The following are minutes for the meeting of the Bicycle and Pedestrian Facilities Advisory Committee of the Mesilla Valley Metropolitan Planning Organization (MPO) which was held January 15, 2019 at 5:00 p.m. in Commission Chambers at Dona Ana County Government Building, 845 Motel Blvd., Las Cruces, New Mexico.

MEMBERS PRESENT:  George Pearson, Chair (City of Las Cruces Citizen Rep)
                   Ashleigh Curry (Town of Mesilla Citizen Rep)
                   Dona Devine (Bicycle Community Citizen Rep)
                   Aaron Chavarria proxy Jolene Herrera (NMDOT)
                   Jack Kirby (NMSU Staff Rep)
                   James Nunez (City of Las Cruces Staff Rep)
                   David Cristiani (Dona Ana County Rep)
                   Jess Waller (Bicycle Com. Rep.)

MEMBERS ABSENT:  Andrew Bencomo (Pedestrian Community Rep)
                  Mark Leisher (DAC Citizen Rep)
                  Lance Shepan (Town of Mesilla Staff Rep)

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

OTHERS PRESENT:  Soo Gyu Lee, CLC
                 John Mends, CLC
                 David Maestas, CLC
                 Stephanie Johnson-Burick, Town of Mesilla.
                 Michelle Belone, CLC
                 Becky Baum, Recording Secretary, RC Creations, LLC

1.  CALL TO ORDER (5:00)

Pearson:  Okay so it's just after 5:00.  So I'll call this meeting of the Mesilla Valley MPO Bicycle and Pedestrian Facilities Advisory Committee to order.  So we'll do some introductions, everybody here.  We'll start at the end down here.  Give us your name and who you represent.

Waller:  Jess Waller, Las Cruces Citizen Representative of the BPAC.

Chavarria:  Aaron Chavarria, I'm proxy for Jolene Herrera with NMDOT.

Christiani:  David Christiani, and I am a Planner here at Doña Ana County.

Devine:  Donna Devine, and Bicycle Advisory Committee.
Curry: Ashleigh Curry, I'm the Citizen's Representative for the Town of Mesilla.

Nunez: James Nunez, Representative for the City of Las Cruces.

Kirby: Jack Kirby, Representative for New Mexico State University.

Pearson: And I'm George Pearson, the City of Las Cruces Citizen Representative.

2. ELECTION OF OFFICERS

Pearson: Next order of business is election of officers. So I'll turn this over to staff to run this part of the meeting.

Wray: Thank you Mr. Chair. As we always do at the first meeting of the year all of our committees open the Chair to nominations for Chair and Vice-Chair. We usually historically just open the floor for nominations for each position. So if we want to go ahead and have a nomination for the Chair position at this time.

Curry: I nominate George Pearson.

Pearson: I would like to disclose that I am on a couple of non-profit organizations that are related bicycles; one is Velo Cruces where I am president and the other is New Mexico Bicycle Summit where I am the secretary.

Wray: We do need a second.

Waller: I second that motion.

Wray: All right. Mr. Chair. Do you want to go ahead and conduct the vote?

Pearson: You're running this part of the meeting.

Wray: Oh, okay. All in favor say "aye".

MOTION PASSES UNANIMOUSLY.

Wray: Any opposed? All right. I will turn the meeting back over to our new Chair for 2019.

Pearson: Okay. So the next part is an election of a Vice-Chair. I'll hear nominations for Vice-Chair. Volunteers?

Waller: I nominate Ashleigh Curry as Vice-Chair.

Pearson: Any further nominations?
Nunez: Second.

Pearson: So I'll close the nominations and hear a vote. All in favor "aye."

MOTION PASSES UNANIMOUSLY.

Pearson: Any opposed? So we have a Chair and Vice-Chair for the coming year.

3. APPROVAL OF THE AGENDA

Pearson: Now we have approval of the agenda. Do we have any changes or modifications to the agenda?

Wray: None from staff Mr. Chair.

Pearson: I'll hear a motion to accept the agenda as presented.

Curry: I put forth a motion to accept as presented.

Pearson: Do we have a second?

Kirby: I second.

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

MOTION PASSES UNANIMOUSLY.


4. APPROVAL OF MINUTES

4.1 November 16, 2018

Pearson: Next motion is approval of the minutes for November 13th. Do we have any discussion about the minutes? I'll hear a motion to approve the minutes as presented.

Nunez: I make the motion to approve.

Pearson: We need a second.

Waller: I second the motion.

Pearson: I have a motion and a second to approve the minutes for November 13th as presented. All in favor say "aye".
MOTION PASSES UNANIMOUSLY.

Pearson: Any opposed?

5. PUBLIC COMMENTS

Pearson: Next we have an opportunity for public comment. We have two slots for public comment; at the beginning and at the end. Do we have any members of the public who wish to make comment at this point? Seeing none. Yes? Okay we have a taker.

J-Burick: Hi. Good evening everyone. My name is Stephanie Johnson-Burick and I'm a Trustee for the Town of Mesilla. And I just wanted to thank you all for all the work that you do. It's greatly appreciated. So thank you very much.

Pearson: Thank you.

D. Devine: Thank you.

6. ACTION ITEMS

6.1 Removal of Board Member for Non-feasance of Office

Pearson: So we'll move on to action items; 6.1 removal of Board Member for nonfeasance of office.

Wray: I will note at this time that Trustee Johnson-Burick is our Vice-Chair of the Policy Board for this year. Thank you Mr. Chair, I would like to direct the attention of the Policy Committee to page 31 of the packet. Unfortunately, we have a regrettable administrative action for this Committee this evening. Earlier this month our current Chair, Mr. Pearson, brought forward to the attention of MPO staff that Mr. Leisher has not been a regular attender at the BPAC meetings for some time. Mr. Leisher currently occupies the Citizen Representative position for unincorporated Doña Ana County. Going back and doing the research which is on page 44 of the packet, Mr. Leisher was not at a meeting in calendar year 2018 at all.

According to the bylaws to be found on page 43 of the packet as it relates to the BPAC; membership is required at 75% of regularly scheduled meetings, thus making Mr. Leisher eligible for removal from the BPAC. The Chair directed staff after being informed of this to go ahead and place a removal action item on this evening's agenda. At this point should the BPAC choose to go ahead and request the Policy Committee to remove Mr. Leisher, this item would then appear on the February Policy
Committee meeting for the Policy Committee to take action. I'll stand now for any questions.

