



A G E N D A

Special Meeting

Carlsbad City Council
Municipal Building, 101 North Halagueno
Carlsbad, New Mexico
August 4, 2016 at 4:00 p.m.

Invocation – Pledge of Allegiance

1. Approval of Agenda
2. Consider approval of Minutes of the Regular City Council Meeting held on July 26, 2016
3. Consider approval of Resolution No. 2016-38, a Resolution Adopting the City of Carlsbad Long Range Transportation Plan 2016
4. Adjourn



If you require hearing interpreters, language interpreters or auxiliary aids in order to attend and participate in the above meeting, please contact the City Administrator's office at (575) 887-1191 at least 48 hours prior to the scheduled meeting time.

**This item was not
available at the time
the Agenda packets
were compiled**

CITY OF CARLSBAD

**AGENDA BRIEFING MEMORANDUM
SPECIAL MEETING**

Meeting Date: 8/4/2016

Department: Planning, Engineering, and Regulation	By: Jeff Patterson, PER Director	DATE: 8/1/16												
SUBJECT: City of Carlsbad Long Range Transportation Plan 2016														
<p>BACKGROUND, ANALYSIS AND IMPACT: (Safety and Welfare/Financial/Personnel/Infrastructure/etc.)</p> <p>Efforts have been undertaken by the City of Carlsbad to address the evolving and increasing amount of traffic and growth experienced by the community. The Greater Carlsbad Comprehensive Plan Strategy 2030 adopted in 2013 by the City Council put forth goals and strategies that were meant to evaluate and address current and future transportation needs. Due to the oil and gas industry boom that this City has been dealing with, Carlsbad's current growth, both in commercial enterprise and population, has resulted in a significant strain to the City's existing infrastructure and transportation amenities. In 2015, the City employed Bohannon Huston to complete the City of Carlsbad Long Range Transportation Plan 2016. Bohannon Huston, in coordination with the local stakeholder group, which consisted of City staff, the CDOD, local agencies, and private citizens, has completed the plan. The completed plan objective is to "find the long range transportation goals for the City of Carlsbad in order to assess and plan for accommodating future development." The transportation goals identified are as follows:</p> <ol style="list-style-type: none"> 1. Consider the needs of pedestrians and bicyclists in roadway design. 2. Provide transit opportunities for all segments of the population. 3. Encourage and support regional coordination on transportation planning decisions. 4. Improve safety throughout the transportation network. 5. Enhance connectivity and efficiency of the transportation system throughout the City. 6. Improve roadway maintenance process. 7. Develop City policies to support the expansion and maintenance of the transportation system. <p>Attached for Council consideration is a copy of the City of Carlsbad Long Range Transportation Plan 2016.</p>														
<p>DEPARTMENT RECOMMENDATION: If it pleases the Council, the Planning and Zoning Commission, along with the Planning Department, requests that the Carlsbad City Council approve and adopt the Carlsbad Long Range Transportation Plan 2016.</p>														
<p>BOARD/COMMISSION/COMMITTEE ACTION:</p> <table border="0"> <tr> <td><input checked="" type="checkbox"/> P&Z</td> <td><input type="checkbox"/> Lodgers Tax Board</td> <td><input type="checkbox"/> Cemetery Board</td> <td><input checked="" type="checkbox"/> APPROVED</td> </tr> <tr> <td><input type="checkbox"/> Museum Board</td> <td><input type="checkbox"/> San Jose Board</td> <td><input type="checkbox"/> Water Board</td> <td><input type="checkbox"/> DISSAPPROVED</td> </tr> <tr> <td><input type="checkbox"/> Library Board</td> <td><input type="checkbox"/> N. Mesa Board</td> <td><input type="checkbox"/> _____ Committee</td> <td></td> </tr> </table>			<input checked="" type="checkbox"/> P&Z	<input type="checkbox"/> Lodgers Tax Board	<input type="checkbox"/> Cemetery Board	<input checked="" type="checkbox"/> APPROVED	<input type="checkbox"/> Museum Board	<input type="checkbox"/> San Jose Board	<input type="checkbox"/> Water Board	<input type="checkbox"/> DISSAPPROVED	<input type="checkbox"/> Library Board	<input type="checkbox"/> N. Mesa Board	<input type="checkbox"/> _____ Committee	
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<p>Reviewed by City Administrator: <u>/s/ Steve McCutcheon</u> Date: <u>Aug 1, 2016</u></p>														

ATTACHMENT(S): A copy of the City of Carlsbad Long Range Transportation Plan 2016, Resolution, P&Z Minutes

RESOLUTION NO. 2016 - __

**A RESOLUTION ADOPTING THE
CITY OF CARLSBAD LONG RANGE
TRANSPORTATION PLAN 2016**

WHEREAS, the City of Carlsbad has recognized a growing need to review the transportation needs of the community and the surrounding area; and

WHEREAS, the City of Carlsbad Long Range Transportation Plan 2016 (herein referred to as the "Transportation Plan") has been prepared by the consultant, Bohannon Huston, to provide an analysis of the current transportation issues and to create long range transportation goals for the City; and

WHEREAS, Section 3-19-10 NMSA 1978, as amended, authorizes the City Council to adopt, subsequent to a public hearing, a Transportation Plan by resolution; and

WHEREAS, the Planning and Zoning Commission held a public meeting and discussed the Transportation Plan; and

WHEREAS, the Planning and Zoning Commission recommended approval of the Transportation Plan to the City Council; and

WHEREAS, the City Council held a public hearing in which the consultant presented to the City Council the Transportation Plan on August 4, 2016; and

WHEREAS, it has been determined that the adoption of the Transportation Plan is necessary to properly assess and evaluate the transportation and infrastructure needs of the City and to protect the public health, safety and welfare of the general public;

NOW THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CARLSBAD THAT THE CITY OF CARLSBAD LONG RANGE TRANSPORTATION PLAN 2016 is hereby adopted and the Mayor of the City of Carlsbad is hereby authorized to submit the plan to the New Mexico Department of Transportation.

PASSED, APPROVED, AND ADOPTED this 4th day of August, 2016.

DALE JANWAY, MAYOR

ATTEST:

CITY CLERK

MINUTES OF THE REGULAR MEETING OF THE

**City of Carlsbad
Planning & Zoning Commission**

May 2, 2016, at 5:00 p.m.

Meeting Held in the Planning Room

CITY OF CARLSBAD
CARLSBAD, NEW MEXICO

PLANNING AND ZONING COMMISSION

Monday, May 2, 2016, at 5:00 PM
Municipal Building 101 N. Halagueno Street
Planning Room (Second Floor)

1. Roll call of voting members and determination of quorum.
2. Approval of Agenda.
3. Approval of Minutes from the Meeting held April 4, 2016.
4. Consider final plat approval for Copperstone Estates Subdivision.
5. Consider approval of a Conditional Use Permit at 1005 Production Ln. to allow employee housing, legally described as BEG E4 COR N 60 DEG 03'32"W 1187.60' TO POB, N 44 DEG 47'38"W 222.82', N 27 DEG 03'16"E 399.59', S 44 DEG 34'25"E 225.66', S 27 DEG 24'11"W 397.89' TO POB STC 1.95 AC M/L.
6. Consider approval of a Conditional Use Permit at 5204 Brooks Dr. to allow employee housing, legally described as Tract D1, Danny/James Stafford Tracts Replat of Tract D.
7. Consider approval of a Conditional Use Permit at 5210 Brooks Dr. to allow employee housing, legally described as Tract D1, Danny/James Stafford Tracts Replat of Tract D.
8. Private road naming for Hackberry View Estates Subdivision.
9. Discussion and Consideration of a recommendation regarding the City of Carlsbad Long Range Transportation Plan.
10. Discussion and Consideration of a recommendation regarding proposed Amendments to Chapter 56 of the Carlsbad Code of Ordinances (Zoning Ordinance).
11. Report regarding Summary Review Subdivisions.
12. Adjourn.

If you require hearing interpreters, language interpreters, auxiliary aids in order to attend and participate in the above meeting, please contact the City Administrator's offices at (575) 887-1191 at least 48 hours prior to the scheduled meeting.

MINUTES OF A REGULAR MEETING OF THE CITY OF CARLSBAD PLANNING & ZONING COMMISSION HELD IN THE MUNICIPAL BUILDING PLANNING ROOM, 101 N. HALAGUENO STREET, MAY 5, 2016, AT 5:00 P.M.

VOTING MEMBERS PRESENT:

**JAMES KNOTT
JAMES MCCORMICK
BRIGIDO GARCIA
WANDA DURHAM
LASON BARNEY**

**CHAIRPERSON
COMMISSION SECRETARY
COMMISSIONER
COMMISSIONER
COMMISSIONER**

VOTING MEMBERS ABSENT: NONE

EX-OFFICIO MEMBERS PRESENT:

**JEFF PATTERSON
GEORGIA GOAD**

**PLANNING DIRECTOR
PLANNING DEPUTY DIRECTOR**

SECRETARY PRESENT:

PATTIE PISTOLE

**PLANNING, ENGINEERING
AND REGULATION DEPARTMENT
SECRETARY**

OTHERS PRESENT:

**DALE BALLARD
TREY HUGHES
ZACHARY THEUS
SHANNON SUMMERS
MIKE VEILLEUX
PAT VEILLEUX
JOE BRININSTOOL
DON OWEN**

**CID
4311 MONICA LN
CRESTLINE, LAS CRUCES
CDOD
1804 MANZANA ROAD
1804 MANZANA ROADD
415 VINEYARD LANE
408 N. CANYON**

Time Stamps and headings below correspond to recording of meeting and the recording is hereby made a part of the official record.

0:00:00 Start Recording [5:02:19 PM]

0:00:07 **1. Roll call of voting members and determination of quorum.**

Roll was called, confirming the presence of a quorum of commission members. Present – **Ms. Durham, Mr. Knott, Mr. McCormick, Mr. Barney, Mr. Garcia**; Absent –None.

0:00:29 **2. Approval of Agenda.**

Ms. Durham made a motion to approve the Agenda, and **Mr. McCormick** seconded the motion. The vote was as follows: **Yes – Ms. Durham, Mr. Knott, Mr. McCormick, Mr. Barney, Mr. Garcia**; No – None; Abstained – None; Absent –None. The motion carried.

0:01:56 **3. Approval of Minutes from the Meeting held April 4, 2016.**

It was discovered that a draft version of the Minutes was included in the packet, rather than the final version, so the item was tabled until the next meeting.

0:03:52 **4. Consider final plat approval for Copperstone Estates Subdivision.**

During public comment, **Mr. Ballard** from CID came forward. He was concerned about part of the subdivision that sits on the CID easement. He wants to have an agreement with the City, so that they can have access to do maintenance. **Mr. Patterson** explained that he can't speak for the other City departments, but he is not happy with having debris piled up for an indeterminate length of time. He is fine with a letter saying the CID can access it, but not language saying they can pile debris and weeds for a year. **Mr. Ballard** said that with limited man-power they can't say how long it would be. They usually have to wait until the weeds are dry, then they burn them.

Mr. Barney made a motion to approve the Final Plat. **Mr. Garcia** seconded the motion. The vote was as follows: **Yes – Ms. Durham, Mr. Knott, Mr. McCormick, Mr. Barney, Mr. Garcia**; No – None; Abstained – None; Absent –None. The motion carried.

0:34:27 **5. Consider approval of a Conditional Use Permit at 1005 Production Ln. to allow employee housing, legally described as BEG E4 COR N 60 DEG 03'32"W 1187.60' TO POB, N 44 DEG 47'38"W 222.82', N 27 DEG 03'16"E 399.59', S 44 DEG 34'25"E 225.66', S 27 DEG 24'11"W 397.89' TO POB STC 1.95 AC M/L.**

Mr. Hughes, with Hughes Commercial Properties, spoke on behalf of the application. He said this item and the next two are the same issue. This is for employee housing for Original Services Company, and will expire in one year if not used. There is City water and a private sewer line. Everything will be up to code, and building permit applications will be submitted. Placement permits will also be needed. There was no public comment.

Mr. Barney made a motion to approve the Conditional Use with conditions: no more than five total units on the lot, units no larger than 16'x85', and compliance with all City and State regulations (including placement regulations for setbacks and spacing). **Ms. Durham** seconded the motion. The vote was as follows: **Yes – Ms. Durham, Mr. Knott, Mr. McCormick, Mr. Barney, Mr. Garcia**; No – None; Abstained – None; Absent –None. The motion carried.

1:20:21 **6. Consider approval of a Conditional Use Permit at 5204 Brooks Dr. to allow employee housing, legally described as Tract D1, Danny/James Stafford Tracts Replat of Tract D.**

There was no public comment. **Mr. Barney** made a motion to approve the Conditional Use with conditions: no more than five total units on the lot, units no larger than 16'x85', and compliance with all City and State regulations (including placement regulations for setbacks and spacing). **Ms. Durham** seconded the motion. The vote was as follows: **Yes – Ms. Durham, Mr. Knott, Mr. McCormick, Mr. Barney, Mr. Garcia**; No – None; Abstained – None; Absent –None. The motion carried.

1:21:05 **7. Consider approval of a Conditional Use Permit at 5210 Brooks Dr. to allow employee housing, legally described as Tract D1, Danny/James Stafford Tracts Replat of Tract D..**

There was no public comment. **Mr. Barney** made a motion to approve the Conditional Use with conditions: no more than five total units on the lot, units no larger than 16'x85', and compliance with all City and State regulations (including placement regulations for setbacks and spacing). **Ms. Durham** seconded the motion. The vote was as follows: **Yes – Ms. Durham, Mr. Knott, Mr. McCormick, Mr. Barney, Mr. Garcia**; No – None; Abstained – None; Absent –None. The motion carried.

1:21:40 **8. Private road naming for Hackberry View Estates Subdivision.**

There was no public comment. **Mr. McCormick** made a motion to name the road “Doporto Court.” **Ms. Durham** seconded the motion. The vote was as follows: **Yes – Ms. Durham, Mr. Knott, Mr. McCormick, Mr. Barney, Mr. Garcia**; No – None; Abstained – None; Absent –None. The motion carried.

1:26:49 **9. Discussion and Consideration of a recommendation regarding the City of Carlsbad Long Range Transportation Plan.**

Mr. Patterson explained that the project was in process for two years, when we could have used it sooner. The data is for records from 2010-2012, which misses the boom from 2013-2014. It will be helpful for general transportation, including pedestrian and bike traffic around the city. **Ms. Goad** added that in order for the City to qualify for a grant in the future, we need to follow our comprehensive plan. Having this plan in place will be helpful with that, as well.

Ms. Durham made a motion to accept the report and pass it on to the City Council. **Mr. Barney** seconded the motion. The vote was as follows: **Yes – Ms. Durham, Mr. Knott, Mr. McCormick, Mr. Barney, Mr. Garcia**; No – None; Abstained – None; Absent –None. The motion carried.

1:36:00 **10. Discussion and Consideration of a recommendation regarding proposed Amendments to Chapter 56 of the Carlsbad Code of Ordinances (Zoning Ordinance).**

Public comment was offered before discussion of the Amendments. **Mr. & Mrs. Veilleux** expressed their concern about putting up carports/canopies in the setbacks. They disagree with the change. Their neighbor has already told them that if the change is allowed, he will erect a structure that will completely block their view. They said they appreciated Mr. Patterson talking to them about this matter and even coming to their home so they could show him what they were worried about.

There was lengthy discussion regarding the amendments, and several changes were suggested.

Mr. McCormick made a motion to approve the amendments, with notes discussed. **Mr. Barney** seconded the motion. The vote was as follows: **Yes – Ms. Durham, Mr. Knott, Mr. McCormick, Mr. Barney, Mr. Garcia**; No – None; Abstained – None; Absent –None. The motion carried.

2:51:23 **11. Report regarding Summary Review Subdivisions.**

There was brief discussion of the plats signed by the commission designees during the previous month.

2:52:57 **12. Adjourn.**

There being no further business, the meeting was adjourned.

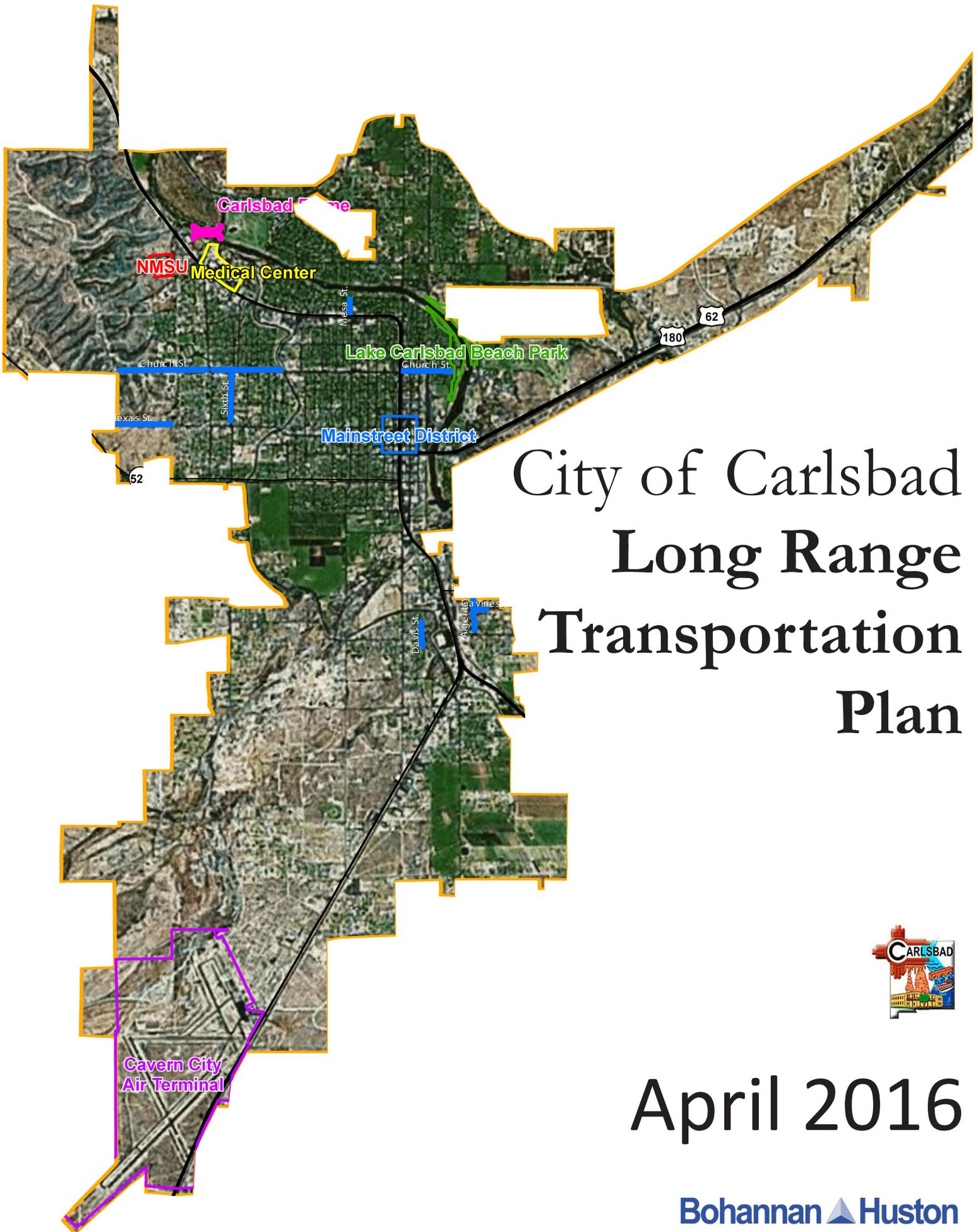
2:53:04

Stop Recording 7:56:20 PM]

Chairman

Date

DRAFT



City of Carlsbad Long Range Transportation Plan



April 2016

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ACRONYMS

Aircraft Rescue and Firefighting (ARFF)

Americans with Disabilities Act (ADA)

Bureau of Business and Economic Research (BBER)

Community Development Block Grant (CDBG)

Carlsbad Transportation Network Study (CTNS)

Extraterritorial Zone (ETZ)

Federal Law Enforcement Training Center (FLETC)

Geographic Information Systems (GIS)

Infrastructure Capital Improvement Plan (ICIP)

Long Range Transportation Plan (LRTP)

Metropolitan Transportation Program (MTP)

Moving Ahead for Progress in the 21st Century Act (MAP-21)

New Mexico Department of Finance and Administration (NMDFA)

New Mexico Department of Transportation (NMDOT)

New Mexico Department of Workforce Solutions (NMDWFS)

New Mexico Finance Authority (NMFA)

Pavement Preservation Program (PPP)

Pedestrian Transportation Advisory Committee (PTAC)

Planning and Platting Jurisdiction (PPJ)

Southeastern Regional Transportation Planning Organization (SERTPO)

Traffic Analysis Zone (TAZ)

Transportation Investment Generating Economic Recovery (TIGER)

Transportation Information Management System (TIMS)

Transportation Improvement Program (TIP)

Volume-to-capacity (v/c)

Waste Isolation Pilot Plant (WIPP)

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APPENDIX

Appendix A: Origin-Destination Data

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Appendix C: Public Outreach

INTRODUCTION

The Carlsbad Long Range Transportation Plan seeks to find the long range transportation goals for the City of Carlsbad in order to assess and plan for accommodating future development. During the creation process for the Plan, the project team researched existing conditions in the region. This was done by working closely with a local stakeholder group, reading existing plans to ensure coordination, and public outreach. Through this research the team was able to generate Goals and Objectives for the City supporting their transportation decisions. These Goals and Objectives help define the recommendations and proposed actions in this Plan.

Overarching Transportation Goals are as follows:

1. Consider the needs of pedestrians and bicyclists in roadway design.
2. Provide transit opportunities for all segments of the population.
3. Encourage and support regional coordination on transportation planning decisions.
4. Improve safety throughout the transportation network.
5. Enhance connectivity and efficiency of the transportation system throughout the City.
6. Improve roadway maintenance process.
7. Develop City policies to support the expansion and maintenance of the transportation system.

