

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 June 13, 2018 at 1:00 p.m. in  
6   Commission Chambers at Dona Ana County Government Building, 845 Motel Blvd., Las  
7   Cruces, New Mexico.  
8

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

17   **MEMBERS ABSENT:**   Commissioner Kim Hakes (DAC)  
18                           Commissioner Isabella Solis (DAC)  
19

20   **STAFF PRESENT:**     Andrew Wray (MPO staff)  
21                           Michael McAdams (MPO staff)  
22

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

25   **1.    CALL TO ORDER / PLEDGE OF ALLEGIANCE (1:02 PM)**  
26

27   Eakman:   Members of the Metropolitan Planning Organization of Mesilla Valley  
28             welcome today. I'm calling this meeting to order.  
29

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

32   Eakman:   Do we each of us have an agenda in front of us at this time? If you would  
33             please review that agenda and declare whether or not you have a conflict  
34             of interest regarding today's agenda?  
35

36   MEMBERS DECLARED NONE.  
37

38   Eakman:   It's unanimous, there are no conflicts. Well open it up to public comment  
39             at this time. Oh, I am told that I have overlooked something. We're going  
40             to at this time have our Pledge of Allegiance.  
41

42   ALL STAND FOR THE PLEDGE OF ALLEGIANCE.  
43

44   Eakman:   I apologize to everyone present on that oversight.  
45

46   **3.    PUBLIC COMMENT**

1  
2 Eakman: Is there public comment? Mr. Wray would you poll the MPO to see if we  
3 have a quorum.  
4  
5 Wray: Yes Mr. Chair. Councillor Vasquez.  
6  
7 Vasquez: Yes.  
8  
9 Wray: Trustee Johnson-Burick.  
10  
11 J-Burick: Yes.  
12  
13 Wray: Trustee Arzabal.  
14  
15 Arzabal: Here.  
16  
17 Wray: Commissioner Rawson.  
18  
19 Rawson: Here.  
20  
21 Wray: Mr. Doolittle.  
22  
23 Doolittle: Here.  
24  
25 Wray: Councillor Sorg.  
26  
27 Sorg: Yes.  
28  
29 Wray: Madam Mayor.  
30  
31 Barraza: Here.  
32  
33 Wray: Mr. Chair.  
34  
35 Eakman: Thank you so much. And I appreciate everyone's attendance today and  
36 their promptness.  
37

38 **4. CONSENT AGENDA \***  
39

40 Eakman: The consent agent is in front of us. It only includes the approval of  
41 minutes. Are there any additions or corrections to the minutes?  
42  
43 Rawson: Mr. Chairman.  
44  
45 Eakman: Yes.  
46

1 Rawson: Move to approve.  
2  
3 Vasquez: Second.  
4  
5 Eakman: Motion and a second to approve the minutes. Mr. Wray will you poll the  
6 Board.  
7  
8 Wray: Councillor Vasquez.  
9  
10 Vasquez: Yes.  
11  
12 Wray: Trustee Johnson-Burick.  
13  
14 J-Burick: Yes.  
15  
16 Wray: Trustee Arzabal.  
17  
18 Arzabal: Yes.  
19  
20 Wray: Commissioner Rawson.  
21  
22 Rawson: Yes.  
23  
24 Wray: Mr. Doolittle.  
25  
26 Doolittle: Yes.  
27  
28 Wray: Councillor Sorg.  
29  
30 Sorg: Yes.  
31  
32 Wray: Madam Mayor.  
33  
34 Barraza: Yes.  
35  
36 Wray: Mr. Chair.  
37  
38 Eakman: Yes.  
39

40 **5. \* APPROVAL OF MINUTES**

41  
42 **6.1 \* May 9, 2018**

43  
44 - VOTED ON VIA THE CONSENT AGENDA

45  
46 **6. ACTION ITEMS**

1  
2           **6.1    Resolution 18-04: A Resolution Adopting the FY2019 and FY2020**  
3           **Unified Planning Work Program (UPWP)**  
4

5   Eakman:    At this time we have one action item.  Andrew would you like to discuss  
6           that.  
7

8   Wray:       Yes Mr. Chair.  I'd like to turn the attention of the Committee to page 32 of  
9           the packet.  This is the final draft that staff is presenting to this Policy  
10          Committee of our impending, for federal Fiscal Years 2019 through 2020,  
11          Unified Planning Work Program.  We did give a presentation about this at  
12          the last meeting going into some detail as the projects that are included in  
13          this UPWP.  I'm not going to go into that level of detail today unless  
14          somebody wishes for me to.  I will just say that the UPWP is the list of staff  
15          tasks that are to be undertaken during a specified timeframe.  Things that  
16          fall outside of the scope of the UPWP MPO staff is not allowed to work on.  
17          There really are no substantive changes to the document from the last  
18          time this Committee reviewed it.  There were a couple of small typos and  
19          things of that nature that staff found that were pointed out to us that we  
20          have corrected since the May meeting, other than that the document is the  
21          same as when this Policy Committee last reviewed it.  And I will stand now  
22          for any questions.  
23

