



METROPOLITAN PLANNING ORGANIZATION

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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEEE AGENDA

The following is the Agenda for a meeting of the Mesilla Valley Metropolitan Planning Organization (MVMPO) Bicycle and Pedestrian Advisory Committee meeting to be held on **January 16, 2018 at 5:00 p.m.** in the in the **Doña Ana County Commission Chambers**, 845 Motel Blvd., Las Cruces, New Mexico. Meeting packets are available on the [Mesilla Valley MPO website](#).

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1. **CALL TO ORDER** _____ *Chair*
2. **ELECTION OF OFFICERS** _____ *Chair*
3. **APPROVAL OF AGENDA** _____ *Chair*
4. **APPROVAL OF MINUTES** _____
 - 4.1. November 21, 2017 _____ *Chair*
5. **PUBLIC COMMENT** _____ *Chair*
6. **ACTION ITEMS** _____
 - 6.1. Trail Plan Project Prioritization _____ *MPO Staff*
7. **DISCUSSION ITEMS** _____
 - 7.1. Potential FY19-20 UPWP Items _____ *MPO Staff*
8. **COMMITTEE and STAFF COMMENTS** _____ *Chair*
 - 8.1. MPO Update _____ *MPO Staff*
 - 8.2. Local Projects Update _____ *Jurisdictional Staff*
 - 8.3. NMDOT Projects Update _____ *NMDOT Staff*
 - 8.4. Committee Members Update _____ *BPAC*
9. **PUBLIC COMMENT** _____ *Chair*
10. **ADJOURNMENT** _____ *Chair*

1 **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION**
2 **BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE**
3

4 The following are minutes for the meeting of the Bicycle and Pedestrian Facilities
5 Advisory Committee of the Mesilla Valley Metropolitan Planning Organization (MPO)
6 which was held November 21, 2017 at 5:00 p.m. in Commission Chambers at Dona Ana
7 County Government Building, 845 Motel Blvd., Las Cruces, New Mexico.
8

9 **MEMBERS PRESENT:** George Pearson, Chair (City of Las Cruces Citizen Rep)
10 Andrew Bencomo (Pedestrian Community Rep)(arrive 5:07)
11 Ashleigh Curry (Town of Mesilla Citizen Rep)
12 Jolene Herrera (NMDOT)
13 Jack Kirby (NMSU Staff Rep)
14 James Nunez (City of Las Cruces Staff Rep)
15 Albert Casillas proxy Samuel Paz (Dona Ana County Rep)
16 Lance Shepan (Town of Mesilla Staff Rep)
17 Jess Waller (Bicycle Com. Rep.)
18

19 **MEMBERS ABSENT:** Maggie Billings (Bicycle Community Citizen Rep)
20 Mark Leisher (DAC Citizen Rep)
21

22 **STAFF PRESENT:** Andrew Wray (MPO)
23 Michael McAdams (MPO)
24 Dominic Loya (MPO)
25

26 **OTHERS PRESENT:** Margaret Brown Vega
27 Brian Byrd
28 Becky Baum, Recording Secretary, RC Creations, LLC
29

30 **1. CALL TO ORDER (5:00)**
31

32 Pearson: It's 5:00 and we have a quorum, so I'll call the November meeting of the
33 Mesilla Valley MPO Bicycle and Pedestrian Facilities Advisory Committee
34 meeting to order. Let's just go down and introduce everybody, if we can
35 start at the far end over here.
36

37 Kirby: Jack Kirby, New Mexico State University.
38

39 Nunez: James Nunez, City of Las Cruces.
40

41 Casillas: Albert Casillas, Dona Ana County. Sitting in for Samuel Paz.
42

43 Curry: Ashleigh Curry, Town of Mesilla Citizen's Rep.
44

45 Shepan: Lance Shepan, Mesilla Marshall's Department.
46

1 Herrera: Jolene Herrera, New Mexico Department of Transportation.
2
3 Pearson: George Pearson, City of Las Cruces Citizen Representative. We have
4 one more member approaching the dais.
5

6 **2. APPROVAL OF AGENDA**
7

8 Pearson: I'll go ahead and continue on, approval of the agenda. Do we have any
9 comments or additions, changes for the agenda? Hearing none I'll hear a
10 motion to approve the agenda as presented.
11

12 Curry: I'll put forth a motion to approve the agenda as suggested.
13

14 Casillas: Second.
15

16 Pearson: A motion and a second to approve the agenda as presented. All in favor
17 "aye."
18

19 MOTION PASSES UNANIMOUSLY.
20

21 Pearson: Any opposed? And can we have our last member just identify himself.
22

23 Waller: Jess Waller.
24

25 Pearson: Thank you.
26

27 **3. APPROVAL OF MINUTES**
28

29 **3.1 October 17, 2017**
30

31 Pearson: So approval of the minutes, October 17, 2017. Is there any discussion on
32 the minutes? Hearing none. I'll hear a motion to approve the minutes as
33 presented.
34

35 Nunez: I'll make the motion.
36

37 Herrera: I second.
38

39 Pearson: I have a motion to approve the minutes as presented. All in favor "aye."
40

41 MOTION PASSES UNANIMOUSLY.
42

43 Pearson: Any opposed? Hearing none. The minutes are approved.
44

45 **4. PUBLIC COMMENT**
46

1 Pearson: Next item is public comment. Do we have any members of the public that
2 wish to make a comment at this point? Seeing none. We will continue.
3

4 **5. ACTION ITEMS**
5

6 **5.1 Trail Plan Evaluation Matrix**
7

8 Pearson: Action items. Trail Plan Evaluation Matrix.
9

10 MICHAEL MCADAMS GAVE HIS PRESENTATION.
11

12 Herrera: Mr. Chair.
13

14 Pearson: Go ahead.
15

16 Herrera: So it looks like some of the comments that were made at the last meeting
17 when we discussed this were not addressed or maybe taken into
18 consideration, and I'm just wondering if there's a reason for that. I'll just
19 speak about the comment that I made as far as number five, the readiness
20 and the construction costs. My comment last time was that I didn't think
21 that that should be the highest level of points I guess within that category.
22 That it really should be right-of-way and intergovernmental agreements
23 because those are often complex and take time, and so that should be
24 weighed I think more than the construction cost.
25

26 McAdams: Mr. Chair, Ms. Herrera. How do you suggest it be weighted?
27

28 Herrera: I don't remember what my comments were.
29

30 McAdams: Okay.
31

32 Herrera: I guess I'm just more curious overall. Did you take the comments that the
33 committee made last time into consideration?
34

35 McAdams: Yes we did. We tried to do as much as we could with them without
36 thinking too much. I would suggest maybe we could strike that perhaps,
37 just say.
38

39 Herrera: Yes, and the other part of it is there's nothing in here and maybe I don't
40 know how the rest of the Committee feels, maybe this isn't a good thing,
41 but should we say something about, instead of construction cost, the
42 ability to match because although some of these might be done with local
43 funds, probably a lot of them will be submitted through Federal application
44 calls and so I don't know if that's an important factor or not.
45

- 1 Curry: I'd like to second that thought. I think that a possibility for a match would
2 weigh more heavily.
3
- 4 Pearson: Yes, it seems like if local maybe NGO comes up with even \$10,000 for, it
5 doesn't even matter how big the project is, if an NGO is willing to put up
6 some money for it, that indicates a priority to the community.
7
- 8 Herrera: Right, and more of a willingness to pay for it. I don't know, I just have an
9 issue with construction costs because it just feels like if it's a high dollar
10 project but it's very valuable it's going to get low points in that aspect, but it
11 could be valuable. Just because it's high dollar it shouldn't kick it out sort
12 of.
13
- 14 Pearson: Yes. That was part of I think some comment I had is if we do a two-mile
15 project is that more valuable than the half-mile project. The half-mile
16 project might rate higher because of connectivity, but the two-mile project
17 you're delaying a big huge piece and that's going to have a lot of
18 connectivity too.
19
- 20 Herrera: Yes.
21
- 22 Curry: Mr. Chair. I'm along the lines of Ms. Herrera's saying, I kind of feel like at
23 the last meeting we discussed a length, the cost per miles traveled. So if
24 it's a quarter of a mile then it's cost per quarter of a mile or cost per
25 whatever amount so that that ends up comparing apples to apples.
26
- 27 Herrera: Yes, that might be a good way to handle it I think. And I realize this is just
28 a very small part of it. I just notice because I made the comment last time.
29 So that's really why I brought it up.
30
- 31 Curry: Mr. Chair, Dr. McAdams. I'm just looking at 1g, existing on-street bicycle
32 facilities and you have it connects to present trail, so are we looking at on-
33 street or are we looking at trails?
34
- 35 McAdams: Mr. Chair, Ms. Curry. That would be connects directly, connects
36 absolutely adjacent to it, which means connect. And the other is not
37 adjacent but within a fourth of a mile.
38
- 39 Curry: So we're looking at connecting a trail to an on the street bicycle facility.
40
- 41 McAdams: Exactly.
42
- 43 Curry: Okay.
44
- 45 Pearson: So the categories connect.
46

1 McAdams: The categories connect.
2
3 Curry: Okay.
4
5 McAdams: Just like we did with the others. So it's like for example Hadley Bike
6 Boulevard, it connects to Triviz or to, well Triviz that would be a direct
7 connection right if it's like another like a quarter mile it misses short of the
8 gap, that would be a lesser mark, so it directly connects.
9
10 Curry: Okay. Thank you.
11
12 Bencomo: Mr. Chair.
13
14 Pearson: Yes.
15
16 Bencomo: Sorry for running late. The question, it says employment areas. Have we
17 decided what that means? What is an employment area and how are we
18 going to define that so we know when it meets the point criteria? I guess
19 that's a question not necessarily maybe for Mr. McAdams, but maybe for
20 us, how we're going to define that.
21
22 Nunez: I don't know that we can, right because everybody works in different
23 places. It's tough.
24
25 Bencomo: Well I get the concept behind it that there may be concentration of
26 employment areas and I don't know that Las Cruces is built that way. I
27 don't know that we have employment centers that way, the way other
28 cities may have them concentrated. Maybe we do in some way, shape, or
29 form, but I'm just curious how we ... I guess we need to decide if we're
30 going to identify those and define that or we're going to maybe not use
31 that because it's very vague I think.
32
33 Pearson: Identify it according to some of the economic development criteria.
34 Different projects that the City and the State have funded like the food
35 facility that hasn't even opened yet but by Amador and the railroad tracks
36 for example. The call centers. Maybe identify places that have 25 or
37 more employees might, buildings of that point.
38
39 Nunez: I know it'll be work, but a metrics, actually measurement. And I have a
40 couple more thoughts of if we're done talking about this one issue. Can
41 you tie that up? Right with some metrics right is where you'd actually
42 define people that are biking to work or whatever, correct?
43
44 McAdams: Mr. Chair, Mr. Nunez. We would address it like commercial areas. I was
45 thinking like particular like on portions of Solano we know that that's very
46 much frequented by people with bicycles. University would also be an

1 area of concentration of commercial employment. Say Telshor, we know
2 that a lot of people work in the restaurants there, that bike sometimes. So
3 I would think we could identify clear area of employment areas. If it's
4 isolated, we probably don't have that much. So clear commercial strips or
5 commercial areas I think are fairly well identifiable in this area. And so
6 one thing we're looking like in transit we're looking at areas that are
7 predominantly commercial, so I'm not really sure, and we want to keep it
8 loose to (*inaudible*) too I think so we're not too constricted.
9

10 Curry: Mr. Chair, Dr. McAdams. A couple more quick points. I'm glad to see the
11 socioeconomic equity and the public health in there, although I feel like the
12 weighting is a little off balance. So my thoughts with public health, 10
13 points just basically to say "does the trail encourage bicycling for
14 recreation, work, and shopping persons," it almost seems like how could it
15 not be used for one of those things. So it's like a five give-me point. Like
16 it's going to be used for something, whether it's recreation, work, or
17 shopping. Then does it provide connections to parks or complexes, so 3b
18 is exactly the same as 1e, does it provide connections to parks in there.
19 So that one, I mean although I like the concept, I don't know that we need
20 to dedicate 10 points. Ten points on the public health is also the total
21 amount for connectivity, is that right or is it 40 points for connectivity? But
22 then I'm seeing within there land use so that doesn't add to 40 does it?
23 Because there's transit stops is 10, existing is 10, and land use is 10, and
24 it says 40 so that adds to 30, unless I'm missing something in there. But
25 I'm just thinking, okay so we have connectivity as 30 or 40 depending on
26 how your math works and then public health at 10 is almost a give-me
27 already because it duplicates what's already said or is already taken for
28 granted. And then I think number four, the socioeconomic weight, I think
29 again 20 points is a heavy amount there. Although I don't know, maybe
30 20 is enough if the other is 40. Then the other, just small little picky thing
31 is under 2b, the level of impact. You have it going from zero to eight and
32 everything else you have going from biggest to smallest, so that's just a
33 question of flipping that around for consistency sake. So I'd like to just
34 hear what people think on the thoughts of public health and then that
35 socioeconomic and equity being 20 points. And then also Dr. McAdams if
36 you could just tell us is it 30 or was it 40 on that first page under
37 connectivity?