For the development of this Plan, the project team conducted a comprehensive review of Existing Conditions in the City. This included a look at Census data, interviews with regional leaders, and a look at the current state of affairs. The team also reviewed all of the existing Plans in the City and region to gain an understanding of current operations. This helped create a list of Areas of Concern in the region. The results from the Existing Conditions analysis produced the aforementioned Overarching Goals for the project.

As part of this comprehensive review, the Plan also integrated components of a Carlsbad Transportation Network Study (CTNS) developed by Bohannon Huston, Inc. (BHI) for the New Mexico Department of Transportation (NMDOT). This CTNS was confined to a project area that included all of Carlsbad, as well as a portions of the surrounding area within Eddy County. Because the CTNS was tasked with analyzing potential alternative routes, relevant and interesting information was taken from the study and integrated into this Plan.

The Plan also defines a Prioritization Process in order to assist in making meaningful choices for transportation projects. This process was developed based on existing data, current conditions, and public opinion. It is designed to be used by City staff and leaders before making transportation-related decisions. The process integrates current decision-making criteria into a new refined database and is designed to create a defensible, objective process for making decisions for the best use of public funds.

Finally, the Plan lays out a list of Funding options to assist in implementing the projects. This was included in order to give the Plan substance in the future. As projects arise, this list can be a reference for potential sources of financial support.

TRANSPORTATION HISTORY OF THE CITY

Carlsbad began to develop its infrastructure in the end of the 19th century. The first large infrastructure project built in Carlsbad was the Flume, a structure that brings river water into Carlsbad. The Flume is an anomaly – it guides the river to cross over itself! The Flume was rebuilt as a concrete structure in 1902 and was the largest concrete structure in the world at the time. It is still in operation today.

In 1908 the road to El Paso from Carlsbad was built. This road is very important because it decreases the City's isolation and increases tourism and its ability to connect with the commercial activity of the area. This allowed Carlsbad to connect with the nation and participate in the industrial development of the Southwest region.

Commercial airline service began at the Cavern City Air Terminal in 1971. This also increased the City's access to regional industry and travel sector. It also led to the construction of airport parking and the implementation of Aircraft Rescue and Firefighting (ARFF) related facilities and equipment. The airport has been updated regularly since its transition to a civilian facility to improve taxiways, lighting, fencing, and to enhance the overall facility. A Master Plan for the Cavern City Air Terminal was created in 1994 and is currently being updated.

The main transportation routes through Carlsbad are US 285 and US 62/180. US 285 travels north-south from Sanderson, Texas to Denver, Colorado. It was fully constructed in 1936, although small portions (called US Route 650) already existed from Salida at US 50 and Buena Vista at US 24. US 62/180 was constructed in 1930 and begins in El Paso, Texas and travels to Niagara Falls, New York.

Recently, the oil and gas industry has brought a large number of temporary residents into the City. Because of this, there is a lack of housing available to those employed in the area and a large number of trucks integrating into daily traffic. This has affected the quality of life for residents. Additionally, the recent changes in travel patterns due to the freight traffic are a major transportation concern. Their presence has led to a number of large trucks passing through the City. This, in turn, has caused residents to have a perception that traffic conflicts exist and that the roads are unsafe.

GOALS AND OBJECTIVES

The Transportation Goals and Objectives for the City of Carlsbad were developed by observing current issues, reviewing existing Plans that were created for the region, and incorporating input from the Stakeholder group. These Goals and Objectives are designed to be a guide for future transportation decisions.

1. Consider the needs of pedestrians and bicyclists in roadway design when planning and implementing local road and trail improvements.
 - a. Utilize community input to guide development of pedestrian and bicycle and recreational pathways within the City.
 - b. Continue to complete Americans with Disabilities Act (ADA)-compliant improvements to existing facilities.
 - c. Create streetscapes which encourage pedestrian use.
 - d. Develop a Bikeways and Trails Master Plan.

2. Provide transit opportunities for all segments of the population.
 - a. Continue to improve access to public transportation with a focus on fixed-route transit.
 - b. Continue curb-to-curb service.
 - c. Expand City-wide coordination (Senior Centers, social services, schools) to meet the needs of transit dependent residents.
 - d. Improve transit facilities along existing routes.
3. Encourage and support regional coordination on transportation planning decisions.
 - a. Coordinate with federal and local government agencies to establish support for regional transportation improvements.
 - b. Ensure that the City has representation on regional boards and committees related to transportation.
 - c. Engage the public and encourage outreach during transportation planning activities.
4. Improve safety throughout the transportation network.
 - a. Create safer routes for all modes of transportation by improving signage, signalization, and buffering.
 - b. Consider truck by-pass routes to reduce truck traffic within the City.
 - c. Relieve conflicts and safety issues between the local road network and the railroad.
 - d. Include traffic calming features where appropriate.
 - e. Coordinate with public safety officials to improve public safety enforcement.
5. Enhance connectivity and efficiency of the transportation system throughout the City.
 - a. Consider connectivity on local streets between residential and commercial uses.
 - b. Improve connectivity across the Pecos River for all modes of transportation.
 - c. Provide bypass routes for through traffic around urban areas to relieve traffic congestion.
 - d. Address capacity constraints on major arterials.
6. Improve roadway maintenance process.
 - a. Improve coordination amongst City departments.
 - b. Improve coordination between maintenance and capital projects.
 - c. Consider enhanced streetscapes when doing roadway maintenance/improvements.
 - d. Engage in the asset management process.
7. Develop City policies to support the expansion and maintenance of the transportation system.
 - a. Develop policies which evaluate the potential (operational and land area) impacts to the transportation system as a result of private development.
 - b. Create policies which require private developers to fund an equitable portion of required transportation improvements and/or provide necessary land area.

STAKEHOLDER COORDINATION PROCESS AND PUBLIC INVOLVEMENT PLAN

Local stakeholders were an integral part of the Carlsbad Long Range Transportation Plan. The Transportation Network is their asset, in the end. It was seen as imperative that the project receive feedback and buy in from area stakeholders and from the public in order to have the best possible outcome. The project development process relied on stakeholder outreach and public input throughout the planning process.

The project team identified a number of organizations that were asked to participate in the stakeholder outreach process. They were asked for data, input, and engagement with the Long Range Transportation Plan. The organizations that participated are seen in Table 1. The stakeholder group met during the Plan development phase to discuss the Plan overall. They also reviewed and commented on the Goals, resulting in the version included in this document. Data and information on planned developments and growth in the City was also shared by stakeholders. The team shared information on the local airport, fire stations and what parts of the region are most likely to receive new

Table 1: Entities in Stakeholder Group	
Entity	
City of Carlsbad	
Public Works	
Municipal Development	
Transit	
Planning, Engineering & Regulation Department	
Airport Planning	
Eddy County	
Planning and Zoning	
Public Works	
General Services Department	
School District	
Carlsbad Municipal Schools	
NMDOT District 2	



Figure 1: Public Outreach

development. This group also reviewed the Prioritization Process and provided insight into what data was available and useful for the process.

Finally, the project team conducted two public participation events. This was done in order to collect feedback from community members who use the roads every day. Folks living in the City have an idea of the real problems on the roadways – the potholes, the lack of sidewalks, and the congested intersections.

On June 25, 2015 three BHI team members presented the project to the public in a series of two mobile workshops held within the City of Carlsbad. The team set up a station in front of Albertsons on North Canal Street from 10:30am to 12:00pm, and then Walmart on South Canal from 2:00pm to 3:30pm. The team put up a poster near where they were conducting interviews that displayed the questions being considered. The team provided cold water to the public, as well. They stood near the entrance and talked to people about transportation issues in the area. The staff members asked passers-by about their experiences with transportation

in general, roads, sidewalks and bike paths and asked for suggestions for specific improvement projects (Figure 1). The staff received just under 70 comments during the outreach effort.

The majority of Carlsbad residents had common concerns with the condition and maintenance of roads. Freight trucks are perceived as the primary cause of potholes and general road damage. Safety was also identified as an issue needing to be addressed. The trucks from the oil and gas industries are seen as dangerous, and residents do not want them passing through town. Residents would also appreciate safe and ADA compliant bike and pedestrian facilities near schools and recreational areas.

EXISTING CONDITIONS

OVERVIEW

Carlsbad is a City within Eddy County, New Mexico with a base population of about 26,349 people. Carlsbad has existed since the early 19th century and was originally called Eddy. Carlsbad is relatively isolated from the rest of the State and as a result depends on the two freeways that pass through it – Highway 285 and Highway 62/180. These transportation routes serve as important connectors for all industries in the region, especially the oil and gas industry. It also connects the Carlsbad National Caverns, a National Park that draws visitors from all over the world, to the transportation network.

Carlsbad is also near the Waste Isolation Pilot Plant (WIPP) which was established in 1975. The plant required the creation of the Diversion route (WIPP Route) to bypass the northern portion of the City. This route allows trucks to avoid passing through the City as they access the plant. It passes to the north of the City and connects US 62 to US 285.



Figure 2: State-wide Location

GEOGRAPHY

The Chihuahuan Desert stretches from New Mexico into Texas and Mexico. It is a rain shadow desert because it lies between so many mountains (The Sierra Madres, Sierra del Carmen, Organ, Franklin, Sacramento, Sandia-Manzano, Magdalena-San Mateo, Chisos, Gaudalupe and Davis Mountains). It is the largest desert in North America, stretching more than 200,000 miles. In the summer temperatures are very hot and in the winter it can be very cold. It is a shrub desert with relatively low biological diversity; creosote is the dominating plant species throughout the area. Most of the area receives less than 10 inches of rain each year. Though in a desert, the Pecos River passes right through Carlsbad. It passes through the City and, along with a vast canal network, has created moist wetland and agricultural areas that have allowed the City to survive.

Carlsbad lies on 4,180 square miles in the Guadalupe Mountains, on the edge of the Chihuahua Desert. The Guadalupe Mountains are the remnants of a 400-mile long limestone reef, which formed 250 million years ago. The mountains stretch from the Brokeoff Mountains in Texas to the Sacramento Mountains in Alamogordo, New Mexico. As a result of being in the foothills of these mountains, the elevation of Carlsbad can vary from 6,800 feet above mean sea level (ft msl) to 2,870 ft msl.

EMPLOYMENT

The City of Carlsbad has two main employment centers in the area- the WIPP project and the Federal Law Enforcement Training Center (FLETC). The WIPP site is east of Carlsbad and employs about 1,000 people. The WIPP route attracts a large number of vehicles which pass through or by Carlsbad, primarily using the WIPP route. They are delivering hazardous waste and the operation is, as expected, quite sensitive. The creation of the plant outside of Carlsbad attracted an educated demographic to the area. The FLETC is in Artesia and provides law enforcement training for local, state, federal, and international agencies. It has existed since 1989 and as a facility of 94,690 square feet. The Training Center attracts a large quantity of short term residents to the area.

The other large industry in the Carlsbad area is oil and gas. This is a booming industry in the area and is bringing a lot of the major employment to the area. However, most of the actual oil rigs are outside of the City limits. This makes the industry transportation-dependent. Not only does it require employees to drive outside of town to get to their workplace, but it also requires large trucks to pass through the City to make deliveries. The oil and gas industry also generates a large number of temporary residents to Carlsbad, which will be further discussed in this report. The smaller employers in Carlsbad are New Mexico State University (NMSU) and the Carlsbad Medical Center. NMSU Carlsbad was established in 1950 as the first community college in New Mexico before it was incorporated with the NMSU system. NMSU Carlsbad employs approximately 105 full-time and 50 part-time employees, serving over 2,000 students in the Eddy County area. The Carlsbad Medical Center is southwest New Mexico's healthcare provider with inpatient, outpatient, diagnostic, medical, surgical, and emergency services. The Carlsbad Medical Center employs over 400 healthcare professionals and staff.

Table 2: Employment Data for Eastern NM, Multiple Industries

Year	Average Establishments	Average Employment
2005	8,890	120,602
2006	9,112	123,928
2007	9,286	127,051
2008	9,421	129,909
2009	9,409	125,287
2010	9,614	124,514
2011	9,701	126,948
2012	9,772	129,206
2013	9,692	132,002

Source: NMDWS, Quarterly Census of Employment and Wages program

Table 3: Carlsbad Commuting Patterns by Percent of Population

Drove to Work Alone	77.6
2-person Carpool	9.5
3-or-more-person Carpool	5
Public Transportation	0.3
Walked	2.4
Taxi, Motorcycle or Other means	1.6

Source: 2006-2012 US Census

DEMOGRAPHICS

According to the US Census (2008-2012 survey), the City has a total population of 26,349 people. However, based on recent research conducted by the City of Carlsbad and Carlsbad Department of Development, and based on per capita residential water consumption rates, it is believed that the population of the greater Carlsbad area is closer to 76,500 people.

In Carlsbad, 12.1% of residents lived in poverty and the average household income was \$58,276, according to the US Census 2006-2010 survey. New Mexico has a total population of 2,059,179 people, with 18.4% of residents living in poverty. The average household income was \$59,223. While the average income in Carlsbad is a little lower, 6% less of the population live in poverty. The mean household income in the US, according to the 2008-2012 Census, was \$53,046. The unemployment rate in Carlsbad is 6.9.

As can be seen in Table 2, the large majority of workers are driving their own cars to work. That means that 8,800 people are driving to work each day. Those who aren't driving are assumed to be carpooling or walking/bicycling. With such a low percentage of walkers (2.4%), this could indicate that proximity to work is low, or people don't choose to walk/bike to work for various reasons such as poor pedestrian/bicycle infrastructure.

As you can see, Carlsbad has a large percent of the population in the work force. They have a diverse housing inventory of both rental and owner-occupied properties. 56% of workers in Carlsbad reported commuting to work. As can be seen in Table 2, most households in New Mexico have one or two cars, while very few households live without a car.

SUMMARY OF EXISTING ROADWAYS

In Carlsbad the major thoroughfare is Canal Street, which turns into Pierce Street. This is classified as a major arterial moving through the middle of town. This road connects to both US 62/180 and US 285. It also passes through the entire City, making it the most convenient way to travel through town. Some secondary roads are Greene Street, Church Street and Lea Street, which serve to connect local traffic.

Since Carlsbad is along a number of major roadway networks, with both US 285 and US 62/180 running through the center, a lot of major business traffic passes through the City. This traffic is often brought through local roads, which leads to conflict, especially in school zones. Truck routes are currently being considered and evaluated by Eddy County, the NMDOT, and the City of Carlsbad. Options include routes to both the east and west of the City center. The residents of Carlsbad are frustrated with the amount of heavy traffic passing through the City and have also suggested that it be diverted outside of the City.

TRANSIT

The City of Carlsbad operates the Municipal Transit System. It serves the City of Carlsbad, the Village of Loving and southern Eddy County. The transit system has three fixed routes in the City that operate from 7:00 am to 5:45 pm Monday- Friday. The Municipal Transit System also offers a Demand Response (door to door) service and Complementary ADA Paratransit Service. It began in 1996 and encompasses some of the areas immediately adjacent to the City, as well. The Municipal Transit serves 5,000 riders each month on average. The City purchased bike racks to install on the busses, but they did not fit inside of the

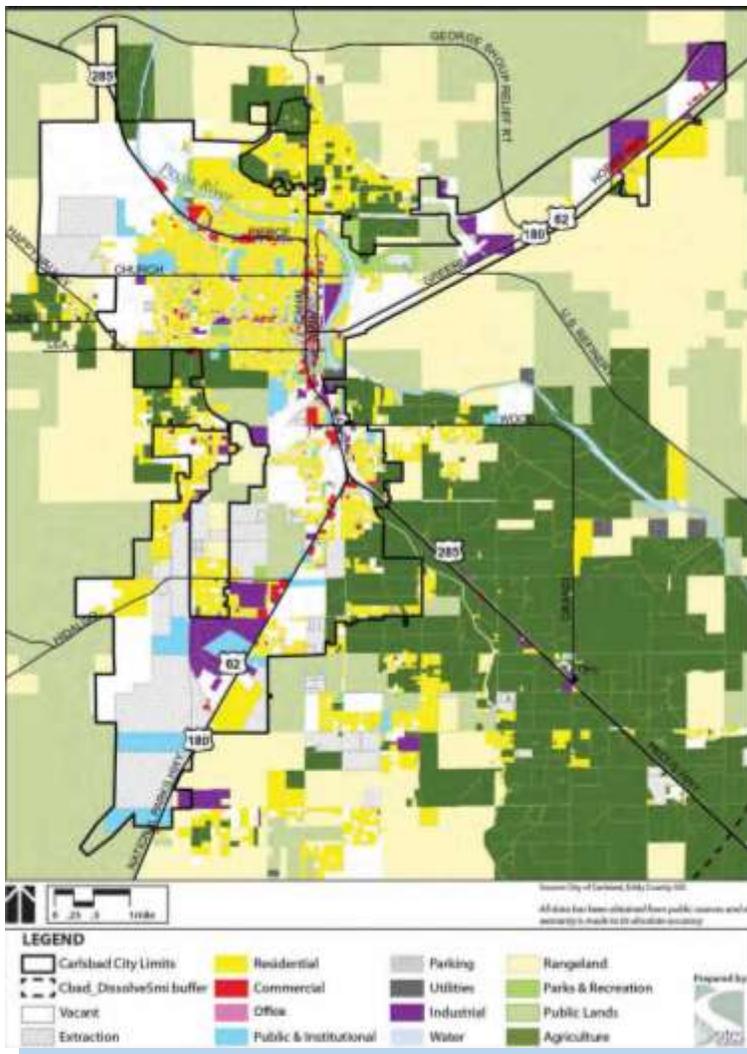


Figure 3: Carlsbad Transit

lanes and pull offs that currently exist within the City. This service could be important to riders and efforts should be initiated to try and resolve this issue. The City also administers a school safety program where students are transported from school to designated after-school programs. The program receives about 100 student participants a year.

LAND USE

The current land use in the City includes a variety of uses and meets the diverse needs of the community. As seen in Figure 4, there is a concentration of residential development in the core of the City, with a diversity of residential development types. The inner core of the City features residential blocks, with commercial activity located on the main roads. There are two main types of residential development, with residential rural on the outskirts of the City and R-1 (single family) and R-2 (multi-family) in the middle of the City. The majority of the



residential is classified as residential rural and is on the outer edges of the town.

The majority of the industry in the City is concentrated along the main highway corridors. The majority of the industrial zoning is in the eastern portion of the City and the southern portion of the City. This leads to major industrial traffic and trucks being forced to pass through town in order to transport their goods.

In the northern section of the City are the majority of the Planned Unit Development zones. This area to the north is currently experiencing a large growth spurt and has added a number of housing units and roadway improvement projects in the past few years.

Figure 4: General Land Use Map (Greater Carlsbad Comprehensive Plan)

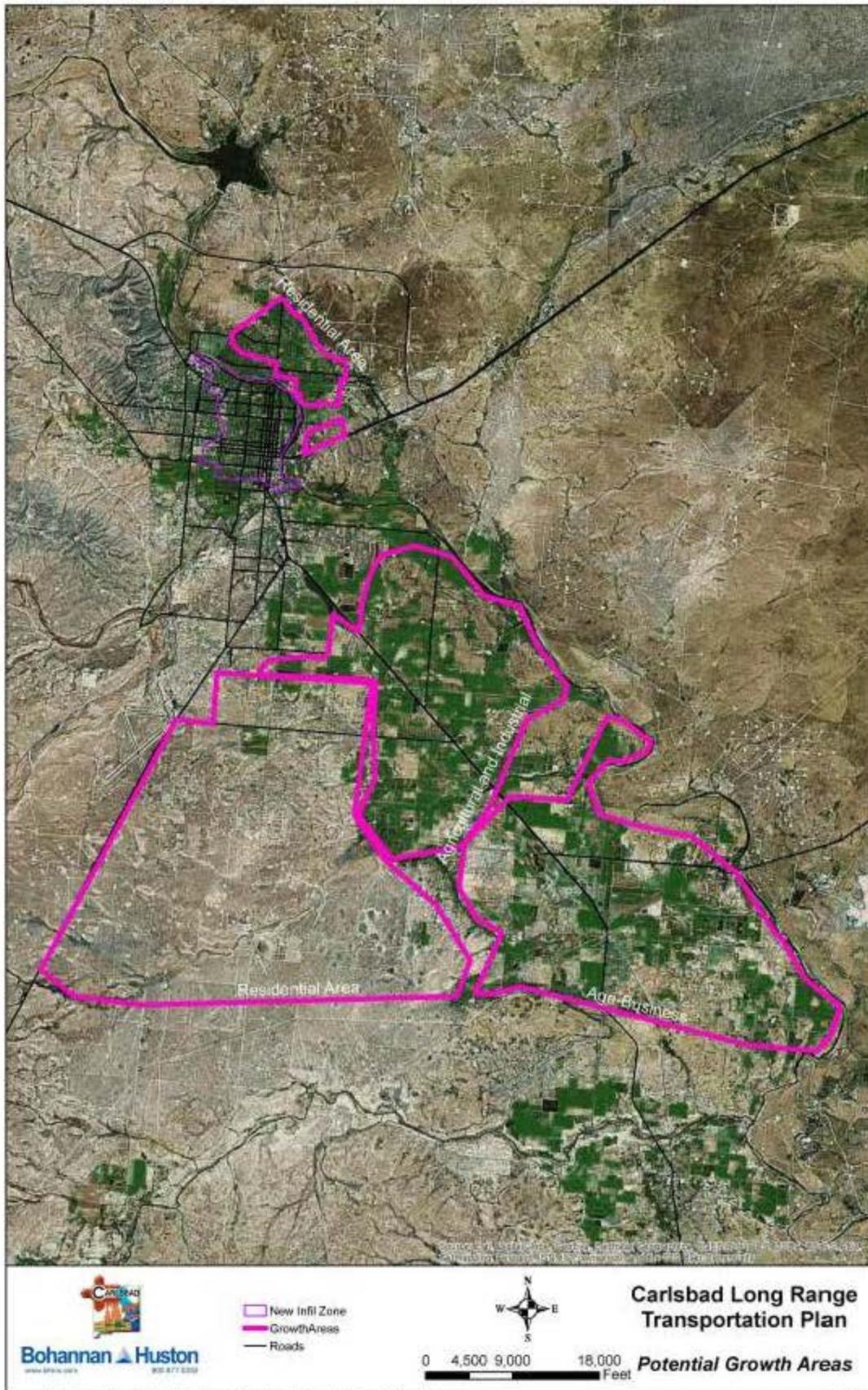


Figure 5: Potential Growth Areas

TRENDS AND PROJECTIONS

LAND USE

As you can see in Figure 5, the project team determined a number of potential growth areas in the project area. The green areas are potential growth areas. These areas were chosen based on research conducted using potential projects in planning, geographic data, and current projects under development. The majority of development is happening to the south of the City. Much of the available land and accessible utilities are to the south, making this location more amenable to future development. There may be both residential development and the development of agri-business in that same area. However, residential development is happening in many locations, including the center of the City. There is a small patch of residential growth to the west of the City, with clusters of larger potential residential development in the southern area of the City. Currently, this is an agricultural residential neighborhood, but there is a lot of space left for development of housing and this area has been planned for a large residential development for some time. There is additional residential development to the north of the City, where schools and neighborhoods are being built and access expanded.

