. CONSENT AGENDA ***

7
8 Flores: So we'll move on to the consent agenda, and I will point out that in
9 addition to the minutes, some of our resolutions we have put onto the
10 consent agenda. So it doesn't look like anybody has a problem with that.
11 Commissioner Rawson.
12

13 Rawson: Move approval of the consent agenda.
14

15 Flores: Okay. Do we have a second?
16

17 Solis: Second.
18

19 Flores: Second by Commissioner Solis. And all in favor.
20

21 MOTION APPROVED UNANIMOUSLY.
22

23 Flores: Okay. Great.
24

25 **5. * APPROVAL OF MINUTES**

26
27 **5.1 * August 9, 2017**

28 **5.2 * September 13, 2017**
29

30 - VOTED ON VIA THE CONSENT AGENDA
31

32 **6. ACTION ITEMS**

33
34 **6.1 Resolution 17-09: A Resolution Amending the MVMPO meeting**
35 **calendar for year 2018**
36

37 Flores: So then we'll move to action items, 6.1, Resolution 17-09: A Resolution
38 adopting the Mesilla Valley MPO meeting calendar for the calendar year.
39 We would've put this on the consent agenda, but there were some issues
40 with the City of Las Cruces I think, so over to you.
41

42 Wray: Thank you Madam Chair. If everyone will please turn in their packets to
43 page 83, that's where we have the draft calendar for 2018. As Madam
44 Chair said, there are a couple of changes that staff has proposed into the
45 2018 calendar. Historically the Technical Advisory Committee always
46 meets on the first Thursday of the month, Policy Committee the second

1 Wednesday, and the Bicycle and Pedestrian Facilities Advisory
2 Committee meets on the third Tuesday. In the main that is still the routine
3 followed, that we're proposing for the 2018 calendar but there are three
4 changes that I would like to draw the attention of the Committee. The first
5 change is in February of 2018. Staff proposes moving the February Policy
6 Committee meeting to February the 7th instead of the usual second
7 Wednesday. That's to avoid a conflict with the City of Las Cruces Council
8 having a joint work session scheduled for that second Wednesday.

9 The second change is also again to the Policy Committee. That is
10 to the November Policy Committee meeting, request to move it to the
11 November 7th date. That is to avoid conflict with the Board of County
12 Commission meeting scheduled for that day due to the Veterans' Day
13 holiday that next week. The Board meeting shifts to the next week and we
14 have historically had problems with making quorum that day. And then
15 lastly staff proposes moving the November BPAC to the 13th of November
16 to minimize conflicts with Thanksgiving. In the event we did not end up
17 having a difficulty making quorum, this past November there was a lot of
18 concern on the part of the BPAC membership, and so we're requesting
19 that the meeting be shifted ahead a week. And those are the three
20 changes from the usual routine for the MPO meetings and I'll stand now
21 for any questions.

22
23 Sorg: Madam Chair.

24
25 Flores: Councillor Sorg.

26
27 Sorg: Thank you Madam Chair. There's a little confusion here. You said the
28 February Policy Committee meeting would be on the 7th. That's what it
29 says here.

30
31 Wray: Yes.

32
33 Sorg: And you're going to move it to where?

34
35 Wray: To the 7th. It would usually be on the, I guess the 14th.

36
37 Sorg: Well the policy workshop for the City Council is on the 7th, according to
38 my calendar.

39
40 Wray: That isn't ...

41
42 Sorg: Course, that is in the morning only though.

43
44 Wray: That's not the information that we had. The information we got was that
45 there would be a direct conflict with a City Council event on the 14th of
46 February next year.

1
2 Sorg: Okay.
3
4 Wray: Maybe the information we got was in error but that's the information we
5 were given.
6
7 Sorg: Just hang on. Councillor Vasquez wants to know where we're meeting.
8 So we're going to meet on the 14th? No, on the 7th.
9
10 Wray: Yes.
11
12 Sorg: Oh, I see. Okay. Yeah, when I saw the policy workshop I assumed that
13 was at the same time you planned to have this meeting. It's not. It's in the
14 morning only. So it's 1:00, same time?
15
16 Wray: Yes.
17
18 Sorg: Okay.
19
20 Wray: All the times we proposed leaving the same.
21
22 Sorg: So ...
23
24 Wray: I guess I did not say that so.
25
26 Sorg: So what you have here is what you want to change to.
27
28 Wray: To, yes. The ...
29
30 Sorg: It's written down in the packet, right?
31
32 Wray: Yes. The draft calendar that we have in the packet is the full proposal.
33
34 Sorg: Okay. Thank you. Thank you Madam Chair.
35
36 Flores: Okay. Thank you. All right. So anybody else have any issues? Then can
37 I have a motion to approve?
38
39 Doolittle: So moved.
40
41 Flores: Do I have a second?
42
43 Rawson: Second.
44
45 Flores: Okay. That was seconded by Commissioner Rawson. And all in favor?
46

1 MOTION APPROVED UNANIMOUSLY.

2
3 Flores: Okay. And I'll just point out and remind everybody now that January's is
4 going to be at the County.

5
6 Rawson: Madam Chair.

7
8 Flores: Commissioner Rawson.

9
10 Rawson: On that note, I'll let staff know I will not be here for that meeting on the
11 10th of January.

12
13 Flores: All right.

14
15 **6.2 Resolution 17-10: A Resolution Amending the 2018-2023**
16 **Transportation Improvement Program (TIP)**

17
18 Flores: So we'll move on to 6.2, Resolution 17-10: A Resolution amending the
19 2018-2023 Transportation Improvement Program, the TIP.

