

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 January 15, 2019 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 Ashleigh Curry (Town of Mesilla Citizen Rep)
11 Dona Devine (Bicycle Community Citizen Rep)
12 Aaron Chavarria proxy Jolene Herrera (NMDOT)
13 Jack Kirby (NMSU Staff Rep)
14 James Nunez (City of Las Cruces Staff Rep)
15 David Cristiani (Dona Ana County Rep)
16 Jess Waller (Bicycle Com. Rep.)
17

18 **MEMBERS ABSENT:** Andrew Bencomo (Pedestrian Community Rep)
19 Mark Leisher (DAC Citizen Rep)
20 Lance Shepan (Town of Mesilla Staff Rep)
21

22 **STAFF PRESENT:** Andrew Wray (MPO)
23 Michael McAdams (MPO)
24 Valerie Sherman (MPO)
25

26 **OTHERS PRESENT:** Soo Gyu Lee, CLC
27 John Mends, CLC
28 David Maestas, CLC
29 Stephanie Johnson-Burick, Town of Mesilla.
30 Michelle Belone, CLC
31 Becky Baum, Recording Secretary, RC Creations, LLC
32

33 **1. CALL TO ORDER (5:00)**
34

35 Pearson: Okay so it's just after 5:00. So I'll call this meeting of the Mesilla Valley
36 MPO Bicycle and Pedestrian Facilities Advisory Committee to order. So
37 we'll do some introductions, everybody here. We'll start at the end down
38 here. Give us your name and who you represent.
39

40 Waller: Jess Waller, Las Cruces Citizen Representative of the BPAC.
41

42 Chavarria: Aaron Chavarria, I'm proxy for Jolene Herrera with NMDOT.
43

44 Christiani: David Christiani, and I am a Planner here at Doña Ana County.
45

46 Devine: Donna Devine, and Bicycle Advisory Committee.

1 Curry: Ashleigh Curry, I'm the Citizen's Representative for the Town of Mesilla.
2
3 Nunez: James Nunez, Representative for the City of Las Cruces.
4
5 Kirby: Jack Kirby, Representative for New Mexico State University.
6
7 Pearson: And I'm George Pearson, the City of Las Cruces Citizen Representative.
8

9 2. ELECTION OF OFFICERS

10
11 Pearson: Next order of business is election of officers. So I'll turn this over to staff
12 to run this part of the meeting.
13
14 Wray: Thank you Mr. Chair. As we always do at the first meeting of the year all
15 of our committees open the Chair to nominations for Chair and Vice-Chair.
16 We usually historically just open the floor for nominations for each
17 position. So if we want to go ahead and have a nomination for the Chair
18 position at this time.
19
20 Curry: I nominate George Pearson.
21
22 Pearson: I would like to disclose that I am on a couple of non-profit organizations
23 that are related bicycles; one is Velo Cruces where I am president and the
24 other is New Mexico Bicycle Summit where I am the secretary.
25
26 Wray: We do need a second.
27
28 Waller: I second that motion.
29
30 Wray: All right. Mr. Chair. Do you want to go ahead and conduct the vote?
31
32 Pearson: You're running this part of the meeting.
33
34 Wray: Oh, okay. All in favor say "aye".
35
36 MOTION PASSES UNANIMOUSLY.
37
38 Wray: Any opposed? All right. I will turn the meeting back over to our new Chair
39 for 2019.
40
41 Pearson: Okay. So the next part is an election of a Vice-Chair. I'll hear nominations
42 for Vice-Chair. Volunteers?
43
44 Waller: I nominate Ashleigh Curry as Vice-Chair.
45
46 Pearson: Any further nominations?

1 Nunez: Second.

2

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

4

5 MOTION PASSES UNANIMOUSLY.

6

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

8

9 **3. APPROVAL OF THE AGENDA**

10

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

13

14 Wray: None from staff Mr. Chair.

15

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

17

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

19

20 Pearson: Do we have a second?

21

22 Kirby: I second.

23

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

26

27 MOTION PASSES UNANIMOUSLY.

28

29 Pearson: Any opposed? That's approved.

30

31 **4. APPROVAL OF MINUTES**

32

33 **4.1 November 16, 2018**

34

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

38

39 Nunez: I make the motion to approve.

40

41 Pearson: We need a second.

42

43 Waller: I second the motion.

44

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

1
2 MOTION PASSES UNANIMOUSLY.

3
4 Pearson: Any opposed?

5
6 **5. PUBLIC COMMENTS**

7
8 Pearson: Next we have an opportunity for public comment. We have two slots for
9 public comment; at the beginning and at the end. Do we have any
10 members of the public who wish to make comment at this point? Seeing
11 none. Yes? Okay we have a taker.

12
13 J-Burick: Hi. Good evening everyone. My name is Stephanie Johnson-Burick and
14 I'm a Trustee for the Town of Mesilla. And I just wanted to thank you all
15 for all the work that you do. It's greatly appreciated. So thank you very
16 much.

17
18 Pearson: Thank you.

19
20 D. Devine: Thank you.

21
22 **6. ACTION ITEMS**

23
24 **6.1 Removal of Board Member for Non-feasance of Office**

25
26 Pearson: So we'll move on to action items; 6.1 removal of Board Member for
27 nonfeasance of office.

28
29 Wray: I will note at this time that Trustee Johnson-Burick is our Vice-Chair of the
30 Policy Board for this year. Thank you Mr. Chair, I would like to direct the
31 attention of the Policy Committee to page 31 of the packet. Unfortunately,
32 we have a regrettable administrative action for this Committee this
33 evening. Earlier this month our current Chair, Mr. Pearson, brought
34 forward to the attention of MPO staff that Mr. Leisher has not been a
35 regular attender at the BPAC meetings for some time. Mr. Leisher
36 currently occupies the Citizen Representative position for unincorporated
37 Doña Ana County. Going back and doing the research which is on page
38 44 of the packet, Mr. Leisher was not at a meeting in calendar year 2018
39 at all.

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

1 Committee meeting for the Policy Committee to take action. I'll stand now
2 for any questions.

3
4 Pearson: This seems pretty clear-cut. So any discussion from the Board? I'll hear a
5 motion to recommend to the Policy Committee to ask for removal of mister
6 ...

7
8 D. Devine: I just had a question just to verify. Are you saying that this person did not
9 attend any meetings in 2018?

10
11 Wray: Mr. Chair, Ms. Devine. That is correct. Mr. Leisher was not present at
12 any meeting in 2018.

13
14 D. Devine: That's why I don't know him.