According to the land use map from the Carlsbad Comprehensive Plan, there are a large number of vacant areas of the City (Figure 4). The area to the southwest is also classified as agricultural land. Many of the areas classified as “Industrial” are along the major US 285/62-180 corridor. This development is occurring because of access availability along the major transportation routes. The major commercial activity is also happening along the same corridor.

The North/ Central part of the City has a concentration of residential land uses. It also has the most mixed-use development in the whole City. Carlsbad MainStreet is also active in this area of the City. This type of development requires facilities that accommodate residents of all ages and abilities. There will need to be a focus on sidewalks, bike amenities and traffic-calming street designs. This will maintain a safe and active residential neighborhood, while allowing for a mix of land uses. It would also be beneficial to minimize large trucks on these streets in order to reduce wear on the roads and increase safety.

POPULATION PROJECTIONS

The City’s main economic activity is in the field of oil and gas, mining, education, the WIPP Plant, and the Federal Law Enforcement Training Center (FLETC). Though the population of Carlsbad has stayed consistent over time, the City is now expecting increased growth. This has led to a variety of ideas on future growth for the City. There are varying opinions on how the City will grow in the future. Below, in Tables 4, 5, and 6 are the different population projections for 2030 as taken from a number of area Plans, as well as the current population, according to US Census Data.

Year	Carlsbad
2010	26,138
2000	25,625
1990	25,320
1980	25,496
1970	21,297
1960	25,541
1950	17,975
1940	7,116
1930	3,708
1920	2,205
1910	1,736

Source: U.S. Census

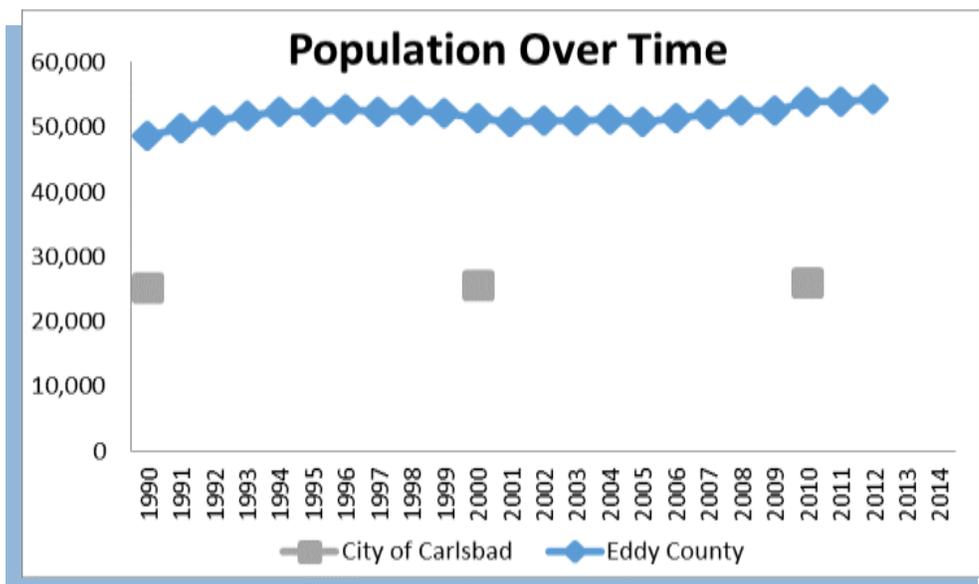
The project team analyzed the socioeconomic forecast based on previous job and population growth in the entire County. This was done based on availability of expert and reliable data. The sources used were primarily Department of Workforce Solutions studies and UNM Bureau of Business and Economic Research (BBER). These are both trusted leaders in population projection research regionally. However, when looking back on the history of growth in the region US Census Data was used to provide a comprehensive overview. The Census has data on employment that reaches as far back as 1990, as seen in Table 6. Data was used from both Eddy County and Carlsbad to provide a regional and local perspective on growth, as there was quite a lot of data available.

Table 5: Population Projections	
Data Set	2030 Population Projection
Current Carlsbad Population*	26,349
Eddy County 40 Year Water Plan - LPVRWP	34,237
Eddy County 40 Year Water Plan – BBER	27,812
Carlsbad Water System	33,951
2003 Comprehensive Master Plan – Linear Trend Equation**	27,812
2003 Comprehensive Master Plan – Regression Model**	34,715
Greater Carlsbad Comprehensive Plan: Strategy 2020	~29,500
Population with a 3.4% growth rate	50,063
Lower Pecos Valley Regional Water Plan – Eddy County.52 growth rate	65,621

Source: * Carlsbad Population from Census 2010-2012 American Community Survey 3-year estimates ** From the City of Carlsbad Water Master Plan and Hydraulic Model Report

As you can see in Table 6, the population has risen slowly in both Eddy County and the City of Carlsbad. The Population of Eddy County has risen by 5,702 people since 1990, or about 248 people a year. In Carlsbad the population has risen by about 818 people over the 23 years, or about 35 people a year. The City of Carlsbad has grown faster than the County; the population has not increased at the same rate in the County.

Table 6: Population Over Time



Source: US Census Data

The project team also looked at population over the long term by considering the growth of the population since 1910. This can be seen in Table 7. Historically, population growth has been quite small, and then it grew to one of its largest populations in 1960. The population then shrank considerably by the next decennial census to 21,297 residents. Since then, the population has fluctuated around 25,000 people, through a boom and bust cycle.

Table 7: Population Projections Considered			
Table of Growth Rates		Carlsbad Projections	
Carlsbad Employment Growth Rate*	0.016	Carlsbad Employment 2013	14322
Carlsbad Population Growth Rate*	0.159	2030 Projection using Carlsbad Rate	18727
Carlsbad Pre-Determined Population	3.4% / 50063	Jobs added	4405
Eddy County Employment Growth Rate*	0.02	Carlsbad Employment 2013	14322
Eddy County Population Growth Rate*	2.02	2030 Projection using County Rate	20121
	54406.02	Jobs added	5799
Artesia-Carlsbad Micropolitan Area Employment**	0.017	Carlsbad Employment 2013	14322
Artesia-Carlsbad Micropolitan Area Population		2035 projection using Micropolitan Area Rate	20801
		Jobs added	6479
Eastern NM Employment**	0.011	Carlsbad Employment 2013	14322
Eastern NM Population		2035 Projection using Eastern NM Rate	18360
Eastern NM NMWFS 2020 Projection Rate***	0.01	Jobs added	4038
New Mexico Employment**	0.002	Carlsbad Employment 2013	14322
New Mexico Population**	1.269	2030 Projection using NM Rate	14862
NM NMWFS 2020 Projection Rate***	0.016	Jobs added	540

Source: *Inferred from Census Data **Inferred from NMDWS, Quarterly Census of Employment and Wages
 ***New Mexico Department of Workforce Solutions

In order to truly understand how growth in population and employment has been happening over the past 23 years, the project team looked at the BBER and Workforce Solutions data mentioned earlier. The reports created by the Department of Workforce Solutions are an overall view of the State broken up into four regions. There is the Northern region, the South-western, the Central and the Eastern Regions. The Study area (Carlsbad), and all of Eddy County, lies in the Eastern region. According to the NM Department of Workforce Solutions (NMDWFS), there will be 320 jobs in oil and gas extraction added to the area by 2029 in the Eastern Region (New Mexico Department of Workforce Solutions Economic Research and Analysis Bureau, January 2012). As part of The City of Carlsbad’s Long Term Plan Project, a group of stakeholders formed a committee to plan for growth. They set a goal of attaining a population of 50,000 in the City limits of Carlsbad by 2035 (See Figure 8). This population goal also happens to be a growth rate of 3.4% that would mean essentially doubling the population by the year 2035.

This number is a more ambitious projection than the historical rate, where population grew slowly and remained close to 25,000 people. BBER did a study to project population growth rates by county. This can be seen in Figure 9. These numbers were much more conservative and in line with past growth patterns.

Since vehicle trips are generated by household, population can also be thought about in number of households. The ratio of households to population can come from Census Data. There is data for the Carlsbad-Artesia Micropolitan Area, which is a regional designation used by the census. An average ratio was determined for the NMDOT study and used to create the number of households in 2035.

A master planned development is anticipated in an area just South of the City of Carlsbad. This area has the capacity to accommodate thousands of people if developed. The area just north of Carlsbad will continue to develop with residential uses. Finally, the area in the middle of Carlsbad should increase in density as the City

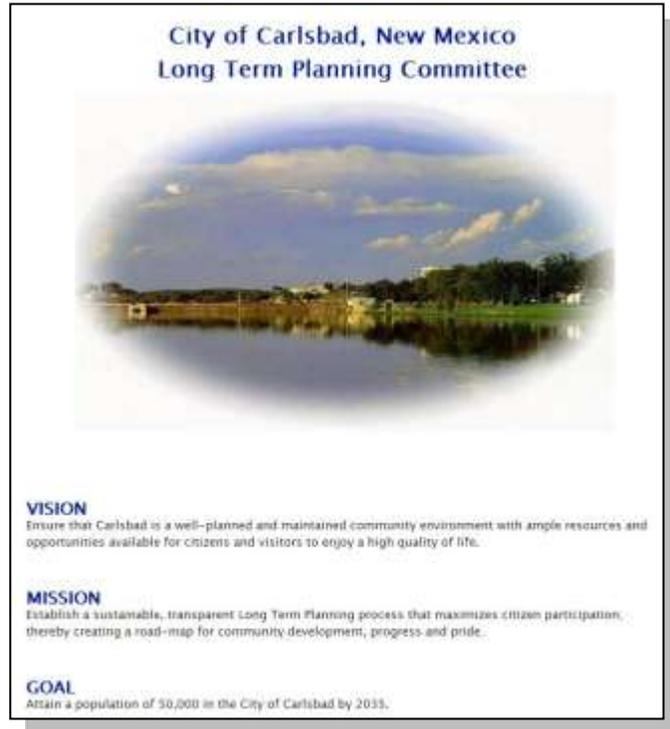


Figure 6: Carlsbad Long Term Planning Committee

**New Mexico Population Growth Rates by County
2005 to 2035**

	2005-2010	2010-2015	2015-2020	2020-2025	2025-2030	2030-2035
New Mexico	1.07	1.72	1.50	1.20	1.13	1.04
Bernalillo	2.97	2.60	2.18	1.86	1.87	1.54
Catron	0.89	0.80	0.66	0.41	0.14	0.09
Chaves	0.34	0.55	0.58	0.53	0.52	0.59
Cibola	0.92	0.87	0.71	0.52	0.44	0.44
Colfax	0.58	0.69	0.68	0.47	0.33	0.29
Curry	0.67	0.52	0.43	0.31	0.24	0.25
De Baca	0.11	0.39	0.31	0.19	0.24	0.31
Dona Ana	2.28	1.89	1.57	1.36	1.22	1.18
Eddy	0.74	0.78	0.69	0.49	0.34	0.27
Grant	1.39	1.22	1.09	0.85	0.88	0.84
Guadalupe	1.51	1.65	1.42	1.20	1.19	1.28
Harding	1.13	1.09	0.74	0.37	0.31	0.47
Hidalgo	1.09	1.13	1.18	0.89	0.84	0.79
Lea	1.32	1.12	0.93	0.79	0.76	0.75
Lincoln	0.75	0.73	0.53	0.25	0.10	0.09
Las Alamos	0.27	0.13	0.25	0.38	0.26	0.09
Luna	1.17	1.23	1.13	0.89	0.78	0.81
McKinley	0.89	0.86	0.89	0.88	0.45	0.23
Mora	0.71	0.76	0.51	0.19	0.09	0.13
Otero	0.71	0.75	0.64	0.41	0.25	0.23
Quay	0.25	0.15	0.08	-0.11	-0.18	-0.11
Rio Arriba	0.48	0.52	0.43	0.20	0.09	0.12
Roosevelt	0.68	0.49	0.31	0.14	0.04	0.01
Sandoval	3.29	2.73	2.51	2.23	1.90	1.63
San Juan	1.11	1.07	0.88	0.63	0.53	0.53
San Miguel	0.71	0.81	0.68	0.45	0.34	0.37
Santa Fe	1.11	0.97	0.82	0.60	0.39	0.29
Serra	0.09	0.11	0.14	0.10	0.04	0.08
Socorro	0.78	0.79	0.55	0.47	0.34	0.29
Taos	1.18	1.19	1.11	0.89	0.89	0.59
Torrance	1.85	2.02	2.05	1.87	1.52	1.25
Union	0.61	1.58	0.87	0.55	0.35	0.25
Valencia	2.23	2.17	2.01	1.72	1.46	1.31

Source: Bureau of Business and Economic Research, University of New Mexico, New Mexico County Population Projections July 2, 2005 to July 1, 2035
www.bber.unm.edu/Research/related.htm
 All projections as of July 1.
 Release date: August 2005.
 Revised March 2012. No updates.

Figure 7: Population Growth Rates

develops because it is the core of the City. Development and redevelopment of the City core is a national trend that increases economic vitality of neighborhoods and aesthetic quality for a community.

TRAVEL PATTERNS AND TRENDS

The oil and gas industry will continue to be in the area for the foreseeable future. It is an industry that has a number of ups and downs and is expected to continue to cycle through booms and busts over time. Therefore, it is important to plan the industry impacts into the development of the City and County, but in such a way that resources are not used for that purpose exclusively. For example, new roadways should benefit multiple purposes, not just the singular purpose of helping the oil and gas industry.

There is an increasing demand on the roadways from the development of the industry. Industry-related trucking is very hard on the system and degrades roadways quickly. There is an expected increased need for re-pavement, repair and other roadway improvements as long as the industry is in the area.

Furthermore, there may be increased travel to the Southern part of the City as development occurs in that area. This is expected to increase demand on the roads that are already under pressure from the trucks used in the oil and gas industry. There will also be an increase in east/west movement from residents that are passing between roadways and through developed neighborhoods. Roadway use is expected and increased maintenance should be planned for in this area of the City.

EXISTING PLANS

The City of Carlsbad has already generated a number of Plans that affect many of the aspects related to the implementation of a Long Range Transportation Plan. The existing plans are summarized below:

CARLSBAD MUNICIPAL SCHOOL DISTRICT

The Carlsbad Municipal School District plans on reducing their eight Elementary schools down to five in the next ten years. It is difficult for the planning team to determine exactly where they will locate future facilities due to changing demographics. During an interview with the Educational Facilities Planner for the Municipal School District, Visions in Planning, Inc. (Colleen Martinez), it was explained that Carlsbad consists of four different demographic groups:

- Temporary workers that stay for less than 6 months with no children.
- Workers that stay for 6 to 18 months and may or may not bring children
- Residents of Carlsbad.
- Commuters from Loving and Artesia.

Many residents of Carlsbad are having a hard time finding quality housing for their families. Some families own homes but are unable to sell them and move on to a better home due to a lack of available housing.

TRANSPORTATION LINK:

As the locations and sizes of these schools shift, traffic patterns will change. During peak school hours traffic is highly congested. It is important for these new locations to be well connected and to be able to adapt to large quantities of traffic for a few short periods throughout the day. It is also important to consider the location of bus routes, and to avoid the location of bus stops along major truck corridors. The pedestrian safety of school areas is imperative.

Due to this shifting population and the unpredictability of the housing market as well as the oil and gas industry, it is difficult to determine where schools are needed. There is a plan to demolish almost all of the schools and either replace or consolidate them with other schools, eventually establishing 5 schools that accommodate 600 students each, instead of the current 300 each. The Carlsbad Municipal Schools (CMS) has 13 schools in the district. In the 2013-2014 school year CMS had 6,411 students.



Figure 8: Community Infrastructure

Visions in Planning (consultant to CMS) provided information on the following initiatives:

- Riverside Elementary will be moving onto BLM land north of its current site as part in response to current and future residential development in the area. This will put more demand on Callaway Drive, Quail Hollow Run Road, and Ligon Road.
- Pate Elementary is planned to be demolished and consolidated with Puckett Elementary on the vacant lot north of the existing Puckett school site. This new school location will put more demand on Wood Street, Center Street, and Violet Avenue.
- In the future, there may be a large-scale development on the south end of the City that will generate an Elementary School, but so far no land has been set aside for the facility.
- In the future, there will most likely be only one elementary school in the middle of the City due to shifting housing and increased capacity.

There have also been calls submitted to the districts saying that bus stops are unsafe. This is due largely to traffic speeds and the presence of large trucks on many school bus routes. In January 2016, the Carlsbad City Council voted to reduce the speed limit on residential streets, and on streets not otherwise posted, from 30 miles per hour (MPH) to 25 MPH in order to reduce vehicle speeds, increase safety, and protect pedestrians.

AIRPORT MASTER PLAN

The original Airport was built in 1926 by the U.S. Air Army Corps as the Carlsbad Army Airfield. It originally had four runways and hosted advanced training in twin-engine aircraft. Then, the airport was transitioned into the Bombardier's School, where students were trained to drop bombs. Students trained from 12-18 weeks and dropped about 160 bombs each throughout all times of the day. In 1945, when WWII ended, the airport was deactivated and given to the Army Corps of Engineers. In 1946 it was given to the City of Carlsbad to become a civilian airport and in 1954 the terminal building was constructed.

The local airport, Cavern City Air Terminal, has a few projects planned in the next year. These include moving facilities and building an addition to the main building in the campus area. The additions are broken down as a number of scenarios in the Airport Master Plan and will be added to the main terminal to create spaces for new amenities within the airport. This will all occur within Airport property. The Airport Master Plan expects air traffic increases. Table 8 shows the growth projections in the Airport Master Plan. By 2033 total operations will almost double according to the forecast.

Table 8: Cavern City Airport Projections				
Category	2013	2018	2023	2033
Airline Enplanements				
Annual Enplanements	2709	3000	3300	4500
Peak Month	271	300	330	450
Design Day	9	19	12	16
Design Hour	9	9	9	19
Airline Operations				
Annual	1248	1200	1200	1200
Peak Month	125	120	120	120
Design Day	4	4	4	4
Design Hour	2	2	2	2
General Aviation, "Other" Air Taxi, and Military Operations				
Annual Operations	5614	6900	8500	10500
Peak Month	674	828	1020	1260
Busy Day	28	35	43	53
Design Day	22	28	34	42
Design Hour	3	4	5	6
Based Aircraft				
Single Engine	27	29	31	33
Multi-Engine	3	3	2	1
Turboprop	4	5	6	8
Jet	2	3	4	6
Helicopter	0	0	1	2
Total Based Aircraft	36	40	44	50
Annual Instrument Approaches	125	140	165	200

Source: Airport Master Plan

TRANSPORTATION LINK:

As activity at the airport increases, traffic to and from the airport will increase conjointly. The airport is the entrance to the city for visitors and it is important that the roadways are aesthetic and easy to use.

GREATER CARLSBAD COMPREHENSIVE PLAN: STRATEGY 2030

The Carlsbad Comprehensive Plan has a future land use plan that favors development of vacant lots near already existing development. This is part of the Infill/Redevelopment Scenario chosen for the previous Comprehensive Plan and preferred by the City. This scenario is pictured in Figure 9. This scenario will maximize the existing infrastructure and reduce demand for new roadway developments. It will, however, increase demand on existing, inner-city roadways, especially for pavement. Asset Management will be an important part of this development Plan.

Finally, the Plan recommended that the City of Carlsbad appoint ad-hoc citizen advisory committees to guide the development of pedestrian and bicycle pathways through the City. A Bicycle Advisory Committee (BAC) and a Pedestrian Transportation Advisory Committee (PTAC) could provide input on bicycle and pedestrian access and safety issues.

TRANSPORTATION LINK:

Increasing the density within the city will increase demand on the existing and any future roadways. More cars will be travelling within the City, increasing the traffic. However, infill will reduce the pressure on major roadways due to traffic being contained locally and residents having a greater chance of walking or biking to work. It will be important to focus on bicycle and pedestrian activities in order to reduce the pressure on the existing system.