20
21 Wray: Thank you Madam Chair. On page 85 of the packet is the beginning of
22 the discussion for the TIP amendments. There are a series of TIP
23 amendments. This is the first amendment cycle for the new 2018-2023
24 TIP that this Committee approved in June of this year.

25 There is one NMDOT project. I'll start with that one. That is
26 LC00340, that's in Federal Fiscal Year 2020. This is a brand-new project
27 of a bridge replacement. This project had a previous existence in the El
28 Paso MPO until it was discovered that the bridge in question actually is
29 within the Mesilla Valley MPO and so this is just a process of bringing that
30 new project into the Mesilla Valley MPO TIP.

31 The remaining projects are all RoadRUNNER Transit projects. I'll
32 begin with TL00100. This is actually, just a second, might be easier to
33 follow along on, yes, on page 90 there's the Exhibit A for the resolution,
34 probably easier to follow along here. But this is adding in the remainder of
35 the Federal Fiscal Year 2018 apportionment for the transit operating
36 funding. TL00110 for transit revenue rolling stock, again that is adding in
37 the remainder of the Federal Fiscal Year 2018 apportionment. TL00120 is
38 capital equipment, again adding in the Federal Fiscal Year 2018
39 apportionment. TL00130 is the maintenance and operations center. That
40 is in an out year. That's in one of the informational years, 2022 and it is
41 amending the out year estimate. And then TL00140 is the 5339 funds.
42 The Committee may remember at the beginning of this year we split out
43 the 5339 funds from the remainder of the rolling stock project due to
44 changes on the federal level as to the match amounts, and that distinction
45 is maintained in the current TIP and again, that is adding in the remaining

1 of the Federal Fiscal Year 2018 apportionment. I'll stand now for any
2 questions.

3
4 Flores: Any questions? Okay. That being the case, can I hear a motion?

5
6 Doolittle: So moved.

7
8 Flores: Do I see a second?

9
10 Sorg: Second.

11
12 Flores: Okay. Seconded by Councillor Sorg. So let's move on to, 6.3 was part of
13 the ...

14
15 Wray: Madam Chair. We didn't vote.

16
17 Flores: Consent, oh, I'm sorry. Okay. So all in favor?

18
19 MOTION APPROVED UNANIMOUSLY.

20
21 Flores: Okay. No nays. Any nays? No. Okay. So it passes.

22
23 **6.3 * Resolution 17-11: A Resolution Supporting the NMDOT Safety**
24 **Targets for FFY2018**

25
26 - VOTED ON VIA THE CONSENT AGENDA

27
28 **6.4 Resolution 17-12: A Resolution Supporting the RoadRUNNER**
29 **Transit Asset Management Targets**

30
31 Flores: So we'll move on to 6.4, Resolution 17-12: A Resolution supporting the
32 RoadRUNNER Transit Asset Management Targets. I think we discussed
33 this. We discussed this.

34
35 Murphy: Okay, Madam Chair. Item 6.4 is a resolution supporting the
36 RoadRUNNER Transit asset management targets. We did have it on the
37 agenda for November as a discussion item but due to the cancellation and
38 some of the timelines up in Santa Fe we're going to do the presentation
39 and have the vote on it in one meeting now. Similar to the resolution that
40 you approved on the consent agenda for the FHWA safety targets, this
41 comes from the Federal Transit Administration, or FTA side of USDOT
42 and it's the same portion of pursuing the national goals within the surface
43 transportation authorization. I'm going to run through a presentation that
44 the Transit and Rail Division had developed explaining what the goals
45 meant and then I'll speak to the local goals as adopted by RoadRUNNER
46 Transit.

1 So the transit asset management rule came about in Code 49, CFR
2 1625 and it requires a two-year implementation time which we're about
3 halfway through it, and it applies to all recipients and sub-recipients that
4 own/operate/manage capital assets. This includes RoadRUNNER Transit.
5 It's said it's come back from the surface authorization known as the FAST
6 Act, previously the MAP-21, and this looks towards the goal of
7 infrastructure condition and the FTA is looking that transit agencies
8 maintain their equipment in a state of good repair and we'll probably hear
9 that term throughout the years when TIP amendments come through.
10 They want agencies to adopt a business model that uses the conditions of
11 the assets to guide the prioritization of funding.

12 TAM defines a state of good repair. The targets help support that.
13 It requires the grantees to develop a transportation asset management
14 program, establishes measures, it puts on reporting requirements to the
15 agencies and the FTA will provide technical assistance. Further on this, it
16 does ask that the MPO take action on supporting an agency's goals.

17
18 Flores: Could I just stop you right there ...

19
20 Murphy: Yes.

21
22 Flores: Just to note that Councillor Vasquez has come in. So go ahead.

23
24 Vasquez: And I apologize. I was at a Forest Service meeting in Silver City so, trailer
25 turned over on the highway unfortunately.

26
27 Flores: Okay.

28
29 Vasquez: Thank you.

30
31 Murphy: And for the Councillor's information I'm Tom Murphy for the MPO.

32 Okay. So the benefits of transit asset management is improved
33 transparency and accountability to the public. We hope to optimize capital
34 investments and maintenance decisions. More of the decisions become
35 data-driven and we have safer service that we provide to the public. And
36 since we're not Tier 1 I deleted these slides but according to the size of
37 the transit agency they're put into different tiers by FTA. RoadRUNNER
38 Transit meets requirements of a Tier 2 provider. They're required to
39 develop an individual plan. They need to provide their performance
40 targets to us, which is what this action is centering around, and they need
41 to coordinate with the State and the MPO with the selection of the
42 performance. And I believe we did have staff involved, working with
43 RoadRUNNER staff in selecting their targets.

44 So that takes an inventory of their capital assets, four different
45 types of assets that they need to report on the condition of those assets,

1 describe their analytical process or decision-making tools, and then they'll
2 have project-based prioritization of their investments.