Pearson: This seems pretty clear-cut. So any discussion from the Board? I'll hear a motion to recommend to the Policy Committee to ask for removal of mister...

D. Devine: I just had a question just to verify. Are you saying that this person did not attend any meetings in 2018?

Wray: Mr. Chair, Ms. Devine. That is correct. Mr. Leisher was not present at any meeting in 2018.

D. Devine: That's why I don't know him.

Nunez: I'll make the motion.

Pearson: Okay, so we have a motion to the Policy Committee to ask for removal of Mr. Leisher. We need a second.

Curry: I'll second.

Pearson: I have a motion and a second. All in favor.

MOTION PASSES UNANIMOUSLY.

Pearson: Any opposed? That item passes.

6.2 Letter to City of Las Cruces, Public Works Department Concerning Street Sweeping

Pearson: We're on to the next which was brought to our attention at the end of our last meeting so it was asked to be here as an action item for a letter to the City of Las Cruces Public Works concerning street sweeping.

ANDREW WRAY GAVE HIS PRESENTATION.

SOO GYU LEE GAVE HIS PRESENTATION.

Pearson: Okay, I think the reason this happened, it came to be a discussion item is because you're only running at 15% capacity or something. Your goal is to sweep every street every six weeks. Currently what do you think you're actually meeting right now?

Lee: At this point it's kind of difficult, but right now I would say every eight to nine weeks in between.
Pearson: Okay.

Lee: But again, as I mentioned about the wind season, so whenever we pass the one street within 30 minutes or within an hour, whenever the wind blows and the sand is going into the street then it's going to be make unsafe for specifically for the bicyclist. We understand the issue, but unfortunately we are not able to get back to that specific location sweeping again, because we have to keep the six-week schedule.

Pearson: You have a mechanism if somebody from the public complains about a specific place? Does the City app where you complain about potholes and such, do you have something if a bicyclist comes along and finds their particular route is blocked or has a lot of sand in it, would they be able to contact you and get through that app or some other mechanism and get faster response?

Lee: Yes. There are several different ways that any citizen or any bicyclist if they have any issues or if they face some issue then they can contact the City through the 311 or go to the City website and ask the City and submit their request, or they can directly contact the street and traffic operation. We will send our crew to look at the condition or the situation and then take appropriate action. So let's say if something blocked the bicycle lane, then we send our crew immediately because that's going to be a danger to not only the bicyclist but also a danger to the general public and a vehicle. Then we're going to pick up as soon as possible. It's the same thing, if there is any sand or something or any debris, that crash debris is still there, it makes it unsafe, yes then we're going to send our crew to clean up.

Pearson: Right like after a monsoon there are certain streets that are known that they're going to be full of dirt.

D. Devine: Right.

Pearson: Do you prioritize that? And can bicycle facilities have a higher priority?

Lee: Unfortunately, it's not how we operate during the monsoon season. We have about 14 specific locations for the flooding area. That's the number one issue. So once we take care of that, the 14-flooded areas, then we repeat the erosion issue areas. There is a specific area we pretty much know that we send our crew to clean up and check that area first. Then we go to the next. That's how we are doing it, unless we receive a phone call or a complaint from citizens for a specific area. If we receive any complaints or we receive an e-mail from any citizens or the bicyclist for a specific area, yes we send our crew to check and then make a
determination whether it is a serious issue or not. If it is serious, yes, we take care of it.

Pearson: Right, because I used to use Espina a lot so I know, I think it’s Mesa and Espina, that would be where all the sand would collect. And there was another location near a driveway further down a dirt alley where the dirt would dump out into Espina. Can you share if any of the bicycle facilities correspond with those priority areas that you talk about?

Lee: Yes Mr. Chair. Yes we can share that information, but I wanted to make sure you understand that with our current sweeper we have a hard time to clean the old sand or the clay if it’s on the street. It depends on the amount of the dirt or the sand, and then also whether there is any moisture. If we have a lot of clay stick with the sand, then it’s going to be really hard to clean it. So you may see some of the sand with the clay still on the bicycle lane a little bit, but we try to clean as much as we can.

Pearson: Right, because my experience I recall you pretty much have to send out a crew with shovels for some of these locations.

Lee: Right. So as I mentioned it depends on the situation. Sometimes we use shovels to cleanup whenever we use the manual tool then it’s going to take more time, but it’s not really completely clean.

Pearson: Right.

Lee: And then also safe.

Mendes: If I can add. We have 520 paved miles of roads in the City of Las Cruces. When you’re sweeping you’ve got to take into consideration you’re going to sweep one side, turn around and come back, so that amount is going to double 1,040. That doesn’t include the medians that have to be swept also, and also sometimes you have to sweep two to three times to be able to pick up everything. So as you can see it’s quite a bit of miles of road that needs to be swept.

Pearson: Right.

D. Devine: I have a question. Does the City do anything proactive, like when there’s an issue with sand being on the highway every time it rains to go to the source of that and try to do something with that instead of having to clean it up every time it rains?

Lee: Yes ma’am. We are in the process of hiring one of our local consulting firms to analyze what’s the cause of the erosion issue throughout the City. And then once we have the report from the consulting firm then we will
find out how we can identify the funding. As you know, the funding is always the issue. So again the priority is the flooding areas first. So this year we are going to take care of some of the areas plus analyze and evaluate all the flooding areas first. And then most likely next year we are going to hire one of the consulting firms, the same firm, to look at and evaluate all the eroded area. Once we get that information we will try to minimize all the issue. And then also we will continue to work with the NMDOT, so one of the good areas is on Spruce and Telshor. We used to have the issue all the time, but we were working with the NMDOT so they identified the funding and then they actually upgrade the northwest corner of Spruce and Telshor. That's one good example and then we try to do the improvement or the measure throughout the City proactively, but unfortunately because of the funding issue we're kind of slow, but we will definitely.

D. Devine: Makes a difference though.

Lee: Yes ma'am.