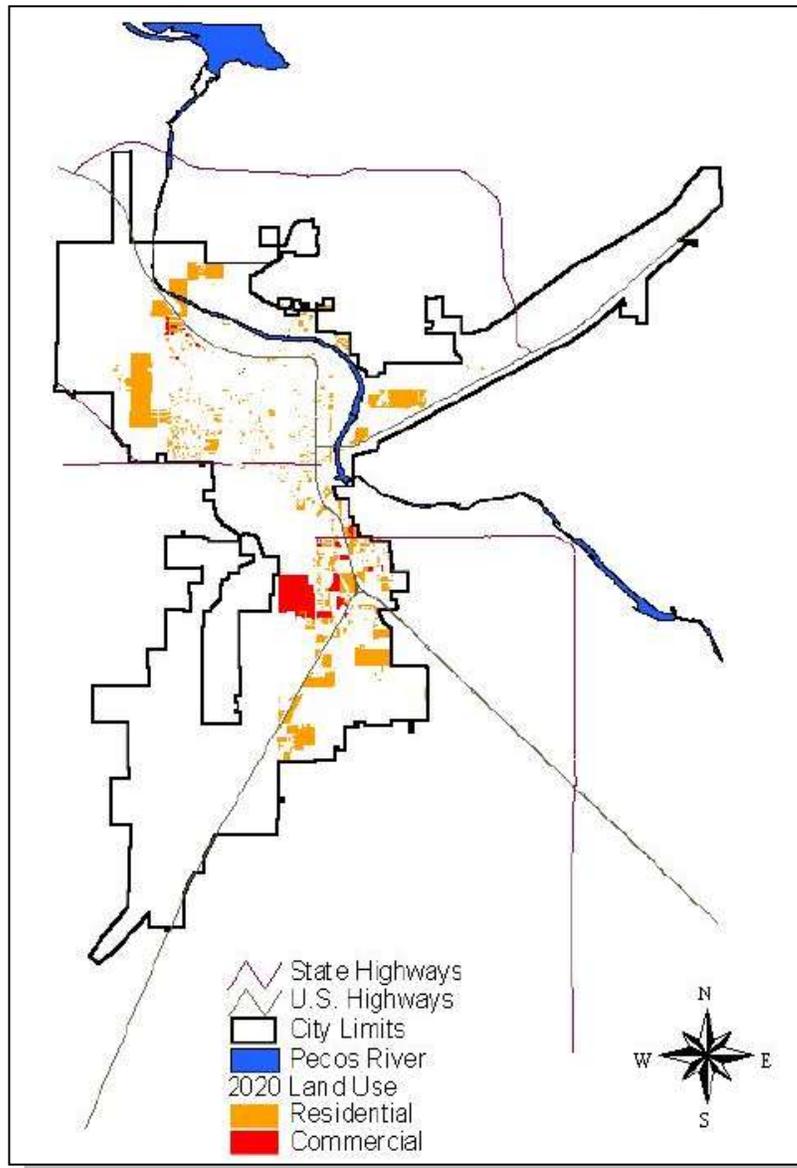
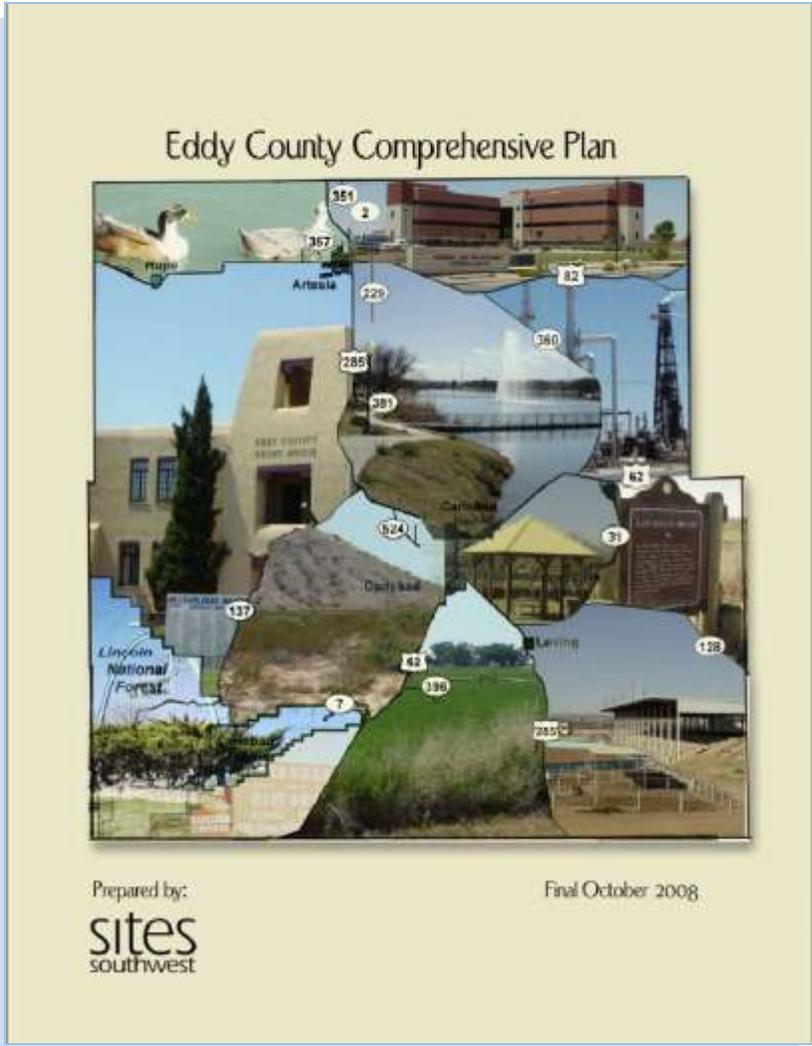


Figure 9: Carlsbad Comprehensive Future Land Use



The Eddy County Comprehensive plan discusses the Extraterritorial Zone (ETZ) and Planning and Platting Jurisdiction (PPJ). The ETZ is a 2-mile area surrounding the City of Carlsbad that would be regulated by a commission made up of City and County residents. It would allow the City to control developments surrounding the City, allowing the City to focus its transportation efforts on a more compact development style. The PPJ exists in a 5-mile radius of Carlsbad to regulate land subdivision in order to improve the quality of development in the area. The ETZ ended in 2014. This may allow developments to happen without input from the City. Without this regulatory tool, the City will have less input into developments near the City limits. This will require coordination between staff from the City and Eddy County. However, the PPJ is regulated under State statutes and remains as a planning tool for the City and the County.

Figure 10: Eddy County Comprehensive Plan

TRANSPORTATION LINK:

The end of the ETZ may mean that developments can happen outside of the City that impact the transportation network. It will be important that City staff are prepared to accommodate the impact on City roads of new developments outside of the City limits. The PPJ can still be used as a planning tool

GREATER CARLSBAD HOUSING ANALYSIS AND STRATEGIC PLAN

In Eddy County there is a need for market-rate multi-bedroom rentals for families. This includes a mix of market-rate single-family detached housing, rehabilitation of existing housing, and affordable housing options for single family- detached housing. Table 9 demonstrates the types and quantities of housing that the City should develop according to the plan.

Table 9: Housing Analysis		
Type of Housing and Target Market	Estimated Current Need	Future Need (anticipated need per year)
Market rate – Temporary	20-50+	50
Essential Workforce	120	100-120 units total additional needed
Low-income and Cost-burdened	1617	Not determined
Transitional	15-20 homeless 15-20 special needs (mental illness)	Not determined
Infill / Rehabilitation / Redevelopment	916 units in poor condition (overlap with low-income)	10-15
Retirees	Not determined	20-30

Source: Greater Carlsbad Housing Analysis and Strategic Plan

TRANSPORTATION LINK:

As the population of Carlsbad increases, the quantity of housing developments will need to increase, generating more vehicle trips. Depending on where these different types of housing are located, there will be more or consistent traffic on the roads. With the current rate of driving to work, it is apparent that the increase in housing will lead to an increase in trips. However, if these developments are done in a manner that encourages walking and biking to work, this will reduce the stress on the system. Developments done in proximity to existing transportation and in denser areas will discourage use of private cars, and potentially increase the rate of employees walking to work.

EDDY COUNTY 40 YEAR WATER PLAN

There are three water system wells within or near the Carlsbad City limits. The Pecos River is the predominant surface water system in Eddy County, and it passes through Carlsbad. The water system faces drought vulnerability. There are questions of the ability of current water rights to meet current and future needs and to stand up to water quality threats. In order to meet future demands and control water quality issues, the following is planned:

- Development of a Water Advisory Committee within the County
- Establish a Water Conservation Program
- Protection of Water Quality and Wellheads
- Water rights protection and Acquisition
- Growth of Water Supplies
- Coordination across Eddy County Water entities

TRANSPORTATION LINK:

Transportation activities in the City should avoid negatively affecting water use and water quality. Plants included in transportation-related landscaping should be low water. Management of storm water along roadways can minimize impacts to water quality. The availability of water is correlated to the potential for growth and location of growth in the City.

CARLSBAD MAINSTREET: A COMMUNITY ECONOMIC ASSESSMENT

Carlsbad's MainStreet district encompasses a 10-block area around North Canal Street in the eastern part of the City. The area serves primarily as a governmental and professional service center for the community, including courts, legal services, and banks. The MainStreet district is the location of 16 percent of Carlsbad's businesses, which provide 10 percent of the total employment in the City. 40% of the population live within a 3-minute drive of the area, or within a 40 minute walk. An opportunity exists to build on this reasonably solid foundation by capturing a greater share of the dollars that visitors bring to the region in their travels to Carlsbad Caverns and Guadalupe National Park. Available data indicates that spending in restaurants and other recreational services in Carlsbad are below average for the state, disappointing considering that the City is nearby one of the most important attractions in the state. There is a great opportunity for the MainStreet district to become a large part of the tourist experience in Carlsbad.

TRANSPORTATION LINK:

This area provides a great opportunity to increase visitor traffic if there is clear signage, a comfortable and efficient transit system, and effective pedestrian and bicycle facilities. MainStreet's need to be pedestrian friendly to encourage patronage of local businesses. Comfortable features and interesting landscaping will be important in this area of the City. Sufficient parking is also important to allowing visitors to come to the area and engage in the corridor.



Figure 11: Carlsbad MainStreet Logo

CARLSBAD DOWNTOWN MAINSTREET MASTER PLAN

As stated above, much of the Downtown area houses commercial, office and public/ institutional uses. There were 91 businesses found in the Downtown area during a 2010 survey. The most successful businesses were service-oriented businesses followed by retail and legal/ professional services. There were 7 vacant stores found during the writing of the Plan, as can be seen in the Existing Land Use map in the Plan. This is a missed opportunity because Downtown Carlsbad offers a great means to attract tourism from Carlsbad Caverns to the City of Carlsbad. The Plan identifies both automobile and pedestrian oriented roads as a means of encouraging activity in the area.

TRANSPORTATION LINK:

The design of MainStreet is essential to success. Developing efficient transportation, clear signage and comfortable pedestrian and bicycle facilities will increase the attraction to Carlsbad's MainStreet. Ensuring sufficient parking facilities will encourage visitors. Increasing convenience and aesthetic amenities will make it more attractive for businesses and patrons.

AREAS OF CONCERN

This chapter is meant to summarize the issues considered. These are the issues that lead to the development of the Goals listed earlier in this document. It was created after a close review of existing Plans and coordination with regional leaders and residents. They directly support the Goals and Objectives that were generated.

Many of the issues of the region revolve around the oil and gas industry. The following are issues that were identified though the Planning process.



Figure 12: Regional Issues

COLLABORATION ACROSS DEPARTMENTS/AGENCIES

Coordinates with Goals 3, 5, and 6

There is a list of roadway projects that are maintained by the City Public Works Department, but there is no standard process for coordinating this information with Planning staff. In order to make a prioritization process effective, these departments will be encouraged to coordinate on the planning and implementation of both maintenance and capital projects.

Right now there is a lack of coordination between City departments and across regional entities. Without an established flow of information between employees there will be issues of missed information and repeated tasks. In order to effectively and efficiently manage a project prioritization process, there needs to be coordination across departments in the choice of new projects and in creating the Infrastructure Capital Improvement Plan (ICIP). Similarly, if there isn't communication between regional leaders there will be more opportunities for missed information, duplicated efforts, and lack of organization. The County is also addressing a number of roadways needs. The City has the opportunity to maximize the efficiency and effectiveness of roadway

improvements if they coordinate with the County on planned projects. Similarly, by ensuring that the City has representatives on regional boards and committees, City leaders will have relevant information about upcoming projects when making decisions. By coordinating, the transportation connectivity in the entire region will be maximized while minimizing expense. This coordination will also allow for an improved roadway maintenance program that maximizes the benefit of dollars spent. Finally, lack of coordination reduces the timelines and effectiveness of roadway improvements, compromising the safety of the public.

NETWORK IMPACTED BY INDUSTRY

Coordinates with Goal 4, 6, and 7

This is a regional issue. The oil and gas industry uses a high number of trucks and cars. The influx of employees working in this industry has added to the impact on the roadway network in the City. The presence of trucks and heavy vehicles on the roadways in the City affects the safety of the roadways, especially near schools and in residential areas. The CTNS examines this issue and it will be discussed later in this document. These trucks also put a lot of stress on roadways which need regular maintenance. It will be important that organizations and departments are coordinating their work to ensure efficiency. If goal number seven is utilized, it will allow for the City to evaluate roadway needs and work with private businesses to meet roadway needs, when appropriate. This compromises the safety of the public, especially in school areas.

INFRASTRUCTURE CONDITION

Coordinates with Goals 4 and 6

Poor drainage is an issue of maintenance as well as safety. It happens regularly that roadways are flooded and consequentially washed out, making them unsafe and unusable. This results in a safety issue in the region. It is important to improve the maintenance process to ensure that rubble is removed quickly and the roadways are managed to resist destruction during flooding. Roadways damaged by flooding are unsafe for the public because potholes, poorly striped roads and other infrastructure issues can cause confusion or car problems, which lead to accidents.

ALTERNATIVE TRANSPORTATION

Coordinates with Goals 4 and 6

It is important for area leaders to maintain, improve and expand public transit systems for the growing ridership amongst the elderly, disabled, tourists, students and the general public. As the population ages they will rely more on transit. The elderly population in the City already rely heavily on public transportation. If population continues to increase, a proportionate increase in transit ridership will also reduce demand on the roadway system.

An improvement in area recreational facilities will improve the quality of life in the region. The facilities can be improved by adding, improving and expanding trail systems, pedestrian, bicyclist and equestrian facilities. Some of the public comments received were about adding walking trails in the City as well as in the County. Additionally, sidewalks are important, especially in the MainStreet area of town.

INVENTORY OF EXISTING TRANSPORTATION SYSTEM

In order to develop background information on the operation of the roadway network in Carlsbad, and in coordination with other regional transportation studies, an abbreviated existing conditions analysis was performed for NMDOT in the City and directly outside of it. This data included a collection of traffic counts at key locations and intersections throughout the City and gathering, evaluating and summarizing the crash experiences from 2010 – 2012. The data was originally collected for the CTNS completed for the NMDOT.



Figure 13: Routes Analyzed by NMDOT CTNS

Although the CTNS study was developed primarily to evaluate truck bypass alternatives and NMDOT facilities, it did provide information related to City of Carlsbad roadway conditions. The study found that there is relatively little congestion in the City, although there may be localized congestion over short periods of time. A key indicator of congestion, the volume-to-capacity ratio, is the ratio of the traffic volume on a particular roadway segment and the traffic capacity of that same roadway segment.

The volume-to-capacity (v/c) ratios for the year 2035 are shown in Figure 14. It shows just one location where the v/c ratio is over 0.50: the section of Lea Street between Halagueno Street and Canal Street. All other locations have a v/c ratio of under 0.50, indicating high levels of operational performance and relatively low congestion.

This data collected for the CTNS is useful to the Carlsbad Long Range Transportation Plan because it provides a context for the way the system is currently working. Right now it is working fairly smoothly. However, as development continues in the City, the system will require monitoring, maintenance, and perhaps enhancements.

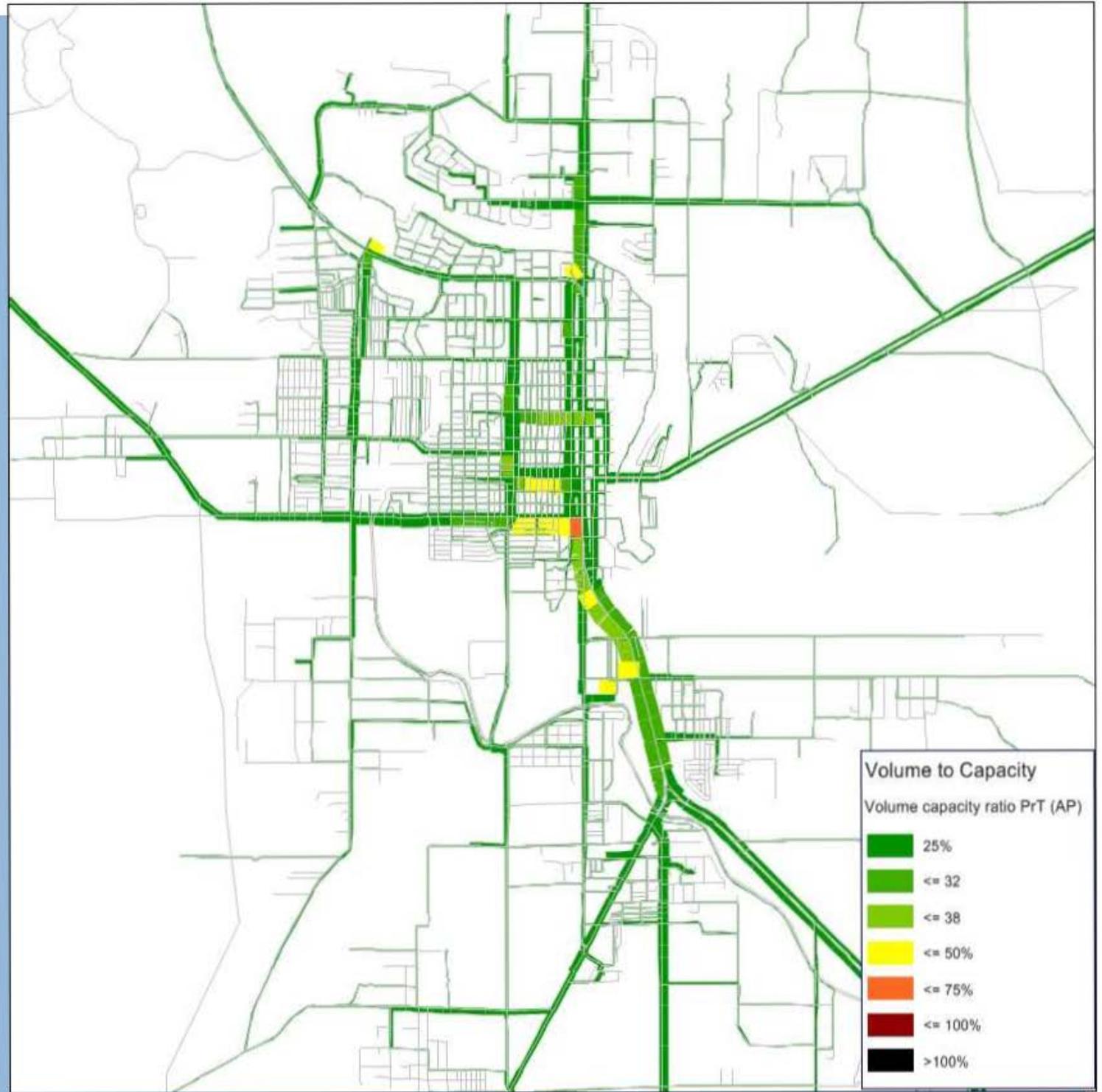


Figure 14: NMDOT CTNS Projected Results for the Year 2035

OPERATIONAL ANALYSIS OF KEY INTERSECTIONS

An Operational Analysis of Key Intersections assesses the safety performance at certain signalized intersections. This analysis was conducted at a series of intersections that were chosen to represent the flow of traffic in the City. The intersections selected are discussed below, and include both signalized and un-signalized intersections.

The analysis was done by a traffic engineer and generated a Level of Service analysis. This is a score that works just like grades in College. An A is functioning great and an F is unacceptable.

The following signalized intersections were evaluated:

1. US 285 and US 62-180
2. Wood Avenue and Canal Street
3. Canyon Street and Canal Street
4. Canal Street and Lea Street
5. Canal Street and Greene Street
6. Greene Street and Canyon Street
7. Pierce Street and Canal Street

All of the signalized intersections were found to operate at acceptable levels of service in both the AM and PM peak hours. The intersection with the highest delay and volume-to-capacity ratio (a representation of congestion) was the intersection of Canal Street and Lea Street but it still scored a B, so it is functioning relatively well.

In addition to the above signalized intersections, several unsignalized intersections were also counted and evaluated for operational performance. The following unsignalized intersections were evaluated:

1. Grandi Street and US 285
2. US 62-180 and Commerce Drive
3. US 62-180 and WIPP Relief Route
4. US 285 and WIPP Relief Route
5. Happy Valley Road and US 285
6. US 62-180 and Corrales Drive
7. WIPP Relief Route and Canal Street

All of the unsignalized intersections were found to operate at acceptable levels of service. All movements operated with less than 25 seconds of average delay and with a volume-to-capacity ratio of less than 0.25.

In addition to the intersection turning movement counts performed above, 16 locations had 48-hour tube counts performed. The highest traffic volume location was US 62, north of Wood Avenue, with 16,000 vehicles per day traveling in each direction, although the vast majority of roads have less than 5,000 vehicles per day per direction.

CRASH ANALYSIS

Crash Data was used to gain a better understanding of the accidents happening in the region and the safety of both specific roadways and the entire network. The crash data that was used came from the NMDOT Traffic Safety Bureau, Traffic Records Program. The data comes from a state-wide database of all crashes by year. Crash Analysis was utilized because it allows for analysis of what caused the crash (such as animals, fixed objects, pedestrian or another vehicle), gaining insight to common issues in different areas. The data was broken into years, using 2010, 2011, and 2012 data.