15
16 Nunez: I'll make the motion.

17
18 Pearson: Okay, so we have a motion to the Policy Committee to ask for removal of
19 Mr. Leisher. We need a second.

20
21 Curry: I'll second.

22
23 Pearson: I have a motion and a second. All in favor.

24
25 MOTION PASSES UNANIMOUSLY.

26
27 Pearson: Any opposed? That item passes.

28
29 **6.2 Letter to City of Las Cruces, Public Works Department Concerning**
30 **Street Sweeping**

31
32 Pearson: We're on to the next which was brought to our attention at the end of our
33 last meeting so it was asked to be here as an action item for a letter to the
34 City of Las Cruces Public Works concerning street sweeping.

35
36 ANDREW WRAY GAVE HIS PRESENTATION.

37
38 SOO GYU LEE GAVE HIS PRESENTATION.

39
40 Pearson: Okay, I think the reason this happened, it came to be a discussion item is
41 because you're only running at 15% capacity or something. Your goal is
42 to sweep every street every six weeks. Currently what do you think you're
43 actually meeting right now?

44
45 Lee: At this point it's kind of difficult, but right now I would say every eight to
46 nine weeks in between.

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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 make's 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

1 determination whether it is a serious issue or not. If it is serious, yes, we
2 take care of it.

3

4 Pearson: Right, because I used to use Espina a lot so I know, I think it's Mesa and
5 Espina, that would be where all the sand would collect. And there was
6 another location near a driveway further down a dirt alley where the dirt
7 would dump out into Espina. Can you share if any of the bicycle facilities
8 correspond with those priority areas that you talk about?
9

10 Lee: Yes Mr. Chair. Yes we can share that information, but I wanted to make
11 sure you understand that with our current sweeper we have a hard time to
12 clean the old sand or the clay if it's on the street. It depends on the
13 amount of the dirt or the sand, and then also whether there is any
14 moisture. If we have a lot of clay stick with the sand, then it's going to be
15 really hard to clean it. So you may see some of the sand with the clay still
16 on the bicycle lane a little bit, but we try to clean as much as we can.
17

18 Pearson: Right, because my experience I recall you pretty much have to send out a
19 crew with shovels for some of these locations.
20

21 Lee: Right. So as I mentioned it depends on the situation. Sometimes we use
22 shovels to cleanup whenever we use the manual tool then it's going to
23 take more time, but it's not really completely clean.
24

25 Pearson: Right.
26

27 Lee: And then also safe.
28

29 Mendes: If I can add. We have 520 paved miles of roads in the City of Las Cruces.
30 When you're sweeping you've got to take into consideration you're going
31 to sweep one side, turn around and come back, so that amount is going to
32 double 1,040. That doesn't include the medians that have to be swept
33 also, and also sometimes you have to sweep two to three times to be able
34 to pick up everything. So as you can see it's quite a bit of miles of road
35 that needs to be swept.
36

37 Pearson: Right.
38

39 D. Devine: I have a question. Does the City do anything proactive, like when there's
40 an issue with sand being on the highway every time it rains to go to the
41 source of that and try to do something with that instead of having to clean
42 it up every time it rains?
43

44 Lee: Yes ma'am. We are in the process of hiring one of our local consulting
45 firms to analyze what's the cause of the erosion issue throughout the City.
46 And then once we have the report from the consulting firm then we will

1 find out how we can identify the funding. As you know, the funding is
2 always the issue. So again the priority is the flooding areas first. So this
3 year we are going to take care of some of the areas plus analyze and
4 evaluate all the flooding areas first. And then most likely next year we are
5 going to hire one of the consulting firms, the same firm, to look at and
6 evaluate all the eroded area. Once we get that information we will try to
7 minimize all the issue. And then also we will continue to work with the
8 NMDOT, so one of the good areas is on Spruce and Telshor. We used to
9 have the issue all the time, but we were working with the NMDOT so they
10 identified the funding and then they actually upgrade the northwest corner
11 of Spruce and Telshor. That's one good example and then we try to do
12 the improvement or the measure throughout the City proactively, but
13 unfortunately because of the funding issue we're kind of slow, but we will
14 definitely.

15
16 D. Devine: Makes a difference though.

17
18 Lee: Yes ma'am.

19
20 Pearson: And one of the things that comes up either comments, I think it was
21 discussed at our last meeting too is with the street sweepers often times
22 after they pass through there's this nice little row of rubble left behind,
23 which seems to in my case, whenever it's there it's right where I want to
24 ride my bicycle. That's been explained to me before. Well that's a
25 maintenance issue with the sweeper. But it seems to be a problem all the
26 time. The last time I was behind a sweeper I noticed that that was
27 continuing to happen. Can you comment on that? And on the new
28 sweepers, is that going to also still be an issue?

29
30 Mendes: That is a show of our sweepers being worn, and that's just something that
31 we cannot, that's why some sweepers have to go two, three four times.
32 You know back and forth to be able to clean that up. It's something that
33 we're just not even going to, even our brand new ones will leave a slight
34 line now, but our old ones you can tell they're leaving those lines and
35 that's one of the main issues and the main complaints. I would like to say
36 we're about to have our sixth brand new sweeper on the road shortly, with
37 six operators in our six zones and you will be able to see a difference in
38 the street cleaning once we get all this programming going and you'll be
39 able to notice the streets cleaner.

40
41 Pearson: Can you tell us when do you expect? Because last I heard you hadn't
42 even had the money to order the sweepers. Now you have them ordered
43 or they're about to be ordered or what's the process?

44
45 Mendes: The money's in we're just waiting for the PO to be cut. The sweeper's are
46 two days away from ordering. Once that PO is cut at the end of this week,

1 the beginning of next week maybe, they'll be sending the sweepers in.
2 Then by the time they get tagged we're looking at about a month and that
3 includes our operators should be hired within a month, month and a half
4 and you'll have six brand new sweepers on the road plus one extra for
5 standby.

6
7 Pearson: Okay.

8
9 Lee: Mr. Chair. Let me add about the issue. So as you mentioned, there were
10 some issues whenever you know the sweeper passes and we have some
11 kind of debris still remaining. One thing I wanted just to bring up to you is
12 that it depends on the location and the condition of the roadway.
13 Specifically for the edge of the roadway, if we have any weeds growing
14 between the gap, any gap on the gutter or the between the back of
15 sidewalk and the curb, then we used to have some issues. We tried
16 several different times trying to clean out the best way we can make it as
17 clean as much as we can, but we realize that it's almost impossible. We
18 tried it several different times, but unfortunately with the current sweeping
19 mechanism there's no way we can clean up. So we will find an alternative
20 way which is most likely the manual. So we're going to work with the
21 weed crew to figure it out, what is the best way we can kill all the weeds.
22 Because whenever the weeds are growing then the sand and the clay is
23 going to stick to that area, and then whenever they have some stuck or
24 something then it's hard to clean it. So whenever we pass that area,
25 specifically you know the downtown area, we have an issue. And on the
26 same thing, it depends on the weather and then also the operator's skill.
27 Sometimes they spray too much water, then it's going to be difficult to pick
28 up all the trash and the debris and sand.