Pearson: And one of the things that comes up either comments, I think it was discussed at our last meeting too is with the street sweepers often times after they pass through there's this nice little row of rubble left behind, which seems to in my case, whenever it's there it's right where I want to ride my bicycle. That's been explained to me before. Well that's a maintenance issue with the sweeper. But it seems to be a problem all the time. The last time I was behind a sweeper I noticed that that was continuing to happen. Can you comment on that? And on the new sweepers, is that going to also still be an issue?

Mendes: That is a show of our sweepers being worn, and that's just something that we cannot, that's why some sweepers have to go two, three four times. You know back and forth to be able to clean that up. It's something that we're just not even going to, even our brand new ones will leave a slight line now, but our old ones you can tell they're leaving those lines and that's one of the main issues and the main complaints. I would like to say we're about to have our sixth brand new sweeper on the road shortly, with six operators in our six zones and you will be able to see a difference in the street cleaning once we get all this programming going and you'll be able to notice the streets cleaner.

Pearson: Can you tell us when do you expect? Because last I heard you hadn't even had the money to order the sweepers. Now you have them ordered or they're about to be ordered or what's the process?

Mendes: The money's in we're just waiting for the PO to be cut. The sweeper's are two days away from ordering. Once that PO is cut at the end of this week,
the beginning of next week maybe, they'll be sending the sweepers in. Then by the time they get tagged we're looking at about a month and that includes our operators should be hired within a month, month and a half and you'll have six brand new sweepers on the road plus one extra for standby.

Pearson: Okay.

Lee: Mr. Chair. Let me add about the issue. So as you mentioned, there were some issues whenever you know the sweeper passes and we have some kind of debris still remaining. One thing I wanted just to bring up to you is that it depends on the location and the condition of the roadway. Specifically for the edge of the roadway, if we have any weeds growing between the gap, any gap on the gutter or the between the back of sidewalk and the curb, then we used to have some issues. We tried several different times trying to clean out the best way we can make it as clean as much as we can, but we realize that it's almost impossible. We tried it several different times, but unfortunately with the current sweeping mechanism there's no way we can clean up. So we will find an alternative way which is most likely the manual. So we're going to work with the weed crew to figure it out, what is the best way we can kill all the weeds. Because whenever the weeds are growing then the sand and the clay is going to stick to that area, and then whenever they have some stuck or something then it's hard to clean it. So whenever we pass that area, specifically you know the downtown area, we have an issue. And on the same thing, it depends on the weather and then also the operator's skill. Sometimes they spray too much water, then it's going to be difficult to pick up all the trash and the debris and sand.

Pearson: Okay. So you mentioned 311. The City doesn't have 311 though.

Lee: Yes, 311 is not in service anymore. So you have to go to the City website to ask the City, then you can submit that or you can call us directly.

Pearson: Okay.

Lee: And then we will take care of that.

Pearson: And do you know if there is a category, I'm pretty sure there's a category for potholes, is there a category for street sweeping?

Lee: It is under pothole, but you can submit it under others too.

Pearson: Okay.

Lee: There is a different category for the others.
Okay, might I suggest some feedback at some point that actually if it still continues to be a problem we might come back and ask the City to identify, make it more easily for people to report it. But if we can report it as a pothole I think that's, I know that the pothole response is usually very quick.

Yes, our pothole policy is that we're trying to repair the pothole within 24-hours, but unfortunately the street sweeping is slightly different.

If you get a report through that do you send somebody to go and look at it without sending the street sweeper? Do you have somebody that roams around a supervisor maybe of some sort that might look and see how much of a problem you think it might be?

Depends. So if the reported area is within our scheduled zone then we're just going to go in and clean it. If we've just done it relatively recently, then we have to send our crew to make sure what's going on. And then there's maybe a chance there's a different reason we are having some issue. A lot of the times we have an issue whenever we have any construction or any development. You know the construction, the trucks they leave a lot of dirt or the sand, and in that case we have to contact the Codes Office. We cannot do that. So there's a specific way to handle the issue. It depends on what the description is in the report. We have to find out what's going on first, then figure out how we are going to handle it.

Okay. Any Committee Member. Jack?

I've got a quick question. I think I know the answer, but I want to confirm. Are your operators, well if you have a street such as Solano two drive lane or it's one lane north, one lane south and a bike lane on either side, are your operator's instructed to drive the sweeper, which is a vehicle width in the drive lane or up against the curb to catch the bike lane?

They always have to clean the gutter out. So it's always on the edge of the gutter.

That's what I thought, I just wanted to confirm and see if that might have been part of this whole issue. Thank you.

Yes, it depends on what the width of the bike lanes. If there's a shared land lane, yes we generally go to the side of the road. And if it's a proper bike lane and it depends on the width, and then we try to cover as much as we can, but there is a maximum width we can go. So it depends on the location, but generally speaking yes.
Kirby: Okay. Thank you.

Pearson: You have to make two passes sometimes, one in the travel lane and then one in the bike lane? Because some of the bike lanes we have some buffered bike lanes that would be the width of that sweeper.

Mendes: Yes, it depends on the situation. There are times when we have to go and scrape with either a backhoe or a loader before we can go in with a sweeper. If it's wet, it has to dry before we can sweep it up. And another thing, we have a side broom which we can send out, but we can't send the side broom to sweep it unless if there's a curb and gutter we cannot use it, we have to use a sweeper.

Pearson: Okay. Any other Committee Members? Are we satisfied with this agenda item?

Curry: I would just like to say thank you so much for coming out and explaining it and for getting those new sweepers. It sounds really great and we look forward to clean streets coming up. Thanks.

Pearson: We have a member of the public that has a question. And so please come forward and give us your name and ask your question. Come to the microphone.

T. Devine: Tom Devine. I've been biking Las Cruces for almost 20 years and sometimes when I see where the street sweepers have gone, it seems like nothing has changed. And I suspect, but I don't know, that the street sweeper is full. So I wonder how often they empty those things so that they aren't just moving it a little bit?

Mendes: Our sweepers when they're full they have to go dump. I mean we can't just be sweeping because it will be falling off. Now depending on how bad the road is, how thick it is, the material on the ground, that's going to determine how it's going to be spread also. I mean, like I say sometimes they got to go three, four times and with these old sweepers sometimes that's not even good enough.