38
39 McAdams: Number one should be 40 total. It should be 30, we divided into two
40 sections, one land use and connectivity. I believe the total for that number
41 one is 40.

42
43 Curry: Thank you,

44
45 Herrera: Mr. Chair. I guess on the public health, I agree. I think the first one is a
46 duplicate of what we're already sort of asking under connectivity, and short

1 of taking a survey I don't know how we're going to get any kind of real data
2 to measure. And then B is the same. I know public health is important but
3 it's just one of those things that's very hard to measure in the context of
4 transportation a lot of times and so.

5
6 Pearson: Because the trail is a static thing. It's not like we're doing programming on
7 there. If we put basketball courts in, we'll maybe is that going to attract
8 more people to play basketball. Well if we put trails in that's going to
9 attract more people to walk and ride.

10
11 Curry: Mr. Chair. My thought on the public health piece is if you're comparing the
12 roadway used for cars, transit, bicycles and pedestrians, this weighs very
13 heavy on the public health because it all is public health. But then to
14 categorize public health under specific pieces of a trail, it already is. I
15 think we're comparing the public health in too much of a micro setting. It
16 all is public health and now if you're comparing this, should we spend the
17 money for cars or should we spend the money for bicycle and pedestrian,
18 that's where we're going to get those big points in public health.

19
20 Pearson: So do we just want to delete the public health section from them?

21
22 Herrera: Yes, I think so, or maybe going along the lines of what Ashleigh's saying is
23 have a section that's about mode split, so again that's sort of hard to
24 measure, but if you're taking cars off the road and putting people on foot
25 or on a bike that's improving public health, but again how do you measure
26 that, I'm not sure.

27
28 Curry: But then does that need to be under our trail plan or does that need to be
29 looking at allocating money to a trail plan versus to a roadway repair for
30 vehicles?

31
32 Herrera: Yes. So I guess that I suggest we get rid of public health or figure out how
33 to rework that so that it's not so nailed down and then on the readiness I'd
34 say that maybe we do kind of what Ashleigh said is do like a cost per
35 quarter mile or mile or whatever length we want to use instead of just the
36 construction cost.

37
38 Bencomo: Mr. Chair. So on the public health piece I don't disagree with Ms. Curry
39 that it all meets that, it's all going to do that. If we get the trails out there,
40 that will provide for access to using them which creates public health. She
41 is correct, it's almost a give-me. One thing I'm looking at and maybe doing
42 because it is an important piece to address and it may in some ways fit
43 under number four, socioeconomic equity. Most of the parks that are
44 accessible to people are not in the low income areas. I mean if you look
45 at Las Cruces in general, most of the parks are on the east side of town,
46 central to east, not on the west side and that is one of the more

1 disadvantaged areas. So these are going to be considered parks actually
2 in the City limits. The Parks and Recreation, when they're designated and
3 put in place they will be actual City parks. So are we adding parks even
4 though they're not the traditional parks we think of into low-income areas
5 and that would provide that public health. They do not have access to
6 parks currently so adding this in would be a park even though it's not the
7 kind of park that we typically think of. Does that make sense? Am I
8 making sense on that? So maybe that is more folded into the
9 socioeconomic equity/public health, I don't know if it would all be together
10 because the public health is almost a give-me in a way.

11 So there's that piece and then the other comment I had was on the
12 cost, when we're talking about like cost per mile, cost per quarter mile or
13 whatever it is, to me that's going to be a little difficult too because what is
14 the cost going to be? Are we talking a fully completed paved trail like
15 Triviz and the Outflow Channel? Or are we talking just like a smoothed
16 over road? Are we talking crusher fine? I mean depending on how these
17 areas are created. If we use the ditches and we improve them, to what
18 level do we do it, then the costs are going to be completely different
19 depending on what surface is on there. So that's going to be a moving
20 target I think if we try to do that. I'm not sure how that would work.
21

22 Wray: Mr. Chair. If I could also follow on Mr. Bencomo's point. All of this
23 conversation's going to be taking place at the planning stage well before
24 any PS&E is going to be done. So at the stage that the BPAC is going to
25 be considering projects, we're not going to have accurate cost of figures
26 available. I as a staff member would caution against too heavily relying on
27 that particular metric and decision making process, trying to get down to
28 too close to the nitty gritty is going to be impossible for us at this stage.
29

30 Herrera: Mr. Chair. Let's just take cost out.
31

32 Pearson: Yes.
33

34 Herrera: It really shouldn't be limiting. I know that we have to come back to reality,
35 but it really shouldn't be limiting the projects that we're ranking I don't
36 think. So let's just take it out.
37

38 Pearson: Should we replace it with something for outside agency funding or
39 additional funding?
40

41 Herrera: Yes. I think that's important. So maybe just additional contributions or
42 something like that, that could be important. More so important than what
43 is the ultimate cost of your project.
44

45 Curry: Mr. Chair. May I also add I think one more thing that we haven't put on
46 here that should be a consideration at some point is kind of the safety

1 element. Do we need to put lighting in the area for example? Or is it
2 already kind of a well lit street and there's going to be street lighting
3 already on there? You know some of those places, I'm thinking behind the
4 Community of Hope if we're looking at some of those EBID ditches, it's
5 really dark and we would probably need to put some lighting in. If we're
6 going down Hadley and there's already street lighting, you know that's
7 going to be a big impact on cost. I know we're sort of talking about not
8 putting cost on there, but we really should probably be looking at that kind
9 of thing as a safety. And again maybe it shouldn't impact it. Maybe we
10 put it in where we put it in and we just take into consideration that we
11 might need to put in safety elements like lighting.
12

13 Pearson: Well maybe part of that too might be anticipated times when the project is
14 allowed to be open. The Triviz trail is open 24 hours. The Outfall Channel
15 trail is open officially daylight hours only. So maybe under safety some
16 discussion of lighting and open of hours and weight fining signage as part
17 of the project or something.
18

19 Wray: Again Mr. Chair I do want to caution that this is going to just all be taking
20 place at the planning level unless a project is coming in specifically to
21 install lighting, we'll go with that, on a trail as it's specific intent. I guess
22 my concern is that may only end up awarding points to one specific
23 category of projects. Now that may very well be the intent of the BPAC,
24 but I want to make sure that the Committee is aware of that potential
25 ramification of building something. I want to encourage the BPAC to
26 continue to think kind of at a higher level, not necessarily so much on the
27 ground specific but we've got to kind of keep this at the 10,000-30,000 foot
28 level because that is the level where the MPO operates, so we just need
29 to be cautious about getting too specific in the requirements of maybe
30 putting into this.
31

32 Herrera: Mr. Chair.
33

34 Pearson: Yes.
35

36 Herrera: Sorry. So along those lines just looking at the readiness piece, the
37 amount of right-of-way acquisition, we're not going to know that at the
38 planning stage either. We might have an idea of whether there's going to
39 be right-of-way or not, but until survey is done on somethings, we're not
40 going to know for sure. So that might be something to take out also. I still
41 think intergovernmental agreements are important though for readiness
42 because it could take a couple of years to get an agreement with EBID.
43

44 Pearson: So if we would like to approve this tonight we need to make specific
45 changes to these recommendations.
46

- 1 Wray: Yes Mr. Chair, that's correct.
2
3 Herrera: Under readiness take out construction cost, replace it with something
4 along the lines, we'll have to work on the wording, but along the lines of ...
5
6 Pearson: Outside agency fiscal financial contributions.
7
8 Herrera: Yes, that's good. That sounds good. And then take out right-of-way
9 acquisition. I would say leave the points for intergovernmental
10 agreements. Actually split the points between intergovernmental
11 agreements and outside contributions.
12
13 Wray: Mr. Chair, Mr. Herrera. In my experience of working with this outside
14 funding from outside the agency is really comparatively rare. I would on
15 that basis urge that part of the points be reallocated more heavily towards
16 intergovernmental agreement rather than outside funding, because I
17 would not anticipate that that's going to be a very common occurrence.
18
19 Herrera: But I think that's kind of the point is if somebody is willing to put up more
20 money, then they should get more points. I think it just shows more
21 dedication to the project.
22
23 Pearson: So three points. Leave that at three and then the intergovernmental zero
24 to two points?
25
26 Herrera: That would be my suggestion.
27
28 Curry: Mr. Chair, Ms. Herrera. I would love to sort of run a scenario. I mean for
29 example if we're looking at the TAP funded project in Mesilla, how would
30 that rank? I mean if that's something, it'd be kind of interesting to look at
31 that project that we've already pushed for in our system here. Let's look at
32 Hadley Boulevard, how does that come out. And if we could just run
33 several scenarios. If we could look at the ditch, the EBID facility that's
34 behind the Community of Hope, how does that come up? And just look at
35 some of the projects that we've had pet projects. The one that connects
36 behind Las Cruces High School from NMSU down to Main Street. I mean
37 how do those various things shake out. Because I think if we run a few
38 scenarios of things that we have talked about then we may find where
39 we're having glitches and where we're like "Ooh," that would really cut that
40 project out of the running. Or do they all end up looking like the exact
41 same number of points because they all. I guess the one Calle del Norte
42 doesn't connect to school, the one behind, I don't know, I'm just thinking
43 it's be interesting to just take a couple of minutes and kind of run a couple
44 of those scenarios, like how would those add up and then just see, we
45 might run into some of our problems that we may foresee before we vote

1 on this and put it into. And then once it's voted in can we make changes
2 down the road or is this sort of cemented in?
3

4 Pearson: We can always make changes. But once the evaluation period starts,
5 whatever we have at that point, that's what we would use. As far as
6 existing projects or things that have happened, Andrew's point is well
7 made that I think there haven't been any projects done with outside
8 agency funding, but then maybe people for bikes or some, if we found
9 \$10,000 grant to do some trail project but we needed another \$20,000
10 from someplace else and we got a governmental agency to sponsor it, it
11 sounds like that kind of a project probably would have a higher priority
12 than one that just a governmental agency suggest by itself.
13

14 Herrera: Well and maybe we don't say outside agency, maybe we just say,
15 because for instance what if the City or the County or the Town of Mesilla
16 wants to as a scenario apply for TAP funds but they want to match at
17 greater than the 14.56%. That should get I think ranked higher if they're
18 willing to put up more of their funding even. So maybe something about
19 ... I don't know how to word it.
20

21 Curry: How about just keeping a general and saying matching funds and don't
22 specify who the match comes from?
23

24 Herrera: Yes. Additional match.
25

26 Pearson: Just additional contribution.
27

28 Herrera: Yes or additional financial contribution. If we want to be specific we can
29 say above match requirements or something like that. Because I mean at
30 minimum you have to pay the match, right, if you're going to get federal
31 funds.
32

33 Nunez: Mr. Chair. I'm trying to wrap my head around all of this. A couple of
34 comments that I did write down and I'll get to those in a minute on the
35 page on your list here. But one of the things that you just mentioned Ms.
36 Curry was hoping, for it's example that any and all of the suggestions we
37 made in some of those working sessions, it wasn't that many things that
38 we considered, say it was a list of 20, 30. I'd hope that all of them would
39 go through this weighting, right. Certain projects would bubble to the top.
40 But like Andrew Wray was saying there is trying to look at it and the high
41 level, I'm trying to see what's actually going to be, how are we going to
42 use this. I mean we can use this to get a Council member or state rep or
43 whatever behind and then there are the benefits that we get whenever
44 they help us on these projects. I mean we're getting deep into this which
45 is fine, it's good we're hashing it out and I'm not even sure you have to
46 take any words out, it's just like certainly things you put here like, I put in

1 parenthesis and not put points to them, but the things you'd consider for
2 right-of-way acquisition. That would be part of the evaluation of what ever
3 you select. And I do, I want all of them. Everything we listed in those
4 work sessions I don't want to see them go away. I think that we had one
5 work session and only four things were presented, and I was like where
6 was the rest of the stuff. So my hope is, is that all 20, 30 of them,
7 whatever they were, are all somewhere still listed in a Word document and
8 each of them go through the list and whatever gets a 99 and some of them
9 get 10s or whatever and then hopefully we can build the ones and get
10 supported funding on the ones that rank 99 and the next one that ranks 84
11 or whatever and just go on down the list in the next 20 years or whatever.
12 So I'm jumping ahead I know, in my mind anyway, of how we're going to
13 use all this, but I think we're real close here. I mean whatever we try to
14 do, planning group, support to, I'm not sure how you work, what you do,
15 but anyway these are all things that would help a person in office say
16 these are all the benefits to the community. So I don't know. Again I've
17 jumped all the way ahead here, but I think we're close on getting this list
18 done. I don't know if anyone else agrees or disagrees with that.