29
30 Pearson: Okay. So you mentioned 311. The City doesn't have 311 though.

31
32 Lee: Yes, 311 is not in service anymore. So you have to go to the City website
33 to ask the City, then you can submit that or you can call us directly.

34
35 Pearson: Okay.

36
37 Lee: And then we will take care of that.

38
39 Pearson: And do you know if there is a category, I'm pretty sure there's a category
40 for potholes, is there a category for street sweeping?

41
42 Lee: It is under pothole, but you can submit it under others too.

43
44 Pearson: Okay.

45
46 Lee: There is a different category for the others.

1
2 Pearson: Okay, might I suggest some feedback at some point that actually if it still
3 continues to be a problem we might come back and ask the City to
4 identify, make it more easily for people to report it. But if we can report it
5 as a pothole I think that's, I know that the pothole response is usually very
6 quick.
7
8 Lee: Yes, our pothole policy is that we're trying to repair the pothole within 24-
9 hours, but unfortunately the street sweeping is slightly different.
10
11 Pearson: If you get a report through that do you send somebody to go and look at it
12 without sending the street sweeper? Do you have somebody that roams
13 around a supervisor maybe of some sort that might look and see how
14 much of a problem you think it might be?
15
16 Lee: Depends. So if the reported area is within our scheduled zone then we're
17 just going to go in and clean it. If we've just done it relatively recently,
18 then we have to send our crew to make sure what's going on. And then
19 there's maybe a chance there's a different reason we are having some
20 issue. A lot of the times we have an issue whenever we have any
21 construction or any development. You know the construction, the trucks
22 they leave a lot of dirt or the sand, and in that case we have to contact the
23 Codes Office. We cannot do that. So there's a specific way to handle the
24 issue. It depends on what the description is in the report. We have to find
25 out what's going on first, then figure out how we are going to handle it.
26
27 Pearson: Okay. Any Committee Member. Jack?
28
29 Kirby: I've got a quick question. I think I know the answer, but I want to confirm.
30 Are your operators, well if you have a street such as Solano two drive lane
31 or it's one lane north, one lane south and a bike lane on either side, are
32 your operator's instructed to drive the sweeper, which is a vehicle width in
33 the drive lane or up against the curb to catch the bike lane?
34
35 Mendes: They always have to clean the gutter out. So it's always on the edge of
36 the gutter.
37
38 Kirby: That's what I thought, I just wanted to confirm and see if that might have
39 been part of this whole issue. Thank you.
40
41 Lee: Yes, it depends on what the width of the bike lanes. If there's a shared
42 land lane, yes we generally go to the side of the road. And if it's a proper
43 bike lane and it depends on the width, and then we try to cover as much
44 as we can, but there is a maximum width we can go. So it depends on the
45 location, but generally speaking yes.
46

1 Kirby: Okay. Thank you.
2

3 Pearson: You have to make two passes sometimes, one in the travel lane and then
4 one in the bike lane? Because some of the bike lanes we have some
5 buffered bike lanes that would be the width of that sweeper.
6

7 Mendes: Yes, it depends on the situation. There are times when we have to go and
8 scrape with either a backhoe or a loader before we can go in with a
9 sweeper. If it's wet, it has to dry before we can sweep it up. And another
10 thing, we have a side broom which we can send out, but we can't send the
11 side broom to sweep it unless if there's a curb and gutter we cannot use it,
12 we have to use a sweeper.
13

14 Pearson: Okay. Any other Committee Members? Are we satisfied with this agenda
15 item?
16

17 Curry: I would just like to say thank you so much for coming out and explaining it
18 and for getting those new sweepers. It sounds really great and we look
19 forward to clean streets coming up. Thanks.
20

21 Pearson: We have a member of the public that has a question. And so please
22 come forward and give us your name and ask your question. Come to the
23 microphone.
24

25 T. Devine: Tom Devine. I've been biking Las Cruces for almost 20 years and
26 sometimes when I see where the street sweepers have gone, it seems like
27 nothing has changed. And I suspect, but I don't know, that the street
28 sweeper is full. So I wonder how often they empty those things so that
29 they aren't just moving it a little bit?
30

31 Mendes: Our sweepers when they're full they have to go dump. I mean we can't
32 just be sweeping because it will be falling off. Now depending on how bad
33 the road is, how thick it is, the material on the ground, that's going to
34 determine how it's going to be spread also. I mean, like I say sometimes
35 they got to go three, four times and with these old sweepers sometimes
36 that's not even good enough.
37

38 Pearson: So the trail of debris that's left isn't related to how full the sweeper is it's
39 how the brushes are adjusted.
40

41 Mendes: Exactly. They're called skids and they're worn and these sweepers are
42 just, they're like five to six years past their life.
43

44 Lee: So again the sweeper average age is 12 years old except just two.
45

46 Pearson: Okay but that's going to change by two months.

1
2 Lee: Yes, we hope that. And then we submit our recommendation and money
3 is ready and then we continue to work with the manufacturer so they
4 actually ready to ship it. So whenever they get the PO then they're going
5 to deliver to us.
6
7 Pearson: Okay.
8
9 D. Devine: Thank you.
10
11 Pearson: Go ahead.
12
13 Nunez: Just curious. I thought of a term, it's called, what is it called? I just drew a
14 blank on it. Basically it's where you focus the maintenance and on just
15 where it's needed, so like if there's a couple of roads, you mentioned all of
16 the roads that we have that the City with some of them being so inclined
17 etc. etc. they may not even need sweeping. So do you guys ever do an
18 approach where you just actually focus on a few streets that are in
19 consistent need?
20
21 Mendes: At the moment we do try and get our main arterials and collectors, but we
22 also get known areas that do get dirtier than others. But we just try and
23 get as much as we can with what we have right now available and that's
24 throughout the whole city.
25
26 Pearson: Okay. Anybody else?
27
28 Waller: Maybe the word that James Nunez was looking for was triage.
29
30 Nunez: No it was more, it'll come to me in a while, but it was, it's for the
31 maintenance terms. They even use it out at the NASA site where they
32 only.
33
34 Waller: Okay.
35
36 Nunez: Replace and do the maintenance on certain things that they know will give
37 them the best benefit.
38
39 Waller: Okay. I had actually another question and it's kind of peripheral to the
40 issue of the dirt and debris and using the sweepers. And it was brought
41 up in regards to potholes and there's one at the head of my neighborhood
42 that's quite bad and it appeared in the last few weeks. What's the process
43 for mediation of potholes? Does your department handle that or do I need
44 to direct that concern elsewhere?
45