Pearson: So the trail of debris that's left isn't related to how full the sweeper is it's how the brushes are adjusted.

Mendes: Exactly. They're called skids and they're worn and these sweepers are just, they're like five to six years past their life.

Lee: So again the sweeper average age is 12 years old except just two.

Pearson: Okay but that's going to change by two months.
Lee: Yes, we hope that. And then we submit our recommendation and money is ready and then we continue to work with the manufacturer so they actually ready to ship it. So whenever they get the PO then they're going to deliver to us.

Pearson: Okay.

D. Devine: Thank you.

Pearson: Go ahead.

Nunez: Just curious. I thought of a term, it's called, what is it called? I just drew a blank on it. Basically it's where you focus the maintenance and on just where it's needed, so like if there's a couple of roads, you mentioned all of the roads that we have that the City with some of them being so inclined etc. etc. they may not even need sweeping. So do you guys ever do an approach where you just actually focus on a few streets that are in consistent need?

Mendes: At the moment we do try and get our main arterials and collectors, but we also get known areas that do get dirtier than others. But we just try and get as much as we can with what we have right now available and that's throughout the whole city.

Pearson: Okay. Anybody else?

Waller: Maybe the word that James Nunez was looking for was triage.

Nunez: No it was more, it'll come to me in a while, but it was, it's for the maintenance terms. They even use it out at the NASA site where they only.

Waller: Okay.

Nunez: Replace and do the maintenance on certain things that they know will give them the best benefit.

Waller: Okay. I had actually another question and it's kind of peripheral to the issue of the dirt and debris and using the sweepers. And it was brought up in regards to potholes and there's one at the head of my neighborhood that's quite bad and it appeared in the last few weeks. What's the process for mediation of potholes? Does your department handle that or do I need to direct that concern elsewhere?
Lee: Yes, our street and traffic operation are responsible for all the maintenance related to the facility including the pothole repair. So if you have any concerns, please give us a call or submit your request through our "Ask the City" the website. I'll give you my business card at the end of this meeting.

Waller: Okay, great. Thank you.

Pearson: Okay. I imagine this will, we'll find out after the monsoon season how things are working out, if there's still some things to go on, but, I guess our Committee would like to make sure that you try to prioritize the bicycle facilities because that impacts our community the most.

Lee: We will try as much as we can sir.

Pearson: Okay. Thank you.

Lee: Thank you.

7. COMMITTEE AND STAFF COMMENTS

7.1 MPO 2018 Annual Safety Report

Pearson: So we're on to discussion items, safety report.

MICHAEL MCADAMS GAVE HIS PRESENTATION.

Pearson: Let me ask you a question about the previous slide.

McAdams: Yes. Okay.

Pearson: Of course the UNM does the tracking of the fatalities for the New Mexico Department of Transportation and they have a preliminary report that they post every month.

McAdams: Okay.

Pearson: And looking at what's on the website now for Doña Ana County they don't break it down any further than that, they show in 2017 there were 29 fatalities. This just reflects the MPO, were the rest of those?

McAdams: We're using the State data received from UNM. That's preliminary. We'd like to report I guess what they come at 2018. That's up to the date just from what we had from UNM.

Pearson: Okay.
Mr. Chair. It may very well be that that update also what you said about that would be inclusive of all of Doña Ana County outside, also including areas outside of this MPO. And I do hasten to add that we do have some significant areas of urbanization within the Doña Ana County area that's in the south that's in the El Paso MPO. But also please keep in mind, that the updated projections may have come out subsequent to the MVMPO 2018 Safety Report coming out. That is kind of an uncontrollable factor. We need to get the report out at the end of the year. Updated projections may come out, but we have to capture the data as we have it as we have available.

Okay. Yes, so the Countywide numbers show 29 for 2017 and 15 for 2018, so there's like a big spike. So we're thinking that that spike was outside of the MPO area and may not reflect the numbers that are actually available to us.

It may not. And I would also caution anything that's related to 2018 would most definitely be under the rubric of very preliminary data since that was just since last year.

Right.

And also, if you update this stuff you can't drill down too. You can have updates to the total, but then I can't go any further than that. That's an advantage because this is total data and we can go down to the intersection if necessary. But it is frustrating, I agree that we get it two years after and that's just the way it is. And I see collisions all around, I'd like to know more about them, but unfortunately that's what we have to deal with. We urge DOT to get faster return on the collisions, but I don't think that's coming anytime soon.

Mr. Chair. Mr. McAdams. What year is this?

This is 2016.

2016 thanks.

That's why we don't have the new crashes in there.

Okay, thanks.
Waller: Just a quick question. The property damage on a bicycle that's just damage to the bicycle?

McAdams: Mr. Chair, Mr. Waller. That would be correct. There'll be no injuries. They would just report it as no injuries, just property damage. Unfortunately we know that when you have crash between cars or vehicles or any kind of vehicles and bicycles it usually results in injuries in a lot of cases. But there's still are some property damage with bicycles.

Waller: But these are the ones that are reported obviously.

McAdams: That is correct. Many are not reported. In fact one of the issues we have is that often people go to hospitals and the hospital doesn't report it was a bicycle or pedestrian injury as well. So we're trying to get that in the bicycle and pedestrian safety world we're trying to get to improve that as well.

MICHAEL MCADAMS CONTINUED HIS PRESENTATION.

Pearson: Okay. I did notice what I think is a typo on the packet on page 56 in your chart for the Crashes by Intersection it talks about Class Cat the top, but then the column is Class A. So I think that.

McAdams: I'll correct that.

Pearson: Okay.

McAdams: It should be only Class A.

Pearson: Right.

McAdams: That's correct.

Pearson: I guess the thing that most struck me was the chart of causes of crashes and that alcohol/drug involved is at 4%. That kind of tells me that all the effort that has been done over the years to reduce DWIs has mostly worked out. But driver inattention is way up there and so we need to do a similar level of work to stop driver inattention, stop texting while driving. I just saw the new car displays and they've got a LCD screen that's bigger than the dashboard just about, seems like that's going in the wrong direction. I wonder how we can get more emphasis on reducing the driver inattention problem.

McAdams: Mr. Chair. I think the best way we know is enforcement. You know have the policemen out there watching, if they see people texting, or charging them more on the point so they're texting while driving too. Most of the
times I go through intersections or waiting for lights, I see people texting. So it's really pervasive and the equivalent is driving drunk when you're texting.