19
20 Pearson: Anyone else have comments?

21
22 Curry: Yes, I have another one. So under the measurement of number 2a I think
23 it is, I'm just doing the Mesilla one as I'm going through it. It says level of
24 impact, little or none gets one point, but everything else gets zero points
25 for little or none. Is there a reason you give a point for little or none for
26 level of impact? Yours says none. So 1a level of impact little or none,
27 one point, moderate five points, high nine points.

28
29 Bencomo: What do you mean? I'm sorry what was your question? I'm not
30 understanding where you're going with that.

31
32 Curry: Okay. I'm sorry. So my question is it's not consistent. So you're looking
33 at A, B, And C, you have, if it's a no, it's zero, like 2b level of impact, little
34 or none is zero points; 2a level of impact, little or none gets one point. So
35 why are you assigning one point to little or none instead of a zero point.
36 It's just not consistent. Everything else get's zero points if it has little or no
37 impact.

38
39 McAdams: No problem for me.

40
41 Curry: Does anybody else have that, like I have a different copy than everybody
42 else? Okay.

43
44 Casillas: I think there was a comment on right-of-way acquisition and I do agree
45 that maybe we are looking too much into this. Of course whenever there
46 is right-of-way acquisition there are costs regarding the title company that

1 you've got to hire, there are surveying costs, but I think the idea was just
2 to mark yes or no on whether or not right-of-way was going to be needed
3 for the project. I'll be fine if you just take out the word "amount" and then
4 just leave right-of-way acquisition there and have the applicant mark yes
5 or no whether or not it is going to be required or not.
6

7 Wray: Mr. Chair, Mr. Casillas. Again I have to go back to at the stage of this
8 application there's just no way that we could know for certain in all cases if
9 that's going to be possible because the surveying would have to assume
10 in a new project, the surveying would not have been done. They're not
11 going to necessarily have access to any survey, any recent survey and
12 while eyeballing it with your thumb out on the road may look like you may
13 not need any right-of-way but then after the fact you find out that you're
14 five feet off and you're going to have to acquire substantial portion of five-
15 feet of right-of-way for a mile or more. Staff cautions against utilizing that
16 as a metric.
17

18 Pearson: So construction cost and right-of-way acquisition are kind of married
19 together, right?
20

21 Wray: They very much are, yes.
22

23 Pearson: We've wanted to discount construction costs so that also means
24 discounting right-of-way acquisition. So I guess I'd like to figure out, finish
25 the readiness portion of this since we already had some discussion and
26 decide if we want to continue with what we had talked about where
27 additional financial contribution gets three points and intergovernmental
28 agency steps gets two points as a maximum. Is there anybody that
29 disagrees with that? So why don't we go with that and continue the
30 discussion with the other four points. Because we're doing some talking
31 about public health and it seems like some of those points need to go in
32 other categories.
33

34 Curry: Mr. Chair. Sorry to have so many comments but I'm wondering if we can
35 do these things instead of yes and no, eight points yes, zero points no, is it
36 something that we can do on a sliding scale? How much of an impact
37 does it have on public health or does the project I'm looking at 2c, does
38 the proposed project provide a safe and secure route for bicyclists to
39 various destinations. I mean instead of yes eight points, that's an
40 enormous amount of points when you're only giving two or three to project
41 cost readiness kind of thing. So should that be on a sliding scale of zero
42 to eight?
43

44 Pearson: I was noticing that also and thinking the same kind of scale should
45 probably be added to the other two in there is where we have little or no is
46 zero and then have a moderate and high with different levels of points.

- 1
2 Nunez: Mr. Chair. And that was one of my other comments that I had written
3 down under measurement, where is it you talk about directing away from
4 crash zones, you could also, and I wrote down, make the crash area more
5 safe. In other words when I read that I was thinking well these are the
6 paths that people are taking, so if you make it a safer path then you would
7 reduce the crashes. So if you try to direct them around, well I know it's
8 probably implied that you're saying they would go around because it'd be
9 a safer route and it's just as direct, I know that's implied. But I'm trying to
10 get to the end of this, not trying to go backwards here, but I am a little bit
11 in my statement right. So you make a good point is yes or no, I guess you
12 could probably expand on that somehow or move those points somewhere
13 else, I don't know.
- 14
15 Herrera: Mr. Chair. On that same, under the safety C, does the proposed project
16 provide for a safe and secure route for bicyclists to various destinations?
17 If the answer is no, why are we doing the project?
- 18
19 Pearson: Right.
- 20
21 Herrera: The answer should not be no. Right so that doesn't seem like it should be
22 something that we're giving points for. It should just be yes.
- 23
24 Pearson: Because you're managing the level of risk if you're at an intersection of
25 some sort there's going to be some level of risk there, but any kind of
26 these long distance projects are going to have intersections.
- 27
28 Herrera: So maybe we need to make it ...
- 29
30 Pearson: Somehow evaluate number of intersection crossings might be a better
31 evaluation than is it safe or not.
- 32
33 Herrera: Right.
- 34
35 Curry: Yes. There seems to be a lot left to opinion and I think if we're trying to
36 get it to be a data based project, then I think there are a lot of things where
37 it's just, yes, this is really eight points worth. Let's give it eight points. You
38 know, based on what? So I really do think we need to have maybe a little
39 bit more of a basis, especially under those things like measurements
40 because a matter of opinion can really sway this a lot.
- 41
42 Pearson: So in the public health we talked some about that whether it's really
43 appropriate that it doesn't automatically go in, do we want to take that
44 category out and put those points in other parts of this? An obvious place
45 would be safety. Connectivity gets 40 points, safety gets 25, upping
46 safety to 35 seems appropriate to me.

1
2 Herrera: I agree. I can tell you safety is the DOT's number one goal. So I always
3 want the safety points to be more.
4
5 Pearson: Is there any disagreement with that suggestion? Okay so we'll take out
6 public health, we'll change the safety category to be 35 points. Now let's
7 talk about how to spread of those 35 points around.
8
9 Waller: Before we go to that can I ask a question to the Chair and Dr. McAdams?
10
11 Pearson: Sure.
12
13 Waller: It has to do with safety, we're on the subject of safety and health. I'm
14 sorry I missed the October meeting, there was a presentation given that
15 gave ratings criteria, specifically the safety targets. I'm sorry I missed that
16 meeting, but it said that we wanted to limit the non-motorized fatalities and
17 energies to 228. What are the units? 228 what?
18
19 McAdams: Those are totals. I believe that's correct, 228 total fatalities.
20
21 Wray: Mr. Chair. Fatalities and injuries.
22
23 Waller: Was that information maintained by the New Mexico Department of
24 Transportation?
25
26 McAdams: Yes.
27
28 Waller: The second question, thank you for that answer. The second question
29 had to do with the areas, the high-risk areas. Are those areas in the City
30 presumably or also the County?
31
32 McAdams: We have, two things, we're working on the Active Transportation Plan.
33 We have a consultant looking at high-risk areas for bicycles and
34 pedestrians. In addition we're collecting high risk areas too for collisions
35 are well. So we have to refine so we have a good idea of where those
36 high risk areas for pedestrians and bicycles. And we're going to try to
37 refine them further but I think we can probably, we have enough statistics
38 right now, I can probably tell you where there are high risk areas.
39
40 Waller: Okay so we have good data, we have good (*inaudible*).
41
42 McAdams: We have good data. It's limited to, we have a year lag. So we have up to
43 2015. We're still waiting 2016 data and 2017, well 2017 not over yet. So
44 we have a good idea and can refine even further I think at a later point to
45 look at really high-risk areas. It's a combination when we look at
46 pedestrians and bicycle collisions. There are two things, on a corridor

1 level and on an intersection level, and corridor means in between
2 intersections or signal lights intersections, and intersections themselves,
3 you have to combine them both. And they have different types of
4 collisions as well.

5
6 Waller: Okay. Thank you for those clarifications.
7

8 Herrera: Mr. Chair. I guess going back to spreading out the additional 10 points
9 that we added to safety, I still feel like we need to take out C, or replace it
10 with something. I just don't ever want to see no as an answer for that one.
11

12 Pearson: At the very lease it should be improve rather than provide.
13

14 Herrera: Yes, at the least.
15

16 Wray: Mr. Chair, Ms. Herrera. If I may though, this is not going to be an
17 application per se, well it's not going to be an application that jurisdictions
18 are going to be coming with their project proposals and have to fill this out
19 and provide an answer for everything and satisfy us all as to the merits of
20 their project. This is a tool for the BPAC to evaluate project proposals. I
21 understand Ms. Herrera's point but I do want to offer a counter point of if
22 we do not have the ability within this toolbox to not reward projects the
23 BPAC deems to not improve the situation, the BPAC would thereby be
24 taking away a tool that they would have at their disposal otherwise to filter
25 out projects and let the good projects rise to the top and let the non-worthy
26 projects kind of sink to the bottom. I just want to offer that up. I
27 understand Ms. Herrera's point but I do want to offer that up as a counter
28 point. This is not an application, this is a toolbox that the BPAC will be
29 using.
30

31 Herrera: Good point. With that being said I say that we change provide to improve
32 and then I'm happy. Then Mr. Chair to your point about intersections,
33 because we know that those are dangerous for cyclists, I think we should
34 have, I don't know if there's a way to put that in here, but I think it's
35 important.
36

37 Bencomo: Mr. Chair. I agree with that comment for in-road facilities. I think
38 intersections need to be a component of that. For the trials, I think
39 roadway crossings need to be a component of that and type of road.
40 There may be, and I mentioned this the last time we met, a point criteria,
41 for example if I'm going to cross Amador, that's going to be less points
42 than if I'm crossing McClure which is a slower speed, less heavily traveled
43 roadway compared to Amador where I have to cross multiple lanes to get
44 across. So I think there needs to be some criteria for the in-road and then
45 some criteria for the trails also where they do roadway crossings.
46

- 1 Pearson: Well this is the trail criteria we're looking at.
2
- 3 Bencomo: Okay because we keep, people keep mentioning like Hadley and other
4 roadways and things like that, so I'm just following along with what's going
5 on here. So if we're just talking about trails then it only needs to be
6 roadway crossings in, type of roadway crossing, heavily traveled or not,
7 things like that.
8
- 9 Herrera: Mr. Chair. I don't know if I completely agree with the comment that it
10 should only be roadway crossings, just because we have trails that are
11 adjacent to roadways like the Triviz Trail, and you still have to use the
12 intersection to cross. I mean I guess that could still be just considered a
13 roadway crossing more than an intersection. Maybe just semantics there
14 I'm not really sure.
15
- 16 Pearson: Because in my mind crashes happen at intersections. Any roadway
17 crossing of a trail is an intersection in my mind.
18
- 19 Herrera: Right.
20
- 21 Pearson: Well just to through something out there I guess I suggest A, B, and C,
22 change those to 10 point levels, and then add a five point level for D for
23 consideration of trails and intersections, I don't know about the wording. I
24 need some help wit the wording.
25
- 26 Curry: Well I would actually propose to slightly change that. I would say 10
27 points to A, B, and then the C would be the intersections and then the D,
28 for the five points, would be along the line of does the proposed project
29 improve the safety and security of the route for various destinations, and
30 give that the five points since that's one where we'd like it to be obviously
31 there. And then the 10 points goes to the intersections. So slightly along
32 the lines of what you're saying but just gives the 10 points to intersections
33 and make the five point one the improvement of the safety and security.
34 Because I think that that safety and security ...
35
- 36 Pearson: That makes sense.
37
- 38 Curry: Will be rolled into.
39
- 40 Pearson: It'll be reflected.
41
- 42 Curry: It'll be rolled into all the other questions that are already.
43
- 44 Herrera: I would agree with that. I like that suggestion. So I guess we just need to
45 work out the wording for the intersection or road crossing or what we're
46 going to call that.