1 Lee: Yes, our street and traffic operation are responsible for all the
2 maintenance related to the facility including the pothole repair. So if you
3 have any concerns, please give us a call or submit your request through
4 our "Ask the City" the website. I'll give you my business card at the end of
5 this meeting.
6

7 Waller: Okay, great. Thank you.
8

9 Pearson: Okay. I imagine this will, we'll find out after the monsoon season how
10 things are working out, if there's still some things to go on, but, I guess our
11 Committee would like to make sure that you try to prioritize the bicycle
12 facilities because that impacts our community the most.
13

14 Lee: We will try as much as we can sir.
15

16 Pearson: Okay. Thank you.
17

18 Lee: Thank you.
19

20 **7. COMMITTEE AND STAFF COMMENTS**

21 **7.1 MPO 2018 Annual Safety Report**

22 Pearson: So we're on to discussion items, safety report.
23

24 MICHAEL MCADAMS GAVE HIS PRESENTATION.
25

26 Pearson: Let me ask you a question about the previous slide.
27

28 McAdams: Yes. Okay.
29

30 Pearson: Of course the UNM does the tracking of the fatalities for the New Mexico
31 Department of Transportation and they have a preliminary report that they
32 post every month.
33

34 McAdams: Okay.
35

36 Pearson: And looking at what's on the website now for Doña Ana County they don't
37 break it down any further than that, they show in 2017 there were 29
38 fatalities. This just reflects the MPO, were the rest of those?
39

40 McAdams: We're using the State data received from UNM. That's preliminary. We'd
41 like to report I guess what they come at 2018. That's up to the date just
42 from what we had from UNM.
43

44 Pearson: Okay.
45
46

1
2 Wray: Mr. Chair. It may very well be that that update also what you said about
3 that would be inclusive of all of Doña Ana County outside, also including
4 areas outside of this MPO. And I do hasten to add that we do have some
5 significant areas of urbanization within the Doña Ana County area that's in
6 the south that's in the El Paso MPO. But also please keep in mind, that
7 the updated projections may have come out subsequent to the MVMPO
8 2018 Safety Report coming out. That is kind of an uncontrollable factor.
9 We need to get the report out at the end of the year. Updated projections
10 may come out, but we have to capture the data as we have it as we have
11 available.

12
13 Pearson: Okay. Yes, so the Countywide numbers show 29 for 2017 and 15 for
14 2018, so there's like a big spike. So we're thinking that that spike was
15 outside of the MPO area and may not reflect the numbers that are actually
16 available to us.

17
18 Wray: It may not. And I would also caution anything that's related to 2018 would
19 most definitely be under the rubric of very preliminary data since that was
20 just since last year.

21
22 Pearson: Right.

23
24 McAdams: And also, if you update this stuff you can't drill down too. You can have
25 updates to the total, but then I can't go any further than that. That's an
26 advantage because this is total data and we can go down to the
27 intersection if necessary. But it is frustrating, I agree that we get it two
28 years after and that's just the way it is. And I see collisions all around, I'd
29 like to know more about them, but unfortunately that's what we have to
30 deal with. We urge DOT to get faster return on the collisions, but I don't
31 think that's coming anytime soon.

32
33 MICHAEL MCADAMS CONTINUED HIS PRESENTATION.

34
35 Curry: Mr. Chair. Mr. McAdams. What year is this?

36
37 McAdams: This is 2016.

38
39 Curry: 2016 thanks.

40
41 McAdams: That's why we don't have the new crashes in there.

42
43 Curry: Okay, thanks.

44
45 MICHAEL MCADAMS CONTINUED HIS PRESENTATION.

46

1 Waller: Just a quick question. The property damage on a bicycle that's just
2 damage to the bicycle?
3

4 McAdams: Mr. Chair, Mr. Waller. That would be correct. There'll be no injuries.
5 They would just report it as no injuries, just property damage.
6 Unfortunately we know that when you have crash between cars or
7 vehicles or any kind of vehicles and bicycles it usually results in injuries in
8 a lot of cases. But there's still are some property damage with bicycles.
9

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

11
12 McAdams: That is correct. Many are not reported. In fact one of the issues we have
13 is that often people go to hospitals and the hospital doesn't report it was a
14 bicycle or pedestrian injury as well. So we're trying to get that in the
15 bicycle and pedestrian safety world we're trying to get to improve that as
16 well.
17

18 MICHAEL MCADAMS CONTINUED HIS PRESENTATION.
19

20 Pearson: Okay. I did notice what I think is a typo on the packet on page 56 in your
21 chart for the Crashes by Intersection it talks about Class C at the top, but
22 then the column is Class A. So I think that.
23

24 McAdams: I'll correct that.
25

26 Pearson: Okay.
27

28 McAdams: It should be only Class A.
29

30 Pearson: Right.
31

32 McAdams: That's correct.
33

34 Pearson: I guess the thing that most struck me was the chart of causes of crashes
35 and that alcohol/drug involved is at 4%. That kind of tells me that all the
36 effort that has been done over the years to reduce DWIs has mostly
37 worked out. But driver inattention is way up there and so we need to do a
38 similar level of work to stop driver inattention, stop texting while driving. I
39 just saw the new car displays and they've got a LCD screen that's bigger
40 than the dashboard just about, seems like that's going in the wrong
41 direction. I wonder how we can get more emphasis on reducing the driver
42 inattention problem.
43

44 McAdams: Mr. Chair. I think the best way we know is enforcement. You know have
45 the policemen out there watching, if they see people texting, or charging
46 them more on the point so they're texting while driving too. Most of the

1 times I go through intersections or waiting for lights, I see people texting.
2 So it's really pervasive and the equivalent is driving drunk when you're
3 texting.
4