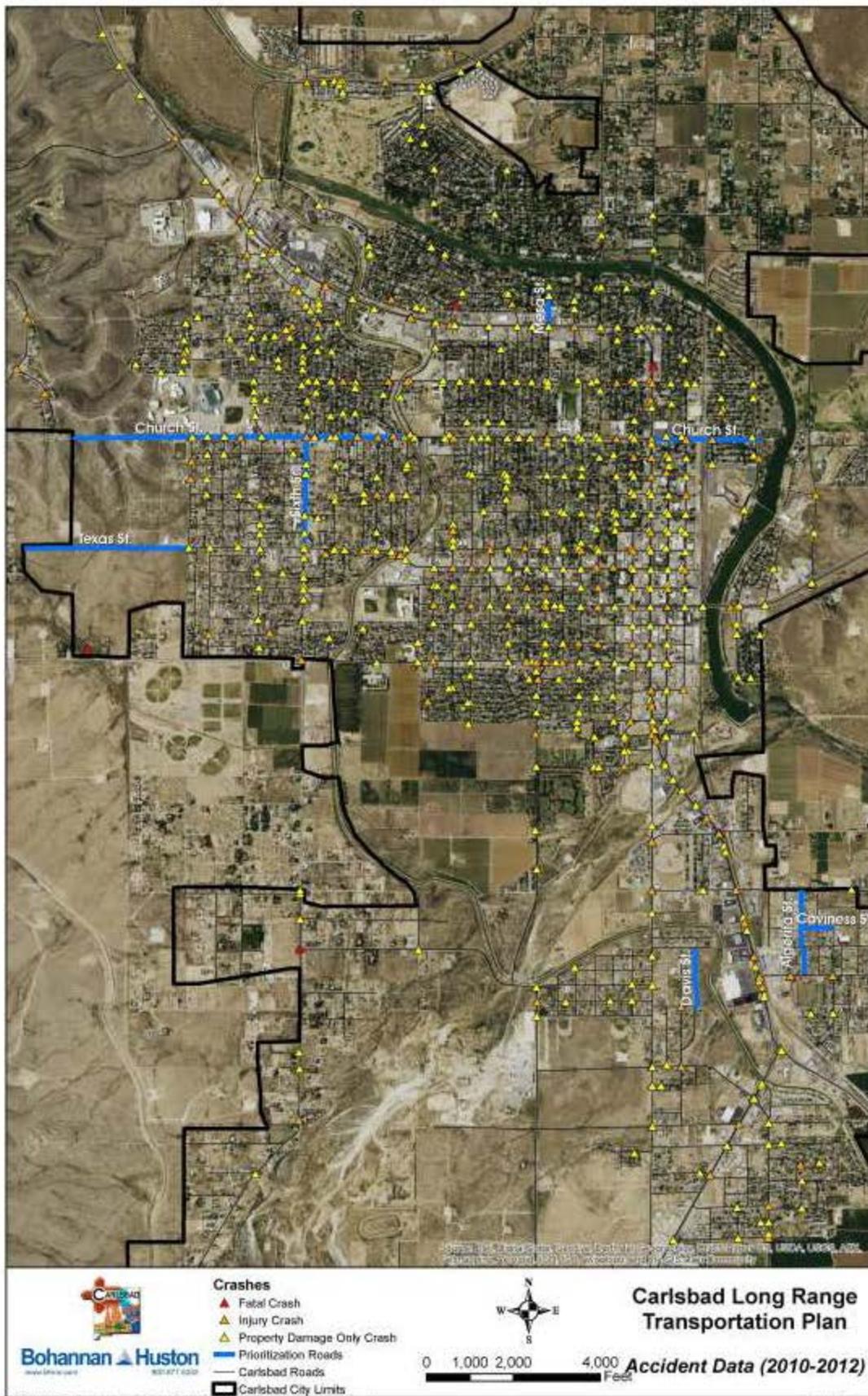


Figure 15: Crash Data (2010-2012)

The crash data shown in Figure 15 shows where crashes are happening in Carlsbad. It can be seen that most of the crashes are happening on the aforementioned most popular streets – Church, Canal, Pierce, Lea and Greene. These crashes are mostly caused by residential traffic.

EVALUATION OF TRUCK MOVEMENT

As part of the CTNS performed for the NMDOT, an origin-destination study of truck traffic was performed. The objective of the study was to determine the traffic patterns of the trucks entering Carlsbad. Use of this information could lead to identification of additional truck routes through the City that limit interaction with general purpose traffic, and improve traffic operations by the removal of the truck traffic from the traffic stream



Figure 16: NMDOT CTNS Origin-Destination Study

The approach used in this study was to follow trucks as they entered the study area until they left the study area, or stopped at their destination within the study area. For this study, only semi-trucks were followed.

Six (6) cordon lines were established at the major routes entering Carlsbad:

- Site 1 – US 62/180 southwest of Derrick Road
- Site 2 – US 285 southeast of Derrick Road
- Site 3 – US 62/180 northeast of the WIPP Relief Route
- Site 6 – US 285 northwest of the Happy Valley Road
- Site 7 – Old Cavern Highway south of Derrick Road
- Site 8 – North Canal Street north of the WIPP Relief Route

In addition to the above six (6) locations, two (2) interior locations were included to assist in determining the routes trucks used while driving through Carlsbad. These locations, also shown in Figure 16, were:

- Site 4 – WIPP Relief Route east of North Canal Street
- Site 5 – Happy Valley Road/NM 524 west of town

A review of data indicates that 32.5% of the trucks entering the cordon lines had destinations within the boundaries of the study area, and did not leave Carlsbad after they passed the entering cordon line. The cordon line with the largest amount of exiting vehicles was Site 3 (US 62 northeast of the WIPP Relief Route) at 18.8%. Based on existing traffic counts, Site 2 (US 285 southeast of Derrick Road) had the largest number of entering traffic (220, or 30% of the total trucks followed that passed through the study area).

Of the 113 remaining trucks that entered at Site 2, 20 turned west on Lea Street, 30 stayed on Canyon or Canal Street, and 63 went east on Greene Street. The trucks that turned onto Lea Street and stayed on Canal Street, exited via Site 6 (US 285 northwest of Happy Valley Road). Of the 63 trucks that turned east onto Greene Street, two (2) of them used the WIPP Relief Route to exit at Site 6, while the remaining 61 continued east on US



Figure 17: Semi-trucks in the City

62/180 and exited the area at cordon line 3 (US 62/180 northeast of the WIPP Relief Route). Lastly, Figure 17 shows that large percentages of the traffic entering at Site 1 (US 62/180 southwest of Derrick Road), Site 2 (US 285 southeast of Derrick Road) and Site 7 (Old Cavern Highway south of Derrick Road) all exit at one of those locations, indicating that improvements to Derrick Road may help to reduce some truck traffic in the City. As a review of the origin-destination data in the Appendix shows, not all of the trucks used Derrick Road, but they might if there were improvements and signage alerting the drivers to this bypass route opportunity.

The highest percentage of trucks on a roadway was the Waste Isolation Pilot Plant (WIPP) Relief Route, with 40% of the westbound daily traffic east of North Canal Street being composed of trucks, although the majority of location had less than 10% trucks. This is expected because the route was designed to divert trucks.

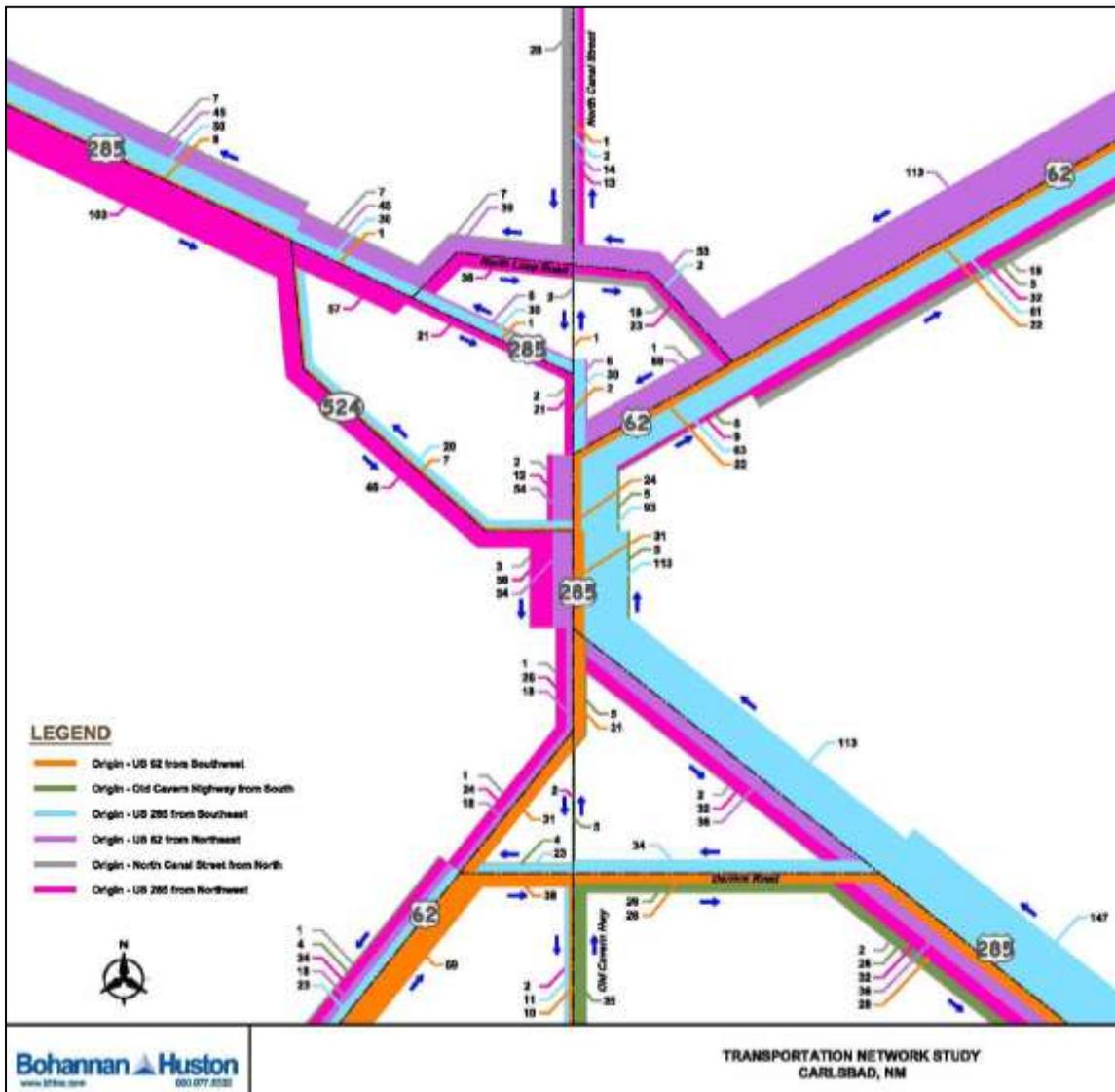


Figure 18: NMDOT CTNS Origin-Destination Results

TRANSPORTATION TARGETS

Table 10 shows the top Transportation-related projects listed in the ICIP created by the City. These projects are the top priority for development by the City. The list shows projects listed in order from the ICIP. It then shows which projects affect Pedestrians, Bicycles or Transit. It also discusses potential funding sources for each project. A large majority of the projects are for improvements or to reconstruct existing roadways. The City is focusing on managing and maintaining the existing roadways in good condition. If there is a disparity between the top transportation projects and the results of the Prioritization Process (below) this is due to a lack of a cohesive process.

Table 10: Carlsbad ICIP - 2016-2020

Project	Transit	Bicycle	Pedestrian	Description	Potential Funding
Texas Street Reconstruction	Yes	Yes	Yes	plan, design and construct a new driving surface, bike lanes, curb, gutter, sidewalks and ADA improvements	DOT, GOB, LFUNDS
San Jose Boulevard Phase 3	Yes	No	Yes	a major thoroughfare that needs to be improved and upgraded to include a center left turn lane, improved drainage, curb, gutter and sidewalks and lighting improvements at the main intersections	LGRANT, LFUNDS, SGRANT, LBONDS
Sidewalk Inventory and Improvements	Yes	No	Yes	create an inventory of all sidewalk locations, widths and conditions in the City in order to prioritize ADA and safety improvements along intersections and sidewalks. Replace and repair existing sidewalks and install new sidewalks where none exist to promote walkability within the City, complete connections for pedestrians and ADA compliance.	LGRANT, FGRANT, SGRANT, LBONDS, LFUNDS
Kircher Street Reconstruction	Yes	Maybe	Yes	acquire an additional 20' right-of-way, design and construct Kircher Street with paving, curb, gutter and sidewalk, water line and ADA curb ramps from Boyd Drive to Canal Street	CAP, LFUNDS, OTHER
Davis Street Reconstruction	Yes	No	Yes	design and reconstruct Davis Street with new paving, curb, gutter, sidewalk, water and sewer lines and ADA curb returns	CAP, CDBG, LFUNDS
West Carlsbad Street and Drainage	Yes	No	Yes	design and construct street and drainage improvements as recommended in the City-Wide Master Drainage Plan	CDBG, LGRANT, SGRANT, LFUNDS, LBONDS
Reconstruction Improvements for Hill Street	Yes	No	Yes	design and construction for new roadway including replacement utilities, curb and gutter, sidewalk and paving	CAP, CDBG, LFUNDS, LGRANT
Reconstruction Improvements for Algerita Street	Yes	No	Yes	design and construction for new roadway including replacement utilities, curb and gutter, sidewalk and paving	CDBG, CAP, LFUNDS, SGRANT
South Carlsbad Street and Drainage	Yes	No	Yes	design and construct street and drainage improvements as recommended in the City-Wide Master Drainage Plan	CDBG, LGRANT, SGRANT, LFUNDS, OTHER
San Jose Plaza Rehab	Yes	No	Yes	design and construct electrical, lighting, sidewalks, benches and landscaping improvements to San Jose Plaza	LGRANT, SGRANT, LFUNDS, LBONDS, SLOAN

PROJECT PRIORITIZATION PROCESS

As an integral part of the Carlsbad Long Range Transportation Plan, a process was developed to assist the City in the prioritization of projects. The project team developed a prioritization process to be used as a method to compare potential roadway improvement projects. The process includes rating criteria for roadway and adjacent land uses which directly reflects the preferences of the City and also considers data availability. The database has been established to allow various levels of data for each roadway as the basic platform, with the goal of collecting all data for all roads. Data types include both quantitative and qualitative data providing a comprehensive evaluation of the roadway network. The process was developed so that data can be collected and the database populated on an ongoing basis, as well as be available for project-specific evaluations at any time.

This process will allow leaders to objectively set criteria and rank the importance of these criteria to the community. With the use of this process, City staff and leaders will be able to make solid decisions for the use of public funds and have a defensible and objective process.

DATA COLLECTION

A variety of sources were used to collect data to develop this process. The decision on what data to include was based on what data was readily available, combined with an evaluation of what data would provide the most accurate measurement of the value of a road improvement project. The data collection process is housed in an ArcGIS and Microsoft Access database for easy access and manipulation.

Concurrently, The City of Carlsbad has been developing an Asset Management process. The ordinance for the project was passed in March of 2015. The Asset Management Plan is aiming to ensure that the City's infrastructure assets are safe, reliable, sustainable and remain available for the benefit of current and future generations. This Plan should align with the Asset Management Plan and should support it. The Prioritization process was developed with Asset Management in mind and can be easily adapted to the decisions made in the Asset Management Plan. This Plan was developed with the longevity of the City's assets in consideration.

At this point in the process, there are various levels of data available for each of the City roads. The ArcGIS data base and the Microsoft Access file is ready to accept new and additional data at any time, with the ultimate goal of equally populating the database for all roads. When possible, the data was collected electronically through integration with existing databases (some of which were built in ArcGIS for this purpose). However, some of the data is either not available electronically, or is subjective requiring manual input. The variety of data sources include:

- City ArcGIS layers
- Field visits
- Planning documents
- NMDOT
- Pavement Management Data
- National Bridge Inventory
- Public comments

As part of the data collection process, an easy-to-use Road Scoring Form was developed in Microsoft Access. The data sources, which are populated in the ArcGIS, will easily be represented in the Microsoft Access scoring form. Additional data points, which may require subjectivity by City staff, can be manually added.

CRITERIA

In close coordination with the City and the stakeholder group, a set of criteria to evaluate the data for the prioritization process was developed. Criteria were established to provide a comprehensive evaluation process that included engineering, economic, natural, and social components. The existing data being utilized by the City as well as the goals and objectives established for the Plan were considered in the creation of these evaluation criteria. A relative scoring system was assigned to each criterion, with some criteria resulting in a higher score based on priorities expressed by the City. All of the criteria are associated with the transportation network in some way, whether it is condition of the actual roadway or adjacent land use. There is some subjectivity, but the collection of criteria provides a framework for comparison and prioritization among potential transportation projects in the City. The evaluation criteria and the current data sources are discussed below with the associated scoring system shown in Figure 19:

- **Roadway Type (Paved vs. Unpaved):**
Currently, the only readily available data is paved/unpaved. So this is the data currently being used for the scoring of this criterion. However, as data is collected it could be expanded to include more detail on whether the road is paved, chip seal, gravel, or dirt. *Collected through GIS data base.*
- **Roadway Condition:**
This criterion was scored based on a Pavement Condition Index (PCI) which was used to determine the roadway condition. The values include Very Good, Good, Fair, Poor, Very Poor, and Failed. A score was assigned to each value. *Collected through GIS data base.*
- **Safety based on AASHTO Standards:**
This information was not readily available so the database was created in a way which allows the City to manually adjust the score if a known AASHTO violation exists on any roadway. *Manually adjusted.*
- **Safety (Based on 3 Year Crash Data (2010-2012)):**
Currently, this is locational data from 2010, 2011, and 2012 provided by NMDOT. It was accounted for by using buffers on the roadways to count the number of crashes associated with each segment. It could and should be updated as the data becomes available. *Collected through GIS data base.*
- **Structural Ratings:**
This data is derived from the National Bridge Inventory which is provided by the Federal Highway Administration (FHWA). This data was included by applying a buffer to road segments and identifying the bridges which have a Sufficiency Rating of less than 70, the standard for a deficient bridge. *Collected through GIS database.*
- **Land Use (Actual):**
This value is applied based on the Zoning of the area the road passes through. If a road passes through various zoning designations within one segment, the designation with the highest score is used in the prioritization process. *Collected through GIS database.*
- **Land Use (Proposed):**
This information is not readily available, but there is an allowance for a manual adjustment to the score if a proposed land use plan is deemed significant by the City. *Manually adjusted.*

- AADT:**
 The AADT is captured through the NMDOT Transportation Information Management System (TIMS) data, local traffic counts, or assumptions developed from the NMDOT Carlsbad Transportation Network Study travel demand model results. This data should be updated on a regular basis, with traffic counts being the most accurate source. *Collected through the GIS database.*
- Funding Source Available:**
 This information was not readily available, so there is an allowance for a manual adjustment to the score if a specific funding source has been identified. *Manually adjusted.*
- Public Support:**
 The database allows for a manual adjustment based on the number of public comments which have been received on a particular roadway. A future goal would be to link the City-wide comment collection process to the GIS database. *Manually adjusted.*

Carlsbad Long Range Transportation Plan – Working Spreadsheet for Data Scoring/ Prioritization Process				
		Rating	Score	Data Source
Roadway Type				City - public Works - GIS
	Paved		3	
	Un-paved		6	
Roadway Condition				City - Pavement Management - GIS
	Condition Rating		0 - 10	
Safety (Normative-AASHTO Standards)				City - Field Visit - Manual
			0 or 10	
Safety (3-5 Year crash data)				NMDOT data - GIS
	Fatality		8	
	5+ accidents		6	
	1-5 accidents		4	
	0 accidents		0	
Structural				NBI Data Base - GIS
(NMDOT)	Sufficiency Rating Over 70		0	

		Rating	Score	Data Source
	Sufficiency Rating Under 70	10		
	No Structure	0		
Land Use (zoning)				City - Zoning - GIS
	Residential - Current	8		
	Commercial / Industrial - Current	6		
	Educational/ Community Facility/ Medical - current	10		
Land Use (proposed)				City - Manual
	Residential - Proposed	2		
	Commercial / Industrial - Proposed	2		
	Educational / Community Facility / Medical - Proposed	4		
Funding Source Available				City - Manual
	Funding Source Identified	10		
	No funding Source	0		
AADT				TIMS Data - GIS
	1500 + AADT	10		
	1000 - 1499 AADT	8		
	400 - 999 AADT	5		
	0 - 399 AADT	0		
Public Support				City- Comments/Political Support - Manual
	10+ Comments	6		
	5-10 comments	4		
	0-5 comments	2		
		TOTAL		

Figure 19: Criteria for Prioritization

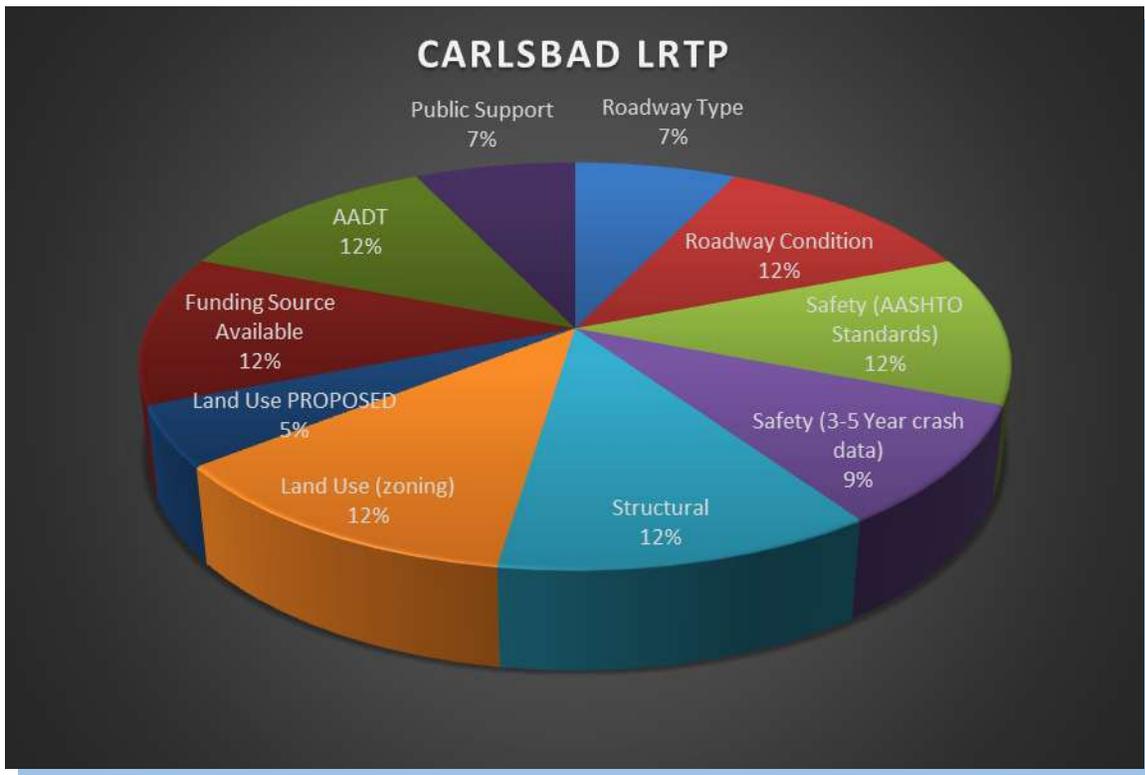


Figure 20: Criteria for Prioritization Represented by Percentage

Figure 20 shows the evaluation criteria broken down by percentage of the entire score in pie chart format. This visual represents the priorities of the City and the relationship between criteria.