3 NMDOT also has target implementation on their side. They're
4 developing a group plan to include all Section 53 sub-recipients. So in our
5 area this would capture the Regional Transit District so that they would not
6 report to the MPO, they would report through the State DOT. And I'll allow
7 you to read that. I'm not sure all that applies here.

8 Okay. So they're required to develop targets for revenue vehicles.
9 What that means are the vehicles, or the buses and vans that they use to
10 transport their customers. So in RoadRUNNER's instance it's the larger
11 buses and the smaller Dial-A-Ride vehicles.

12 They need to report also on their non-revenue vehicles. Those
13 include the staff vehicles that they use to transport drivers to and from
14 their assignments. And then facility and facility-related equipment, so
15 they'll need to start accounting for the measures of their maintenance
16 facilities like the garage, the bus stops, the transit center that they
17 maintain.

18
19 Sorg: Madam Chair.

20
21 Flores: Councillor Sorg.

22
23 Sorg: I'd like to request that Mr. Murphy, don't use any acronyms because we
24 have a new person here that doesn't know some of these at least.

25
26 Murphy: Okay. Yes, I will try. I thought I'd been doing a good job but, okay. And I
27 guess ULB there on the slide, that stands for useful life, no idea on the
28 "B." But I think that's explained on a couple slides down. So it's minimum
29 Useful Life Buses. So this chart shows the different estimated lifespans
30 for the different types of vehicles that the agencies run and they have
31 different categories. The ones that RoadRUNNER particularly have in
32 their fleet would be the heavy-duty small bus which has a minimum life of
33 13 years and then they also have light-duty small bus cutaways and
34 modified van which constitutes their fleet of Dial-A-Ride vehicles, and that
35 Dial-A-Ride is the service that they use to transport senior citizens and
36 riders that due to a physical or mental disability are unable to ride the
37 regular route system. And those have the minimum life of seven years.

38 The goal that RoadRUNNER wishes to adopt is have 0% of their
39 heavy-duty fleet older than 14 years, so they'll go up to the minimum life
40 but not much further, and then 0% of their light-duty fleet to be older than
41 ten years. And then their second goal was to have the average fleet age
42 not exceed seven years for heavy-duty vehicles and five years for light-
43 duty. There are other targets that they have yet to finalize and they're still
44 working on those. Those include mainly the facility ones, the maintenance
45 facility, the transfer facility, and the bus stops around town. But at this

1 point the Transit and Rail Division of New Mexico DOT wanted us to move
2 forward with what they have had adopted.

3 So we are asking for a positive vote on this resolution to support
4 the RoadRUNNER Transit Asset Management. And with that I'll stand for
5 any questions.

6
7 Flores: So seeing no questions. Do I hear a motion?

8
9 Doolittle: So moved.

10
11 Flores: Okay. Do I hear a second?

12
13 Sorg: I'll second it.

14
15 Flores: Okay. That's seconded. So all in favor?

16
17 MOTION APPROVED UNANIMOUSLY.

18
19 Flores: Any nays? No. Okay. So it passes. So where are we at now?

20
21 **6.5 * Resolution 17-13: A Resolution Adopting the 2017 Annual Listing**
22 **of Obligated Projects**

23
24 - VOTED ON VIA THE CONSENT AGENDA

25
26 **6.6 * Resolution 17-14: A Resolution Amending the FFY17-FFY18**
27 **Unified Planning Work Program (UPWP)**

28
29 - VOTED ON VIA THE CONSENT AGENDA

30
31 **7. DISCUSSION ITEMS**

32
33 **7.1 Committee Training**

34
35 Flores: So we moving to discussion items, 6.6? Oh, actually I would like to add a
36 friendly amendment to 6.3 and just note that on page 98 we're missing an
37 "e" from that resolution, on whereas, the second whereas, injuries per one
38 million, we just missed the "e." There's like a hyphen before you put the
39 "e" there. So just a friendly amendment on that. It was on one of our
40 consent agenda items, Resolution 17.11 so I just forgot to mention that.
41 It's the second whereas. We're just missing the whole word "one" hundred
42 million vehicle miles traveled. Just noting that. And on the minutes, on
43 page 21 through 23, we need to just say "approved," not "proved" for I
44 think that was on your comment, on Sorg's comment on page 21-23, line
45 35.
46

1 Murphy: On line 34, yeah.
2
3 Flores: Or 34. Yeah. And that was it. Sorry.
4
5 Murphy: Okay. Staff has made note of those.
6
7 Flores: Okay. So I think we're moving down to discussion items, 7.1: Committee
8 Training which was Dominic. Are we there yet?
9
10 Murphy: Yes Madam Chair. I'd like to introduce Dominic Loya. He's our Senior
11 Planning Technician. He oversees the student co-ops that we have
12 conduct the traffic count program and he's going to give you a
13 presentation that goes over the background, the data that we collect, and
14 the ways which we wish to use it.
15
16 Flores: So did everybody receive one of these for his presentation? Okay great.
17 Thank you.
18
19 Loya: Good afternoon Madam Chair, Ladies and Gentlemen of the Policy
20 Committee. As Mr. Murphy said, I'm Dominic Loya. I'm the Senior
21 Planning Technician here. Part of my duties are to manage the traffic
22 counts program and so a few of the things we do here, and please feel
23 free to stop me at any time if you have a question. I prefer to answer them
24 right away. So one of the main work products that we do is the traffic flow
25 map. This shows all of the annual average daily traffic, and it's weekday
26 traffic within our area. And the people that use this are everybody from
27 Public Works here at the City to Public Works in the County, as well as we
28 have private entities that request information from us all the time.
29 So there are two types of traffic counts that are done. The first, the
30 ones that we actually do are short duration, they're 50-hour counts. You'll
31 see those out on the road and we'll get into those here in a minute, and
32 the data we collect is the volume, the classification, and the speed. And
33 we'll discuss each one of these in turn.
34 Now what you're seeing here in this picture, this is a permanent
35 count station which is managed by NMDOT and if you look in the road
36 right around here you can see where the actual sensors are. Some of
37 these you can see, some of them you can't because they've been paved
38 over, but anytime you see a white box like this, that's a permanent
39 counting station. Now what these do is they provide us with factors so
40 that we can normalize all of our data. They provide us with seasonal
41 factors which allow us to normalize between a February count and say a
42 July count. They also provide daily factors so that whatever day we start
43 the count whether it's a Monday, Tuesday, or Wednesday we can
44 normalize the data so that it all can be compared.
45 So what you're seeing here, these are the boxes you'll see out on
46 the road. We use IRD boxes. There are many different kinds. These just