5 Pearson: Right, I think I've seen, I've heard that texting while driving is worse than
6 driving while intoxicated just because the attention is so divided, just
7 completely taken away from what you're doing as you're driving a multi-
8 thousand pound weapon down the road essentially. And then of course
9 the missing data is another problem. I think that's been talked about. You
10 referenced it. It's an issue with what the uniform crash report is and I'm
11 kind of sorry that our Deputy Marshall isn't here that he could comment
12 some on that and maybe help describe why we're missing that kind of
13 information in these reports. Is it just lack of officer training during writing
14 these reports or is just that they can't figure out anything when they write
15 these reports? I don't think we can tell them. I think we need the law
16 enforcement to tell us, educate us more on that. But at the New Mexico
17 Safety Summit the issue of the Uniform Crash Report and the data that's
18 collected was brought up so I wonder if that has been talked about further
19 at the State level because it's going to be a State problem right? It's a
20 Uniform Crash Report or is it also a national problem? Is it the same
21 report that's used nationally or is it just a statewide? And maybe, I don't
22 know if I can impose on NMDOT to representative to educate us some on
23 that maybe?
24

25 Chavarria: I don't know if it's used nationally or not.
26

27 Wray: Mr. Chair. I believe it is a State report.
28

29 Pearson: Okay. So maybe, I don't know, is there a way that we can maybe further
30 motivate the State to address this issue? Because the State did their
31 safety report and so that's done. Are they continuing with another safety
32 report or updates to that report? Is that something that we will continue
33 seeing?
34

35 Wray: Mr. Chair. What I believe you're referring to is the Annual Performance
36 Targets for Safety. That is an annual measure that must be updated
37 every year. I am certainly open to suggestions as to strategies to
38 implement to bring this conversation specifically about the inadequacies of
39 some of the reporting data to the front. I will say, I guess, the good news
40 is I believe this is an issue that is widely understood. I have attended a
41 number of meetings with State level officials where this has been
42 discussed as being an issue, but it always runs into the problem of, I have
43 not heard anyone really bring forward a good idea about how to address it,
44 how to advance it. I am certainly open to suggestions. I would very much
45 like to hear other people's thoughts on this topic about things that we
46 could try to improve this conversation because I do view the data issues

1 as being a significant and yet relatively easily solvable problem if only we
2 could find the right way to grapple with it. But again it is understood as
3 being a problem on the State level, but it seems like there's perhaps a lack
4 of will to really address and tackle this problem.

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

11
12 Pearson: So is there something that this Committee can do to help push that
13 forward or making the statement and saying, "You guys need to work on
14 it?"

15
16 Wray: Mr. Chair. That's a very good question. I would have to think about that.
17 It might be that this is an issue that we might bring forward as a discussion
18 item specifically talking about the data inadequacies and utilize that as a
19 mechanism to bring this up to the level of the Policy Committee, which has
20 elected officials on that committee who are able and in a position to give
21 direction to their subordinate law enforcement staffs. So that maybe we
22 could have some kind of a dialogue regarding this topic at least locally and
23 perhaps utilize that to build momentum towards the State level. I don't
24 know, that's just kind of literally talking off the cuff there.

25
26 Pearson: Right, because even looking at some of the categories, failed to yield
27 right-of-way, disregard traffic signal, they both sound like running a red
28 light or running a stop sign, but they're separated out so they're really a
29 bigger problem than what the data indicates here.

30
31 Curry: Mr. Chair, Mr. Wray. Just as you're talking I'm thinking about the NMDOT
32 UNM Look for Me Campaign and Maurice Williams who offers the 40-hour
33 data collection course for bike/ped crashes and I know that that's been
34 specifically Bike/ped crashes, but maybe he would be willing to come to
35 town if the Policy Committee saw fit. And get the Law Enforcement
36 people, he had offered it before and it wasn't particularly well received or
37 attended, I think just the amount of time. But again if it comes from Policy
38 Committee that we need law enforcement from the Sheriff's Office from
39 the Mesilla Marshalls, from the Police Department to sit down, I bet Mr.
40 Maurice Williams would come down and you know kind of give some
41 directional, give some training to at least get this ball rolling.

42
43 Wray: Mr. Chair, Ms, Curry. That's and excellent suggestion.

44
45 Pearson: Because one of the things we talk about for bicycle issues is counting the
46 number of bicyclists and we came up with the little slogan, "If you don't

1 count, you don't count". Well the same applies to this data. If we don't
2 know what the data means we can't use it.

3
4 Curry: And if I may add, I think also Mr. Williams, because he's based in
5 Albuquerque, he might have a little bit more direction and pull. It might get
6 the State ball rolling, so to speak, on a bigger level. If he can say, "Look,
7 Las Cruces and Doña Ana County and the MPO down here have done
8 something." He might be able to kind of get the ball rolling to make the, if
9 it's a State issue, he might be able to, this might sort of get the ball rolling
10 for the State to change their reporting forms.

11
12 Chavarria: Mr. Chair. If I may. Back in 2015/2016 the DOT tried to standardize the
13 reporting form for law enforcement. We did have a big campaign going to
14 all law enforcement statewide to try and educate them and standardize
15 what everybody was reporting and what we wanted to see. So at the
16 State level we made a good effort to try and do that, for some reason I
17 don't know if local entities for some reason prefer not to report in that
18 manner or they have their own forms, but it's been a few years that
19 NMDOT did have a campaign to try and standardize the reporting and so
20 we could get more accurate and better information in there.

21
22 Wray: Mr. Chair, Mr. Chavarria. I remember I was at kind of the kick off
23 conference for that in Albuquerque that year. One of the issues that I
24 remember was raised at that conference was the issue of smaller
25 jurisdictions who have less ability to be able to standardize some of their
26 reporting. It came down literally to an issue of cost for them to some
27 extent and I don't know how that ended up shaking out as I was not really
28 a participant in the subsequent dialogues around that topic. But I do
29 remember that some of the more rural communities and jurisdictions in the
30 State did have technical limitations available to them to change their crash
31 reports.

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

37
38 Pearson: Right. Yes.

39
40 Wray: And make sure and understand that.