IMPLEMENTATION

PILOT PROJECT

As a method to calibrate the prioritization process and bring value to the City's current decision-making method, a pilot project was completed on 7 roads total. The collection of roadways was chosen based on the current ICIP, roadway condition, and City recommendations.

Roads included in the pilot project are listed below and shown in Figure 21:

- Texas Street
- Davis Street
- Church Street
- Algerita Street
- Mesa Street
- 6th Street
- Caviness Street

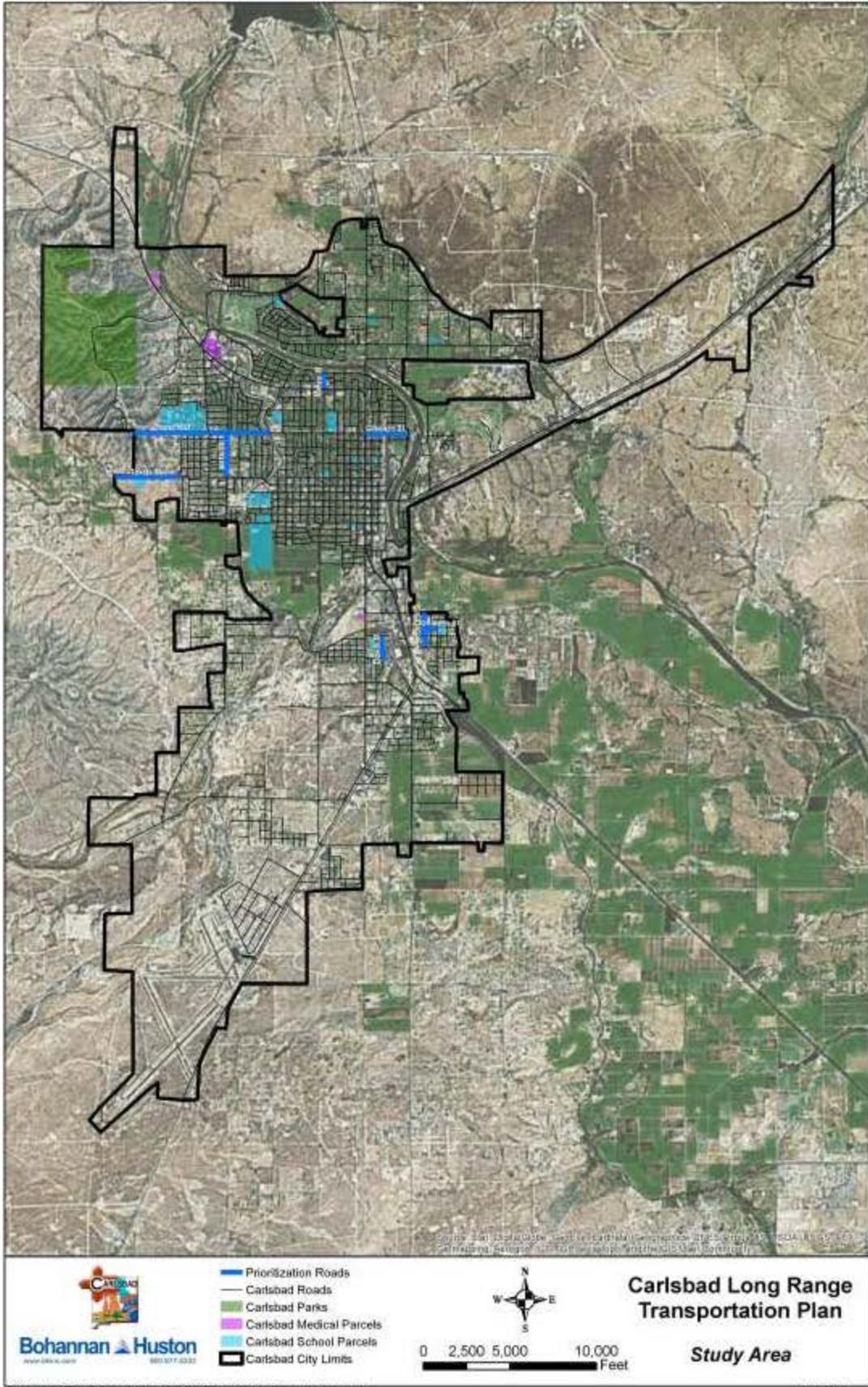


Figure 21: Pilot Roads Evaluated

Extra effort was taken to collect the data required to complete the evaluation on this set of roadways so that the prioritization process could be implemented and evaluated. The Access database was populated with all the data collected through the GIS database and then additional criteria were considered for any manual adjustments. Church Street and Algerita Street have multiple roadway segments as defined by the City's GIS data base. This results in 10 different scores: 3 for various segments of Church Street and 2 for Algerita Street. The segmentation of roadways is a hurdle in the building of the database which should be rectified in the future. For now, the data can be analyzed and the appropriate score for each segment can be used or the maximum score can be chosen for decision-making purposes.

A snapshot of the scoring results are shown in Figure 22 with a full version provided in Appendix A.

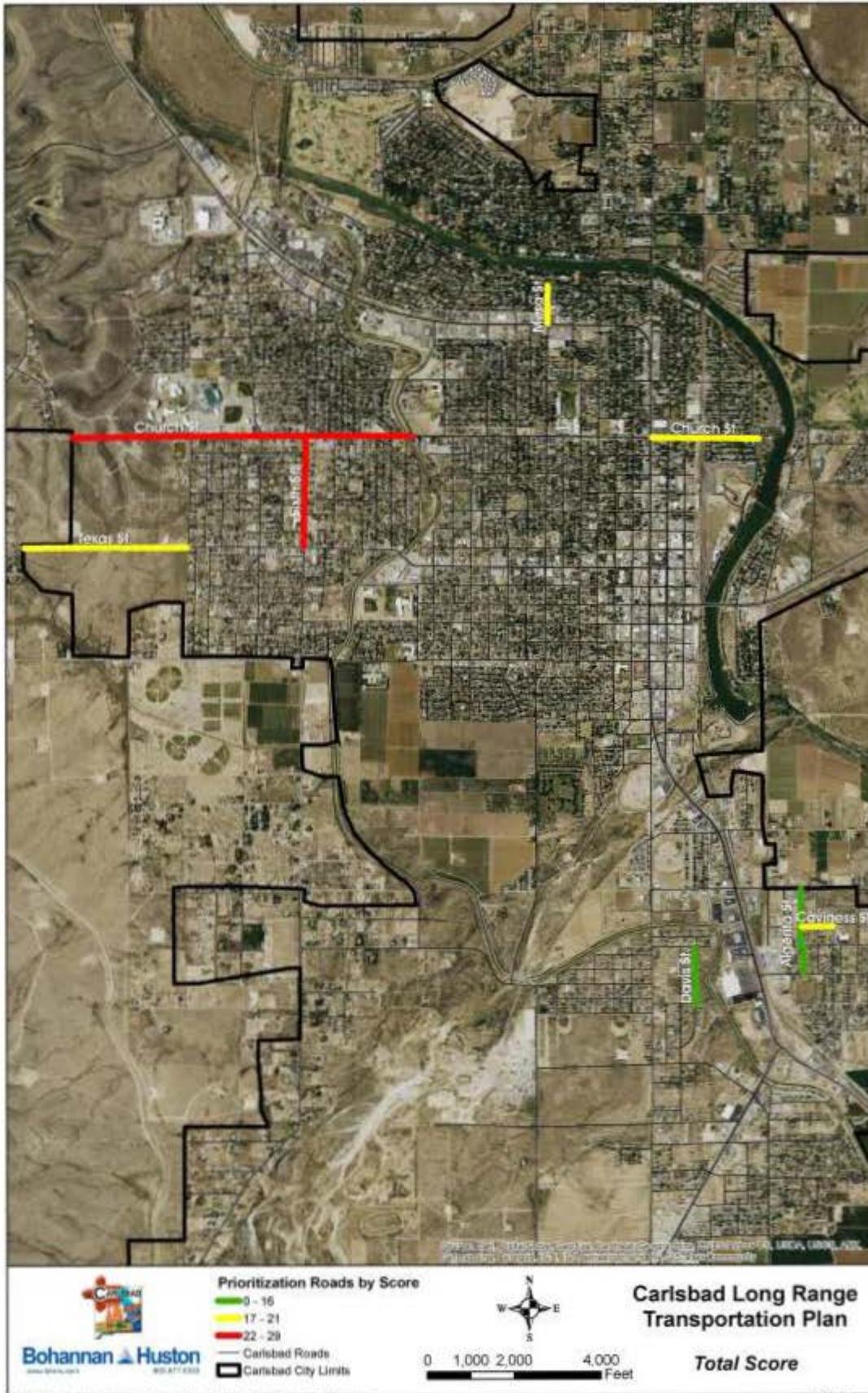
AllFieldsScoringRepo															
OBJECT ID	Street Name	From Segment	To Segment	Total Score	Condition Score Range	Surface Type Score	Accident Score Range	Layout Score	Land Use Score	Land Use Proposed	Paving Score Status	Public Support	AADT Score	AADT Range	Score
1	Algerita St.	North Ave.	Center Ave.	11	81-90	3	0-0 Accidents	0-0 Unusable Bridges	2-Residential	8	N/A	0	N/A	0-391 AADT	0
2	Dowick St.	Plaza St.	Steele St.	15	81-70	4	0-0 Accidents	0-0 Unusable Bridges	2-Residential	8	N/A	0	N/A	0-393 AADT	0
3	Algerita St.	Wood Ave.	North St.	14	81-80	3	0-0 Accidents	0-0 Unusable Bridges	2-Residential	8	N/A	0	N/A	147.5-0-399 AADT	0
4	Covina St.	Algerita St.	Princess St.	29	11-70	9	0-0 Accidents	0-0 Unusable Bridges	2-Residential	8	N/A	0	N/A	0-0-399 AADT	0
5	Church St.	Eight St.	Fourteen Dr.	29	71-80	3	2-5 Accidents	0-0 Unusable Bridges	1-Educator	10	N/A	0	N/A	428.5-734-1429 AADT	5
6	Church St.	10th Coridad Ave. Intersect	Eight St.	29	81-70	4	3-5 Accidents	0-0 Unusable Bridges	2-Residential	8	N/A	0	N/A	1199-444-1000-8888888 AADT	4
7	Dowick St.	Twelfth St.	Thick Road (Happy Valley)	21	71-80	3	0-0 Accidents	0-0 Unusable Bridges	1-Educator	10	N/A	0	N/A	516-2688-400-200-80088887 AADT	5
8	Meza St.	Pecos St.	Riverside Dr.	22	71-80	3	3-5 Accidents	0-0 Unusable Bridges	2-Residential	8	N/A	0	N/A	295-2888-0-399-88888887 AADT	0
9	Sixth St.	Texas St.	Church St.	26	81-80	2	5-5 Accidents	0-0 Unusable Bridges	1-Educator	10	N/A	0	N/A	833-488-988-5 AADT	5
10	Church St.	Carol St.	Park Dr.	30	71-80	3	3-5 Accidents	0-0 Unusable Bridges	2-Residential	8	N/A	0	N/A	367-1428-0-399-17142857 AADT	0

Figure 22: Prioritization Scoring Results

The prioritization process results indicate a high score for Church Street (both segments west of Pecos River). With a total score of 29, the Church Street segment ranks the highest for consideration of future improvements primarily due to the high traffic volumes. 6th Street ranks next highest primarily due to the number of accidents and traffic volumes.

The prioritization results are also represented geographically in Figure 23. This platform is very useful to City staff and decision-makers. It is color-coded to quickly identify the roads with the highest scores prioritized for improvements.

This prioritization scoring results are used to make a relative decision amongst roadways. It is not used to make a definitive decision on what type of improvements are needed. Further evaluations would be required to determine the type, phasing, and magnitude of maintenance or improvements which may be required.



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 Author: graynest

April 2014

Figure 23: Visual Results of Prioritization Process for Pilot Roads

FUNDING SCENARIOS

Funding criteria varies by source; however, the evaluation process included in this Transportation Plan does include the major features considered when selecting transportation projects: safety, value, roadway condition, land-use, access, and public comment. Consequently, no matter what the funding source is, the planning process results can be used to support a funding request. The results can be tailored to develop a grant application, a submittal for inclusion into the TIP, or documentation on the need for improvement to proposed developers.

In response to recent economic and sustainable initiatives identified by the City, there is a need to become more regionally focused. This approach by the City of Carlsbad will support the leveraging of regional funding opportunities for planning, design, and construction projects in order to bring the greatest value to monies available. Below is just a summary of some of the more viable funding opportunities available to the City.

FEDERAL AID HIGHWAY ACTS

Transportation projects within the City are funded through a variety of sources, including local, state, and federal funds. The greatest of these is the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Nation's former surface transportation program and funding source. The prioritization process developed as part of this Transportation Plan was designed to support the documentation expected for future funding allocation as part of MAP-21.

Fixing America's Surface Transportation Act (FAST) is the current federal aid highway act and was passed in 2015 to authorize \$305 billion over the next five years. This Act provides confidence to decision-makers that long term transportation projects will have funding available.

The basis for decision-making as to which projects are funded is the responsibility of the agency maintaining and/or operating the facilities. The City of Carlsbad is responsible for roads only within the City limits. Thus, if The City is to be performing road maintenance or a road construction/rehabilitation project it would be required to match the project cost with a 25% to 75% match.

Coordination with the Southeastern Regional Transportation Planning Organization (SERTPO) is required in order to allocate state and federal transportation dollars. This coordination effort includes selecting projects within the County that might be included in the Transportation Improvement Program (TIP) as funds become available. Projects funded through the TIP process should be consistent with regional goals and objectives, well - documented in terms of need, and considered for long-term benefit.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS

This money is distributed to the local municipalities via the NMDOT, providing opportunities for development of projects usually unavailable due to Carlsbad's operating budget and maintenance needs. These funds go towards alternative transportation projects such as on-and-off road pedestrian and bicycle facilities, projects that improve access to public transportation and enhance mobility, activities for community improvement and environmental mitigation; the recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

NMDOT PAVEMENT PRESERVATION PROGRAM (PPP) FUNDS

If a roadway requires full reconstruction it could be done with Pavement Preservation Program (PPP) funds, which is the primary roadway funding source at the NMDOT District level. These funds need to be requested through the SERTPO.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

HSIP funds are federal funds distributed by the NMDOT Planning Division. The goal of this funding source is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state roads (local roads are eligible). Again, the funds must be requested through the SERTPO.

GRANTS

The Transportation Investment Generating Economic Recovery (TIGER) Grant Program is another Federal funding program that is available to local governments. The New Mexico Department of Finance and Administration (NMDFA) (Community Development Block Grant (CDBG) program) and the New Mexico Finance Authority (NMFA) both provide grant/loan funding for planning and construction. Efforts completed under this Transportation Plan could enhance opportunities to apply for these grants.

LEGISLATIVE FUNDING

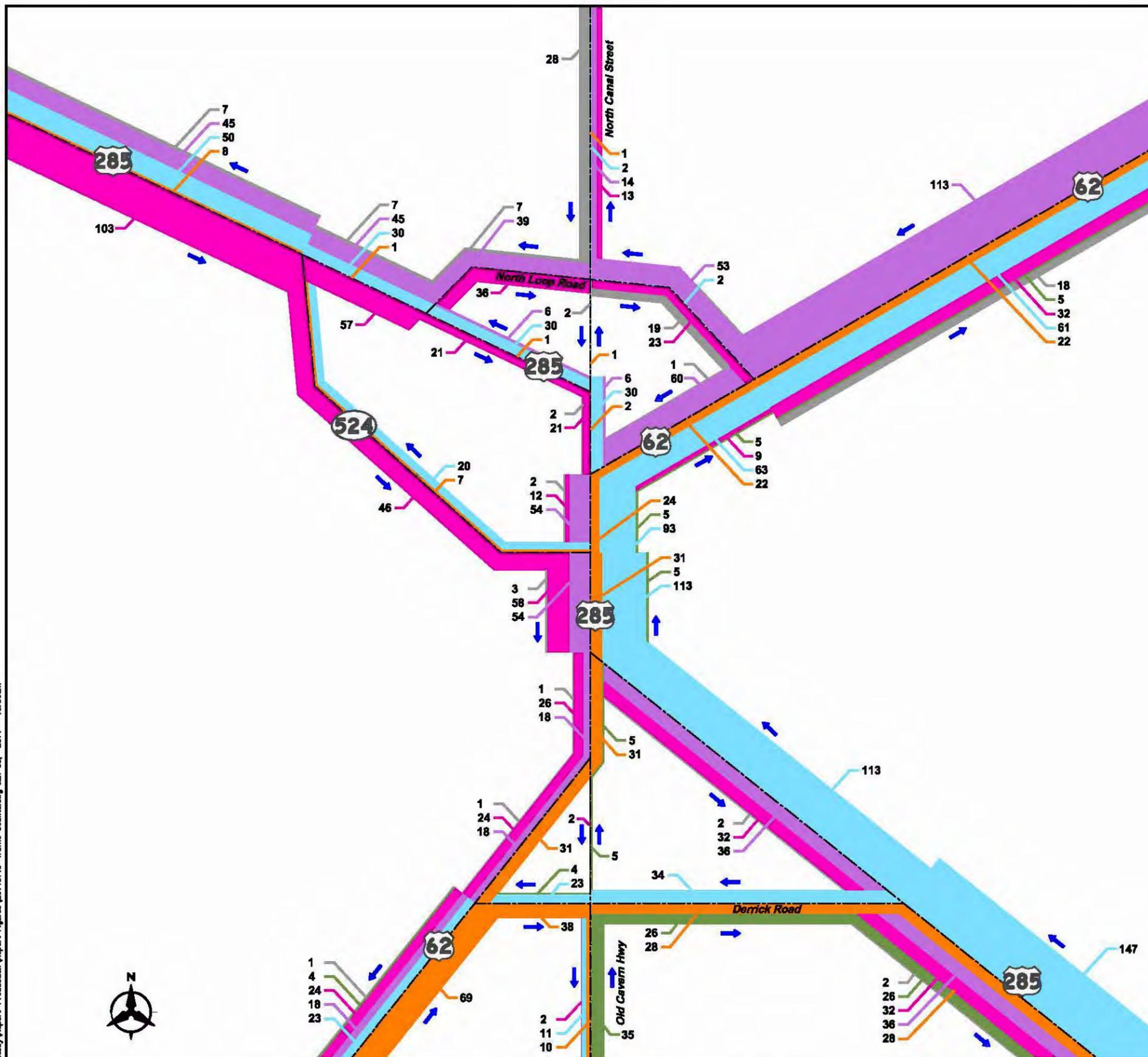
With enough public and political support, there could be potential for legislative funding. It is important to engage state legislature early on in project development. They can support funding options through capital outlay funds and potential transportation bond bills.

PUBLIC-PRIVATE PARTNERSHIPS

The opportunity for public-private partnerships is becoming more of a viable funding source. As development occurs, local communities are taking a close assessment of existing infrastructure and the potential impact of development before they say "yes." The transportation planning process included in this Plan can support a funding request by the City to a proposed developer by identifying the current status of the roadway in the prioritization process, then adjusting that based on the availability of private funding and the type of development being proposed.