1 happen to be the ones we use. Now when you see them out on the road
2 this is what you're going to see. You'll see two tubes and you'll see a box
3 chained off to the side. This happens to be on Farney Road. This is a
4 count we just took recently and basically what happens, a car hits the first
5 tube, lets us know that there's a car, wheelbase. It hits the second tube,
6 lets us know what type of car it is, whether it's a car, truck, how many
7 axles. It's done on the axles, so.

8 Now when we download the data this is what it looks like. And if
9 you look here across the top, what you're seeing is the different types of
10 classification and down the side you'll see the times that it was collected
11 at, and we collect in 15-minute intervals. So when we process this data
12 we put it into a sheet like this. So when we have a data request this is
13 part of what we send out. And we'll go ahead, and this particular count is
14 Lohman, Telshor to Nacho. It was done this year. And we'll go through
15 each part of the sheet, which is also the sheet that you have in front of
16 you, and we'll break it down here in a minute. This is the bottom of the
17 sheet, what it looks like as well, where we have our volume. Now the
18 handout you have in front of you is the exact same count that I have here
19 on the screen. So what we're looking at is simply the different types of
20 vehicles which is our classification across the top, and then we have our
21 times that these were taken at. So if it's in a one it's a motorcycle. If it's a
22 12 it's a multi-axle truck with trailer. The vehicle types, what we do, this is
23 part of the data we've started collecting, we're looking at how many
24 passenger vehicles which are one to three versus how many commercial
25 vehicles, four to seven, these are the buses, trucks. And then we look at
26 how many different trucks with trailers are driving on our roads.

27 The next part, if you look right to the right there's a little box. This
28 box is where our annual average daily traffic is. So the box is broken
29 down, first one, this is how many strikes we had on the box, and we've
30 had channel 1 and channel 2 traffic. All that is simply east or west, or
31 north or south. It's the two lanes of the road. And this is how many strikes
32 were on each one and then we have the seasonal factor. Again, this is
33 how we adjust so that we can normalize the data as well as the daily
34 factor and then the average annual daily factor, which is our constant. It
35 allows us to adjust to a 24-hour period. And then we have right here is the
36 ADT. So this one, for this, and this is still the same count here, is 19,230
37 cars per day is our average. And then we can break it down even further.
38 This is class one to four, regular vehicles on the road, and this is any type
39 of heavier vehicle on the road. And then we have our percentages of non-
40 truck traffic which is 84% in this case, and then we have our truck traffic
41 which is 15.6, and this is Lohman, Telshor to Nacho. So this is that little
42 intersection right off Telshor.

43 Next we have the road rating and this is simply, and we'll get into
44 this, I'll show this in a second. In this area the road condition is a nine, it's
45 pretty good. There's a sidewalk there. We do rate the sidewalks as well.
46 And then we have, there is a bike lane there which will be rated as well as

1 the road. So if the road is poor and there's a bike lane, the bike lane will
2 be poor as well.

3 Here's the different types of ratings for the roads. Obviously if it's a
4 new road it's going to get a 10. If they've just resurfaced it, it'll probably
5 get a nine or a 10 depending on how much work was done on it. As you
6 can see the ratings go down the worse the road gets. So we have the one
7 here on the other side that's washed out, has a bunch of problems with it.
8 Within the MPO we've not seen a one yet. We have had a couple threes
9 and fours.

10 So moving on, if you go to the far right side of the paper, this is
11 traffic volume, and this is by 15 minutes. And what you're looking at is, it's
12 over a 24-hour period. So we're looking at to see where our peak volume
13 is, which in this case on this count happens to be at 1:45 in the afternoon
14 where we had 356 vehicles go, and it's only 1.88% of the total. If you look
15 through here, the volume though, we can tell a few things about it: How
16 smooth it is, if we're getting a regular flow along it.

17 And we'll go ahead and move on. We're going to go ahead and do
18 some comparisons here. These are both arterials. We've got Lohman,
19 Telshor to Nacho and then University, Locust to Triviz. So this is how the
20 data, we can normalize the data. We look at, we have total traffic here
21 and we see that there's a fairly decent-sized difference in total traffic. Yet
22 when we go down to the AADT, Lohman, Telshor to Nacho's 19,230 and
23 adjusted here, it's 20,848 per day is our average. Now one thing, because
24 University has the university on it, we only count when school is in
25 session. Any road that is near a school is only counted during that time
26 because that's what the normal traffic is for it. So we would not count
27 University during the summertime because it would not be normal traffic
28 on University.