24   Eakman:    Hearing no questions.  What are the wishes of the Board on this action  
25           item?  
26

27   Vasquez:   Mr. Chair.  
28

29   Eakman:    Yes.  
30

31   Vasquez:   I'd like to make a motion to adopt Resolution 18-04.  
32

33   Eakman:    Is there a second?  
34

35   Barraza:   Second.  
36

37   Sorg:       Second.  
38

39   Eakman:    There is a second.  Discussion.  Hearing no discussion.  Would you poll  
40           the Board?  
41

42   Wray:       Councillor Vasquez.  
43

44   Vasquez:   Yes.  
45

46   Wray:       Trustee Johnson-Burick.

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

27  
28 **7. DISCUSSION ITEMS**

29  
30 **7.1 Committee Training: Roundabouts: How they work for pedestrians**

31  
32 Eakman: We have two discussion items here and we'll start now with MPO staff on  
33 a discussion about roundabouts.

34  
35 Wray: Yes Mr. Chair. I'd like to introduce Michael McAdams to speak on this  
36 topic.

37  
38 McAdams: Thank you Andrew. Pleased to do the presentation Mr. Chairman and  
39 Committee Members. This actually was a portion of an FHWA training  
40 that I attended in March 2018 by the FHWA with sponsorship of NMDOT.  
41 And I think it was one of the best I've seen coming out of DOT.

42 So roundabouts are just not fun, but they are so are, they can and  
43 do prevent pedestrian and bicycle crashes. There is reluctance  
44 sometimes with, from the public and sometimes others, public officials  
45 about roundabouts. Usually from a survey people really concerned after  
46 they get used to the roundabout, they find that it works better, they're

1 pleased with it. Here's I'll walk you through some aspects of roundabouts.  
2 If you know approaching from the south and you're going toward the  
3 roundabout the roads get narrower and so will the speeds. And the  
4 pedestrian crosswalks you see are right before the yield area on purpose  
5 so that the drivers will not be distracted. At that point the drivers will then  
6 proceed into the intersection. If they're a truck there's an apron so the  
7 trucks can go on the radius and then again since there's a slower speed  
8 probably 25 miles an hour I hope, you will see the crosswalk and where  
9 there's one right as they get out of the intersection. Going through the  
10 other side you'll see that they separate sidewalks for pedestrians and then  
11 going around, exiting the roundabout there is crosswalks and again slower  
12 speeds and also a (*inaudible*) too. You see so the process you can see  
13 on your screens how that process goes through the roundabout and exists  
14 the roundabout.

15 Roundabouts are really a subset and distinct subsets of circular  
16 intersections which includes rotaries, neighborhood traffic circles, and  
17 others. Here's example of how a rotary is not a roundabout and just go  
18 through it real quickly. If you look at this example that here is before,  
19 example of a regular intersection with turn lanes, travel lanes, etc, and you  
20 see that this is a very almost unapproachable area for pedestrians. Once  
21 you have four lanes it becomes treacherous for pedestrians and also  
22 particularly those who have disabilities. And you look at this, this is how it  
23 would look if you reconstruct it, actually a site that was reconstructed. You  
24 can see that pedestrians since there are refuges have a short distance to  
25 travel, but the same we look before, before the intersection the crosswalks  
26 and also the other side you can see the same thing happening where the  
27 pedestrian refuge and the short distance to walk. The other thing is with  
28 the roundabout is that usually it's recommended landscaping to distinguish  
29 this area as a different area as opposed to travel or areas without the  
30 roundabout. So it creates a different space and says we're in a place we  
31 want to slow down. And that's been shown in studies as well.