41
42 Pearson: I think it's something that could be worked towards a solution. We had this
43 discussion earlier with the Marshall here and he has his handheld device
44 that he uses to do his crash reporting on it. If other jurisdictions need this
45 similar kind of technology then it's a matter of getting that funded and that
46 might be an issue for the State Legislature to address also, which makes it

1 a statewide, it is a statewide problem so the State Legislature might be
2 ultimately an appropriate place to try to figure this out. Which also there's
3 the Transportation Commission, I don't know if they would discuss this
4 also, they kind of oversee everything to some level. I don't know if this
5 has ever risen to the level where the State Transportation Commission
6 has discussed this issue.
7
8 Chavarria: I'm not sure.
9
10 Waller: Mr. Chair. I have a question. It's really to Dr. McAdams. And I'm just
11 trying to understand this data a little bit better. I see the NMDOT definition
12 for injury, but I don't see one for fatalities. Can you give me a, is this a
13 pedestrian or a bicyclist killed in a crash?
14
15 McAdams: Any fatality would be considered a fatality. The crash for serious injury is
16 kind of vague as you see and I think a lot of times that has to do with they
17 don't report when people go to hospitals etc. And you see A, B, and C are
18 kind of you know amorphous, but as far as fatalities they have to report
19 them and that's one reason why they wait.
20
21 Waller: So that is a bicyclist or pedestrian killed.
22
23 McAdams: Yes. Absolutely. If they say a bicyclist was killed that was a bicyclist.
24
25 Waller: Okay.
26
27 McAdams: Because it would say in the table, in the data, they say directly that's a
28 bicycle kill.
29
30 Waller: Okay.
31
32 McAdams: And they would say pedestrian killed or driver killed.
33
34 Waller: Okay.
35
36 McAdams: So they distinguish between the two.
37
38 Waller: So that's good and I appreciate that answer. So that means that we're
39 hovering around like 1.3 fatalities per 100 million vehicle miles is that
40 roughly correct?
41
42 McAdams: I can't really say. I didn't really look at that.
43
44 Waller: Got a graph here.
45

1 McAdams: That is yes. That is used commonly to look at pedestrian fatalities or any
2 kind of crashes per 100,000 people. That's a way to sort of level the
3 playing field, but we really looked at the data as far as the performance
4 standards, and so we're (*inaudible*) that. We can get that. I think it's in
5 the State report too as well. We can get that if you would like.
6

7 Waller: Okay. So we have this benchmark. It's fatalities per 100 million VMT's.
8

9 McAdams: Right.
10

11 Waller: And it's used dialectic. So we know how we're doing in an absolute
12 sense. Can you address how we're doing comparatively say to El Paso or
13 Albuquerque or Tucson?
14

15 McAdams: We haven't looked at that. Mainly we concentrate on our level because
16 the MPO is required by the State to do that. We have not looked at that,
17 how we compare to others, but (*inaudible*) it is like. But I know if we look
18 at preliminary it's as you would have suspected, the higher the population
19 you have, the higher the VMT you have, the higher crashes you would
20 have, so generally in, and I haven't looked at it in general and we are as a
21 population, we are crash rated similar to Santa Fe or Farmington. There
22 are exceptions, which is in Gallup and that area where there's more
23 pedestrians and pedestrian crashes. So there are bumps in this and I
24 have looked. And we ranked all of them together. It's generally like a
25 pecking order; El Paso, Albuquerque, Las Cruces, Santa Fe and then
26 Farmington. It's really the crash rates are basically looking between the
27 different areas, jurisdictions, is pretty much related to population.
28

29 Waller: Okay. So there's a strong correlation to population.
30

31 McAdams: There's a strong correlation because like I said before, and it's because
32 you have correlation because more vehicle miles you travel, larger areas,
33 you have more increase risk.
34

35 Waller: That would suggest that if in New Mexico you have a low population
36 density the fatality rate and injury rate would be lower.
37

38 McAdams: It is, but.
39

40 Waller: We're not Florida. I read something on bicycling.com that ranked the
41 states. As the worst places to be a bicyclist I think Florida was at the top.
42 I just want to make sure we're not competing with Florida.
43

44 McAdams: Okay. I don't think we will. But generally we have rural crashes, there are
45 more rural fatalities than there are urban fatalities and that's because
46 higher speeds etc. And generally urban areas are getting safer because

1 the lower speeds you have the lower the chance for fatalities and injuries,
2 but you can still have them in urban areas. But generally rural fatalities
3 are higher than urban fatalities as a rule.
4

5 Waller: Thank you for those answers.
6

7 McAdams: Thank you.
8

9 Pearson: James.
10

11 Nunez: Mr. Chair, Dr. McAdams. I've seen you present this and update this for
12 the last couple of years and I appreciate you doing this. As this is my view
13 of all this and how we might use this, the hope that it would one day get to
14 the decision makers for the, even though I agree with the policing and you
15 know enforcement, but if you see fatalities and a number of accidents and
16 I look at your maps, which are very helpful to me, I like the images, where
17 I see the red zones or whatever you're calling them, you know category
18 three or whatever, but I'm trying to hope that we can vision this as a tool
19 as something to justify, warrant like whenever they go for where they're
20 going to add a new intersection and you know signalize intersections or
21 whatever like they go through the warrants. And the metrics are certainly
22 helpful. I'm glad we're continuing to do this. Now what I'm getting at is
23 that one of the things that I tried and we failed at was adding that little
24 section over there by the University, on University and what was it Espina
25 was it where we tried to get green bike lanes.
26

27 McAdams: Mr. Chair, Mr. Nunez. That was Locust.
28

29 Nunez: Locust. Okay thanks.
30

31 McAdams: Although Espina has, and let me add that Espina is also a bad place for
32 pedestrians and bicycles too.
33

34 Nunez: Right. So my point I'm going to circle in and get to my point is that I'm
35 looking here at the buffered bike lanes and then the bike boulevards and
36 such, is it, that would help warrant or help justify when we would say that
37 those would be good tools to have and some of the infrastructure. But I
38 always lose the words of what we call it, but just basically infrastructure
39 and to warrant getting these things. And that would be the start see, is we
40 go to those areas and see if it made some sort of an impact or difference
41 and helps us find where maybe start with some of those items. That's
42 what I see your packets. I'm glad you're still reporting on this and I hope
43 we can do more than just getting the accuracy of these reports as to doing
44 something with them.
45

1 McAdams: Mr. Chairman, Mr. Nunez. I agree completely. I think that I do not
2 personally want to be doing useless data collection. We intend for these
3 to be alerts for decision makers to look at, dig more deeper into the
4 crashes and hopefully come with some solutions. Some of them may not
5 look at intersections per se, but looking at how we can increase public
6 transit, how we can encourage bike facilities, because it's proven that
7 improving bicycle and pedestrian facilities does reduce crashes.
8

9 Nunez: And to that end then your justification as a politician at the ribbon cuttings
10 or whatever when you're doing these is it's that you could justify by
11 bringing down insurance costs and actually saving lives or etc.
12