29 So now we can look at this and we look at the volumes, okay. So
30 we have, basically we have lunchtime or late lunch for our peak volume for
31 Lohman, Telshor to Nacho and we have our peak volume for University at
32 5:00 when people are going home. So we do get variations in the peaks.
33 Now if you look at the university one thing we can tell is when classes are
34 in session because you'll see a peak right before classes start, people are
35 going to class, and then you'll see a drop-off as we go. So throughout the
36 day we can look at this and go, "Okay. We know there's class at 9:30 in
37 the morning because there's a little peak."

38 Now we're going to go ahead and move on to the speed data and
39 when it's requested. What you're going to see is just this here and it's the
40 same thing, across the top here we've got the different speeds and then
41 down the side we have the times that this happened at in 15-minute
42 comparisons. In this case, this was a two-box count which is why you only
43 see ones down the side. If it was a single-box count it'd be one, two of
44 each timeframe. And then here on the right side we see how many people
45 are within the speed limit and then over the speed limit. Here at this

1 intersection there's only 4.82% that are one mile an hour over the speed
2 limit. We have other segments which are much worse.

3 So we're going to go ahead and take a look now at two different
4 sections of Solano which is a minor arterial. The first section is Solano,
5 Boutz to Idaho and that's within the road diet section of Solano. And then
6 we have Solano, Mulberry to Madrid. This is the five-lane section of
7 Solano. So we look at it, we're going to go ahead and look, our ADTs are
8 fairly close. We've got fairly even across the board everything here. Now
9 what gets interesting, and we can look at the traffic volumes as well.
10 Same thing, we're going to have different peak times. This one is Solano,
11 Mulberry to Madrid happens to be late afternoon, people are going home,
12 where Solano, Boutz to Idaho happens to be at 1:00. Now when we get to
13 the speed, posted speed limit on Solano is 35 miles an hour. Solano,
14 Boutz to Idaho which is the road diet section, we only have 2.97% over, so
15 3% are over the speed limit. And we only have less than 1% over ten
16 miles an hour. We look at Mulberry to Madrid, 74% of people are over the
17 speed limit of which 20% are ten miles an hour or more. So this is one of
18 the ways we can use the data. We can compare sections to see what's
19 going on and see if there's a recommendation that might need to be made.
20

21 Sorg: You asked for questions during ...

22
23 Loya: Yes sir.

24
25 Sorg: Madam Chair. Okay. What I'm really curious about is whether this
26 information is shared with the LCPD and do they use it if it's shared?

27
28 Loya: Madam Chair, Councillor Sorg. At this time it is not shared with the LCPD.
29 We are looking ...

30
31 Murphy: Madam Chair, Councillor Sorg. We are working on ways to convert and
32 that's one of Dominic's upcoming projects, is to convert all this data into
33 .shv files which we then can share easily across the different jurisdictions
34 here. On various occasions we've let them know that we've had some of
35 this information available but they've never really come back to ask us for
36 it. Public Works or Transportation, Willie Roman has frequently requested
37 this data and we do provide it freely upon request.

38
39 Sorg: Freely what?

40
41 Murphy: Upon request.

42
43 Sorg: So how does Willie use it?
44

1 Murphy: I believe he uses it when he's doing a traffic study if he's trying to see if
2 there needs to be a change in the speed limit or if he needs to adjust the
3 signal timing for any of the traffic lights.
4

5 Sorg: So change in the speed limit. That's interesting. So when they find that a
6 higher percentage are going over the speed limit, do they raise the speed
7 limit then? I don't think so. I'm just kidding.
8

9 Flores: Actually ...
10

11 Sorg: But ...
12

13 Flores: Mr. Doolittle would like to make a, respond to that question I believe. Go
14 ahead. Are you finished?
15

16 Sorg: Yeah. I just wanted to ask, I just wanted to make a comment, that was it.
17 That it would seem to me that our police traffic control in the Police
18 Department would find this information very useful to be more efficient.
19 While they're wasting their time on those places that have a low
20 percentage over the speed limit and spending a little more time on those
21 places that have a high percentage over the speed limit. Anyway, I'll let
22 Mr. Doolittle speak.
23

24 Doolittle: Thank you Madam Chair. So, I was just going to make a comment. So
25 for instance if Solano were ours and we had this information we would
26 certainly consider raising it from 35 to 40 miles per hour but it's not just,
27 and I would assume Willie would be the same way. You don't just go
28 arbitrarily do it based on one study. You would have to look at driveways,
29 accident history, those kinds of things. But Mulberry to Madrid on Solano,
30 just based on this data, at least if it were our roadway, if we were to do
31 something like this along US-70 for instance, on Picacho and we had this
32 kind of data, we would certainly consider raising it to 40, looking at other
33 items but this information would show 40 miles per hour is probably
34 reasonable.
35

36 Sorg: In other words, as long as there's no more crashes than, in other words
37 not an increase in crashes, but yeah. Okay.
38

39 Doolittle: Because one of the things, for instance on this one, if you have the speed
40 limit at 30 and the majority of the people are driving at 40, you will
41 frequently see an increase in rear-end accidents ...
42

43 Sorg: Yeah.
44

1 Doolittle: Because you get someone driving too fast catching up to someone that's
2 35, so in all honesty a 40 mile per hour speed limit may actually be safer
3 than 35.
4

5 Sorg: Yeah.
6

7 Doolittle: Just based on traffic ...
8

9 Sorg: Got you.
10

11 Doolittle: Volume and speed.
12

13 Sorg: Got you. Thank you.
14

15 Flores: Councillor Vasquez.
16

17 Vasquez: Thank you Madam Chair. A couple of quick questions, one related to
18 Councillor Sorg's question, but the Las Cruces Police Department often
19 conducts targeted enforcement in speed problem areas and I believe a lot
20 of those are reported by neighbors and obviously motorists who, for
21 example like on Elks seem to have chronic issues with speeders. Do you
22 know if the Las Cruces Police Department verifies or uses this data in
23 conjunction with their targeted enforcement activities for, some of them
24 are for speeding but other ones are for other driving violations?
25