- 1
2 Curry: And then I don't know if there's some way that you can put in the actual
3 measurement tool used because I think it's still as it's stated right now is a
4 little bit up to discrepancy of the rater.
5
6 Wray: Mr. Chair, Ms. Curry. To some extent there is always going to be some
7 ambiguity and we don't want to eliminate that completely. We do wish for
8 the BPAC Members when they're utilizing this to have some ability to
9 exercise their own good judgement. So just want to offer that up as well.
10 We don't want to completely eliminate the ability of BPAC Members to
11 exercise their judgement when they're utilizing this. Also kind of move
12 along the conversation as far as the point allocation. Am I to understand
13 correctly that the desired spread of points for A is going to be 10 points for
14 high impact, five points for moderate, and what was the consensus as far
15 as little or none; do we want to go with zero or one on that?
16
17 Curry: My thought was just to do it as a sliding scale, again leaving it up to the
18 person who's evaluating. Say on a scale of zero to 10.
19
20 Wray: Okay.
21
22 Curry: Where would you want it? Instead of saying it has to be a zero or a five or
23 a five or a 10.
24
25 Wray: And then the same thing for B.
26
27 Curry: I think for all of that whole section.
28
29 Wray: Okay.
30
31 Pearson: So I guess I would ask some professional planning wordsmithing for how
32 to rate the intersection roadway crossing, how to word that. Does the
33 project improve, provide improvements to existing roadway crossings at
34 the trail locations, I don't know.
35
36 Herrera: Well and maybe we just take it more basic and just say since we're going
37 to do a sliding scale are there a high number of roadway crossings or
38 something along those lines. So not so I guess focused more about are
39 there going to be a lot, are there going to be none, and then I don't know
40 how to work in the type of roadway crossings though. I guess that's
41 another component maybe.
42
43 Curry: Then this will also come back to are you looking at quarter mile route or
44 are you looking at two-mile route.
45
46 Herrera: This is complicated.

- 1
2 Pearson: Because if you have a two mile that crosses two major roadways that
3 might actually be a better route in the long run providing access away from
4 the roadway itself. So long as the roadway crossings are improved
5 enough to make it as safe as you can make it, then in my mind that would
6 be a higher rating than uncontrolled crossing some place else.
7
- 8 Herrera: I agree. Maybe does MPO staff have any suggestions for us?
9
- 10 Wray: I apologize, we're having a little sidebar conversation. What's the
11 question?
12
- 13 Pearson: We're trying to work out the wording for the points for roadway crossings
14 or intersections.
15
- 16 McAdams: I can comment on this. I think that, we don't like, Andrew says and I agree
17 with him completely it shouldn't be too specific. We some kind of
18 ambiguity without being too vague. There'll be judgement I think. We'll
19 have some judgement, everybody has judgement, but I think we can
20 probably come up with a consensus of where there's a large intersection,
21 we can do some documentation but I think we don't want to make it too
22 specific, but make it specific enough. That's (*inaudible*) enough. But I
23 think judgement does play into it but too much is too much later is also
24 dangerous and not enough is also dangerous as well. So I guess a
25 compromise, staff can look at first say what we think about it and then it'll
26 come to the BPAC of course and look at what they think is a dangerous
27 intersection etc. So I think some of it's perception because it is very
28 complex and we can look at, you know our brains are very powerful, we
29 can look at multidimensional and really judge, make a good judgement call
30 which is also very valid too.
31
- 32 Pearson: But for tonight I think we just need some statement to stick in there that
33 says how to evaluate roadway intersections from zero to 10. Are
34 roadway/intersections handled, are the ... I'm at a loss for words, that's
35 the problem.
36
- 37 Herrera: I think it's, we don't have anywhere on here that I'm seeing unless I
38 missed it and someone can point it out, anything about the length, the
39 proposed length of the trail and so I'm just trying to get to the point that
40 was made about if you have a two-mile trail it's probably possibly going to
41 cross more roads than maybe a half-mile trial, so I don't know if that's
42 getting too complicated, but we don't have anywhere on here that I see
43 that says anything about length which is okay, but again I don't know how
44 to address the roadway crossings without that sort of.
45

- 1 Nunez: Mr. Chair. I guess a couple of times we've talked about going back up to
2 how we're going to use this or I have anyway, and I kind of eluded to it
3 also earlier, is whenever you had the right-of-way acquisition comments
4 and I would put this comment in that category also, it's like other items of
5 consideration. I realize you guys are doing a really good job as far as
6 weighting a lot of this and if we can get there, great. If you guys want to
7 keep carving at this. But I just think that whatever we've got, and I'm
8 going to repeat myself, is all of the suggestions we've had, if we apply
9 even what we have here to those trails, that I would think that you'd have
10 five of them that would come to the top and things we'd want to pursue
11 first and then other items and trails that we've identified and pass and
12 whatever else in the City. So I don't know, is anybody seeing the end of
13 this? Are you getting what you need? Are we getting what we need?
14
- 15 McAdams: I think it's more important that you get, BPAC's getting what they need and
16 accomplished, not whether staff feels, to a certain degree it is, but I will be
17 glad to interpret it. It's really our role to coordinate and facilitate and so
18 you're comfortable, because you vote on it.
19
- 20 Nunez: Right. Well I guess to that end is like, and I'll say it again, is I hoped to
21 see all of the items we've listed, evaluated using this or something very
22 close to what we've generated.
23
- 24 Herrera: Mr. Chair. I think that's the next step once we figure out the weights then
25 we're going to run all of the projects. Isn't that literally the next item on the
26 agenda?
27
- 28 McAdams: Mr. Chair, Ms. Herrera. I think we're going, in the next, I don't want to
29 jump ahead. We're talking about selection which we can, all the
30 committee members can (*inaudible*) the project and I can tell more about
31 that. But in regular relations which is about length of projects, the length
32 of project will determine I think how digestible it is with any governmental
33 entity. Like for example all (*inaudible*) on the multiuse path were done in
34 stages. So obviously if you look at some ideal project, what would be
35 considered a considerable project could probably look smaller sections
36 instead of big, because that would automatically, politically and financially
37 for governments that will limit it already, so I think that, and sort of jumping
38 ahead, a small chunks, you know a mile or two will probably be a good
39 way to go instead of big long stretches like the entire Mesilla/Las Cruces
40 Lateral. So I think it's sort of inherent in the, what we judge as what is a
41 (*inaudible*) and potential project.
42
- 43 Wray: Mr. Chair. As a suggestion for language for letter C under safety, perhaps
44 just a simple question of does the proposed project improve road-crossing
45 safety?
46

- 1 Pearson: Yes, I was thinking, because in my mind if we have a project that is
2 completely with no intersections and a project that crosses an intersection
3 but we're putting Hawk signal or crossing roadway and there's a Hawk
4 signal in, they should be rated the same because the Hawk signal would
5 give you as much safety as possible. So maybe my thought is does the
6 project provide acceptable roadway intersection crossing safety? And
7 then we rate it from zero to 10.
- 8
- 9 Herrera: Yes, let's do that.
- 10
- 11 Pearson: Any further refinement on that statement? Okay. Are we happy with that
12 section then? Does staff have what we're talking about?
- 13
- 14 Wray: I believe so. My intention is once there's consensus that I'll read through
15 the entire matrix from top to bottom to ensure that everything is the way
16 that the Committee wants. So we'll have a summation at the end of this
17 conversation.
- 18
- 19 Pearson: So I think that covers the safety. Are there any other comments on
20 connectivity, any changes that need to be made there?
- 21
- 22 Wray: Mr. Chair. I think that I have kind of figured out where the confusion was
23 as far as the point spread within connectivity. The 10 points is split up
24 entirely among all of the different land use items; schools, grocery stores,
25 etc and then each one, it was a little bit unfortunately laid out because it
26 does lend itself to confusion, but then F, G, and H, each one of them are
27 worth 10 points, leading up to the total of 30 under the transportation
28 section at the bottom, 10 at the land use section at the top for a total of 40.
29 Just wanted to make sure that everyone clearly understood that because I
30 had to read it a couple of times before I finally was able to tally the
31 numbers myself.
- 32
- 33 Curry: Thank you. We saw that too. Mr. Chair I do have one little point that I'd
34 like to bring up just because I'll be sorry if I don't at least say it now. I do
35 feel that land use should get more points than transit stops. Because land
36 use entirely gets the same amount as transit stops and the transit stops
37 are dotted all around, so I think that they will tie in anyway. But I'd like to
38 see 15 points going to land use, so three to each of those five categories,
39 and then transit stops going to five, just a little shuffle of that. Because I
40 do think that it's really important that we're connecting to schools and
41 grocery stores and parks and places that people are going. Transit is
42 important but I don't think that the majority of the people that are riding
43 their bicycle for transportation need to be connecting to a transit stop. And
44 I think because we have a good number of transit stops around and they
45 are typically at the grocery stores and at the parks and things like that with
46 the schools, I think that'll tie in automatically.

1
2 Bencomo: Mr. Chair. I agree with that. Just a little sidebar discussion with Ms.
3 Curry, in looking at that I hadn't noticed that because that was confusing to
4 me also when I saw the land use 10 points and then A, B, C, D, E, to F,
5 but then G and H were there also, so maybe, as land use is A through H,
6 correct. It's not just the first A through F. So the schools I think to me are
7 very important. I mean we're trying to create safety, we're trying to create
8 mobility, we're trying to create things that get people from place to place,
9 to important places and a lot of our youth is hopefully what we're going to
10 focus on because those are our future riders and when they become riders
11 and grow up and have families, then hopefully their kids will be riders and
12 that's how we grow future riders and walkers. I keep focusing on bicycling
13 because we say bicycling here, but it's walking, biking, running,
14 everything. It's active transportation. It's what this is about. So I think
15 schools need to have a little higher point potential than even B through F.
16 I agree with G, the 10 points there because the connectivity is a huge
17 piece, making sure we connect because pieces of trail that don't connect
18 to anything are useless. So G I think those 10 points are good. Yes, F
19 and G both. They're both connectivity. But the transit stops, they're
20 important because we're trying to create that active transportation and
21 mass transit is part of active transportation, but schools at only two points I
22 think are a little low in my estimation and maybe even parks because
23 that's another big piece of connectivity to get people out and active and
24 using these trails, it's connectivity to those things. Thank you.
25

26 Herrera: Mr. Chair. I have more comments. So on F and G I'm just going to throw
27 this out and you guys can tell me if it's crazy. Instead of having it worded
28 that way, maybe we just combine those two and say something like, does
29 this fill a gap in the trial network? And then give it 10 points and then we
30 can spread that other 10 points between schools and parks and the land
31 use however we see fit. Because I really think it's more about filling gaps
32 than does it connect to a present trail. Well it might but if it's not filling a
33 gap then does that really matter?
34

35 Pearson: Right, yes, I think, I appreciate that comment because nationally even,
36 and in Las Cruces it's happened, almost every place, you have a nice trail
37 on this side of town, you've got another nice trail on the other side of town,
38 but ne're the two do meet. So a category that awards extra points for that
39 is important.
40

41 Bencomo: Mr. Chair. I agree with that, but first I want to start with saying I think
42 Jolene's crazy. I'm just kidding. Call me crazy. But I agree with that too.
43 I was looking at that same thing and combining those two together, just
44 connectivity would be perfect.
45

1 Waller: Mr. Chair. I have a comment about connectivity and again A through E
2 and I think we have to ask a question, why are people walking or using
3 their bicycle to go to work or to ride to school? I think Ashleigh had said
4 that connectivity with school is very important and maybe should get a
5 higher rating. I think if you look at major metropolitan areas, the reason
6 people ride bicycles is to go to work and we have NMSU and we have
7 downtown Las Cruces, so that should get a high rating hypothetically.
8 Parks is maybe a convening area where people take their bicycles and
9 take their bicycles off their car and hop on the bikes and go use a trail, so
10 maybe that's up there as well. I'm not getting medical facilities unless
11 someone has an accident. True, I commend people who ride their
12 bicycles to go to the grocery store, that's really awesome, but maybe not
13 as much as high of a rating as actually using your bicycle to go to work.
14