Pearson: Right, I think I've seen, I've heard that texting while driving is worse than driving while intoxicated just because the attention is so divided, just completely taken away from what you're doing as you're driving a multi-thousand pound weapon down the road essentially. And then of course the missing data is another problem. I think that's been talked about. You referenced it. It's an issue with what the uniform crash report is and I'm kind of sorry that our Deputy Marshall isn't here that he could comment some on that and maybe help describe why we're missing that kind of information in these reports. Is it just lack of officer training during writing these reports or is just that they can't figure out anything when they write these reports? I don't think we can tell them. I think we need the law enforcement to tell us, educate us more on that. But at the New Mexico Safety Summit the issue of the Uniform Crash Report and the data that's collected was brought up so I wonder if that has been talked about further at the State level because it's going to be a State problem right? It's a Uniform Crash Report or is it also a national problem? Is it the same report that's used nationally or is it just a statewide? And maybe, I don't know if I can impose on NMDOT to representative to educate us some on that maybe?

Chavarria: I don't know if it's used nationally or not.

Wray: Mr. Chair. I believe it is a State report.

Pearson: Okay. So maybe, I don't know, is there a way that we can maybe further motivate the State to address this issue? Because the State did their safety report and so that's done. Are they continuing with another safety report or updates to that report? Is that something that we will continue seeing?

Wray: Mr. Chair. What I believe you're referring to is the Annual Performance Targets for Safety. That is an annual measure that must be updated every year. I am certainly open to suggestions as to strategies to implement to bring this conversation specifically about the inadequacies of some of the reporting data to the front. I will say, I guess, the good news is I believe this is an issue that is widely understood. I have attended a number of meetings with State level officials where this has been discussed as being an issue, but it always runs into the problem of, I have not heard anyone really bring forward a good idea about how to address it, how to advance it. I am certainly open to suggestions. I would very much like to hear other people's thoughts on this topic about things that we could try to improve this conversation because I do view the data issues
as being a significant and yet relatively easily solvable problem if only we could find the right way to grapple with it. But again it is understood as being a problem on the State level, but it seems like there's perhaps a lack of will to really address and tackle this problem.

I think there may be some degree of, there are, and I'm not dismissing this by this statement, but there are more important things to be looked at. And to some extent I'm sure that at any given moment in time there are, but I do think that this is an issue that has gone on relatively unaddressed for a very long time and I would certainly like to see some impetus made towards making some productive progress on it.

Pearson: So is there something that this Committee can do to help push that forward or making the statement and saying, "You guys need to work on it?"

Wray: Mr. Chair. That's a very good question. I would have to think about that. It might be that this is an issue that we might bring forward as a discussion item specifically talking about the data inadequacies and utilize that as a mechanism to bring this up to the level of the Policy Committee, which has elected officials on that committee who are able and in a position to give direction to their subordinate law enforcement staffs. So that maybe we could have some kind of a dialogue regarding this topic at least locally and perhaps utilize that to build momentum towards the State level. I don't know, that's just kind of literally talking off the cuff there.

Pearson: Right, because even looking at some of the categories, failed to yield right-of-way, disregard traffic signal, they both sound like running a red light or running a stop sign, but they're separated out so they're really a bigger problem than what the data indicates here.

Curry: Mr. Chair, Mr. Wray. Just as you're talking I'm thinking about the NMDOT UNM Look for Me Campaign and Maurice Williams who offers the 40-hour data collection course for bike/ped crashes and I know that that's been specifically Bike/ped crashes, but maybe he would be willing to come to town if the Policy Committee saw fit. And get the Law Enforcement people, he had offered it before and it wasn't particularly well received or attended, I think just the amount of time. But again if it comes from Policy Committee that we need law enforcement from the Sheriff's Office from the Mesilla Marshalls, from the Police Department to sit down, I bet Mr. Maurice Williams would come down and you know kind of give some directional, give some training to at least get this ball rolling.

Wray: Mr. Chair, Ms, Curry. That's and excellent suggestion.

Pearson: Because one of the things we talk about for bicycle issues is counting the number of bicyclists and we came up with the little slogan, "If you don't
count, you don't count". Well the same applies to this data. If we don't know what the data means we can't use it.

Curry: And if I may add, I think also Mr. Williams, because he's based in Albuquerque, he might have a little bit more direction and pull. It might get the State ball rolling, so to speak, on a bigger level. If he can say, "Look, Las Cruces and Doña Ana County and the MPO down here have done something." He might be able to kind of get the ball rolling to make the, if it's a State issue, he might be able to, this might sort of get the ball rolling for the State to change their reporting forms.

Chavarria: Mr. Chair. If I may. Back in 2015/2016 the DOT tried to standardize the reporting form for law enforcement. We did have a big campaign going to all law enforcement statewide to try and educate them and standardize what everybody was reporting and what we wanted to see. So at the State level we made a good effort to try and do that, for some reason I don't know if local entities for some reason prefer not to report in that manner or they have their own forms, but it's been a few years that NMDOT did have a campaign to try and standardize the reporting and so we could get more accurate and better information in there.

Wray: Mr. Chair, Mr. Chavarria. I remember I was at kind of the kick off conference for that in Albuquerque that year. One of the issues that I remember was raised at that conference was the issue of smaller jurisdictions who have less ability to be able to standardize some of their reporting. It came down literally to an issue of cost for them to some extent and I don't know how that ended up shaking out as I was not really a participant in the subsequent dialogues around that topic. But I do remember that some of the more rural communities and jurisdictions in the State did have technical limitations available to them to change their crash reports.

Now saying that, I don't believe that is a valid justification to allow this problem to continue on a personal level, but that is one of the potential obstacles that any effort to make improvements in this area will be facing. I mentioned this in the context so it's something that we need to be thinking of a solution towards rather than allowing the problem to languish.

Pearson: Right. Yes.

Wray: And make sure and understand that.