26 Murphy: Madam Chair, Councillor Vasquez. I think we do need to do a better job
27 of informing the Police that we do have this data available and certainly if
28 they wish to have it, we will make it available. But we do need to do
29 outreach to make them aware that we have it.
30

31 Vasquez: Thank you Madam Chair. And one more quick question. You mentioned
32 the duration of at least the mobile speed measurement tests that you do.
33 Is this for 50 hours? Is that correct?
34

35 Loya: Madam Chair, Councillor Vasquez. That is correct. It is 50 hours.
36 Actually, this is what's coming down from the New Mexico DOT, is that
37 we're moving to a 50-hour count system. So what it does is they're
38 looking 48 good hours. So it gives them basically a range to play with, so
39 that if within the first hour of the count there's something wrong, they can
40 just move the count a little bit or if in the last couple hours, so it gives them
41 a good idea so that they can then move it on to Federal Highway.
42

43 Vasquez: Okay. And what is the average cost to deploy that study for, on average,
44 just maybe for one street for 50 hours?
45

1 Murphy: Madam Chair, Councillor Vasquez. This is a normal part of our work
2 program. We do slightly under 200 counts every year, rotated around the
3 region. We have Mr. Loya that devotes 20%, 25% of his time to crunching
4 the numbers on this, overseeing it, sometimes aiding our two student co-
5 ops that actually go out on the streets and place them. So we get about,
6 to get to a conclusion on it, we get about 200 counts for \$15,000 a year.
7

8 Vasquez: That seems more economical than what I thought you were going to say.
9 So within your budget year, do you have predetermined locations of where
10 you're going to deploy that technology, or do you do that as the year
11 progresses?
12

13 Murphy: Madam Chair, Councillor Vasquez. You and I are going to have to have a
14 sit-down, welcoming you to the Committee. We have an appendix in our
15 Unified Planning Work Program where we have our three, we have all the
16 counts that we do on a rotating basis into three different cycles, and that is
17 Appendix E of our Unified Planning Work Program. So each calendar
18 year we do a different cycle and then every third year we begin that cycle
19 anew. As new streets are constructed or if we decide the counts on two
20 adjacent sections are close, and been close together, we may add or
21 subtract counts through that time period. But we pretty much keep it
22 around 600 segments that we are responsible for.
23

24 Vasquez: Thank you. And the reason I was asking is just to see if there was
25 opportunities to use this very useful data at the request of a department
26 like the Las Cruces Police Department as they enter in these enforcement
27 activities, to verify that there are issues there and to see if there was any
28 wiggle room to be able to use some of those 200 counts that you have
29 budgeted for specific maybe enforcement or other types of studies.
30 Because data like this I know is very valuable and I appreciate your
31 comments about sharing it a little bit more. Thank you. Thank you
32 Madam Chair.
33

34 Flores: Okay. Go ahead.
35

36 Loya: So some of the data uses as we've seen before were the traffic flow map.
37 We also use it to calibrate the model that we have as well as it's used for
38 the Federal Highway reporting which is directly linked to vehicle miles
39 traveled and it's also directly linked to funding. And then the next thing
40 that'll be, because the safety performance measures are coming online,
41 this will also be used in that as well as for freight monitoring. A few things
42 we're looking at doing starting this next year, we're looking at putting up a
43 map of where people are speeding, how much they're speeding, as well
44 as moving on with the classifications, also for the freight monitoring, as to
45 where people are driving and what types of vehicles are there. And if
46 there are any other questions I'll go ahead and stand for questions now.

1
2 Flores: Councillor Sorg.
3
4 Sorg: Thank you Madam Chair. I just have one simple question. Is anybody
5 else having trouble reading the numbers off this paper here, like I am?
6 Yeah. That's all.
7
8 Loya: I do apologize. We had to shrink it down because if we hadn't, it would be
9 like 15 pages.
10
11 Flores: Anyone else? Thank you so very much, Mr. Loya.
12
13 Loya: Thank you Madam Chair.
14
15 **7.2 NMDOT update**
16
17 Flores: Okay. And so next we have New Mexico DOT updates. Mr. Doolittle.
18
19 Doolittle: Thank you Madam Chair. I will be very brief. Update on North Main,
20 those of you that have driven through recently, we've actually switched
21 traffic back over to the northbound side, so that project is moving along
22 very well now that we've got the majority of the utility work finished. So
23 we're doing some demolition on the southbound, beginning to reconstruct
24 it, basically exactly like we did on the northbound side there at Solano and
25 Three Crosses. I again am encouraged by the way traffic is flowing
26 through there. I know those of you that travel through there probably
27 would disagree with me but in general it is actually moving along much
28 better than we expected, especially with the work that's going on with the
29 old Country Club, with the development that's going there and all the
30 differing traffic controls. But we're very pleased with that project right now.
31 We still appear to be on schedule so we should be finished with that
32 project sometime next summer.
33 I want to give a quick update on our two capital outlay projects. We
34 did some sidewalk and curb and gutter work in Tortugas. I know that's
35 actually not in the City limits, it's actually in the County. If you haven't had
36 a chance to drive through there, it's really a nice little project, allows some
37 pedestrian access to the Pic Quik and the Family Dollar there at the
38 corner of Watson and Tortugas. And believe it or not, I actually live in that
39 area. I drove through there, because of the curb it kind of shrunk that
40 roadway down just a little bit and traffic's actually slowing down through
41 there. We had a lot of complaints from the citizens, that people drive
42 through there too fast. So it really is a really nice project.
43
44 Flores: So where did you narrow the road with the curb?
45
46 Doolittle: On Tortugas, basically from Main to Stern Drive.