13 McAdams: Absolutely.
14

15 Pearson: Okay. Any other Committee Members? Okay, I think it's important that
16 we continue to have an emphasis on safety and so as the staff sees
17 issues that need to be addressed, talked about here for safety and maybe
18 we can continue the discussion. Maybe Mr. Williams will be able to come
19 and make a presentation to us or something like that, so I think continuing
20 on the safety theme is something that we should be doing. Okay. Thank
21 you.
22

23 **7.2 MTP Updates**
24

25 Pearson: So we're on to MTP update.
26

27 ANDREW WRAY GAVE HIS PRESENTATION.
28

29 Pearson: Anybody have any questions? Well I think we'll be hearing more about
30 this, so we'll anticipate further engagement with it.
31

32 **7.3 MPO Update**
33

34 Pearson: And our next item is MPO update.
35

36 Wray: Thank you Mr. Chair. Other than keep an eye out for ongoing
37 announcements of MTP meetings as they are scheduled, MPO staff does
38 not have a specific update today.
39

40 Pearson: Okay. You mentioned the County Commission has just changed
41 substantially, that effects the Policy Committee. Could you just review the
42 current Policy Committee Members?
43

44 Wray: Absolutely Mr. Chair. Our new members this year from Doña Ana County
45 are Commissioner Gonzalez and Commissioner Trujillo. Other than that

1 there were no other turnovers either from the Town of Mesilla or the City
2 of Las Cruces.

3
4 Pearson: Can you remind us of the membership?

5
6 Wray: The membership from the City of Las Cruces is Councilor Eakman,
7 Councilor Sorg and Councilor Vasquez. Town of Mesilla is Mayor
8 Barraza, Trustee Arzabal and Trustee Johnson-Burick who was here
9 earlier this evening. As I mentioned, Trustee Johnson-Burick is our Vice-
10 Chair for this year. Our Chair for this year is Commissioner Solis from
11 Doña Ana County. And Mr. Doolittle is the representative from NMDOT.

12
13 Pearson: Okay. Thank you.

14 15 **7.4 Local Projects Update**

16
17 Pearson: So on to local projects update. We'll start at the end down there. Does
18 NMSU have an update?

19
20 Kirby: No, no updates from NMSU.

21
22 Pearson: Okay. City.

23
24 Nunez: I'll go over a couple of things that I'm working on. Good news, we had a
25 bid opening today for the University crosswalk system similar to the one
26 by Chick-fil-A. So we're going to have another HAWK system there kind
27 of by Pan Am right by the McDonald's crossing over to the dormitories.
28 Going to be starting on that probably in a couple of months and end in, I'm
29 not sure when.

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

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

1 then I don't know what would happen to the bike lanes. I'd have to talk to
2 my boss. I can give you an update maybe next month on that.

3 And then I know that this Transportation Alternatives Program is
4 going forth, so that's good news. They're going to put it to the State on
5 Walnut up to Kilmer, what is it Poplar, I can't make out the other street,
6 and then back down Madrid. But then I didn't have time today to check
7 with all the construction but I know we've got lots of construction
8 throughout the City. I know that they're wrapping up some of the ADA
9 ramps, the pavement project from last year, they're doing a couple like
10 along Alameda, some ADA ramps right there. I think it's Harvard or can't
11 really remember the name of the one street there, I believe it's Harvard.
12

13 Pearson: Okay. You mentioned the TAP Projects. The prior TAP project behind the
14 dam, the trail that's behind there, have you heard anymore if they've been
15 able to close out that project? Because that's going to effect the rankings
16 for this TAP application that you have in. I'm wondering if you are able to
17 close that out maybe you can wipe out the minus five points that we are
18 otherwise are getting for that.
19

20 Nunez: I know that was discussed a couple of the meetings we had and I
21 immediately took that to my supervisor to include who was here earlier,
22 David Maestas, and he did take action to get with all the project leaders
23 over there on that project. And the management of the projects which
24 include David Sedillo and I believe it was Jimmie Moreno and I left it at
25 that. But then I did talk to or heard a hallway conversation with Jimmie
26 Moreno and he was talking about all of the efforts that the City has done to
27 mitigate and get them all that they want. So I do not know the answer
28 whether or not we will get the negative five on that, but I know that they
29 certainly are trying to appease them and cross all the T's and dot all the I's
30 and do all that we can so, none of us want that.
31

32 Pearson: Right.
33

34 Nunez: So I do not have an answer on that sir. But I know that they're certainly
35 focused on it, a number of people.
36

37 Pearson: Okay. Town of Mesilla's representative in the area. Any news from
38 Mesilla?
39

40 Curry: I have none.
41

42 Pearson: Okay. County.
43

44 Cristiani: No comments.
45

46 Pearson: Okay.

1
2 **7.5 NMDOT Projects Update**
3

4 Pearson: So we're down to NMDOT project update.
5

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

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

15 Our other project, University and I-25. I believe it should be bidding
16 in April of this year, unless for some reason the government shutdown
17 affects our funding. But that's it for us.
18

19 Pearson: And of course tonight is, while we're speaking they're having the public
20 update meeting over at the Branigan Library on the Valley Drive Project.
21

22 Chavarria: Yes, if anybody wants to make it, it's at Branigan Library and it started at
23 6:00 p.m.
24

25 Curry: Mr. Chair. May I ask does anybody have the update on the Solidad
26 Canyon Road repaving? Whose jurisdiction is that?
27

28 Pearson: I think that's a County project with federal funding maybe.
29

30 Cristiani: I don't have any updates on that.
31

32 Pearson: Well I think we'll keep asking about that, so for the next meeting if you can.
33

34 Curry: It has started, it has begun. They've got a contractor and the contractor is
35 here in town and beginning, but I just wanted to know what their time
36 frame was and everything.
37

38 Cristiani: Let me talk to Engineering about that.
39

40 Curry: Thank you.
41

42 **7.6 Committee Members Update**
43

44 Pearson: Okay, so Committee members updates. I have a few comments. We
45 previously talked about the Statewide Bike Plan. Well that was accepted
46 by Secretary Church before he left office at the end of December. So the

1 Statewide Bike Plan is up and available on the NMDOT website. One of
2 the times when I was coming back for the not very often times that I drive
3 down Main Street in the area where the intersection near Three Crosses
4 was done in front of the Albertson's. When you're driving down the hill,
5 there were a bunch of barriers put out effects to be to try to keep traffic
6 coming out of the Albertson's area from creating their own lane, but they
7 kind of blocked where a bicycle would be. Forced the bicyclist out into the
8 main roadway. I asked NMDOT, some engineers about that and they
9 looked at that and I haven't been there yet, but the word is that they've
10 solved that problem. So there should be room, so if anybody has been
11 has driven down Main Street in front of there you might take note and if
12 you still see a problem, we need to get with NMDOT. But hopefully that's
13 been properly addressed so we thank NMDOT for that.