Pearson: I think it's something that could be worked towards a solution. We had this discussion earlier with the Marshall here and he has his handheld device that he uses to do his crash reporting on it. If other jurisdictions need this similar kind of technology then it's a matter of getting that funded and that might be an issue for the State Legislature to address also, which makes it
a statewide, it is a statewide problem so the State Legislature might be
ultimately an appropriate place to try to figure this out. Which also there's
the Transportation Commission, I don't know if they would discuss this
also, they kind of oversee everything to some level. I don't know if this
has ever risen to the level where the State Transportation Commission
has discussed this issue.

Chavarria: I'm not sure.

Waller: Mr. Chair. I have a question. It's really to Dr. McAdams. And I'm just
trying to understand this data a little bit better. I see the NMDOT definition
for injury, but I don't see one for fatalities. Can you give me a, is this a
pedestrian or a bicyclist killed in a crash?

McAdams: Any fatality would be considered a fatality. The crash for serious injury is
kind of vague as you see and I think a lot of times that has to do with they
don't report when people go to hospitals etc. And you see A, B, and C are
kind of you know amorphous, but as far as fatalities they have to report
them and that's one reason why they wait.

Waller: So that is a bicyclist or pedestrian killed.

McAdams: Yes. Absolutely. If they say a bicyclist was killed that was a bicyclist.

Waller: Okay.

McAdams: Because it would say in the table, in the data, they say directly that's a
bicycle kill.

Waller: Okay.

McAdams: And they would say pedestrian killed or driver killed.

Waller: Okay.

McAdams: So they distinguish between the two.

Waller: So that's good and I appreciate that answer. So that means that we're
hovering around like 1.3 fatalities per 100 million vehicle miles is that
roughly correct?

McAdams: I can't really say. I didn't really look at that.

Waller: Got a graph here.
McAdams: That is yes. That is used commonly to look at pedestrian fatalities or any kind of crashes per 100,000 people. That's a way to sort of level the playing field, but we really looked at the data as far as the performance standards, and so we're (inaudible) that. We can get that. I think it's in the State report too as well. We can get that if you would like.

Waller: Okay. So we have this benchmark. It's fatalities per 100 million VMT's.

McAdams: Right.

Waller: And it's used dialectic. So we know how we're doing in an absolute sense. Can you address how we're doing comparatively say to El Paso or Albuquerque or Tucson?

McAdams: We haven't looked at that. Mainly we concentrate on our level because the MPO is required by the State to do that. We have not looked at that, how we compare to others, but (inaudible) it is like. But I know if we look at preliminary it's as you would have suspected, the higher the population you have, the higher the VMT you have, the higher crashes you would have, so generally in, and I haven't looked at it in general and we are as a population, we are crash rated similar to Santa Fe or Farmington. There are exceptions, which is in Gallup and that area where there's more pedestrians and pedestrian crashes. So there are bumps in this and I have looked. And we ranked all of them together. It's generally like a pecking order; El Paso, Albuquerque, Las Cruces, Santa Fe and then Farmington. It's really the crash rates are basically looking between the different areas, jurisdictions, is pretty much related to population.

Waller: Okay. So there's a strong correlation to population.

McAdams: There's a strong correlation because like I said before, and it's because you have correlation because more vehicle miles you travel, larger areas, you have more increase risk.

Waller: That would suggest that if in New Mexico you have a low population density the fatality rate and injury rate would be lower.

McAdams: It is, but.

Waller: We're not Florida. I read something on bicycling.com that ranked the states. As the worst places to be a bicyclist I think Florida was at the top. I just want to make sure we're not competing with Florida.

McAdams: Okay. I don't think we will. But generally we have rural crashes, there are more rural fatalities than there are urban fatalities and that's because higher speeds etc. And generally urban areas are getting safer because
the lower speeds you have the lower the chance for fatalities and injuries, but you can still have them in urban areas. But generally rural fatalities are higher than urban fatalities as a rule.

Waller: Thank you for those answers.

McAdams: Thank you.

Pearson: James.

Nunez: Mr. Chair, Dr. McAdams. I've seen you present this and update this for the last couple of years and I appreciate you doing this. As this is my view of all this and how we might use this, the hope that it would one day get to the decision makers for the, even though I agree with the policing and you know enforcement, but if you see fatalities and a number of accidents and I look at your maps, which are very helpful to me, I like the images, where I see the red zones or whatever you're calling them, you know category three or whatever, but I'm trying to hope that we can vision this as a tool as something to justify, warrant like whenever they go for where they're going to add a new intersection and you know signalize intersections or whatever like they go through the warrants. And the metrics are certainly helpful. I'm glad we're continuing to do this. Now what I'm getting at is that one of the things that I tried and we failed at was adding that little section over there by the University, on University and what was it Espina was it where we tried to get green bike lanes.

McAdams: Mr. Chair, Mr. Nunez. That was Locust.

Nunez: Locust. Okay thanks.

McAdams: Although Espina has, and let me add that Espina is also a bad place for pedestrians and bicycles too.

Nunez: Right. So my point I'm going to circle in and get to my point is that I'm looking here at the buffered bike lanes and then the bike boulevards and such, is it, that would help warrant or help justify when we would say that those would be good tools to have and some of the infrastructure. But I always lose the words of what we call it, but just basically infrastructure and to warrant getting these things. And that would be the start see, is we go to those areas and see if it made some sort of an impact or difference and helps us find where maybe start with some of those items. That's what I see your packets. I'm glad you're still reporting on this and I hope we can do more than just getting the accuracy of these reports as to doing something with them.
McAdams: Mr. Chairman, Mr. Nunez. I agree completely. I think that I do not personally want to be doing useless data collection. We intend for these to be alerts for decision makers to look at, dig more deeper into the crashes and hopefully come with some solutions. Some of them may not look at intersections per se, but looking at how we can increase public transit, how we can encourage bike facilities, because it's proven that improving bicycle and pedestrian facilities does reduce crashes.

Nunez: And to that end then your justification as a politician at the ribbon cuttings or whatever when you're doing these is it's that you could justify by bringing down insurance costs and actually saving lives or etc.

McAdams: Absolutely.

Pearson: Okay. Any other Committee Members? Okay, I think it's important that we continue to have an emphasis on safety and so as the staff sees issues that need to be addressed, talked about here for safety and maybe we can continue the discussion. Maybe Mr. Williams will be able to come and make a presentation to us or something like that, so I think continuing on the safety theme is something that we should be doing. Okay. Thank you.