1
2 Flores: Okay.
3
4 Doolittle: So South Main at Watson and Tortugas at the corner of 478.
5 The other capital outlay project is there on Thorpe Road at Dona
6 Ana. We did some more sidewalk work, kind of expanding from the gas
7 station and the interchange there headed west, another really nice project.
8 Again, capital outlay so those are 100% State-funded. We didn't have a
9 whole lot of money but that was designed internally and put out to bid, but
10 really nice projects for the two communities.
11 These are a little bit out of your area but I just wanted to bring them
12 up just so you're aware. New Mexico 136 which is the Santa Teresa port
13 of entry headed north to the Texas state line, that's a \$47 million project.
14 We're overlaying that section of roadway with concrete basically due to the
15 heavy loads accessing the Union Pacific rail yard and I-10. We just
16 started construction on that about six or eight weeks ago so it's real early
17 in its infancy, doing some pavement to level it out. But that's a big project
18 that I'm sure you'll hear a lot about as we move forward. It's just really
19 addressing the increased traffic that we're seeing at the border.
20
21 Sorg: Mr. Doolittle. Is that also known as the Domenici Highway? Or is that the
22 different one?
23
24 Doolittle: Madam Chair. No, that's correct. It is ...
25
26 Sorg: Okay.
27
28 Doolittle: The Pete Domenici Highway.
29 Valley Drive, for those of you that remember, we put that project out
30 to bid a few months ago and bids came in at about 60% over engineer's
31 estimate so we modified the contract time, we had a quality review, an
32 independent quality review of the plans, made a few small changes but in
33 general they didn't find anything big. That project is going to be re-bid I
34 believe next Friday. So once we get bid tabs we'll work with the City
35 because they have some money involved in that project because of the
36 utility work. But I will keep you all updated on our progress on that one as
37 we move forward. If we do award that project, I would expect construction
38 to start probably early summer, May or June. But we won't know for sure
39 until we get a contractor on board.
40 I don't believe I have any other projects I need to give an update
41 but I'll stand for any questions.
42
43 Flores: Questions? Did you?
44
45 Vasquez: Yes Madam Chair. Just one quick question. On North Main, have you
46 had any reports out of the usual with pedestrian safety in that area, if

1 you're going south on North Main I've noticed a lot of pedestrians walking
2 through the actual construction zones and obviously there's no sidewalk
3 there yet or infrastructure for them to do that. But I've seen it a couple
4 times and nearly saw a couple people maybe get hurt. Has that been
5 reported or is that an issue that you know of?
6

7 Doolittle: Madam Chair, Councillor Vasquez. I haven't heard anything at all about
8 pedestrians, good or bad. But I'll certainly try to find out. Do you recall, is
9 there a given time of the day or location that we're having that, that you
10 saw them doing that?
11

12 Vasquez: I been seeing usually throughout the afternoon but it seems that, I don't
13 know if they're using it probably as a shortcut because maybe they don't
14 want to go through the, I'm guessing the Albertson's parking lot or another
15 place like that. But I do see them on the construction site quite often in
16 the dirt, while they're moving dirt around right on that corner there, and just
17 wondering if there was a preestablished kind of route for pedestrians that
18 might usually use that route, for them to be rerouted somewhere else.
19

20 Doolittle: Madam Chair, Councillor. I'll look into that. We're required, if we had
21 pedestrian access prior to, to provide access even if it's through a
22 detoured pedestrian access. But I'll look into that.
23

24 Vasquez: Thank you Madam Chair.
25

26 Flores: Thank you. Anyone else? Commissioner Rawson.
27

28 Rawson: Madam Chair, Mr. Doolittle. I want to thank you for the work that you've
29 done over there on Tortugas Drive. I've had many constituents come talk
30 to me about that and it was a very quick project as well. So even though it
31 was one lane for a little while, you guys moved that along very quickly.
32 Really appreciate that.
33

34 Doolittle: Very good. Thank you.
35

36 Flores: Thank you.
37

38 Sorg: Madam Chair. Mr. Doolittle. Going back to the interchange there at Main
39 and Solano, first of all I got to ask the question, the names of the streets
40 now that things are changed around is, what are you going to call the
41 street that actually connects up to Main on the north side? It used to be
42 Spitz. Is it going to continue to be Spitz or is it going to be Three
43 Crosses?
44

45 Doolittle: Madam Chair, Councillor. It's going to remain Spitz. If you recall, Three
46 Crosses originally came out and tied into that intersection that used to be

1 signaled by McDonald's. But now Spitz will tie in directly to Three Crosses
2 and then that intersection will be realigned ever-so-slightly so Spitz will
3 actually tie into North Main.
4

5 Sorg: It would seem to me that Three Crosses is the straight through and you
6 have to turn off of Spitz to get onto Three Crosses, and that continues on
7 to Main Street. Maybe not. You haven't decided yet, that's fine. I don't
8 care.
9

10 Doolittle: Madam Chair ...
11

12 Sorg: I just want to know how to call these streets when I talk about them.
13

14 Doolittle: Okay.
15

16 Sorg: Yeah.
17

18 Doolittle: I'll look into that, but you're ...
19

20 Sorg: Okay.
21

22 Doolittle: You're right. It should be already designated in the plans because we'll
23 have to construct the street signing ...
24