32 You look at pedestrians (*inaudible*) reduced travel speed. We know  
33 reduces pedestrian collisions and also decrease the injury rates. Anything  
34 below 25 the possibility of fatality is lowered and major injury is also  
35 lowered as well. And you look at, we'll look at a further slide, the conflict  
36 points are almost divided in half and I think they are. Splinter islands or  
37 refuge islands make a short distance from the curb to the first refuge  
38 island and a shorter distance for people to cross. And also it prevents this  
39 attitude of having to look at all four lanes before you cross. You only look  
40 at one lane at a time. And the traffic, the crosswalk is always placed  
41 before the yield sign and one car length back. Here is just what I was  
42 talking about, in the normal intersection you have 16 conflict points. If you  
43 have a roundabout you have eight conflict points which means you reduce  
44 the amount of crashes both vehicles and for pedestrians, so it's much  
45 safer on all accounts. Here's another example of looking at how your  
46 pedestrians and how they would maneuver the roundabout. If you notice

1 they would look toward one travel lane, not two, bidirectional, they would  
2 cross the street and then look at the other lane as the vehicles going out  
3 of the roundabout and then you notice also addition there is back, the stop  
4 for the vehicles or where the crosswalk, before they yield, the stop  
5 pedestrian signs and then they have the apron as well for large trucks or  
6 buses so they can safely, you don't have to run over the curb etc.

7 Look at this, looking in another direction and this is a good example  
8 when you approach a roundabout there'll be a narrow entry for slow driver  
9 that slows the drivers. We know that reducing the size of the width of  
10 travel lanes normally reduces speed. So you reduce and the travel in this  
11 situation are very defined crosswalk and hopefully that will alert drivers  
12 that there are pedestrians or possible pedestrians in there and then of  
13 course you get beyond that, look at the next slide and the (*inaudible*) lane,  
14 you see the pedestrians walk safely, the car is stopped and then as you  
15 exit you can see that again it's slowing, they have enough time to look at  
16 pedestrians (*inaudible*) then trip speed because every time you slow down  
17 speed you widen your angle of vision. If you go further and further and  
18 further I think we saw that before, you vision becomes narrow. So slower  
19 speed makes you aware of things around you, particularly of things like  
20 pedestrians. Here is also an example of schools, there are about 100  
21 schools in the nation that have roundabouts, again safer conditions for  
22 schoolchildren crossing the road.

23 Lighting as in any situation, lighting can improve safety for  
24 pedestrians. It's also true for roundabouts, this is the situation we have  
25 the center mounted lighting and pedestrian will be only in silhouette, so  
26 very difficult to see them and the signs are not visible. You put approach  
27 mounted lighting toward the pedestrian, they become clearer as actual not  
28 silhouettes but clearer images and also the signs are also clearer as well.  
29 Simple things like lighting can make a difference between a severe injury  
30 or no injury.

31 One thing that is a detriment to roundabouts is where people are  
32 visually impaired and what you can do is have beacons, flashing beacons  
33 etc. to make people aware, also sound items as well for blind people can  
34 safely maneuver roundabouts. So if you look we'll go through really  
35 quickly. The hybrid stuff, we have hybrids in the City and those are very  
36 effective and they're also effective in looking at (*inaudible*) access too. Go  
37 through very quickly. One thing that's really apparent in roundabouts too  
38 is that sidewalk, raised crossing can also make people more aware of the  
39 pedestrian crossing around roundabouts in combination with hybrid  
40 signals.

41 We have actually two roundabouts in the MPO area; one is at Vado  
42 and dual roundabouts at the Vado interchange. The Vado interchange  
43 has limited pedestrian facilities. The one we're also familiar with is the Las  
44 Cruces City Hall roundabout. If you notice there's good principles in this  
45 situation. The crosswalks are before the yield on all four sides. There are  
46 pedestrian refuges which actually is much better if you look at surrounding

1 intersections, pretty good on at Spruce, you can see that it's much more  
2 inviting for pedestrians. And I think Spruce and Picacho and North Main  
3 and I think this, although there's controversy, I think this roundabout does  
4 operate in fairly well condition. We also have a proposed in the Triviz/I-25  
5 interchange project's coming up in the near future. Two roundabouts, one  
6 above University, one below. I think that's still on the planning stage so  
7 it's interesting what's being proposed. This has been an issue in this  
8 project, a very interesting issue to look at but I think that it may be a  
9 possibility. And I stand for questions or open up for discussion.

10  
11 Eakman: Questions? Comments.

12  
13 Rawson: Mr. Chairman.

14  
15 Eakman: Vice-Chair.

16  
17 Rawson: Thank you. Could you go back to the before and after pictures that you  
18 had? I think they were slides nine and ten maybe.

19  
20 McAdams: The one with the big. Okay. That.

21  
22 Rawson: That one. So that's an intersection in Las Cruces that could be similar to  
23 maybe Lohman and Telshor type of area with three lanes going. Then we  
24 go to the after example. How do they go from three lanes down to one?  
25 Where did all the traffic go? An alternate route?