7.2 MTP Updates

Pearson: So we're on to MTP update.

ANDREW WRAY GAVE HIS PRESENTATION.

Pearson: Anybody have any questions? Well I think we'll be hearing more about this, so we'll anticipate further engagement with it.

7.3 MPO Update

Pearson: And our next item is MPO update.

Wray: Thank you Mr. Chair. Other than keep an eye out for ongoing announcements of MTP meetings as they are scheduled, MPO staff does not have a specific update today.

Pearson: Okay. You mentioned the County Commission has just changed substantially, that effects the Policy Committee. Could you just review the current Policy Committee Members?

Wray: Absolutely Mr. Chair. Our new members this year from Doña Ana County are Commissioner Gonzalez and Commissioner Trujillo. Other than that
there were no other turnovers either from the Town of Mesilla or the City of Las Cruces.

Pearson: Can you remind us of the membership?

Wray: The membership from the City of Las Cruces is Councilor Eakman, Councilor Sorg and Councilor Vasquez. Town of Mesilla is Mayor Barraza, Trustee Arzabal and Trustee Johnson-Burick who was here earlier this evening. As I mentioned, Trustee Johnson-Burick is our Vice-Chair for this year. Our Chair for this year is Commissioner Solis from Doña Ana County. And Mr. Doolittle is the representative from NMDOT.

Pearson: Okay. Thank you.

7.4 Local Projects Update

Pearson: So on to local projects update. We'll start at the end down there. Does NMSU have an update?

Kirby: No, no updates from NMSU.

Pearson: Okay. City.

Nunez: I'll go over a couple of things that I'm working on. Good news, we had a bid opening today for the University crosswalk system similar to the one by Chick-fil-A. So we're going to have another HAWK system there kind of by Pan Am right by the McDonald's crossing over to the dormitories. Going to be starting on that probably in a couple of months and end in, I'm not sure when.

And then we also had a meeting where we're going to redo it's called Alameda Estates over by Doña Ana Road north of town, north Alameda, preconstruction all of those roads are in pretty bad shape. Karen, Richard, Terry and Jody and utilities also underground utilities.

And then I'm designing with my coworkers a number of, every year we do the maintenance pavement replacements. And when we do those we update the signage, the breakaway signage and posts in case a truck hits them or car and we add the ADA ramps, but we're going to be doing Bellamah Circle, Borinquen Avenue, Good Shepherd, Hillrise Circle, Marquess, Myrtle, Palomas, Penny Place, North Reymond Street, Roadrunner Court, North Santa Fe Street, 2nd Street, Thomas Drive, and Wingate. Additionally, I'm working on a very beginning design/redo of Tashiro, over by the Field of Dreams. We're going to see what we can get in there. It's going to go, the design proposal to City Council, but it may have a single lane in each direction with a turn lane in the middle. That will fit with the bike lanes. I don't know that it'll be buffered bike lanes, but bike lanes on the shoulder. But if they were to go with any more than that
then I don't know what would happen to the bike lanes. I'd have to talk to my boss. I can give you an update maybe next month on that.

And then I know that this Transportation Alternatives Program is going forth, so that's good news. They're going to put it to the State on Walnut up to Kilmere, what is it Poplar, I can't make out the other street, and then back down Madrid. But then I didn't have time today to check with all the construction but I know we've got lots of construction throughout the City. I know that they're wrapping up some of the ADA ramps, the pavement project from last year, they're doing a couple like along Alameda, some ADA ramps right there. I think it's Harvard or can't really remember the name of the one street there, I believe it's Harvard.

Pearson: Okay. You mentioned the TAP Projects. The prior TAP project behind the dam, the trail that's behind there, have you heard anymore if they've been able to close out that project? Because that's going to effect the rankings for this TAP application that you have in. I'm wondering if you are able to close that out maybe you can wipe out the minus five points that we are otherwise are getting for that.

Nunez: I know that was discussed a couple of the meetings we had and I immediately took that to my supervisor to include who was here earlier, David Maestas, and he did take action to get with all the project leaders over there on that project. And the management of the projects which include David Sedillo and I believe it was Jimmie Moreno and I left it at that. But then I did talk to or heard a hallway conversation with Jimmie Moreno and he was talking about all of the efforts that the City has done to mitigate and get them all that they want. So I do not know the answer whether or not we will get the negative five on that, but I know that they certainly are trying to appease them and cross all the T's and dot all the I's and do all that we can so, none of us want that.

Pearson: Right.

Nunez: So I do not have an answer on that sir. But I know that they're certainly focused on it, a number of people.

Pearson: Okay. Town of Mesilla's representative in the area. Any news from Mesilla?

Curry: I have none.

Pearson: Okay. County.

Cristiani: No comments.

Pearson: Okay.
7.5 NMDOT Projects Update

Pearson: So we're down to NMDOT project update.

Chavarria: Our guardrail project on I-10, right now we're on the westbound lanes right at the river. So we're almost done with that.

Our other project on Valley Drive, we're doing Phase 1, which is from Picacho to Lohman. And here in the next probably three weeks we should be switching traffic over, so we should be opening the southbound lanes and working on the other side of the road. On the Avenida de Mesilla portion, it's going to be just a little bit longer, about a month before we finish the construction that's going on now and we switch over to the other side of the road.

Our other project, University and I-25. I believe it should be bidding in April of this year, unless for some reason the government shutdown affects our funding. But that's it for us.

Pearson: And of course tonight is, while we're speaking they're having the public update meeting over at the Branigan Library on the Valley Drive Project.

Chavarria: Yes, if anybody wants to make it, it's at Branigan Library and it started at 6:00 p.m.

Curry: Mr. Chair. May I ask does anybody have the update on the Solidad Canyon Road repaving? Whose jurisdiction is that?

Pearson: I think that's a County project with federal funding maybe.

Cristiani: I don't have any updates on that.

Pearson: Well I think we'll keep asking about that, so for the next meeting if you can.

Curry: It has started, it has begun. They've got a contractor and the contractor is here in town and beginning, but I just wanted to know what their time frame was and everything.

Cristiani: Let me talk to Engineering about that.

Curry: Thank you.