25 Sorg: Signage, yeah.
26

27 Doolittle: At the intersection itself. So I'll ...
28

29 Sorg: Okay.
30

31 Doolittle: Find out and I'll e-mail you.
32

33 Sorg: Okay. Well that's fine. There is one other thing. I find that avoiding Main
34 Street is a good thing. So I happen to be able to travel on Spitz to what
35 would be Three Crosses, what I'm calling Three Crosses now, and then
36 taking Three Crosses that little short distance to Main Street, and then I
37 either go straight on Solano or I turn down Main to the south. And then
38 coming back the other way, Solano to Main, I notice the left green arrows
39 on Solano and what I'm calling Three Crosses is very long timing and
40 there's very few cars that make a left turn off those two streets onto Main,
41 going either way. And I notice every time I go there we wait three, four,
42 five, maybe more seconds without any traffic going through the
43 intersection whatsoever because it's on a green arrow.
44

1 Doolittle: Okay. I will look into that. My guess, very similar to the presentation that
2 Dominic gave is they would time those. Since we don't have the detectors
3 ...
4
5 Sorg: Yeah.
6
7 Doolittle: It's on a loop, they would time those on peak hour flows.
8
9 Sorg: Okay.
10
11 Doolittle: So we'd need to go through there when there's peak flow.
12
13 Sorg: Yeah. Which I avoid, I must admit, yeah.
14
15 Doolittle: But I'll look into the timing as well, especially now that we've just recently
16 within the past week switched traffic.
17
18 Sorg: Switched.
19
20 Doolittle: So they'll tweak those a little bit over the next ...
21
22 Sorg: Yeah.
23
24 Doolittle: Week or so as we watch traffic go through there.
25
26 Sorg: And I want to repeat, like I've said before, or at least one new member
27 here that hasn't heard this. I don't understand how the 18-wheelers keep
28 traveling through City, through all this construction for years now, and
29 avoid going down to the intersection of 25 and 10, if they're going to
30 continue on 70, either way, either direction. It just doesn't make sense. Is
31 there any way we can encourage all truck traffic to stay on the interstates
32 instead of going through the City? It just drives me crazy when I think,
33 "Oh, they're going to make those turns and they're cutting off traffic, they
34 need," actually coming here today I saw one 18-wheeler go up on the curb
35 down on Picacho and Main just to make the turn, he's so long. You know,
36 you have a sign out there, I saw it, but it doesn't really catch anybody's
37 eye on I-10 for example.
38
39 Doolittle: Well and the other thing that we've discussed that continues to cause a
40 problem is anybody who uses any kind of GPS, Googlemap ...
41
42 Sorg: Yeah.
43
44 Doolittle: Anything like that, if you plug in "Deming to Alamogordo" it tells you to
45 take US-70.
46

1 Sorg: Yeah.
2
3 Doolittle: Because it's the shortest distance. If we could find a way to ...
4
5 Sorg: Change Google.
6
7 Doolittle: Change that one line, I think a lot ...
8
9 Sorg: Yeah.
10
11 Doolittle: Of our folks who just are traveling through town would do something
12 differently.
13
14 Sorg: And then finally, last but not least, it's just a request. Now it's the end of
15 the year and observing interstates 10 and 25, mostly 10 though, the
16 Highway Department leaves the weeds grow until they go to seed and dry
17 up before they go out there and mow them down. I know you're short of
18 money. I'm just requesting that we somehow get them controlled or
19 mowed down before they get to the point where they go to seed, at least.
20 That's all. Thank you Madam Chair.
21
22 Flores: Anyone else? All right.
23
24 **8. COMMITTEE AND STAFF COMMENTS**
25
26 Flores: So now we'll move to Committee and staff comments. Anyone on the
27 Committee would like to make a comment? Councillor Vasquez.
28
29 Vasquez: Just to make a quick comment. Well it's good to join you all. I look
30 forward to serving on the Committee with you and learning a little bit more.
31 Councillor Sorg tells me there's a Bible I must study, or an encyclopedia.
32 And so perhaps I'll have some downtime on the holidays and a lot of
33 coffee. But, so please be patient and bear with me and thank you for that,
34 especially if I ask some pretty novice questions. But I'm, these are the
35 types of things that often, as Councillor Sorg was mentioning, you notice
36 and you gripe about, and kind of excited to have a seat at the table and to
37 voice my concerns as well. But thank you very much for having me here
38 today and again I apologize for being late.
39
40 Flores: Anyone else? Okay. I'd like to welcome ...
41
42 Sorg: One last thing.
43
44 Flores: Okay.
45
46 Sorg: The ...

1
2 Flores: For the fifth time Councillor Sorg.

3
4 Sorg: The agenda. We had, what, one, two, three, four, five, I lost track, six
5 different resolutions. Did we actually ...

6
7 Flores: Some of them were, I noted in the beginning that some of these
8 resolutions were on the consent agenda. For example ...

9
10 Sorg: Oh, 6.5 ...

11
12 Flores: 6.3, 6.5, and then the last one.

13
14 Sorg: 6.6, yeah.

15
16 Flores: 6.6, although ...

17
18 Sorg: Okay. I understand.

19
20 Flores: We did reference them so ...

21
22 Sorg: Okay. Thank you. Thank you.

23
24 Flores: Yeah. That's why. So like I said I'd like to welcome Councillor Vasquez to
25 our Committee and remind everybody that the next meeting we have will
26 be at the County. So please remember that. Don't be like me and show
27 up at the wrong place and go, "Why isn't anybody here?" So I hope
28 everybody has a good Christmas. And that's it. Oh, I'll remind everybody
29 and invite them, too we have the, what are they called, on New Year, on
30 Christmas Eve, we light the luminarias. So everybody's invited. Consider
31 yourself personally invited to that. So thank you. And thank you for
32 coming.

33
34 **9. PUBLIC COMMENT**

35
36 **10. ADJOURNMENT (2:01 PM)**

37
38 Flores: Do I need to say we're adjourned? Okay. We're adjourned.

39
40
41
42
43
44

Chairperson
45
46