26  
27 McAdams: In roundabouts the traffic's still accommodated. It doesn't decrease the  
28 capacity at all. It's just a way that the traffic is moved around the  
29 roundabout. So it doesn't avert traffic in the least in normal situations.  
30 Have to qualify that. So we can accommodate the same traffic volume  
31 within the roundabout. It's safer too.

32  
33 Rawson: I guess what I'm curious at is we've got three lanes on the right hand.

34  
35 McAdams: Right.

36  
37 Rawson: That are going, actually four lanes, two straight and then two turning, and  
38 you're saying you can take all four lanes of that traffic and make it one  
39 lane and it doesn't decrease the volume of traffic it carries?

40  
41 McAdams: Normally it does not. I mean I have to qualify it, but normally roundabouts  
42 do not decrease, it doesn't divert traffic to another facility.

43  
44 Rawson: And I apologize, maybe I should be more clear. We're going from four,  
45 disregarding the roundabout we're going from four lanes to one lane ...  
46



1 McAdams: That's correct.  
2  
3 Rawson: And you're saying that one lane can carry as much traffic as the four  
4 lanes?  
5  
6 McAdams: In, I can't, I would have to, I can't speak to this particular situation, but  
7 normally roundabouts can carry the same amount of traffic that the other  
8 intersection can do and that's possibly because the way the traffic can  
9 move smoothly throughout, it's not stop and go and so the right lane's  
10 accommodated by going off the roundabout. There may be exceptions of  
11 course. I don't know, it's not particular, this is an example, but we have to  
12 study, but in the rules, the literature says, and experience says that  
13 roundabouts can actually accommodate more traffic (*inaudible*).  
14 Roundabouts are not cookie cutter, basically they should be designed on  
15 the amount of traffic that's flowing through the intersection.  
16  
17 Rawson: Thank you. Thank you Mr. Chairman.  
18  
19 Eakman: Yes Mr. Doolittle.  
20  
21 Doolittle: Sorry I didn't mean to cut in front of Councillor Sorg, but I just wanted to  
22 add just one small thing that I noticed. Michael could you go to the after  
23 photo. If you also notice they did a road diet, so past the roundabout you  
24 no longer have the four lanes of traffic, so they did the road diet so that's  
25 why it's not just about taking the four lanes and putting it into one, they  
26 also did traffic calming through that entire corridor, so that's just something  
27 else that I noticed.  
28  
29 Rawson: And that's what would indicate that the traffic must have gone somewhere  
30 else.  
31  
32 Doolittle: Mr. Chair. Not necessarily Commissioner. They may have had the same  
33 volume but what they're doing is they're slowing them down, they're doing  
34 more access control, they're putting on-street parking, so again I  
35 understand where Michael's coming from without knowing the specifics,  
36 but a road diet similar to Solano, it used to be four lanes and now it's down  
37 to two through the southern section, that doesn't necessarily mean the  
38 traffic went somewhere else, it just means you're slowing it down and  
39 controlling it a little bit better than a faster four lane facility.  
40  
41 Rawson: Thank you. Thank you Mr. Chairman.  
42  
43 Eakman: Thank you so much. I think we'll get back to that point in a little bit.  
44 Councillor Sorg.  
45

1 Sorg: Thank you Mr. Chairman. Thank you for that presentation. I likened it to  
2 the roundabouts to a situation where you go on any street that has several  
3 traffic lights and you're stopping at most of them for the green light as  
4 opposed to another street where you're maybe going half as fast but  
5 you're not being stopped Commissioner. You understand? If you can  
6 keep moving even though it's a much slower speed, you'll get there at the  
7 same time than if you were at the stop and go all the way.  
8

9 MR. RAWSON SPEAKING, MICROPHONE NOT TURNED ON.  
10

11 Sorg: Okay. I will also add the fact that I hope we continue to encourage all of  
12 our planning in the area here, where appropriate roundabouts or traffic  
13 circles to be used, as opposed to one of my constituents that just didn't  
14 see the light and I couldn't convince him otherwise. I don't know, have  
15 any of you seen the, I think it's a video, yes, in fact it is a video of an  
16 intersection somewhere else in the world in which they had pedestrians,  
17 bicyclists, car traffic, and it was as I recall kind of a multiple intersection  
18 with more than just four roads into it. And they took everything away;  
19 there are no signs, there are no lanes, no nothing and people actually  
20 navigated it just as well or better, because people just slowed down.  
21 There were less accidents, less crashes, less pedestrians being hit and  
22 everything just by doing that. It was kind of an experimental thing but  
23 actually it worked. Took away all lanes, took away all signs, you just  
24 figure out how you're going to get through there, and you can make it  
25 better. Thank you Mr. Chairman.  
26