APPENDIX A: Origin-Destination Data

P:\20140146\TRAMS\Study\Report-Production\Report_Figures\20140146-Traffic_Counts.dwg Jun 03, 2014 - 10:55am



- LEGEND**
- Origin - US 62 from Southwest
 - Origin - Old Cavern Highway from South
 - Origin - US 285 from Southeast
 - Origin - US 62 from Northeast
 - Origin - North Canal Street from North
 - Origin - US 285 from Northwest



**Heavy Truck O-D Data
Carlsbad TNS**

Starting Site	Total Number	Ending Site	Number	Percent	Ave Travel Time (min)	No. Passing Intermediate Sites	
						Site 4	Site 5
1	97	0	28	29%	9		7
		2	28	29%	12		
		3	22	23%	19		
		6	8	8%	22		
		7	10	10%	9		
		8	1	1%	23		
2	220	0	73	33%	10	2	20
		1	23	10%	12		
		3	61	28%	17		
		6	50	23%	24		
		7	11	5%	8		
		8	2	1%	29		
3	156	0	43	28%	10	2	
		1	18	12%	21		
		2	36	23%	17		
		6	45	29%	17		
		7	0	0%	na		
		8	14	9%	10		
6	170	0	67	39%	16	23	30
		1	24	14%	20		
		2	32	19%	24		
		3	32	19%	15		
		7	2	1%	31		
		8	13	8%	14		
7	55	0	20	36%	11		
		1	4	7%	11		
		2	26	47%	15		
		3	5	9%	17		
		6	0	0%	na		
		8	0	0%	na		
8	35	0	7	20%	10	1	
		1	1	3%	15		
		2	2	6%	19		
		3	18	51%	10		
		6	7	20%	8		
		7	0	0%	na		

Total 733

Index	Data Collector	Date	Start Location	Start Time	Pass Site 4?	Pass Site 5?	End Location	End Time	Elapsed Time	Notes
35	AD	1/21/2014	1	8:35			0	8:45	0:10:00	
217	FC	1/21/2014	1	15:50			0	16:10	0:20:00	
227	FC	1/22/2014	1	12:55			0	13:00	0:05:00	
240	FC	1/23/2014	1	12:52			0	12:58	0:06:00	
250	FC	1/27/2014	1	16:11			0	16:18	0:07:00	
267	FC	1/29/2014	1	14:14			0	14:16	0:02:00	
271	FC	1/29/2014	1	16:26			0	16:32	0:06:00	
275	FC	1/30/2014	1	14:06			0	14:12	0:06:00	
280	FC	1/30/2014	1	16:34			0	16:48	0:14:00	
287	GC	1/16/2014	1	11:40			0	11:45	0:05:00	5 axle cargo truck
294	GC	1/16/2014	1	16:50			0	17:10	0:20:00	5 axle trailer truck
295	GC	1/21/2014	1	15:07			0	15:16	0:09:00	5 axle cargo truck
307	GC	1/22/2014	1	12:51			0	12:55	0:04:00	5 axle cargo truck
331	GC	1/23/2014	1	17:56			0	17:59	0:03:00	5 ax. Water
332	GC	1/23/2014	1	18:05			0	18:10	0:05:00	5 ax. Water
356	GC	1/28/2014	1	11:29			0	11:34	0:05:00	5 ax. Water
378	GC	1/29/2014	1	10:32			0	10:36	0:04:00	5ax. Trailer
397	GC	1/30/2014	1	11:04			0	11:08	0:04:00	5 ax. Fuel Tank
409	GC	1/30/2014	1	17:11			0	17:16	0:05:00	5 ax. Trailer
418	LR	1/21/2014	1	5:50			0	6:00	0:10:00	TEXAS TRUCK & EQUIP
424	LR	1/21/2014	1	7:19			0	7:29	0:10:00	TEXAS TRUCK EQUIP
572	LR	1/29/2014	1	9:17			0	9:23	0:06:00	Basic
616	MC	1/17/2014	1	6:20			0	6:32	0:12:00	NATL PRKS/WALMART
644	MC	1/21/2014	1	19:12			0	19:33	0:21:00	EL PASO HWY TO LA TIENDA
664	MC	1/27/2014	1	13:13			0	13:30	0:17:00	Natl Pks Hwy to Walgreens Parking lot
670	MC	1/27/2014	1	17:48			0	18:04	0:16:00	Natl Pks Hwy to Gas Station Loving Hwy
690	MC	1/28/2014	1	18:33			0	18:47	0:14:00	Natl Parks Hwy to BES Enterprise
707	MC	1/30/2014	1	6:41			0	7:00	0:19:00	Natl Prks to Walmart Parking lot
87	CC	1/16/2014	1	5:45			2	5:59	0:14:00	CAVERN CITY TERMINAL/DERRICK/PECOS HWY LOVING HWY/TOOK OFF LOVING 6.91 MI/14 MINS #8 TR
91	CC	1/16/2014	1	12:30			2	12:39	0:09:00	TERMINAL/DERRICK/PECOS HWY 6.08 MI#8 TRK
94	CC	1/21/2014	1	5:21			2	5:45	0:24:00	#8 TRK/LOVING HWY/5.92 MILES/SLOW TRUCK SLOWING MOVING TRUCK
104	CC	1/22/2014	1	10:15			2	10:23	0:08:00	AIR TERM/DERRICK/PECOS HWY/6.08 MI/#8 TRK
111	CC	1/23/2014	1	6:30			2	6:39	0:09:00	TERMINAL/DERRICK/PECOS HWY /#8 TRK/6.09MI
121	CC	1/27/2014	1	5:40			2	5:53	0:13:00	DERRICK/PECOS HWY/#8 TRK/5.8M
125	CC	1/27/2014	1	7:16			2	7:26	0:10:00	CAVERN TERM/DERRICK/PECOS HWY/5.8M/#8 TRK
129	CC	1/27/2014	1	8:44			2	8:51	0:07:00	DERRICK/PECOS HWY/5.8M/#8 TRK/LOVING 285S
137	CC	1/27/2014	1	11:45			2	11:53	0:08:00	DERRICK/62-180/5.8 M/
147	CC	1/27/2014	1	16:00			2	16:11	0:11:00	DERRICK/PECOS HWY 285S/7.9M/LOVING 285
158	CC	1/28/2014	1	8:15			2	8:25	0:10:00	cr 707/DERRICK/ 5.8 MI/#9 TRK/PECOS HWY
175	CC	1/28/2014	1	16:30			2	16:42	0:12:00	TERMINAL/DERRICK/ PECOS HWY/#8 TRK/8.8M/LOVING
198	CC	1/30/2014	1	5:08			2	5:18	0:10:00	TERMINAL/DERRICK / PECOS HWY/#8 TRK/5.8M
202	CC	1/30/2014	1	6:20			2	6:30	0:10:00	EL PASO/NATL PRKS / #9 TRK / LOVING Y / 285S8.5M
212	FC	1/21/2014	1	14:00			2	14:10	0:10:00	
285	GC	1/16/2014	1	11:15			2	11:20	0:05:00	5 axle trailer
310	GC	1/22/2014	1	16:14			2	16:21	0:07:00	5 axle water truck
323	GC	1/23/2014	1	14:09			2	14:21	0:12:00	5 ax. Water
361	GC	1/28/2014	1	12:56			2	13:05	0:09:00	5 ax. Trailer
410	GC	1/30/2014	1	17:27			2	17:32	0:05:00	5 ax. Water
428	LR	1/21/2014	1	9:32			2	9:44	0:12:00	FUSON TRUCKING
537	LR	1/28/2014	1	11:38			2	12:10	0:32:00	McADA Trucking
538	LR	1/28/2014	1	11:38			2	12:10	0:32:00	L&E Trucking
559	LR	1/29/2014	1	8:00			2	8:10	0:10:00	Law Trucking

587	LR	1/29/2014	1	10:50			2	10:56	0:06:00	Mesquite Trucking
625	MC	1/20/2014	1	11:00			2	11:22	0:22:00	NATL PRKS HWY/TO LOVING HWY
683	MC	1/28/2014	1	15:18			2	15:29	0:11:00	Natl. Prks to Pecos Hwy
698	MC	1/29/2014	1	16:27			2	16:38	0:11:00	Natl Prks to Pecos Hwy onto Loving
15	AC	1/27/2014	1	14:16			3	14:35	0:19:00	#8 NATIONAL PARKS HWY/S CANAL/ ONTO GREENE ST
21	AC	1/29/2014	1	14:24			3	14:40	0:16:00	NATIONAL PARKS HWY / S CANAL/ GREENEST / TRUCK #8
84	CC	1/15/2014	1	17:15			3	17:58	0:43:00	17.1 MI/#8 TRK/WENT OUT TO HOBBS
98	CC	1/21/2014	1	7:53			3	8:14	0:21:00	STOP(RESTROOM/SODA) THEN HEAD TO CAVERNCITY TERM/ NATL PRKS/CANYON ST/GREENEST/ON TO
100	CC	1/21/2014	1	11:30			3	11:48	0:18:00	DERRICK/OFF NATL PARKS HWY/ PECOS HWYCANAL ST/ CANYON ST/ GREENE ST/ 18 MINS/13.53 MILES/
162	CC	1/28/2014	1	9:42			3	10:03	0:21:00	C-BAD TERMINAL/GRANDI RD/PECOS HWY S285/LOVING HWY/CANAL ST/ CANYON/E GREENE ST/62-180
234	FC	1/23/2014	1	10:47			3	11:07	0:20:00	
236	FC	1/23/2014	1	11:25			3	11:38	0:13:00	
282	FC	1/30/2014	1	17:44			3	18:01	0:17:00	
317	GC	1/23/2014	1	11:56			3	12:04	0:08:00	5 ax. Cargo
353	GC	1/28/2014	1	10:24			3	10:40	0:16:00	5 ax. Cargo
371	GC	1/28/2014	1	17:00			3	17:16	0:16:00	5 ax. Cargo
379	GC	1/29/2014	1	10:48			3	11:04	0:16:00	5 ax. Water
386	GC	1/29/2014	1	13:46			3	13:59	0:13:00	5 ax. Cargo
470	LR	1/23/2014	1	5:40			3	5:57	0:17:00	SAIA TRUCKING
476	LR	1/23/2014	1	7:37			3	7:50	0:13:00	HALIBURTON
477	LR	1/23/2014	1	7:37			3	7:50	0:13:00	HALIBURTON
478	LR	1/23/2014	1	7:37			3	7:50	0:13:00	HALIBURTON
527	LR	1/28/2014	1	8:06			3	9:00	0:54:00	Watson Trucking
617	MC	1/17/2014	1	6:45			3	7:02	0:17:00	NATL PRKS/62/180 SHOUP CUT OFF
642	MC	1/21/2014	1	18:22			3	18:41	0:19:00	US 285 TO CANAL TO GREENE ST HOBBS HWY
715	MH	1/14/2014	1	16:38			3	16:50	0:12:00	Used Canyon
27	AC	1/30/2014	1	14:18	X		6	14:48	0:30:00	NATIONAL PARKS HWY / S CANAL / BOYD DR/LEA ST/ HAPPY VALLEY
301	GC	1/21/2014	1	17:40	X		6	17:56	0:16:00	5 axle cargo truck
614	MC	1/17/2014	1	5:10	X		6	5:31	0:21:00	2461/NATL PRKS/RADIO BLVD/STANDPIPEW-LEA/HAPPY VALLEY
640	MC	1/21/2014	1	17:10	X		6	17:29	0:19:00	US 285 TO RADIO BLVD TO STANDPIPE/US 285
694	MC	1/29/2014	1	7:16	X		6	7:42	0:26:00	Natl Parks to Lee St to CR 657 to US 285 Artesia
254	FC	1/28/2014	1	15:12	X		6	15:38	0:26:00	
573	LR	1/29/2014	1	9:30	X		6	9:52	0:22:00	Water Hauling Truck
102	CC	1/21/2014	1	13:01			6	13:20	0:19:00	DERRICK/#9 TRK/NATL PRKS HWY/CANYON STE GREENE ST/SHOUP RELIEF 14.1 MILES/ ON TO ARTESIA
108	CC	1/22/2014	1	13:15			7	13:27	0:12:00	NATL PRKS TO OLD CAVERN HWY 6.05/TRK #8
622	MC	1/17/2014	1	9:06			7	9:18	0:12:00	NATL PRKS HWY TO OLD CAVERN
630	MC	1/20/2014	1	13:40			7	13:53	0:13:00	NATL PRKS/TO OLD CAVERN
635	MC	1/21/2014	1	5:25			7	5:28	0:03:00	NATL PRKS HWY TO OLD CAVERN HWY
645	MC	1/22/2014	1	5:05			7	5:17	0:12:00	NATL PRKS TO OLD CAVERN
653	MC	1/27/2014	1	7:33			7	7:39	0:06:00	Natl Pks Hwy to Old Cavern
678	MC	1/28/2014	1	8:39			7	8:46	0:07:00	Natl Pks Hwy to Old Cavern
688	MC	1/28/2014	1	17:47			7	17:55	0:08:00	Natl. Prks to Old Cavern to Truck Stop Gas
692	MC	1/29/2014	1	5:55			7	6:09	0:14:00	Natl Parks to Old Cavern
702	MC	1/29/2014	1	18:59			7	19:06	0:07:00	Narl Parks Hwy to Old Cavern
220	FC	1/21/2014	1	17:05			8	17:28	0:23:00	
55	AD	1/27/2014	2	7:20			0	7:30	0:10:00	
72	AD	1/29/2014	2	8:20			0	8:30	0:10:00	
76	AD	1/29/2014	2	18:45			0	19:00	0:15:00	
80	AD	1/30/2014	2	6:50			0	7:10	0:20:00	
83	AD	1/30/2014	2	8:40			0	9:00	0:20:00	
112	CC	1/23/2014	2	6:45			0	7:04	0:19:00	PECOS HWY/N CANAL/CANYON ST/ E GREENEHOBBS/ #8/ CONT TO HOBBS
135	CC	1/27/2014	2	11:00			0	11:08	0:08:00	LOVING PECOS HWY/RT ON NATL PARKS/HIDALGO/STANDPIPE/17.3M/ALLSUPS ON LEAST/STANDPIPE
148	CC	1/27/2014	2	16:15			0	16:21	0:06:00	PECOS HWY 285S/LOVING HWY/PILOT FUEL 4.9M
151	CC	1/27/2014	2	17:35			0	17:42	0:07:00	PECOS HWY 285S/MADRON/2.9M

152	CC	1/27/2014	2	17:46		0	17:53	0:07:00	PECOS HWY 285S/PILOT FUEL/4.9M/#8 TRK
153	CC	1/28/2014	2	5:30		0	5:40	0:10:00	285S LOVING HWY/5MI/PILOT TRUCK STOP/#8
171	CC	1/28/2014	2	14:30		0	14:36	0:06:00	PECOS HWY/285S/4.5M/AGRI EMPRESA
190	CC	1/29/2014	2	15:30		0	15:36	0:06:00	PECOS HWY 285S / PILOT FUEL / 4.9/ #8 TRK
208	CC	1/30/2014	2	8:19		0	8:26	0:07:00	PECOS HWY / 4.9M / #8 TRUCK / AGRI EMPRESA
211	CC	1/30/2014	2	9:40		0	9:53	0:13:00	PECOS HWY/ 285S / FUEL PILOT 4.9M/ #9 TRK
241	FC	1/27/2014	2	9:10		0	9:20	0:10:00	
243	FC	1/27/2014	2	10:16		0	10:20	0:04:00	
252	FC	1/28/2014	2	14:18		0	14:28	0:10:00	
259	FC	1/28/2014	2	18:22		0	18:35	0:13:00	
261	FC	1/29/2014	2	10:20		0	10:25	0:05:00	
264	FC	1/29/2014	2	12:28		0	12:34	0:06:00	
272	FC	1/29/2014	2	16:51		0	17:01	0:10:00	
288	GC	1/16/2014	2	11:50		0	11:55	0:05:00	5 axle water tank
305	GC	1/22/2014	2	12:30		0	12:34	0:04:00	5 axle water truck
315	GC	1/23/2014	2	11:01		0	11:07	0:06:00	5 ax. Trailer
324	GC	1/23/2014	2	14:21		0	14:25	0:04:00	5 ax. Water
334	GC	1/27/2014	2	12:33		0	12:39	0:06:00	5 ax. Water
337	GC	1/27/2014	2	13:27		0	13:33	0:06:00	5 ax. Water
338	GC	1/27/2014	2	13:45		0	13:52	0:07:00	5 ax. Water
342	GC	1/27/2014	2	16:18		0	16:25	0:07:00	5 ax. Water
343	GC	1/27/2014	2	16:36		0	16:40	0:04:00	5 ax. Water
346	GC	1/27/2014	2	17:58		0	18:08	0:10:00	5 ax. Water
347	GC	1/27/2014	2	18:18		0	18:22	0:04:00	5 ax. Water
348	GC	1/27/2014	2	18:27		0	18:33	0:06:00	5 ax. Water
349	GC	1/27/2014	2	18:39		0	18:50	0:11:00	5 ax. Water
351	GC	1/28/2014	2	9:58		0	10:06	0:08:00	5 ax. Water
357	GC	1/28/2014	2	11:36		0	11:44	0:08:00	5 ax. Cargo
362	GC	1/28/2014	2	13:07		0	13:23	0:16:00	5 ax. Water
369	GC	1/28/2014	2	16:31		0	16:38	0:07:00	5 ax. Loader
373	GC	1/28/2014	2	18:20		0	18:27	0:07:00	5 ax. Trailer
374	GC	1/28/2014	2	18:31		0	18:36	0:05:00	5 ax. Water
376	GC	1/29/2014	2	10:10		0	10:14	0:04:00	5 ax. Water
382	GC	1/29/2014	2	11:58		0	12:15	0:17:00	5 ax. Cargo
390	GC	1/29/2014	2	16:45		0	16:51	0:06:00	5 ax. Water
395	GC	1/30/2014	2	10:09		0	10:21	0:12:00	5 ax. Water
402	GC	1/30/2014	2	13:12		0	13:20	0:08:00	5 ax. Water
404	GC	1/30/2014	2	15:21		0	15:33	0:12:00	5 ax. Water
429	LR	1/21/2014	2	9:50		0	10:00	0:10:00	WATER HAULING TRUCK
492	LR	1/27/2014	2	12:48		0	12:56	0:08:00	Fed Ex
504	LR	1/27/2014	2	15:07		0	15:12	0:05:00	McDonald Trucking stopped in Carlsbad
521	LR	1/28/2014	2	6:50		0	7:00	0:10:00	Multi Chemical (stopped in Carlsbad)
522	LR	1/28/2014	2	7:10		0	7:42	0:32:00	Dawn Trucking (stopped at C&C Donut Stop)
536	LR	1/28/2014	2	11:17		0	11:21	0:04:00	Affiliated Food (stopped at Walmart)
546	LR	1/29/2014	2	6:07		0	6:15	0:08:00	Penske (Stopped at Drifters)
547	LR	1/29/2014	2	6:23		0	6:31	0:08:00	Titan (Stopped at Walmart)
548	LR	1/29/2014	2	6:23		0	6:31	0:08:00	Walmart Trucking (Stopped at Walmart)
554	LR	1/29/2014	2	7:25		0	7:33	0:08:00	SWS
571	LR	1/29/2014	2	9:07		0	9:20	0:13:00	Pilot Services (Stopped at gas station at the Y)
598	LR	1/29/2014	2	12:10		0	12:16	0:06:00	Pilot Services
599	LR	1/29/2014	2	12:10		0	12:16	0:06:00	Pilot Services
613	LR	1/29/2014	2	14:48		0	15:00	0:12:00	J&L Logistics
636	MC	1/21/2014	2	5:40		0	5:58	0:18:00	PECOS HWY TO GAS STANDPIPE
647	MC	1/22/2014	2	6:00		0	6:12	0:12:00	LOVING HWY TO GAS FILL UP

648	MC	1/22/2014	2	6:30		0	6:48	0:18:00	LOVING HWY TO MCDONALDS
657	MC	1/27/2014	2	9:06		0	9:22	0:16:00	Pecos Hwy to Truck Stop Gas
663	MC	1/27/2014	2	13:02		0	13:24	0:22:00	Pecos Hwy to McDonalds
672	MC	1/27/2014	2	18:48		0	19:05	0:17:00	Pecos Hwy to Madron Services
674	MC	1/28/2014	2	6:16		0	6:30	0:14:00	Pecos Hwy to McDonalds
680	MC	1/28/2014	2	9:22		0	9:36	0:14:00	Pecos Hwy to WindMill Chevron
681	MC	1/28/2014	2	9:48		0	10:00	0:12:00	Walmart Truck Pecos Hwy to Walmart parking lot
684	MC	1/28/2014	2	15:42		0	15:56	0:14:00	Pecos Hwy to Walmart
699	MC	1/29/2014	2	16:50		0	17:02	0:12:00	Pecos Hwy to Allsup's
712	MC	1/30/2014	2	9:46		0	10:00	0:14:00	Pecos Hwy to Subway Parklot Walmart
124	CC	1/27/2014	2	6:59		1	7:08	0:09:00	#8 TRK/285 S LOVING HWY/DERRICK 5.8MI/ELPASO
142	CC	1/27/2014	2	13:48		1	13:57	0:09:00	PECOS HWY/DERRICK/5.8M/ #8 TRK
157	CC	1/28/2014	2	7:35		1	7:48	0:13:00	S285 PECOS HWY/S CANAL/NATL PRKS/9.8M/#9TRK
180	CC	1/28/2014	2	18:14		1	18:24	0:10:00	PECOS HWY 285S/DERRICK ROAD/ EL PASO5.8M/ #9 TRK
201	CC	1/30/2014	2	6:05		1	6:16	0:11:00	PECOS HWY / DERRICK / 5.8M / #8 TRK / NATL PARKS
253	FC	1/28/2014	2	14:53		1	15:04	0:11:00	
256	FC	1/28/2014	2	16:22		1	16:32	0:10:00	
260	FC	1/28/2014	2	18:53		1	19:05	0:12:00	
270	FC	1/29/2014	2	15:58		1	16:10	0:12:00	
281	FC	1/30/2014	2	17:22		1	17:31	0:09:00	
284	FC	1/30/2014	2	18:40		1	18:52	0:12:00	
286	GC	1/16/2014	2	11:30		1	11:40	0:10:00	5 axle water truck
306	GC	1/22/2014	2	12:40		1	12:48	0:08:00	5 axle water truck
316	GC	1/23/2014	2	11:23		1	11:36	0:13:00	5 ax. Water
322	GC	1/23/2014	2	13:50		1	14:00	0:10:00	5 ax. Water
333	GC	1/27/2014	2	12:09		1	12:20	0:11:00	5 ax. Water
352	GC	1/28/2014	2	10:14		1	10:23	0:09:00	5 ax. Water
370	GC	1/28/2014	2	16:47		1	16:58	0:11:00	5 ax. Water
377	GC	1/29/2014	2	10:20		1	10:29	0:09:00	5ax. Loader
667	MC	1/27/2014	2	14:48		1	15:06	0:18:00	Shoup Rd Hobbs Hwy to Green to Canal to Natl Pks Hwy
669	MC	1/27/2014	2	17:24		1	17:37	0:13:00	Pecos Hwy to Derrick to Natl Parks Hwy to El Paso
691	MC	1/29/2014	2	5:16		1	5:42	0:26:00	Pecos Hwy to Natl Pks Hwy to El Paso
706	MC	1/30/2014	2	5:55		1	6:18	0:23:00	Loving Hwy to Natl Prks to Hildago
12	AC	1/27/2014	2	13:05		3	13:20	0:15:00	#8 TRUCK/LOVING HWY/N CANAL/CANYONSTREET/GREENE ST
24	AC	1/30/2014	2	13:10		3	13:24	0:14:00	#8 TRK / LOVING HWY/ S CANAL / GREENE ST
92	CC	1/16/2014	2	12:42		3	12:58	0:16:00	PECOS HWY/EAST GREENE-STOP SHOUP/WENTON TO HOBBS 13.53 MILE #8
95	CC	1/21/2014	2	5:58		3	6:16	0:18:00	#8 TRK/LOVING/N.CANAL/CANYON ST/GREENEST/ 13.53 MILE
105	CC	1/22/2014	2	10:30		3	10:45	0:15:00	PECOS HWY/N CANAL/CANYON ST/E GREENE/#9 TRK/13.53 MI/OUT TO HOBBS
110	CC	1/22/2014	2	14:15		3	14:35	0:20:00	PECOS HWY/E GREEN ST/SHOUP RELIEF
126	CC	1/27/2014	2	7:40		3	7:59	0:19:00	PECOS HWY 285S/#9 TRK/N CANAL/CANYON ST13.53 M/E GREENE ST/HOBBS
159	CC	1/28/2014	2	8:40		3	8:56	0:16:00	PECOS HWY/285S/#8 TRK/S CANAL/S CANYON/GREENE ST/10.1 M/CONTINUE HOBBS
164	CC	1/28/2014	2	10:30		3	10:48	0:18:00	US 285S/PECOS HWY/CANYON ST/GREENE ST/13/2M62/180 HOBBS/#9 TRK
195	CC	1/29/2014	2	17:48		3	17:59	0:11:00	PECOS HWY / 285S / #9 TRK / 10 M/ CANAL ST /CANYON ST / E GREENE ST / HOBBS
203	CC	1/30/2014	2	6:33		3	6:47	0:14:00	S 285 / Y AT CANAL / CANYON ST / E GREENE ST11.5M/ #9 TRK
213	FC	1/21/2014	2	14:26		3	14:41	0:15:00	
218	FC	1/21/2014	2	16:22		3	16:40	0:18:00	
246	FC	1/27/2014	2	14:14		3	14:31	0:17:00	
258	FC	1/28/2014	2	17:42		3	17:56	0:14:00	
273	FC	1/30/2014	2	13:10		3	13:31	0:21:00	
278	FC	1/30/2014	2	15:36		3	15:51	0:15:00	
292	GC	1/16/2014	2	15:53		3	16:10	0:17:00	5 axle water truck
297	GC	1/21/2014	2	15:55		3	16:07	0:12:00	5 axle water truck
311	GC	1/22/2014	2	16:25		3	16:35	0:10:00	5 axle water truck
326	GC	1/23/2014	2	16:11		3	16:22	0:11:00	5 ax. Water