15 Pearson: If you're using a bicycle to go to work you stop by the grocery store on the
16 way home.
17

18 Waller: There you go. Point well taken. I just want to make that comment. Thank
19 you.
20

21 Pearson: Okay, well something I just noticed, if we have F and G combined as 10,
22 that leaves six categories , each of those could be awarded five, that adds
23 up to 40. So we could give each of the categories five points on a sliding
24 scale, zero to five for each of those others and I say that because it adds
25 up nicely and it makes it done.
26

27 Curry: Yes.
28

29 Herrera: Well and it still leaves enough wiggle room for people to have judgement
30 in there, so if you feel like schools are really important then you can put
31 that at five, if other people feel like employment centers, it leaves that
32 subjectiveness in there which is good for planning somewhat. So yes,
33 let's do that.
34

35 Pearson: Okay, so I think I know what we have in front of us. Does staff know what
36 we have in front of us?
37

38 Wray: Was there any further conversation to be had about number four?
39

40 Pearson: I think we should just make it a sliding scale to match the others instead of
41 a yes or no, because instead of saying yes or no, well it might be half a
42 mile away from one of the census tracked areas and another project might
43 be a quarter mile and that might reflect on how you make individual
44 evaluation.
45

- 1 Wray: All right Mr. Chair, then with that being said I'll begin the rundown of the
2 matrix as I have it written down in my notes, so if I have anything written
3 down incorrectly someone please correct me. But under connectivity we
4 have the land use, each one of the items from A down to E; schools,
5 grocery stores, medical facilities, employment areas, and parks, City, and
6 regional parks all will be awarded a maximum of five points on a sliding
7 scale. We now have a new subheading F, does the proposed project
8 integrate with the trail network for a total of 10 points on a sliding scale.
9 Then lastly a new letter G, transit stops for a total of five points on the
10 basis of, I guess this one would remain a yes/no on the basis of the
11 quarter mile from a transit stop. Pause here. Is that the consensus of the
12 Committee on number one?
- 13
- 14 Pearson: I think the transit stop just becomes part of the land use list.
- 15
- 16 Wray: Okay. Well either way, five points. That's okay. Fine.
- 17
- 18 Curry: Mr. Wray. Just because there're three choices in there I think you need to
19 have a five-three-zero, five-two-zero.
- 20
- 21 Pearson: Sliding scale.
- 22
- 23 Curry: Because it either connects or it's a quarter of a mile or it's not a quarter of
24 a mile.
- 25
- 26 Wray: Yes, that's correct. I misread my thing here. So five-three-zero. Yes
27 thumbs up would be good. So then moving on to safety, there is a total of
28 35 points available to be awarded for the safety category. Letter A has
29 maximum of 10 points on a sliding scale; what level of impact does the
30 facility have to redirect bicyclists away from an area that has high bicycle
31 crash rates, maximum points would be awarded towards the area that
32 does the most to improve. Letter B; how does the proposed project assist
33 in reducing the bicycle crash rate, fulfill the NMDOT safety targets as
34 detailed in the MTP adopted by the MPO Policy Committee, again
35 maximum points awarded towards projects that would have the most
36 impact in meeting the safety targets. Then the new letter C, does the
37 proposed project provide acceptable road crossing safety for a maximum
38 of 10 points on a sliding scale. Then lastly, new letter D, does the
39 proposed project improve the safe and secure route for bicyclists to
40 various destinations, maximum of five points on a sliding scale. Is that the
41 consensus of the Committee?
- 42
- 43 Pearson: Yes.
- 44
- 45 Wray: Okay. Public health has been stricken. Next, socioeconomic equity,
46 maximum possible in this category is 20 points. Letter A, a maximum of

1 10 points on a sliding scale; is the proposed facility located in a low/
2 moderate income designated U.S. Census tract as indicated in the
3 adopted MPO public participation plan. Letter B, a maximum of 10 points
4 on a sliding scale; does the proposed trail assist low income persons to
5 access areas of employment, shopping government, offices, etc. Is that
6 the consensus of the Committee?
7

8 Pearson: Yes.
9

10 Wray: Next we have the new number four which is readiness and I believe if my
11 notes are correct we have a maximum of five points here. The first one is,
12 we did not actually develop a statement for this so I'll just sort of
13 improvise, but does the proposed project have additional financial match
14 contribution, actually probably not the word match, additional financial
15 contribution for a maximum. This one would effectively be a yes/no
16 question for a maximum of 3 points. Is that the consensus of the
17 Committee on that statement?
18

19 Pearson: Yes.
20

21 Wray: Okay, then letter B under that one; how many steps are there remaining
22 on execution of necessary intergovernmental agreements. No steps
23 remaining is worth two points, one step remaining is worth one point. Wait
24 a minute. Then I guess, I just realized that my math does not add up
25 because I have an extra 0.5 of a point hanging out here in space.
26

27 Herrera: Mr. Chair. Sorry, can I just make a suggestion.
28

29 Wray: Yes, please.
30

31 Herrera: Maybe we just say something like; are the intergovernmental agreements
32 complete, yes/no.
33

34 Wray: I would agree that that would be the better way to do that.
35

36 Herrera: For a maximum of two points for a yes.
37

38 Pearson: Okay. So staff has presented us with our changes, so I'll hear a motion to
39 adopt this Trail Plan Matrix as just read out.
40

41 Curry: Mr. Chair. Can I just say, and we're striking 5c?
42

43 Pearson: Yes.
44

45 Curry: You struck that one.
46

1 Wray: Yes that was my understanding of the consensus.
2
3 Curry: Okay.
4
5 Herrera: Mr. Chair I will make a motion to accept with changes made just now and
6 read by the MPO staff the Trail Plan Projects Evaluation Criteria.
7
8 Curry: I second that.
9
10 Pearson: So we have a motion and a second to accept the trail plan criteria. All in
11 favor "aye."
12
13 MOTION PASSES UNANIMOUSLY.
14
15 Pearson: Any opposed? So that passes. We did good work today.
16
17 Wray: Mr. Chair. Staff will work on getting a fresh approved document
18 distributed to the Committee. I don't know that I want to promise
19 tomorrow, but sometime in the very near future we'll distribute a cleaned
20 up copy of this for everyone's review.
21
22 Pearson: Okay.
23

24 **6. DISCUSSION ITEMS**

26 **6.1 Recommended Trails for Evaluation Matrix**

27
28 Pearson: So we're onto discussion items, recommended trails for evaluation.
29
30 McAdams: As we alluded before, we've all discussed on several occasions potential
31 trails and we've had meetings etc. We would like to know if you could all
32 give us a list of what you think should be evaluated. So staff again as I
33 say, revised the matrix and clean up, and then use those to do our
34 preliminary evaluations and come back next time with our points and then
35 of course you can take those points and revise them too. So we'd like to
36 get a potential list of projects from each of the members or how many
37 would like to respond, and we'll put them through the matrix and next time
38 I hope we can deliver something, we will deliver something.
39
40 Pearson: Okay. Well I have three things in mind so I'll just go ahead and list those
41 and then we continue other discussion. My favorite project is connecting
42 from the end of Motel Boulevard to the Outfall Channel Trail. That's a
43 piece that's used routinely. The other project would be connecting from
44 the Outfall Channel Trail at the beginning point and the midpoint where the
45 Armijo Lateral is, follow the Armijo Lateral through where it'd go past
46 where the Amador Proximo part of the project is designed by the train

1 station and continue on there past Community of Hope area and then it
2 kind of goes around along Barker Road at some point and kind of
3 terminates near the vicinity of Barker Road and Valley. That facility
4 actually makes a left turn and then heads across towards the railroad
5 tracks and everything. I would stop it at that point for this initial project for
6 my project that's on the list. And the other one would be starting at the
7 same starting point from the Outfall Channel and the Armijo Lateral and
8 then come down where you end up near Madrid and close to Main Street
9 and then it crosses Main Street and it will joint up with that, right the rest of
10 it's connected through but up to Madrid, to connect with the part. I'll add
11 one more then, the final connection is the very end, connect out of the end
12 of that paved trail by the police station into the intersection area, somehow
13 out of there into the downtown area, maybe through the fire station
14 parking lot, maybe through the CDS parking lot, some place in there, but
15 that final connectivity piece. Who wants to go next?
16

17 Nunez: Mr. Chair, Dr. McAdams. I remember from our work shops we had three
18 groups that presented five projects each and some of those even overlap,
19 so whatever those 13 were.
20

21 Herrera: I agree with that. Since we did have the work sessions and those were
22 open to the public somewhat to give input, I feel like we should include all
23 of the projects that came out of that.
24

25 Pearson: I think that actually covers the ones that I just mentioned.
26

27 Herrera: Right, so I guess to take this a step back I would suggest that we use
28 those projects and any trail projects in the MTP as our project list and not
29 just throw projects out that are our pet projects, because those have been
30 vetted publically through a process. I know this is a public meeting but
31 they haven't been vetted. Also any project that is going to apply for
32 federal funding must be in the MTP or consistent with the MTP and so I
33 know that we're just doing this as sort of an exercise right now but I worry
34 about that in the future.
35

36 McAdams: Can I comment on this? We're looking at only first tier trails and if we want
37 to move stuff from second to first we should, that would sort of an
38 amendment, and anything that's not in the MTP shouldn't be considered.
39 So the 13, if they're not in the first tier trail, we have to have an
40 amendment to move them up, and if anything is not on the MTP I think the
41 staff would throw them out. We would tell you when we throw them out,
42 but those 13 may or may not be on the MTP or on the first tier, so I think
43 ...
44

45 Pearson: I'd like to have you bring that to us and tell us which ones don't.
46

1 McAdams: Well yes, of course, I mean that's what I mean. If we look at 13 and say
2 well that's a second tier and you want to make it a first tier or it's not in the
3 MTP I think that would be sort of out, that would be thrown out, but of
4 course we would tell you why it's been thrown out. So most of them, most
5 of them were kind of in, as far as I recall, were in the MTP but of course
6 I'm not sure. So I think that's our criteria. Anything not on the MTP could
7 be considered as later perhaps, because doing the MTP in one year. But
8 if the, so the criteria are already say not an MTP, we push it aside for
9 further consideration or maybe no consideration. The next set would be
10 are this first tier, all right. The other tier, the second tier we're going to
11 convert it to first tier.
12

13 Herrera: Right. So I guess that's my comment is just that instead of just throwing
14 out a bunch of projects right now we need to have that list of projects that
15 came out of the work session in front of us.

16 McAdams: Okay.

19 Herrera: So we can look at and then if we need to add anything else in order to get
20 those amended into the MTP if we need to at a future date, that's I think
21 the information that we need before we can do this in my opinion.

23 McAdams: Can I comment a little bit? I think that since we're going to do an update
24 of the MTP in one year and really what we're talking about is bringing
25 those projects up the CIP. I just recommend as staff we won't even look
26 at those, they're not on the MTP period. They could be evaluated a
27 different time. If they're not first tier they should go ahead of the rank, and
28 second tier we have to move them, so it's really ...
29

30 Pearson: If you're saying don't look it isn't.
31

32 McAdams: Well not, no, no. I think ...
33

34 Pearson: I want to see the list. I want to know which ones are not ...
35

36 McAdams: No, no, no I'm not saying that.
37

38 Pearson: Can't be considered as part of the project, but I want to see the list.
39

40 McAdams: I'm saying (*inaudible*) too but I think in the means of efficiency and
41 effectively, we can divide them into a sieve. You know we'll want to do is
42 an end product will be, here is the project, we will want to push toward any
43 jurisdiction, City, County or perhaps Town of Mesilla. But (*inaudible*) and
44 the others we can leave for either update of the plan coming up soon or if
45 it's like in the plans still whether check into first and I think, I guess that's

1 what I'm saying. Once you move first and so get through projects, and
2 then these other are more long-term.
3

4 Herrera: Mr. Chair.
5

6 Bencomo: Mr. Chair.
7

8 Pearson: Jolene.
9

10 Herrera: So before I have any discussion on this I want to see the list that came out
11 of the work session. I want to see the list of trails that are in the MTP
12 currently. I want to see those two lists. I want us as a committee to use
13 this matrix to rank those because MPO staff ranking them, I mean that's
14 okay, it's a sliding scale and since we came up with this evaluation matrix I
15 feel like we need to rank them. It's going to be a long meeting, maybe a
16 work session instead, but I think that is what we need to look at before we
17 just start throwing projects out there because the three that George just
18 said, I mean maybe those are already on that list of 13 projects. I just feel
19 like there was a time and a place for public input, it was at the work
20 session, so why are we adding projects now for evaluation?
21

22 Bencomo: Mr. Chair. So maybe I'm misunderstanding all this. Maybe I'm lost here,
23 but I agree with Ms. Herrera and I disagree. I agree because we had a
24 work session and the public was invited, they gave their input. That needs
25 to be part of this, whatever those projects are need to be part of this. As
26 far as these being our pet projects, I don't think that term is accurate
27 because the vast majority of these projects, the ones that George named,
28 are the same ones I have on my list including some others and our
29 projects that I have heard from members of the public over and over again
30 that they want those things to happen. So it's not just coming from this
31 group, it's coming from input that we have had not only through BPAC
32 work sessions but in our dealings with the public, that's why I am a citizen
33 representative because I'm out there dealing with the public through the
34 trail alliance and walking and running and biking groups, those type of
35 things, so that's the input where it's coming from.