27 Eakman: Thank you Councillor. Are there other, yes Stephanie.  
28

29 J-Burick: Yes, thank you Chair. What are the key criteria that are used in  
30 determining where the roundabouts are placed? Traffic? Location? What  
31 other?  
32

33 McAdams: Let me think a little bit on this too. Generally roundabouts are like I said  
34 are good for road diets. There is a certain amount of volume, there are  
35 certain limits. I can't say exactly what the limit, but roundabout would not  
36 work well but even then (*inaudible*) turbo roundabout which is how you  
37 develop a roundabout. A roundabout can actually be teardrop or oval  
38 which will accommodate traffic, very large volume of traffic. It really  
39 depends on studying the situation and where it accommodate. The  
40 biggest factor is do you have enough land available, right-of-way to do it  
41 without, as people don't really want to take right-of-way but I think a lot of  
42 times (*inaudible*) space available. That would be the criteria and also  
43 appropriate for the road you're looking at, but Councillor Sorg is correct,  
44 that was in the Netherlands I think, they actually did, no traffic signs, no  
45 stop light. People slowed down. So actually regulations at stop signals  
46 can also cause more crashes than they actually prevent sometimes. So I

1 hope that answers your questions. It's again, I don't mean to waffle, but  
2 it's a case-by-case basis based on space and criteria, the amount of  
3 volume and also what directions the traffic is going to. We did this on El  
4 Paseo, looked at roundabouts and they stay the same way; where the  
5 traffic's going, the direction etc. is quite complex but it can be done too.  
6 Thank you.  
7  
8 J-Burick: Thank you.  
9  
10 Eakman: Any other questions? I have a request of staff, with Vice-Chair Rawson's  
11 question, is there data available on how many vehicles can get through a  
12 roundabout in an hour compared with streets with four lanes?  
13  
14 McAdams: Chairman. We can look into that. How many, it's supposed to say how  
15 many volume for regular intersection, what would be the volume for a  
16 roundabout.  
17  
18 Eakman: Yes, I think the data would be very great.  
19  
20 McAdams: I would be glad to look into that for you.  
21  
22 Eakman: Okay. And secondly, does staff have any ideas, recommendations, or a  
23 project they're working on where they see roundabouts fitting better in this  
24 region for the MPO?  
25  
26 McAdams: We're presently not looking at that but I think we're going to have the MTP  
27 coming up very soon and I think there'll be a good item to include. Where  
28 roundabouts will be appropriate.  
29  
30 Eakman: The one thing that strikes me is the higher number of pedestrians might be  
31 a cue here, so that we can have really good pedestrian safety within the  
32 MPO. Is that a possibility?  
33  
34 McAdams: Looking at pedestrian volumes are quite difficult sometimes, you actually  
35 have to manually count them, but we have done that in the past. I don't  
36 think, sometimes it's the chicken and egg situation as far as pedestrian  
37 movement. When you have high areas of pedestrians that warrant  
38 perhaps a roundabout or other improvements like we did hybrid beacons,  
39 so I think that would be a good thing to study but in high pedestrian area  
40 particularly on University could we use roundabouts or other type of road  
41 calming or road diet on University perhaps. So it's kind of, we can do that  
42 but it's the way to do it through traffic planning is very difficulty but it can  
43 be done, but we don't have any pedestrian counts at this point and to do  
44 that would be, we could do that, it'd be a very time intensive thing to do.  
45

1 Eakman: And maybe the cueing system is where we want more pedestrian traffic  
2 such as in our retail areas, our downtown, our campus, there might be  
3 other areas where we want more retail traffic because of the businesses  
4 that are there.  
5

6 McAdams: Absolutely. I think that we have, and we look at land use and try to put  
7 stores affronting the sidewalks, making the parking in the back like we  
8 discussed in last session, will definitely include increased pedestrian  
9 traffic. And we'd like to have more people and pedestrians than vehicles I  
10 think because it's more user friendly and also it does encourage more  
11 retail activity because people go to one store and then decide to go to  
12 another one because it's right next door. So I think that that's really  
13 beyond our aspect as transportation planning, but I think in the  
14 Comprehensive Plan those will be addressed and think they're at the  
15 forefront to make our City more walkable, more transit oriented, and in  
16 turn there is a correlation between walkability and business development.  
17 And we'd like to go through that way and I think that's the way that most  
18 communities are going to because of the big boxes are failing; Sears,  
19 Penny's, etc. We're going to have to go to more localized walkable  
20 situations so, and that's also if you look at cities that are making success  
21 economically, they are going that way. People want walkable, transit-  
22 oriented places and companies locate because of that.  
23