7.6 Committee Members Update

Pearson: Okay, so Committee members updates. I have a few comments. We previously talked about the Statewide Bike Plan. Well that was accepted by Secretary Church before he left office at the end of December. So the
Statewide Bike Plan is up and available on the NMDOT website. One of the times when I was coming back for the not very often times that I drive down Main Street in the area where the intersection near Three Crosses was done in front of the Albertson’s. When you’re driving down the hill, there were a bunch of barriers put out effects to be to try to keep traffic coming out of the Albertson’s area from creating their own lane, but they kind of blocked where a bicycle would be. Forced the bicyclist out into the main roadway. I asked NMDOT, some engineers about that and they looked at that and I haven’t been there yet, but the word is that they’ve solved that problem. So there should be room, so if anybody has been has driven down Main Street in front of there you might take note and if you still see a problem, we need to get with NMDOT. But hopefully that’s been properly addressed so we thank NMDOT for that.

Chavarria: Mr. Chair. I can confirm it’s been addressed.

Pearson: Okay, thank you.

Chavarria: Jolene told me to make sure and let you know.

Pearson: She knew I’d ask about that one. And I did notice today that the packets and agendas were missing from the MPO website for the Committees, but later in the day actually I found that they have been restored so maybe you can comment on that.

Wray: Yes Mr. Chair. That was an unfortunate, inadvertent happening. Our website vendor performing annual maintenance for us, inadvertently deleted our Committee information off the website. We still as of right now don’t have all the back log of 2018 uploaded to the archive, as you can imagine that’s a rather sizable task, but we do have the January, 2019 information back on the website and we will get the 2018 information back as soon as we are able.

Pearson: Is that something you need to do for all the committees then?

Wray: Yes.

Pearson: Okay. Thank you. Some of you may be aware that State Representative Angelica Rubio rode her bicycle up to start the legislative session, which started today. She left Klein Park in Las Cruces on January 5th in the morning and arrived in Santa Fe on the following Saturday the 12th. So that was kind of an event that was well noticed I think, and she stopped with some constituent type meetings along the way. And one item of interest also is that she is going to be carrying what is House Bill 192, which is the five-foot safe passing law, which will require vehicles to give five feet of passing to bicyclist and also allow passing vehicles, if it’s safe,
to cross the double yellow line. So that's something hopefully will be signed. It was passed in a prior session, but vetoed by the Governor. So hopefully it can be passed again, and we're pretty confident the Governor will sign it at this time. So you might watch the legislative website for that one if you're interested. That's all I have, any other Committee members?

Waller: Mr. Chairman. There was a great ride Toys for Tots around Thanksgiving, early in December.

Pearson: It's the first Sunday in December.

Waller: Yes that was a great activity. Give kudos to the organizers of that activity also, we had Law Enforcement present. It was really nice.

Pearson: So Velo Cruces did have their planning meeting for bicycle activities and we're going to have public comment on that. So if you go to the Velo Cruces website and click through the calendar and we're trying to put all the different bicycling activities on that calendar. So if you look at that and see something that's not there, you can contact Velo Cruces and we'll make sure to get that and try to share that and try to have a good local resource for what's going on in the bicycling world. Any other Committee member comments? Seeing none.

8. PUBLIC COMMENT

Pearson: We'll go on to second opportunity for public comment. Come up to the microphone and state your name and tell us what you would like.

T. Devine: Tom Devine. Is there anything in the works possibly for the Outfall Path so you can go over the railroad tracks? Because I ride that section regularly and three quarters of the time I take the roads that go around the path because of the railroad there. Occasionally I'll carry my bike over the railroad tracks. But is there anything in the works so that you can easily get over the tracks?

Pearson: That's been asked about ever since that was designed. The word has been that it's the railroad will not allow that at-grade crossing. I think I've heard that they would allow an air crossing, so we could build a big old bridge, but we'd have to spend a million dollars on that probably. I don't know. Staff do you have any other information or can you suggest any avenues to maybe move that forward?

Wray: Mr. Chair. No. I'm not aware of any projects that are currently under discussion on any level to improve that crossing. And unfortunately if the railroad has said no, there is nothing else to do except try to talk to the railroad some more.
Pearson: Right. Because it was at the time when that project was built, Mr. Garza was City Manager and explicitly asked that question and he explicitly said that he tried to get that done and the City would have been willing to pay for it, but it was the railroad that said no.

T. Devine: Which railroad is that?

Pearson: It's Burlington Northern Santa Fe.

T. Devine: So the course of the action then would be to get the Burlington Northern to change their mind.

D. Devine: It can be done.

Pearson: I would like to see that done. During my visits to the National Bike Summit, visiting the congressional and the senate offices, I have mentioned this and haven't gotten any traction. So if there's really a will to try to do this, then it's going to take a considerable effort and quite a bit of political pull probably.

T. Devine: Thank you.

Nunez: If I could Mr. Chair. I'm not speaking as a representative of the City, but just as someone dealing with similar things; is if you give them a couple of excellent solutions it would probably help the effort. Proven designs like you said over the top or even an excellent solution or something to their benefit to cross. And then also the other part would be is to try to understand their concerns and mitigate them. Which is probably people crossing safely would be one of them.

Pearson: Right. To me it makes sense to have a good safe at-grade crossing versus what we have now is everybody crossing anyways.

D. Devine: Well because it actually says, "No Trespassing", so legally you shouldn't even be crossing. But just to make a point.

Pearson: Is she on the microphone?

D. Devine: Oh, I'm sorry. Just to make a point. I'm from Minnesota and we had a similar issue of that in one of our regional parks and it was a railroad crossing that was similar to this. And it was the City of New Brighton it wasn't Minneapolis, but they just every year, they would ask the railroad and give them data and they finally did it. So I guess just keep at them.
Pearson: So this could be a safety issue at the MPO level. It may be a City infrastructure project at the Active Transportation Plan level?

Wray: Potentially Mr. Chair. Yes.


9. ADJOURNMENT (6:43)

Pearson: Our next meeting is scheduled for February 19th. I'll hear a motion to adjourn.

Curry: I'll put forth a motion to adjourn.

Kirby: Second.

Pearson: I have a motion and a second to adjourn all in favor "aye"?

MOTION PASSES UNANIMOUSLY.

Pearson: We're adjourned. Thank you.

Chairperson