36 Also, again maybe I'm not understanding correctly but this is a new
37 matrix that we just came up with to evaluate criteria for trails that we're
38 going to put out there, so any existing trails I think need to be vetted
39 through this same process. They need to be brought back through this
40 process. Now whether that takes a formal meeting where they can be
41 rediscussed or it can't happen till a certain time frame, whenever it can
42 happen, it needs to happen because those other projects, where they
43 came from, how they decided that they got put on the list or not, I have no
44 clue how that happened. Was there a matrix similar to what we use or
45 were they just the pet projects that people threw out there and now they're
46 on a list because they thought that was best. Now that we have

1 something that's more objective they all need to be run through that
2 process again, even if it's just informally for now and then formally later.
3 Even the current ones need to go through that.

4

5 Wray: Mr. Chair, Mr. Bencomo. Things that have been decided by the MPO
6 Policy Committee, those decisions are not really up for review by the
7 advisory committee once those are made. So something that you're
8 suggesting of going back and redoing or re-reviewing the approved MPO
9 documents wouldn't be possible because that would be trying to override
10 the decisions of the Policy Committee. So now while I want to bring up
11 that point of caution, we are going to be starting the public involvement
12 period for the MTP next year so that would very much be the time to bring
13 that input into the MTP process. But as far as retrospective process, once
14 something's been decided by the Policy Committee the ability of the
15 advisory committee's to kind of go back and revisit those decisions, unless
16 the Policy Committee directs them to do so, I wouldn't urge anyone to go
17 down that road.

18

19 Bencomo: So I'm not saying a formal process, I'm saying vetting those through the
20 same process to see where they would end up. Now as an advisory
21 committee maybe I need to learn more about the process and how these
22 committees work one with the other and as we advise them I don't think
23 it's impossible, I think we have the ability to suggest to them, give them
24 advise, we're advising them that there's a new matrix and it needs to be
25 considered and they may look at it and say, well we're consider it in a year
26 when we do this. But I don't know that there's anything that's impossible
27 for us to give them what we think should occur and then they will decide
28 whether they're going to follow through on that or not.

29

30 McAdams: I think that, can I interject. I think these are more what you're talking
31 about, more of long-range plan and evaluation of the next MTP. And also
32 staff's time is very limited. We would have to evaluate every thing, but I
33 agree with what Andrew says, we have to make a decision edited all the
34 way for the BPAC all way the Policy and through the pubic. And to do that
35 would turn back, we're questioning what was the (*inaudible*) and it can't be
36 done because it's a legal document per se. So unless you have real good
37 claim, and you may to challenge some of the plan, I'm not sure if that's
38 really what we want. What we want is really a list of projects we can firmly
39 say to the City, the County or the Town, this is what we choose. We're
40 firmly behind it, we have vetted it, we have looked at criteria and this is
41 what we want. The other question we talked is more of a long-term more
42 contemplative things where we can get it. Remember this is not scientific,
43 it's a way of judging thing through objective ways but what is meant
44 because we had so much trouble in the beginning decide what we should
45 prioritize. This is a tool to decide and it's definitely not scientific, it's based
46 on judgement, it's from criteria, but they're weighted criteria and they're

(inaudible). So I'm saying, you want to say it's these issues we start to challenge these things, it's equivocal to saying the plan is not worthy.

Bencomo: Mr. Chair. I'm sorry I'm going to cut you off.

McAdams: No, I'm finished.

Bencomo: I'm not challenging them. You're using the word, you guys are using the word challenge and I'm not challenging them, I'm saying we came up with a matrix that never existed before, so we need to take a new look at this, they need to know this. They're going to go up to them and they're going to see ...

Pearson: The tool that we're defining is for evaluating this next set of projects that's coming up.

McAdams: Right.

Pearson: To use this tool to go back and look at other things, well the tool's not designed for that. If you identify where there are gaps in the current system that's where you could apply the tool that says, okay we need to fill that gap. I think I want to move us forward to make sure that we understand what's going to happen at our next meeting. We're going to have a discussion item I presume, you're going to bring us the 13 projects.

McAdams: Of course.

Pearson: You're going to bring us projects from the MTP. Staff may or may not categorize some of those projects as to whether, I mean that's part of the discussion that I don't understand, that I'm not clear on.

McAdams: Well what we're going to do is classify those we can quantify I think. We can say a quarter mile from transit stops and give a guesstimate or what we think. And for those where it's more we're relying on your judgement, those have flexibility, but what we'd like to do is facilitate the process as much as possible so we can calculate. How much ...

Pearson: In what I'm interested in seeing.

McAdams: Of course.

Pearson: I've mentioned some of the projects might not fit in the category that would fit on the MTP. If there was a project that was put off on the side that isn't on the MTP anywhere, then it becomes a project that we want to consider to move onto the MTP but it's not one that we're going to recommend the CIP process.

1
2 McAdams: No, and I think ...
3
4 Pearson: And so that's a discussion we want to have at our next meeting.
5
6 McAdams: Well it's true. I think we want to push those ... well I think that what we
7 would do is, our primary goal is to push projects toward the CIPs, the
8 short-term. The other, probably what should be included in the MTP is
9 really should be considered next year when we go. So I think it's a
10 categorizer. These are the ones we want to push forward and then the
11 other ones, these ones we want to put in our MTP. So I think there's a big
12 distinction. So the reason why we started I guess as a BPAC is really to
13 say we want to push for a project and (*inaudible*).
14
15 Pearson: It's clear to me what I want. Is it clear to staff what you're going to bring
16 us?
17
18 McAdams: I think it's clear. I think it's clear.
19
20 Pearson: Okay.
21
22 McAdams: Recap (*inaudible*).
23
24 Pearson: So then we should just move on then.
25
26 McAdams: One goes to the top and one we filter down one, two, and three. Exactly.
27
28 Herrera: Mr. Chair. I'm sorry to keep this conversation going, but I still feel like this
29 committee should do the scoring and not the MPO staff. I mean ...
30
31 Pearson: As far as the scoring I kind of agree. I think the staff can categorize
32 whether it meets the criteria to be on the MTP or not, but if these projects
33 fit in the MTP or the part of the MTP then these are projects we should
34 evaluate to move forward. If they're not on the MTP then we should
35 evaluate whether they should be added to the MTP.
36
37 Herrera: Yes.
38
39 Pearson: And that's what our discussion should be for the next time.
40
41 Herrera: Yes, I agree. So can we get this in like an Excel format?
42
43 McAdams: What in an Excel format?
44
45 Herrera: The criteria that we just ...
46

- 1 McAdams: Yes, we can.
2
3 Herrera: So that we can have the score sheets in front of us, do the scoring, after
4 we look at the list, MPO staff has already decided which ones are in the
5 MTP and can move forward, which ones are not. We score those ones at
6 the committee meeting and then hand them to you guys.
7
8 Pearson: Because our schedule is going to be, our next regular meeting is January.
9 So we want to do a preliminary scoring as a discussion item so that at our
10 February meeting we actually are recommending projects that will go to
11 the CIP.
12
13 Curry: Mr. Chair. May I suggest that we do it as kind of homework? That if it
14 gets sent ahead since we have two months to the next meeting and is it
15 possible to get it sent to use early January, give us two or three weeks
16 and then we can bring to the meeting what we have so we can discuss in
17 January already and then fine tune for February.
18
19 Pearson: This is an Open Meetings question.
20
21 Wray: Mr. Chair. I was just about to say, I don't believe that would be in
22 compliance with the Open Meetings Act for us to do that, or at least I'm not
23 for sure that I would be and I would not want to go down that road of
24 possibly not being in compliance. So I don't believe staff would do that.
25
26 Curry: We would then be doing the rankings not as individuals and then
27 comparing, but we would be doing it as a group.
28
29 Herrera: No, I still think that we come to the meeting and maybe we need to build a
30 work session into the meeting, but I still feel that like we can go through
31 each project, so let's say we have a list of 10 projects. MPO staff can
32 introduce it if they need to. We score, we hand all of our scores sheets to
33 one of the MPO staff and then they can tally those up for us and let us
34 know how the scores are.
35
36 Curry: So what's the difference between doing that scoring sitting here in front of
37 people and doing that scoring at our own computers?
38
39 Pearson: Open Meetings Act.
40
41 McAdams: It's an Open Meetings Act.
42
43 Bencomo: It needs to be done in the public.
44
45 McAdams: We want to make sure that the public is aware of the matrix. (*inaudible*).
46

- 1 Pearson: The project list is going to be a problem.
2
- 3 McAdams: And the projects are also discussed in public as well. So when you look,
4 and I think, and Andrew said we have to be very cautious, we do not want
5 to violate the Open Meetings Act, so I recommend more what we're,
6 introduce, I think we can bring the matrix for the packet but the actual
7 decision has to be open meetings, I mean in an open meeting.
8
- 9 Bencomo: Mr. Chair. I agree with Ms. Herrera in sitting here and doing that. I think it
10 needs to be a work session and not this meeting. This is more of a
11 business meeting where we finalize, this even was a lot of work doing this.
12 So I think maybe a work session to get that done and I think the process,
13 my personal opinion is more of a consensus process where, yes we're
14 going to fill out our own score sheets but we can discuss it amongst us
15 because we may be looking at it in terms of saying, "Oh this is very
16 important to Safe Routes to School," and I don't understand that myself.
17 So once that's explained to me I go, "Oh, okay, I get that and now I think
18 my point of criteria's probably going to be different now that I've had that
19 discussion. So I think we need to have a little discussion while we're
20 scoring also.
21
- 22 Wray: Mr. Chair, Ms. Herrera, Mr. Bencomo. Speaking for staff, I don't see the
23 need for a work session per se. I don't see that there has been a problem
24 really particularly with how we have worked to hash out these issues
25 tonight. I think it actually would be more valuable for the public also if the
26 decision making conversation takes place on the record which a work
27 session would not necessarily be so. Speaking for staff, I don't see why
28 this conversation couldn't take place in the context of a regular meeting. I
29 don't see the added value for a work session.
30
- 31 Pearson: So what kind of business do we have in the January meeting? We've got
32 election of officers. Would there be TIP amendments?
33
- 34 Wray: There would not. Yes, actually potentially there could be. I don't know
35 right now whether that would be necessarily the case but those never ...
36
- 37 Pearson: Is there anything else ...
38
- 39 Wray: TIP amendments typically do not take a great amount of time and then we
40 could just move, other than the potential for TIP amendments and the
41 election of officers which we do need to do in January, those are the only
42 two items that we would have for a meeting right now.
43
- 44 Pearson: We would have plenty of time so I think we can move forward with what
45 we've decided.
46

1 **7. COMMITTEE AND STAFF COMMENTS**

2

3 **7.1 MPO Staff Update**

4

5 Pearson: So I'm going to move us to our committee and staff comments section.
6 MPO, does the MPO have any updates for us?

7

8 McAdams: We do. As you know that the MPO is part of the Active Transportation
9 Plan and many of the consultants came recently to a design group and
10 many of you are aware of that too. There were a series of maps
11 presented, talk about many things we're doing right now. So I think we're
12 double-teaming, maybe triple teaming some of the things you're doing
13 now. We can provide you, many of those that were not at the meeting,
14 because many of you were, we can provide with all the PDFs for that, I
15 can transmit that through an e-mail. So I think this is a very positive thing.
16 I think a lot of things we're discussing there are being discussed in both
17 places. Somewhat different because we're taking an urbanized MPO
18 process where they're taking a sitting process. But again we're part of the
19 process. Well we will have a meeting tentatively in January which will be
20 external and internal groups. If you're not in any of those groups we are a
21 representative for the County and the university and there will be a public
22 meeting too as well planned in January. The date will be established by
23 the team, of course the MPO staff is on there too with the City staff and
24 Community Development and we will inform you of that date, if you don't
25 get through other notice. But I think it's a very positive project and one of
26 the things we're concentrating and double teaming maybe a little bit is how
27 transit connects with walking and bicycle. Andrew was saying the same
28 thing, so I think please continue support both efforts and knowing that
29 we're trying to double or triple our efforts in looking at trying to promote
30 bicycles and pedestrians, and transit connections to bicycles and
31 pedestrians as well.