24 Sorg: Mr. Chairman.  
25

26 Eakman: Yes, Councillor Sorg.  
27

28 Sorg: I would like to relate a personal experience. I spent three years in a  
29 country that had nothing but traffic circles. Not only that, they drove on the  
30 left side of the road, the wrong side, you know. And it didn't take me long  
31 to get used to it, sure the first two or three times I got to a traffic circle,  
32 especially the busier ones in the bigger City I was quite nervous, but boy  
33 you pick it up just like that, at least young people do like I was young. And  
34 so the O&M on traffic circles are much less than signal intersection too.  
35 So there's two things to consider. That's why I'm so in favor of traffic  
36 circles to use. Thank you.  
37

38 Eakman: Yes, Councillor Vasquez.  
39

40 Vasquez: Thank you Mr. Chair. Some good conversations and relevance to  
41 obviously some of the traffic circles we have here now and some of the  
42 resistance to using them or adopting them as viable traffic devices is  
43 interesting. The evolution of the roundabout on Main Street obviously is  
44 one that comes to mind as far as how the community has accepted it a  
45 little bit more, especially with some of those landscaping features that in  
46 addition to calming the traffic make the entrance, one of the entrances to

1 downtown a lot more aesthetically pleasing, I appreciate that. And then  
2 the opportunities for cultural stuff in the middle of those roundabouts is  
3 really cool. I've noticed more people have started to understand how to  
4 use them. I use them frequently. Of course I'm not sure, this probably  
5 happens everywhere but there's always people who will just never know  
6 when to yield and the potential for accidents more so I've seen more road  
7 rage type of scenarios where people get mad because they get stuck  
8 yielding to each other and nobody wants to go, but I haven't seen very  
9 many accidents and so that's definitely a positive over maybe some of the  
10 higher speed accidents at intersections.

11 The only thing I'll say regarding the pedestrian angle on this is that I  
12 think, you know I share the thoughts that there are some really important  
13 retail and kind of lodging areas in the City right now that don't have very  
14 good connectivity, very good walkability. I'm thinking about for example  
15 where Hotel Encanto is on Telshor, I see tourists who stay at that hotel  
16 frequently crossing the street to try to go to one of the restaurants or the  
17 shopping mall or further down to some of the other entertainment  
18 establishments and you know they're kind of playing Frogger because the  
19 traffic's going pretty fast and people aren't accustomed to seeing  
20 pedestrians in some of those areas because there is so much traffic and  
21 such high speed area. The same thing with perhaps Lohman and Walnut  
22 area, people walking from Walmart to do grocery shopping and then  
23 subsequently crossing those, I think it's got to be about eight lanes worth  
24 of traffic there. I think by the time they start and finish and especially if  
25 they have some type of disability or mobility impairment, often the timer  
26 almost runs out on them before they can actually safely cross. So I think  
27 there's some good opportunities to look at those places where we have  
28 high retail or high pedestrian activity that's already happening but it's not  
29 very safe, so I hope that we're looking some of those areas.

30 In addition to just making the City more pedestrian friendly in  
31 general, growing up here and in El Paso, I mean coming home after a  
32 one-mile walk with jeans and boots or shoes full of you know all kinds of  
33 vegetation right, what do they call them, the burrs and everything. It's not  
34 a pleasant experience and part of that is because we have a lack of  
35 sidewalks, lack of infrastructure, but sometimes lack of transportation so  
36 we have to walk. So for folks to be able to walk with dignity to wherever  
37 they need to go and not come with their pants shredded up or their  
38 shoelaces in shambles, I think is something that we owe to people as  
39 we're thinking about pedestrian connectivity, whether roundabouts are the  
40 best option or not. I know at least at the City we're really thinking about  
41 how we pay for more sidewalks, how we build more sidewalks without the  
42 need for developers or impact fees to cover some of those costs because  
43 it's tough to get around the City if you don't have a car or if you don't know  
44 or you don't have public transportation available to you. So if this is part of  
45 the solution to do that and especially in some key areas where this makes  
46 sense, I think hopefully staff continues to look at those opportunities. Also

1 I'm thinking around the area of the Convention Center, people that come  
2 to conventions want to leave a convention and be able to walk to their  
3 hotel or to a restaurant. And I think we've gotten better on University but  
4 there's still some work to be done I think in other parts of the City as well.  
5 I appreciate this presentation and the analysis. Thank you. Thank you  
6 Chair.