14
15 Chavarria: Mr. Chair. I can confirm it's been addressed.

16
17 Pearson: Okay, thank you.

18
19 Chavarria: Jolene told me to make sure and let you know.

20
21 Pearson: She knew I'd ask about that one. And I did notice today that the packets
22 and agendas were missing from the MPO website for the Committees, but
23 later in the day actually I found that they have been restored so maybe
24 you can comment on that.

25
26 Wray: Yes Mr. Chair. That was an unfortunate, inadvertent happening. Our
27 website vendor performing annual maintenance for us, inadvertently
28 deleted our Committee information off the website. We still as of right now
29 don't have all the back log of 2018 uploaded to the archive, as you can
30 imagine that's a rather sizable task, but we do have the January, 2019
31 information back on the website and we will get the 2018 information back
32 as soon as we are able.

33
34 Pearson: Is that something you need to do for all the committees then?

35
36 Wray: Yes.

37
38 Pearson: Okay. Thank you. Some of you may be aware that State Representative
39 Angelica Rubio road her bicycle up to start the legislative session, which
40 started today. She left Klein Park in Las Cruces on January 5th in the
41 morning and arrived in Santa Fe on the following Saturday the 12th. So
42 that was kind of an event that was well noticed I think, and she stopped
43 with some constituent type meetings along the way. And one item of
44 interest also is that she is going to be carrying what is House Bill 192,
45 which is the five-foot safe passing law, which will require vehicles to give
46 five feet of passing to bicyclist and also allow passing vehicles, if it's safe,

1 to cross the double yellow line. So that's something hopefully will be
2 signed. It was passed in a prior session, but vetoed by the Governor. So
3 hopefully it can be passed again, and we're pretty confident the Governor
4 will sign it at this time. So you might watch the legislative website for that
5 one if you're interested. That's all I have, any other Committee members?
6

7 Waller: Mr. Chairman. There was a great ride Toys for Tots around Thanksgiving,
8 early in December.
9

10 Pearson: It's the first Sunday in December.
11

12 Waller: Yes that was a great activity. Give kudos to the organizers of that activity
13 also, we had Law Enforcement present. It was really nice.
14

15 Pearson: So Velo Cruces did have their planning meeting for bicycle activities and
16 we're going to have public comment on that. So if you go to the Velo
17 Cruces website and click through the calendar and we're trying to put all
18 the different bicycling activities on that calendar. So if you look at that and
19 see something that's not there, you can contact Velo Cruces and we'll
20 make sure to get that and try to share that and try to have a good local
21 resource for what's going on in the bicycling world. Any other Committee
22 member comments? Seeing none.
23

24 **8. PUBLIC COMMENT**

25

26 Pearson: We'll go on to second opportunity for public comment. Come up to the
27 microphone and state your name and tell us what you would like.
28

29 T. Devine: Tom Devine. Is there anything in the works possibly for the Outfall Path
30 so you can go over the railroad tracks? Because I ride that section
31 regularly and three quarters of the time I take the roads that go around the
32 path because of the railroad there. Occasionally I'll carry my bike over the
33 railroad tracks. But is there anything in the works so that you can easily
34 get over the tracks?
35

36 Pearson: That's been asked about ever since that was designed. The word has
37 been that it's the railroad will not allow that at-grade crossing. I think I've
38 heard that they would allow an air crossing, so we could build a big old
39 bridge, but we'd have to spend a million dollars on that probably. I don't
40 know. Staff do you have any other information or can you suggest any
41 avenues to maybe move that forward?
42

43 Wray: Mr. Chair. No. I'm not aware of any projects that are currently under
44 discussion on any level to improve that crossing. And unfortunately if the
45 railroad has said no, there is nothing else to do except try to talk to the
46 railroad some more.

1
2 Pearson: Right. Because it was at the time when that project was built, Mr. Garza
3 was City Manager and explicitly asked that question and he explicitly said
4 that he tried to get that done and the City would have been willing to pay
5 for it, but it was the railroad that said no.
6
7 T. Devine: Which railroad is that?
8
9 Pearson: It's Burlington Northern Santa Fe.
10
11 T. Devine: So the course of the action then would be to get the Burlington Northern to
12 change their mind.
13
14 D. Devine: It can be done.
15
16 Pearson: I would like to see that done. During my visits to the National Bike
17 Summit, visiting the congressional and the senate offices, I have
18 mentioned this and haven't gotten any traction. So if there's really a will to
19 try to do this, then it's going to take a considerable effort and quite a bit of
20 political pull probably.
21
22 T. Devine: Thank you.
23
24 Nunez: If I could Mr. Chair. I'm not speaking as a representative of the City, but
25 just as someone dealing with similar things; is if you give them a couple of
26 excellent solutions it would probably help the effort. Proven designs like
27 you said over the top or even an excellent solution or something to their
28 benefit to cross. And then also the other part would be is to try to
29 understand their concerns and mitigate them. Which is probably people
30 crossing safely would be one of them.
31
32 Pearson: Right. To me it makes sense to have a good safe at-grade crossing
33 versus what we have now is everybody crossing anyways.
34
35 D. Devine: Well because it actually says, "No Trespassing", so legally you shouldn't
36 even be crossing. But just to make a point.
37
38 Pearson: Is she on the microphone?
39
40 D. Devine: Oh, I'm sorry. Just to make a point. I'm from Minnesota and we had a
41 similar issue of that in one of our regional parks and it was a railroad
42 crossing that was similar to this. And it was the City of New Brighton it
43 wasn't Minneapolis, but they just every year, they would ask the railroad
44 and give them data and they finally did it. So I guess just keep at them.
45

1 Pearson: So this could be a safety issue at the MPO level. It may be a City
2 infrastructure project at the Active Transportation Plan level?
3

4 Wray: Potentially Mr. Chair. Yes.
5

6 Pearson: Okay. Any other Committee Members? Seeing none.
7

8 **9. ADJOURNMENT (6:43)**
9

10 Pearson: Our next meeting is scheduled for February 19th. I'll hear a motion to
11 adjourn.
12

13 Curry: I'll put forth a motion to adjourn.
14

15 Kirby: Second.
16

17 Pearson: I have a motion and a second to adjourn all in favor "aye"?
18

19 MOTION PASSES UNANIMOUSLY.
20

21 Pearson: We're adjourned. Thank you.
22

23
24 
25
26 _____
27 Chairperson