32

33 Pearson: Okay. So that's all MPO has.

34

35 **7.2 Local Projects update**

36

37 Pearson: So local projects updates. The City have anything to tell us?

38

39 Nunez: Yes we have a number of projects here. We have current construction,
40 we have Solano ADA from Mulberry to Three Crosses. We have
41 Roadrunner Parkway out to bid, that extends to the north on Highway 70
42 about to Settlers Pass, we're going to cross that Sandhill Arroyo. It's
43 going to be nice I think. It's going to have four-foot shoulders, but I know a
44 lot of people who go along Bataan, they could shoot to the north there and
45 probably even hook up with Engler or whatever. But that's coming out to
46 bid here shortly.

1 We have the Dona Ana Road sewer line construction north of
2 Alameda there, but that's just the sewer line and we're not changing the
3 road, it's pretty narrow any way. We are going to be also finishing up a
4 design on that small subdivision that's call Alameda Estates; Karen, Jody,
5 Richard, Terry curb and gutter.

6 As far as let's see Telshor ADA is in design from Terrace to
7 Huntington and then we have on the microsurfacing projects, they did
8 College and Cortez, McClure, this curvy one over toward Valley, going to
9 restripe that. That's one I need to investigate a little bit and I was going to
10 talk to Ms. Curry and you George, I was going over the list that I'd given
11 you guys quite a while back on these resurfacing to see if indeed they can
12 change some of the striping on some of these roads. A lot of them
13 already have bike lanes and they're going back with those, but there may
14 be a couple I'm going to look a little closer at and McClure may be one of
15 them. Let me continue on here.

16 We have the El Paseo Road had and will again have shared lanes.
17 North Roadrunner Parkway from El Camino Middle School had bike lanes
18 and they'll restripe those back. Triviz, Griggs to Nevada had bike lane and
19 they're putting those back. Hadley, Walnut to Solano right, this one may
20 be the one. I know that right now that they do have some of the bike lane
21 has, closer to Meerscheidt they have the actual, drawn the bicycle figure
22 in the bike lane, but they don't in front of the natatorium there so I'm not
23 sure, maybe we can get them to put that figure back. Or make new ones
24 there, they don't currently have and maybe because of the transition into
25 the intersection at Solano for that, maybe he didn't have it for that reason.
26 I'm not sure.

27 Missouri, Telshor to east going up the hill, they have on street
28 parking as you know up to the east, it's really a wide road there on
29 Missouri. And they have on street parking and put the bike lane back.
30 University, shoulders, putting back right there by where Telshor hits
31 University. Don Roser to Telshor, but it's not signed. I'll dig a little bit
32 more on that list to see if there's any that we can ...

33
34 Pearson: So the resurfacing on University from I guess Telshor to Don Roser.

35
36 Nunez: Right.

37
38 Pearson: I was in a meeting with Soo, the traffic engineer and he said they're going
39 to put bicycle lanes on that and try to design it to match up with, he's
40 talking to the NMDOT consultant maybe or the engineers to try to match
41 up with that University/Triviz/I-25 project.

42
43 Waller: Mr. Chairman that will have the diagonals as the buffer?

44
45 Pearson: I can't answer that.

- 1 Waller: If you go further down University there's diagonals between the bike lane
2 and the traffic lane for automobiles. So is it going to match up that? With
3 the diagonal buffer?
- 4
- 5 Pearson: I don't know if they have room for a buffered bike lane in that area but I
6 think, from my recollection of what's available there they should be able to
7 put a dedicated straight through bicycle lane.
- 8
- 9 Waller: There's plenty of room for a bike lane.
- 10
- 11 Pearson: West bound. Just curious about it. It would be an added bonus.
- 12
- 13 Curry: I do remember, I believe I remember that Soo said that he was going to
14 make it a buffered bike lane.
- 15
- 16 Pearson: That could be for part of it. I just know that it's going to be better than it is,
17 than it was.
- 18
- 19 Waller: Yes, the surface is definitely better. There's not the potholes that can take
20 out someone and send them to the hospital.
- 21
- 22 Pearson: It's being done with the thought of connecting with whatever NMDOT ends
23 up doing.
- 24
- 25 Waller: Okay.
- 26
- 27 Pearson: So there should be a smooth transition between the City project and the
28 new NMDOT project that happens in two year, three years, later this year.
29 Okay.
- 30
- 31 Nunez: Mr. Chair and all of you. Your feedback just now has brought a smile to
32 my face and that you are talking to him and we're working through things,
33 so that's good.
- 34
- 35 Pearson: Okay, County have updates for us?
- 36
- 37 Casillas: Yes Chair, just a quick announcement. There is going to be a meeting on
38 November 28th at the Farm and Ranch Museum and this is regarding the
39 Soledad Canyon Road project. I talked with Dan Sambrano from
40 Engineering and he stated that the design of that project was about 70%
41 complete. So I guess we're just going to be seeking public input for that
42 project.
- 43
- 44 Curry: Could you please say the time and the location again for that?
- 45

1 Casillas: Time's going to be November 28, I believe that's next Tuesday from 5:30
2 p.m. to 7:30 p.m. at the Farm and Ranch Museum.
3

4 Pearson: Okay, does NMSU have any updates for us?
5

6 Kirby: No updates.
7

8 Pearson: Mesilla had to leave.
9

10 **7.3 NMDOT Projects update**

11

12 Pearson: That brings us to NMDOT.
13

14 Herrera: Thank you Mr. Chair. A few projects ongoing. The shoulder widening
15 over the pass, they're just doing minor things now, installing some of the
16 signs and cleaning out some of the wires and stuff, installing the flashers
17 warning people about wildlife crossing in the area, so that's being done in
18 the next couple of weeks. I know I said the end of October, but some of
19 the parts took a little bit longer to come in, of course, than they were
20 supposed to. So we hope to be done by the end of next week and have
21 traffic control out of there. So hopefully we're on track for another week or
22 so on that project.

23 The project on Thorpe Road is substantially complete, so they're
24 going to do a final inspection here next week and as long as there are no
25 issues there we'll be completely done with the improvements on Thorpe
26 Road.

27 The Tortugas Drive project is just a little tiny bit behind schedule.
28 They're about 80% done. Because we have had the cold lately, they've
29 had some issues with doing some of the concrete work, so now that it's
30 starting to warm up again we should get back on track and have that done
31 here in the next couple of weeks, by Christmas for sure.

32 The big project on Spitz/Solano/Three Crosses is on schedule.
33 We're about 40% done with the project. Good news is we got most of the
34 utilities in working with the City and so now if you've driven through there
35 there's been quite a few substantial changes in the past couple of weeks.
36 There's a lot of concrete work that's been done and they're getting ready
37 to start laying asphalt here probably in the next month or so, and hopefully
38 getting some of those lanes back open to traffic. But we are on schedule
39 with that project for completion next April.

40 Valley Drive rebids on Friday and so hopefully we'll get some better
41 bids in on that project. We'll have to wait until then to see what's
42 happening.

43 Then the University/I-25 project is on schedule. We are about 30-
44 40% designed on that project. We had one public meeting last month I
45 believe. I don't remember the date, but we should have another one up
46 coming around the 60% meeting, so we'll make sure to get that

1 information out to this committee and to the MPO staff. The project is
2 moving along nicely though and it's going to provide some good
3 connectivity of the bicycle path and the lanes on University and also just
4 great connectivity for the Pan Am Center. So it's going to be a really good
5 project. That one is scheduled to let next September, so September of
6 2018.

7

8 Pearson: And then it's like 90 days for construction after that?

9

10 Herrera: Probably. It's normally two months to award and then depending on their
11 ramp up time because it is a large project, our estimates are at \$25
12 million. It might be a 90-day ramp up time so we probably won't see
13 construction out there till maybe early spring of 2019. And that's all I have
14 unless there are any questions.

15

16 Pearson: Okay. Thank you.

17

18 **7.4 Committee Members Update**

19

20 Pearson: So we're onto Committee member update or comments. I have a follow-
21 up, there was some public comment asking about access to the MPO
22 documents, the minutes and the agendas and such. The historical ones I
23 guess and I notice on the website you've got a section ... can you bring up
24 the website real quick?

25

26 McAdams: Let me see if I can do that.

27

28 Pearson: There's a section where you have like two and three and four year ago list
29 of documents but not the most recent.

30

31 Wray: Mr. Chair. The most recent documents are available on the Google
32 calendar.

33

34 Pearson: Right. So that was going to be my comment is that for, except for the
35 current calendar year we should have the previous calendar years in the
36 same format as you have, so we would be missing 2016 from that list.
37 Just go to the meetings, drop down, and then go to, pick BPAC, pick any
38 of them, but pick the ...

39

40 McAdams: Documents.

41

42 Pearson: No, just go the meetings menu, up at the top. No I want you to use the
43 menu because that's where I found it.

44

45 McAdams: Okay, up here, meetings.

- 1 Pearson: Meetings and then go down and select Bicycle Pedestrian Facilities. Okay
2 so now there you see you've got the plus signs for the 2015, but where's
3 2016. How do you find 2016 documents?
- 4
- 5 Wray: It's in the Google calendar.
- 6
- 7 Pearson: That get's very difficult when you go back past a year. So my suggestion,
8 my hope is that you could update and this would apply to all three; the
9 TAC and the MPO too is that the historical documents are any prior years
10 and then the current year you could just access through the Google
11 calendar.
- 12
- 13 Wray: We'll take that suggestion under advisement Mr. Chair.
- 14
- 15 Pearson: Okay that's my comments for today. Anybody else have any comments?
- 16
- 17 Curry: Yes I have a comment. I spoke with one of our citizen's in the Town of
18 Mesilla, he's organizing the Toys for Tots ride and he is just, he wanted to
19 come tonight but just wasn't able to, but he was just having trouble with
20 NMDOT getting permission so the ride was going to go from Main Street
21 from the Plaza down along Picacho to Picacho Peak Brewery and he was
22 just wondering if there was anything he can do to kind of expedite that
23 because it's coming up relatively quickly and he's going to need to go to
24 kind of his plan B or plan C, so he's been speaking to Maria Hinojoso but
25 she's been sending lots of documents and he's just wondering if there's
26 anything you can do to confirm that.
- 27
- 28 Herrera: I can check with Maria and with Harold, her boss, but to be able to use a
29 state facility for an event like that there are requirements, especially
30 because it's a US Route and so I can check on it, but my guess is that
31 probably some of the documentation that's needed is not there. I'll follow
32 up though with Harold.
- 33
- 34 Curry: Thank you that would be great because he feels like he's provided
35 everything that's needed and it's just kind of, well we'll let you know when
36 we let you know, but if it doesn't' come up and all the publicity has to be
37 changed and the routes have to be amended.
- 38
- 39 Herrera: When is the ride?
- 40
- 41 Curry: It's the third of December, Sunday the third.
- 42
- 43 Herrera: Okay. I will check with Harold. He's out the rest of the week but first thing
44 on Monday.
- 45
- 46 Curry: Thank you so much.

1
2 Herrera: Let you know.
3
4 Curry: Will you let me know? Thank you.
5
6 Herrera: Yes.
7
8 Curry: Then I also just want to just add on a happy note, I just met with
9 Southwest Disposal today and they have collected from their staff and
10 customers, enough money to buy 50-55 bicycles for kids and helmets, and
11 they're going to be donating them to Conlee Elementary. So they're going
12 to find a way to do that and do a bike rodeo and give out those bikes. The
13 principal will work with us to figure out how to get them out in our
14 community.
15
16 Pearson: Anybody else?

17
18 **8. PUBLIC COMMENT**

19
20 Pearson: Okay we'll move onto public comment. Is there anybody from the public
21 who wishes to comment at this point? Seeing none.

22
23 **9. ADJOURNMENT (6:58)**

24
25 Pearson: I'll call for a motion to adjourn.

26
27 Herrera: So moved.

28
29 Curry: Second.

30
31 Pearson: We have a motion and second to adjourn. All in favor "aye."

32
33 MOTION PASSES UNANIMOUSLY.

34
35 Pearson: We're adjourned.