7  
8 Eakman: Great discussion. Thank you so much Dr. McAdams.

9  
10 **7.2 NMDOT update**

11  
12 Eakman: We'll now have an update from NMDOT.

13  
14 Doolittle: Thank you Mr. Chair. North Main we continue to finish a few of the last  
15 punch list items, but again for the most part we've been completed with  
16 that one for a little over a month now.

17 Valley Drive, last month I reported that they expected to start  
18 sometime in July, contractor's actually worked diligently to get his things  
19 on site and the plan is for them to start work on June 26th as opposed to  
20 July. For those of you that are interested, we are going to have our first  
21 construction public meeting on June 20th at 6:00 at our Solano Project  
22 Office. We'll continue to hold those every month for the duration of the  
23 project as long as we have public participation. And in general what they  
24 do at that one is the contractor comes in, talks about their schedules,  
25 gives updates on how their doing, any kind of major traffic changes it will  
26 have. Valley Drive won't be near as complicated as for instance the North  
27 Main project at Spitz and Three Crosses, only because this one our plan is  
28 to move traffic to one side, reconstruct the one that's torn up and then  
29 basically do the exact same thing the other way, so it won't be a lot of lane  
30 changes like you saw at North Main. So it's a fairly complex project but for  
31 impacts to the public it's pretty simple and will stay the same through a  
32 majority of it.

33 The other two that I wanted to touch on very quickly are some  
34 studies that we've been conducting. On June 11th we had our first public  
35 meeting, actually the second public meeting for the US-70 Corridor Study  
36 which is basically from the Spitz/Three Crosses intersection, across I-25  
37 just prior to getting to the Del Rey intersection. What we're looking at  
38 there is potential for six laning all of US-70 to that Spitz/Three Crosses  
39 intersection. What do we do with the traffic at the Elks/Triviz/US-70  
40 intersection? So we presented that to the public on June 11th. Just a  
41 quick and dirty on that one, ultimately there's two alternatives for the main  
42 line US-70 that pretty much the same, looking at six lanes of traffic all the  
43 way through town. The biggest change between the two alternatives is  
44 the intersection at Elks; one is an at-grade intersection which is what you  
45 experience now but will be substantially larger on the Triviz/Elks legs.  
46 Actually we're going to put the presentation on our website but if you get a

1 chance to look at that it's a little daunting. Very large intersection,  
2 extensive right-of-way purchase from CVS and Walgreens, but is one of  
3 the alternatives. Right now the preferred alternative pending public  
4 comment is an interchange very similar to what you see along the entire  
5 US-70 corridor headed east out of town. Basically US-70 would go over  
6 Elks/Triviz. You'd have Texas turnarounds for those quick U-turn  
7 movements, but all of the City traffic would basically be underneath the  
8 US-70. So that's the preferred alternative right now. Again, pending  
9 public comment. The biggest difference is cost of course. So the full build  
10 out for that entire corridor on alternative two is about \$55 million,  
11 alternative one I believe was about \$36 million I believe. Substantial  
12 difference between the two, but I will tell you that alternative one doesn't  
13 really do a whole lot for the local traffic on Elks and Triviz because they're  
14 still having to wait for the US-70 cross traffic. The one thing I will tell you  
15 is we as a department, unless the DOT hits the lottery, we won't have the  
16 money to build that entire corridor all at once. So our plan is to basically  
17 try to do it in segments. Our very first priority is to address the bridge right  
18 there at the Jiffy Lube that goes over the arroyo, only because right now  
19 it's a safety concern. There is no pedestrian or bicycle access across that  
20 bridge because there's no shoulder. So we're continuing to move forward  
21 with design, making that our number one priority just because it needs to  
22 be done regardless of what we do in that corridor and it's a safety issue  
23 now. Outside of that, once we get the Phase A/B completed, we'll start  
24 looking at how do we prioritize that project and then second how do we  
25 fund it. But right now it's a very preliminary. We did have a lot of public  
26 participation. I was actually kind of surprised. We probably had between  
27 30 and 40 people there. A lot of good questions, most of them were  
28 focused on the design and the construction time, but again we're way  
29 ahead of that. One of the more participative meetings that I've been to. I  
30 was pleasantly surprised at the turn out that we had. Again, the Phase  
31 A/B and the presentation will be posed on our website I expect in the next  
32 couple of days, so if you're interested take a look at it and then I'd be  
33 happy to answer any questions that you all may have once you have a  
34 chance to look at that.