36
37
38
39
40
41 Chairperson



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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE ACTION FORM FOR THE MEETING OF January 16, 2018

AGENDA ITEM:

6.1 Trail Plan Project Prioritization

ACTION REQUESTED

Select priority of MPO First Tier Trails utilizing the matrix adopted by the BPAC on November 21, 2017. The selected projects will be presented to the appropriate MPO implementing agency for consideration in their Infrastructure Capital Improvement Program.

SUPPORT INFORMATION:

Attached is the matrix adopted by the BPAC on November 21, 2017, a list of planned projects to be evaluated by the matrix and a map showing the location of the potential projects.

DISCUSSION:

On August 8, 2017, a special BPAC Workshop was held to assist in the selection of a preliminary priority of projects from the MPO First Tier Trails. At the following regular BPAC meeting held on August 15, 2017, the BPAC reviewed the suggested projects resulting from the Workshop. At this meeting, it was not clear which projects should be put forth as priority projects to MPO implementing agencies. To better evaluate these projects, MPO Staff suggested the development of an evaluation matrix. A BPAC Workshop Session held on September 9, 2017 to initiate the development of an evaluation matrix to assist in project prioritization. On October 17, 2017, the MPO staff presented a draft matrix based on the Workshops Session of September 9 for BPAC review and revision. On November 21, 2017, the staff presented the revised matrix which was discussed, finalized and adopted by the BPAC.

At this meeting, BPAC members will utilize the adopted matrix to evaluate projects derived from the BPAC Workshop held on August 8, 2017. It is anticipated that this result in a set of projects which will be sent to the appropriate jurisdictions for consideration in their Infrastructure Capital Improvement Programs.

6.1 Attachment:
Trail Evaluation Matrix

Project Number	0				
Project	PERFECT				
Description	None				
Length (miles)	0.0				
Criteria	Criteria Subset	Criteria Subset	Max Points	Score Based on a sliding scale unless noted	Comments
Connectivity <i>How does the proposed trail link various land uses and the rest of the transportation system?</i>	Land Use	Schools	5		
		Grocery stores & shopping	5		
		Medical	5		
		Employment	5		
		Parks	5		
	Transporation	Network <i>Does the proposed project integrate with the trail network(i.e., existing bike lanes, proposed trails?)</i>	10		
		Transit <i>Connects (3 pts); not adjacent-1/4 mile from present transit stop (1 pts), does not connect (0 pts)</i>	5		
Section Subtot			40	0	

6.1 Attachment:
Trail Evaluation Matrix

Project Number	0				
Project	PERFECT				
Description	None				
Length (miles)	0.0				
Criteria	Criteria Subset	Criteria Subset	Max Points	Score Based on a sliding scale unless noted	Comments
Safety Potential to reduce bicycle injuries and fatalities in their ability to meeting the State Safety Targets		Redirection of Bicycle Traffic <i>Level of impact to redirect bicyclists away from an area that has high bicycle crash rates?</i>	10		
		Reduction of Bicycle Crash Rates <i>How does the proposed project assist in reducing the bicycle crash rate and fulfill the New Mexico DOT Safety Targets as detailed in the MTP adopted by the MPO?</i>	10		
		Safer Route <i>Does the proposed project provide for an improved route that is more safe and secure for bicyclists to various destinations</i>	5		
		Number of Intersection Crossings <i>Does the proposed trail have an acceptable number of intersections that are safe to cross with a bicycle?</i>	10		
Section Subtot			35	0	

6.1 Attachment:
Trail Evaluation Matrix

Project Number	0				
Project	PERFECT				
Description	None				
Length (miles)	0.0				
Criteria	Criteria Subset	Criteria Subset	Max Points	Score Based on a sliding scale unless noted	Comments
Socio-economic and equity <i>Does the proposed route provide opportunities for economically disadvantaged persons to safely bike in the MPO Area?</i>		Serves Low/Moderate Income Areas <i>Is the proposed facility located in a low moderate income designated U.S Census Tract(s) as indicated in the adopted MPO Public Participation Plan?</i>	10		
		Access for Employment etc. <i>Does the proposed trail assist low/income persons to access areas of employment, shopping, government offices etc.?</i>	10		
Section Subtot			20	0	

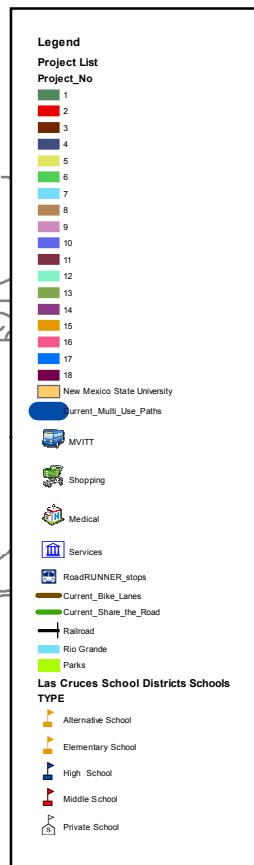
6.1 Attachment:
Trail Evaluation Matrix

Project Number	0				
Project	PERFECT				
Description	None				
Length (miles)	0.0				
Criteria	Criteria Subset	Criteria Subset	Max Points	Score Based on a sliding scale unless noted	Comments
Readiness <i>Ease of project implementation</i>		Financial contribution (Yes=3 pts.; No=0 pts.) <i>Is there additional financial contribution?</i>	3	0	
		Inter-governmental agreement (Yes=2 pts.; No=0 pts.) <i>Intergovernmental agreement in place</i>	2	0	
Section Subtot			5	0	
		GRAND TOTAL	100	0	

6.1 Attachment:
Projects To be Considered for Evaluation

Project Number	Project Name	Description	Length
1	Southern Multiuse Trail	Calle de Norte to Union Blvd	1.7
2	Hadley Ave. East	Multiuse Trail (east) to Solano	1.8
3	Las Cruces Lateral (Section 1)	Multiuse Trail (north) to Greening	1.6
4	Las Cruces Lateral (Section 2)	Greening to Montana	1.9
5	Las Cruces Lateral (Section 3)	Montana to Union	1.8
6	University Loop	Triviz Ext. to Union	1.7
7	Triviz Extention	University to Wells	0.8
8	Armijo Lateral (Section 1)	Las Cruces Lateral to Parker	0.9
9	Armijo Lateral (Section 2)	Parker to W. Amador	1.1
10	Armijo Lateral (Section 3)	W. Amador to Branding Iron	1.1
11	Mesilla Drain (Section 1)	Multiuse (north) to W. Picacho	1.1
12	Mesilla Drain (Section 2)	W. Picacho to N.M 292 (S. Motel)	1.8
13	Mesilla Drain (Section 3)	N.M. 292 to Calle De Norte	1.1
14	Mayfield Lateral	Second to Seventeenth	1.0
15	Alameda Arroyo	Dam to Powerline Easement	3.4
16	Las Cruces Arroyo South Fork	Dam to Powerline Easement	3.3
17	Powerline Easement	Alameda Arroyo to Las Cruces Arroyo South Fork	1.1
18	Las Cruces Dam		7.8

6.1 Attachment: Trail Plan Projects for Matrix Evaluation



0 0.5 1 2 Miles



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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITY ADVISORY COMMITTEE DISCUSSION FORM FOR THE MEETING OF January 16, 2018

AGENDA ITEM:

7.1 Potential FY 19-20 UPWP Items

DISCUSSION:

Purpose of UPWP

The purpose of the Unified Planning Work Program is to outline intermodal transportation planning activities to be conducted within the Mesilla Valley MPO Planning Area within a financially constrained budget. The UPWP contains MPO work projects, budgets, and staff assignments for the upcoming fiscal year. The UPWP must comply with the adopted Long Range Transportation Plan. The Unified Planning Work Program is updated bi-annually.

Calendar for Adoption for FY 19-20 UPWP

The MPO staff will develop the work program and budget for the FY19-20 UPWP in accordance with the following schedule. (Exact dates may vary by a few days.):

May 1, 2018: Draft of UPWP to NMDOT Transportation Planning and Safety Division (NMDOT TPSD), RoadRUNNER Transit, and South Central RTD

May 1, 2018: UPWP is posted online for Public Review and Comment. Begin 30-day public comment period.

May 31, 2018: MPO and NMDOT TPSD meeting on Draft UPWP

June 1, 2018: MPO staff revises proposed UPWP if necessary

Mid-June 2018: Policy Committee votes on approving UPWP (Opportunity for Public Comment at meeting)

July 1, 2018: MPO submits approved UPWP to NMDOT TPSD

October 1, 2018: Effective date of UPWP at beginning of Federal Fiscal Year

The public may participate in the development of the UPWP in a few ways. The first is to attend MVMPO's Policy Committee meetings which are held on a monthly basis and are open to the public. The public can also review the draft document during the 30-day public comment period. During this time, an electronic copy of the UPWP will be posted on the MVMPO website at <http://mesillavalleympo.org/>. Additionally, information in the MVMPO Public Participation Procedures can also be found at <http://mesillavalleympo.org/>.

The MPO staff would like to initiate a discussion on possible items for inclusion in the FY18-20 UPWP. We request the TAC members review the attached potential items for the FY19-20 UPWP and also consider their agency's needs for the upcoming UPWP to expand or comment on this preliminary list.

**Attachment Discussion Item 7.1:
Potential Items for FY19-20 UPWP**

1. Short Range Regional Transit Plan

- a. Inclusion of SCRTD and NMDOT commuter service in next update in addition to RoadRUNNER Transit
- b. use of APC data for stop and route analysis for RoadRUNNER Transit
- c. ridership surveys (demographic, origin and destination, manual boarding and alighting counts when necessary etc.)
- d. possibility of in-house/consultant cooperation
- e. incorporation of ridership forecasting software (i.e., [STOPs](#), [Streetlytics Flow](#), [TBEST](#), [remix](#), etc.)
- f. collaboration with Uber/Lyft or similar service (time banks)
- g. route integration with potential commuter rail
- h. inclusion of marketing plan for all entities
- i coordination with El Paso MPO, RTPO, South Central COG, NMDOT
- j. centralized maintenance facilities
- l. revised funding and revenue coordination
- m. coordination of fixed-route and para-transit service
- n. feeder and circulator service

2. Data Collection

- a. automated passenger counts
- b. bicycle and pedestrian counts
- c. vehicle count data improvements
 - geo-referencing
 - relational database linkages (i.e., year, peak periods, speeds etc.)
 - investigation of purchase of internet linked traffic counter equipment (tubeless systems) (microwave, radar) and more efficient data retrieval
- d. crashes (motorized and non-motorized)
- e. improved data coordination with related governmental and non-governmental agencies
- f. development of reports
 - collision Analysis for all mode and in coordination with State Performance Goals
 - transit performance
 - traffic count maps and reports
 - bicycle and pedestrian Count reports
 - expansion of National Transit Database reporting (potential)

2. Metropolitan Transportation Plan Update Preparation

- a. inclusion of automated or connected vehicles
- b. forecasts and possible improvements
- c. greater emphasis on safety for all modes
- d. inclusion of Transit Asset Management Plan
- e. inclusion of long range transit plan (optional)
- f. inclusion of findings from Active Transportation Plan
- g. greater emphasis on built environment and mixed used developments (i.e., Transit Oriented

Development, transit corridor development, pedestrian/bicycle/transit only development)
h. development of process for stakeholder and public participation process

3. Long Range Transit Plan (as part of MTP Update)

- a. focus on Bus Rapid Transit and possible light rail
- b. additional transfer centers
- c. Transit Oriented Development
- d. circulator buses
- e. growth areas
- f. automated vehicles
- f. long range forecasting using transit forecasting software
- g. introduction of transit district for the region (merger of RoadRUNNER and SCRTD)
- h. integration of local transit providers with possible Las Cruces-El Paso commuter rail
- j. potential of interregional passenger high speed rail (El Paso-Las Cruces-Albuquerque-Santa Fe-Denver) or non-rail linkages to New Mexico Rail Runner Express

4. Las Cruces-El Paso Commuter Rail Study Continuation

- a. pre-engineering and detailed costs for improvements
- b. further analysis of rolling stock options
- c. exploration of funding opportunities
- d. discussions with NMDOT, Burlington-Northern Santa Fe, El Paso MPO etc.

5. Participatory Mapping

- a. possibility of use of cloud based mapping
(this is being used in Statewide Bicycle Plan)
- b. Use of paper maps and then transferal to GIS
- c. incorporation with MTP update etc.