35 The other one I wanted to mention is a little bit outside of your MPO  
36 boundary area, but it's certainly something that has been of interest to this  
37 Board. We've been studying the New Mexico 404 corridor which is the  
38 Anthony Gap basically from I-10 over to Chaparral. We have our first  
39 public meeting on June 13th in Chaparral at 6:00. We'll have a second  
40 meeting on June 14th in Anthony, basically to talk about what we're doing  
41 with that study. Again very preliminary but I will tell you that we're moving  
42 forward with the design of the I-10/404 interchange; one to increase  
43 capacity, but we've had several accidents and fatalities between I-10 and  
44 just past the community college, so that project will address all of that. But  
45 if you're interested I guess what I can do just to make things simple is I'll  
46 forward the flyers to Andrew for that project and then maybe we can get

1 that sent out today if possible to the Board, just so if you're interested,  
2 especially the county, we'll have some impacts with the county. But if  
3 you're interested I'll make sure that you get the flyer before I leave today.  
4 With that Mr. Chair I believe that's all I've got unless anyone has any  
5 questions for me.  
6  
7 Eakman: Questions?  
8  
9 Sorg: Yes.  
10  
11 Eakman: Yes, Councillor Sorg.  
12  
13 Sorg: Did you mention something about the Interstate 25/University project? I  
14 probably missed it.  
15  
16 Doolittle: I did not, but I can give a quick update on that. We are continuing to move  
17 forward with the design on that project. It's currently scheduled for a  
18 December let, so that hasn't changed, so we can expect to see  
19 construction on that project some time in the spring.  
20  
21 Sorg: A December let?  
22  
23 Doolittle: Correct.  
24  
25 Sorg: Proposal.  
26  
27 Doolittle: Let out for bid. December bid.  
28  
29 Sorg: Yes.  
30  
31 Doolittle: So we'll have a contract February, my expectation probably late  
32 spring/early summer for construction. So we are moving ...  
33  
34 Sorg: 2019.  
35  
36 Doolittle: That's correct. It's just right around the corner.  
37  
38 Sorg: Okay.  
39  
40 Eakman: Any other questions? That's a busy report Mr. Doolittle. Mr. Wray could  
41 you please get me the information on the June 20th meeting that they're  
42 going to have on Valley Drive?  
43  
44 Wray: I will certainly do that.  
45  
46 Eakman: Very important to my District.



1  
2 **8. COMMITTEE AND STAFF COMMENTS**  
3

4 Eakman: Moving on. Are there any Committee comments for the good of the cause  
5 today?  
6

7 Rawson: Mr. Chairman.  
8

9 Eakman: Yes Vice-Chair.  
10

11 Rawson: Mr. Chairman. Do we have any update on the plans for Weisner? I've  
12 heard that Weisner was going to loop through the City on that side of the  
13 community, but I haven't heard anything from that on a few years. Is that  
14 still the written plan and just waiting on funding, or do we have a different  
15 plant on that?  
16

17 Wray: Mr. Chair, Commissioner Rawson. That is still in the MPO future  
18 thoroughfare plan as existing. There's been no, that I am aware of, there's  
19 been no impetus or any sort of initiative to bring that to fruition as far as  
20 I'm aware.  
21

22 Eakman: It's not on the CIP?  
23

24 Wray: No, I don't believe it is.  
25

26 Rawson: Mr. Chair. It'd be nice to move that forward. We're starting to see some  
27 traffic taking Baylor Canyon now that that road is paved as people seek for  
28 an alternate way around the City and that road and Dripping Springs is  
29 certainly not designed to be a bypass there so it might be something worth  
30 looking at again.  
31

32 Eakman: Thank you so much.  
33

34 Rawson: Thank you.  
35

36 Wray: Mr. Chair, Commissioner Rawson. I will say that we are on the cusp of  
37 starting our next MTP process so that can very well be part of the  
38 conversation for that next MTP.  
39

40 Rawson: Appreciate that. Thank you Mr. Chair.  
41

42 Eakman: Thank you. Appreciate that. Thank you for the comments and question.  
43 Any other comments from Committee Members? Hearing none. Does  
44 staff have comments today?  
45

46 Wray: Mr. Chair, we do not.

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

**9. PUBLIC COMMENT**

Eakman: Then is there any public comment? Hearing nothing.

**10. ADJOURNMENT (1:43 PM)**

Eakman: This meeting is adjourned. Thank you.

  
\_\_\_\_\_  
Chairperson