344	GC	1/27/2014	2	16:47			3	17:13	0:26:00	5 ax. Cargo
391	GC	1/29/2014	2	17:01			3	17:22	0:21:00	5 ax. Cargo
411	GC	1/30/2014	2	17:56			3	18:14	0:18:00	5 ax.Cargo
482	LR	1/23/2014	2	8:15			3	8:45	0:30:00	MCDONALD TRUCKING
484	LR	1/27/2014	2	9:35			3	9:50	0:15:00	Haney Trucking
489	LR	1/27/2014	2	11:37			3	11:52	0:15:00	McADA Drilling
503	LR	1/27/2014	2	15:07			3	15:22	0:15:00	Haliburton continued to site 3
505	LR	1/27/2014	2	15:40			3	15:55	0:15:00	fuel truck continued to site 3
506	LR	1/27/2014	2	15:40			3	15:55	0:15:00	fuel truck continued to site 3
511	LR	1/28/2014	2	5:00			3	5:15	0:15:00	Handy Rental
520	LR	1/28/2014	2	6:50			3	7:05	0:15:00	Haliburton
525	LR	1/28/2014	2	7:32			3	7:47	0:15:00	CS& M Trucking
533	LR	1/28/2014	2	11:17			3	11:32	0:15:00	Water Hauling Truck
534	LR	1/28/2014	2	11:17			3	11:32	0:15:00	Water hauling Truck
535	LR	1/28/2014	2	11:17			3	11:32	0:15:00	Water Hauling Truck
549	LR	1/29/2014	2	6:23			3	6:38	0:15:00	Waltershaud Trucking
553	LR	1/29/2014	2	7:04			3	7:23	0:19:00	C & C Transporters
560	LR	1/29/2014	2	8:00			3	8:15	0:15:00	Haliburton
561	LR	1/29/2014	2	8:19			3	8:39	0:20:00	Messilla Valley Transportation (MVT)
562	LR	1/29/2014	2	8:19			3	8:39	0:20:00	Haliburton
563	LR	1/29/2014	2	8:19			3	8:39	0:20:00	Indecca Trucking
575	LR	1/29/2014	2	10:00			3	10:15	0:15:00	Key
576	LR	1/29/2014	2	10:00			3	10:15	0:15:00	J&L Oilfield
577	LR	1/29/2014	2	10:00			3	10:15	0:15:00	Globe
583	LR	1/29/2014	2	10:40			3	10:58	0:18:00	Duke
584	LR	1/29/2014	2	10:40			3	10:58	0:18:00	Duke
585	LR	1/29/2014	2	10:40			3	10:58	0:18:00	Oilfield
586	LR	1/29/2014	2	10:40			3	10:58	0:18:00	McDonald Trucking
588	LR	1/29/2014	2	11:00			3	11:14	0:14:00	Gonzalez Trucking
589	LR	1/29/2014	2	11:00			3	11:14	0:14:00	Maverick Trucking
590	LR	1/29/2014	2	11:00			3	11:14	0:14:00	Jade Construction
600	LR	1/29/2014	2	12:30			3	12:46	0:16:00	Penske
604	LR	1/29/2014	2	13:18			3	13:35	0:17:00	Circle Services
605	LR	1/29/2014	2	13:18			3	13:35	0:17:00	Circle Services
624	MC	1/17/2014	2	10:00			3	10:20	0:20:00	LOVING HWY/SHOUP RELIEF
659	MC	1/27/2014	2	9:52			3	10:02	0:10:00	Pecos Hwy to Derrick to Hobbs Hwy to Shoup Rd
661	MC	1/27/2014	2	12:00			3	12:21	0:21:00	Pecos Hwy to Shoup Rd Hobbs Hwy
700	MC	1/29/2014	2	17:28			3	18:01	0:33:00	Pecos Hwy to CR 609
709	MC	1/30/2014	2	7:48			3	8:16	0:28:00	Pecos Hwy to Hobbs Hwy to Shoup Rd
717	MH	1/14/2014	2	17:17			3	17:30	0:13:00	
17	AC	1/29/2014	2	12:40	X		6	13:10	0:30:00	#8 TRUCK LOVING HWY/ S CANAL/ BOYD DR/RADIO BLVD / STANDPIPE / HAPPY VALLEY RDTURNED ON
88	CC	1/16/2014	2	6:11	X		6	6:34	0:23:00	PECOS HWY/LEA ST/HAPPY VALLEY 15.13 MI/23 MINS #8 TRK
138	CC	1/27/2014	2	12:00	X		6	12:27	0:27:00	PECOS HWY 285S/CANAL ST/ LEA ST/ HAPPYVALLEY CR 524/N285/15.13M
154	CC	1/28/2014	2	5:50	X		6	6:21	0:31:00	S DERRI CK/PECOS HWY/S CANAL/W LEA/HAPPYVALLEY CR 657/18.9M/#8 TRK/
184	CC	1/29/2014	2	8:15	X		6	8:40	0:25:00	PECOS HWY/ S 285/ CANAL ST / LEA ST/HAPPYVALLEY/ 15.2M/ #9 TRK
232	FC	1/23/2014	2	10:05	X		6	10:25	0:20:00	
335	GC	1/27/2014	2	12:49	X		6	13:10	0:21:00	5 ax.Water
394	GC	1/29/2014	2	18:34	X		6	18:54	0:20:00	5 ax. Trailer
398	GC	1/30/2014	2	11:28	X		6	11:52	0:24:00	5 ax.Cargo
464	LR	1/22/2014	2	14:15	X		6	14:49	0:34:00	Haliburton
651	MC	1/27/2014	2	6:08	X		6	6:32	0:24:00	Pecos Hwy to US 285 Artesia
229	FC	1/22/2014	2	13:20	X		6	13:50	0:30:00	
251	FC	1/27/2014	2	16:26	X		6	16:48	0:22:00	
276	FC	1/30/2014	2	14:21	X		6	14:38	0:17:00	

358	GC	1/28/2014	2	11:53		X	6	12:14	0:21:00	5 ax. Trailer
403	GC	1/30/2014	2	13:33		X	6	13:58	0:25:00	5 ax.Cargo
497	LR	1/27/2014	2	13:54		X	6	14:16	0:22:00	NorCan
516	LR	1/28/2014	2	5:39		X	6	6:01	0:22:00	Spirit Trucking
607	LR	1/29/2014	2	13:27		X	6	13:57	0:30:00	Oilfield
610	LR	1/29/2014	2	14:12		X	6	14:40	0:28:00	Tri Star
122	CC	1/27/2014	2	5:55	X		6	6:28	0:33:00	PECOS HWY 285S/THROUGH TOWN/CANAL ST/GREENE ST/SHOUP RELIEF TO ARTESIA 285/#9TRK/15.4M/
130	CC	1/27/2014	2	9:01	X		6	9:31	0:30:00	PECOS HWY S285/N CANAL/#8 TRK/CANYON ST/GREENE ST/SHOUP RELIEF/25.4M/ARTESIA7 RIVERS
73	AD	1/29/2014	2	8:40			6	9:00	0:20:00	
82	AD	1/30/2014	2	8:00			6	8:15	0:15:00	
167	CC	1/28/2014	2	13:02			6	13:18	0:16:00	PECOS HWY/RT @ Y/CANAL ST/THROUGH TOWNW PIERCE ST/N 285/#9 TRK/12.7M
172	CC	1/28/2014	2	14:44			6	14:59	0:15:00	PECOS HWY/285S/CANAL ST/CANYON ST/13.6MW PIERCE ST./US 285N /7 RIVERS HWY
176	CC	1/28/2014	2	16:50			6	17:11	0:21:00	PECOS HWY 285S / MIDDLE OF TOWN/ARTESIA7 RIVERS/16.5M/#9 TRK
187	CC	1/29/2014	2	9:30			6	9:48	0:18:00	PECOS HWY/ S 285/CANAL ST / PIERCE ST/14.3M7 RIVERS HWY/ #9 TRK
191	CC	1/29/2014	2	15:55			6	16:20	0:25:00	PECOS HWY 285S / N CANAL / LA HUERTA / #9TRK / SHOUP NORTH / 7 RIVERS HWY / 11.8 M
199	CC	1/30/2014	2	5:22			6	5:40	0:18:00	285S/ TOWN/#9 TRK/16.5 MI/ 285N 7 RIVERS HWY
209	CC	1/30/2014	2	8:40			6	8:59	0:19:00	PECOS HWY 285S / THROUGH TOWN /#8TRK/13.6M7 RIVER HWY / 285N
238	FC	1/23/2014	2	12:08			6	12:24	0:16:00	
244	FC	1/27/2014	2	10:43			6	11:08	0:25:00	
248	FC	1/27/2014	2	15:07			6	15:38	0:31:00	
262	FC	1/29/2014	2	10:31			6	10:55	0:24:00	
265	FC	1/29/2014	2	12:59			6	13:34	0:35:00	
268	FC	1/29/2014	2	14:24			6	14:54	0:30:00	
325	GC	1/23/2014	2	14:32			6	14:51	0:19:00	5 ax. Water
366	GC	1/28/2014	2	15:35			6	15:58	0:23:00	5 ax.Water
383	GC	1/29/2014	2	12:31			6	13:00	0:29:00	5 ax. Cargo
487	LR	1/27/2014	2	10:40			6	11:02	0:22:00	Jade Construction
496	LR	1/27/2014	2	13:54			6	14:16	0:22:00	Caldwell Farm
498	LR	1/27/2014	2	13:54			6	14:16	0:22:00	Messa Valley Trucking (MVT)
515	LR	1/28/2014	2	5:39			6	6:01	0:22:00	Globe Trucking
539	LR	1/28/2014	2	12:35			6	13:00	0:25:00	Tex Mex Trucking
593	LR	1/29/2014	2	11:27			6	11:51	0:24:00	Black River Trucking
606	LR	1/29/2014	2	13:27			6	13:57	0:30:00	Oilfield
609	LR	1/29/2014	2	14:12			6	14:40	0:28:00	Tri Star
675	MC	1/28/2014	2	6:48			6	7:12	0:24:00	Pecos Hwy through town to US 285 Artesia Hwy
686	MC	1/28/2014	2	16:42			6	17:04	0:22:00	Pecos Hwy to US 285 Artesia Hwy
53	AD	1/27/2014	2	6:10			7	6:30	0:20:00	
169	CC	1/28/2014	2	13:57			7	14:02	0:05:00	PECOS HWY/DERRICK/OLD CAVERN HWY/3.5M#8 TRK
193	CC	1/29/2014	2	17:03			7	17:10	0:07:00	PECOS HWY/ DERRICK / OLD CAVERN HWY/3.8 M/ #8 TRUCK
207	CC	1/30/2014	2	7:55			7	8:01	0:06:00	PECOS HWY / DERRICK / 3.5M/#8 TRK
375	GC	1/28/2014	2	18:46			7	18:52	0:06:00	5 ax.Water
389	GC	1/29/2014	2	16:08			7	16:12	0:04:00	5 ax.Water
463	LR	1/22/2014	2	14:10			7	14:15	0:05:00	Shale Tank Trucking
494	LR	1/27/2014	2	13:20			7	13:25	0:05:00	Frontier turned left on Old Cavern Hwy.
626	MC	1/20/2014	2	11:40			7	11:52	0:12:00	LOVING HWY TO OLD CAVERN
655	MC	1/27/2014	2	8:17			7	8:23	0:06:00	Pecos Hwy to Old Cavern
665	MC	1/27/2014	2	13:48			7	13:57	0:09:00	Pecos Hwy to Old Cavern
257	FC	1/28/2014	2	16:45			8	17:12	0:27:00	
120	CC	1/23/2014	2	15:40			8	16:11	0:31:00	PECOS HWY/S CANAL/N CANAL/LA HUERTA/#8 TRK/ 13.01 MI
117	CC	1/23/2014	3	14:21	X		0	14:30	0:09:00	62/180/ E GREENE/ S CANYON ALLSUPS/6.2/#8 TRK
149	CC	1/27/2014	3	16:35	X		0	16:45	0:10:00	E GREENE ST/62-180/N SHOUP RELIEF/5.3M FRESHWATER
16	AC	1/27/2014	3	14:45			0	14:55	0:10:00	#8 / GREENE ST/ SOUTH CANAL/STOPPED ATPILOT GAS STATION / OFF TO LOVING HWY
33	AD	1/21/2014	3	7:25			0	7:35	0:10:00	Turned onto Wood Street
46	AD	1/23/2014	3	6:15			0	6:25	0:10:00	

99	CC	1/21/2014	3	8:20		0	8:41	0:21:00	E GREENE ST/CANYON ST/S CANAL ST/CHEVRONGAS FILL (WITH SCHOOL ZONE LIGHTS)
133	CC	1/27/2014	3	10:15		0	10:19	0:04:00	E GREENE ST/2.8M/JUNIOR BURRITOS
143	CC	1/27/2014	3	14:30		0	14:38	0:08:00	E GREENE ST/ 62-180/JUNCTION 609/#8 TRK/ 2.1M
146	CC	1/27/2014	3	15:25		0	15:33	0:08:00	E GREENE/#8 TRK/CANYON/3.7/ALLSUP @ S-Y
219	FC	1/21/2014	3	16:42		0	16:51	0:09:00	
223	FC	1/22/2014	3	11:37		0	11:46	0:09:00	
283	FC	1/30/2014	3	18:18		0	18:26	0:08:00	
312	GC	1/22/2014	3	16:38		0	16:44	0:06:00	5 axle cargo truck
345	GC	1/27/2014	3	17:15		0	17:33	0:18:00	5 ax. Loader
368	GC	1/28/2014	3	16:14		0	16:21	0:07:00	5 ax. Cargo
412	GC	1/30/2014	3	18:35		0	18:43	0:08:00	5 ax.Cargo
422	LR	1/21/2014	3	6:28		0	6:33	0:05:00	WATER HAULING TRUCK
423	LR	1/21/2014	3	6:57		0	7:02	0:05:00	JWS TRUCKING
439	LR	1/22/2014	3	7:00		0	7:10	0:10:00	DC Carriers
468	LR	1/23/2014	3	5:12		0	5:22	0:10:00	WATER HAULING TRUCK
469	LR	1/23/2014	3	5:12		0	5:22	0:10:00	WATER HAULING TRUCK
471	LR	1/23/2014	3	6:05		0	6:13	0:08:00	FED EX
473	LR	1/23/2014	3	6:47		0	6:51	0:04:00	BEN E. KEITH
475	LR	1/23/2014	3	7:20		0	7:30	0:10:00	CONSTRUCTORS
479	LR	1/23/2014	3	7:51		0	7:59	0:08:00	FOOD SERVICES
480	LR	1/23/2014	3	7:51		0	7:59	0:08:00	WATER HAULING TRUCK
481	LR	1/23/2014	3	7:51		0	7:59	0:08:00	WATER HAULING TRUCK
500	LR	1/27/2014	3	14:45		0	14:55	0:10:00	Walmart stopped at Walmart
501	LR	1/27/2014	3	14:45		0	14:55	0:10:00	Walmart stopped at Walmart
528	LR	1/28/2014	3	8:40		0	9:07	0:27:00	Crockett Trucking turned on U.S Refinery Road
529	LR	1/28/2014	3	9:02		0	9:07	0:05:00	Crockett Trucking turned on U.S Refinery Road
542	LR	1/29/2014	3	5:30		0	5:40	0:10:00	Walgreens Truck
543	LR	1/29/2014	3	5:30		0	5:40	0:10:00	Dollar Tree Truck
550	LR	1/29/2014	3	6:44		0	6:52	0:08:00	Titan Trucking (Stopped at Walmart)
570	LR	1/29/2014	3	9:01		0	9:10	0:09:00	Penske
574	LR	1/29/2014	3	9:35		0	9:43	0:08:00	Sunbelt
579	LR	1/29/2014	3	10:17		0	10:25	0:08:00	Swift
603	LR	1/29/2014	3	12:55		0	13:07	0:12:00	Wipp Truck
660	MC	1/27/2014	3	10:16		0	10:30	0:14:00	Shoup Rd to Walmart
662	MC	1/27/2014	3	12:30		0	12:43	0:13:00	Shoup Hobbs Hwy to Truck Stop
696	MC	1/29/2014	3	8:46		0	9:00	0:14:00	Shoup Rd to La Tinda Parking lot
708	MC	1/30/2014	3	7:14		0	7:30	0:16:00	Shoup Rd through town to McDonalds US 285 Artesia
716	MH	1/14/2014	3	16:59		0	17:13	0:14:00	Turned RT on Grandi from 285
701	MC	1/29/2014	3	18:16		1	18:41	0:25:00	Shoup Rd to Natl Parks Hwy
174	CC	1/28/2014	3	15:18		1	15:48	0:30:00	HOBBS 62-180 /E GREENE ST/S CANYON ST/S CANAL/NATL PARKS HWY/EL PASO/#9 TRK/14.5M
235	FC	1/23/2014	3	11:07		1	11:20	0:13:00	
274	FC	1/30/2014	3	13:42		1	13:57	0:15:00	
279	FC	1/30/2014	3	16:06		1	16:25	0:19:00	
293	GC	1/16/2014	3	16:15		1	16:40	0:25:00	5 axle cargo truck
300	GC	1/21/2014	3	17:10		1	17:32	0:22:00	5 axle cargo truck
309	GC	1/22/2014	3	15:41		1	16:08	0:27:00	6 axle cargo truck
360	GC	1/28/2014	3	12:31		1	12:52	0:21:00	5 ax.Water
385	GC	1/29/2014	3	13:27		1	13:38	0:11:00	5 ax. Cargo
396	GC	1/30/2014	3	10:33		1	10:47	0:14:00	5 ax.Cargo
425	LR	1/21/2014	3	7:35		1	8:00	0:25:00	HALIBURTON
555	LR	1/29/2014	3	7:30		1	7:55	0:25:00	Coastal Transports
556	LR	1/29/2014	3	7:30		1	7:55	0:25:00	CORAM
621	MC	1/17/2014	3	8:35		1	8:56	0:21:00	62/180 TO NATL PRKS HWY
634	MC	1/20/2014	3	15:21		1	15:44	0:23:00	HWY 62/180 TO EL PASO HWY

643	MC	1/21/2014	3	18:50		1	19:10	0:20:00	US 285 TO EL PASO HWY
677	MC	1/28/2014	3	7:50		1	8:06	0:16:00	Hobbs Hwy to Canyon to Canal to Natl Pks Hwy
551	LR	1/29/2014	3	7:00		2	7:18	0:18:00	California Trucking
34	AD	1/21/2014	3	7:55		2	8:20	0:25:00	
39	AD	1/22/2014	3	7:00		2	7:25	0:25:00	
40	AD	1/22/2014	3	7:50		2	8:20	0:30:00	
47	AD	1/23/2014	3	6:35		2	6:55	0:20:00	
48	AD	1/23/2014	3	7:10		2	7:30	0:20:00	
134	CC	1/27/2014	3	10:40		2	10:57	0:17:00	E GREENE ST/THROUGH TOWN/S 285 PECOS HWY13.87/#9 TRK/LOVING
156	CC	1/28/2014	3	7:09		2	7:23	0:14:00	62-180/HOBBS/E GREENE ST/#9 TRK/CANYON STS CANAL/SOUTH Y 285S/LOVING/12M
163	CC	1/28/2014	3	10:10		2	10:23	0:13:00	E GREENE ST 62-180/CANYON ST/ LOVING /S285#9 TRK/10.5M
179	CC	1/28/2014	3	17:55		2	18:10	0:15:00	E GREENE ST 62-180 / CANYON ST / CANAL ST/285 S PECOS HWY/PASSED DERRICK RD/11M/LOVING
186	CC	1/29/2014	3	9:08		2	9:21	0:13:00	E GREENE ST / S CANYON ST / S CANAL/#8 TRK/8M
206	CC	1/30/2014	3	7:30		2	7:48	0:18:00	E GREENE ST / CANYON /CANAL/TO LOVING #9 TRK / 10 MI / 285S
228	FC	1/22/2014	3	13:06		2	13:14	0:08:00	
237	FC	1/23/2014	3	11:41		2	11:56	0:15:00	
242	FC	1/27/2014	3	9:45		2	10:00	0:15:00	
247	FC	1/27/2014	3	14:36		2	14:53	0:17:00	
321	GC	1/23/2014	3	13:36		2	13:48	0:12:00	5 ax. Water
493	LR	1/27/2014	3	13:02		2	13:17	0:15:00	Water hauling Truck
502	LR	1/27/2014	3	14:45		2	15:00	0:15:00	RGB LLC continued to site 2
512	LR	1/28/2014	3	5:19		2	5:34	0:15:00	Fusion Trucking
513	LR	1/28/2014	3	5:19		2	5:34	0:15:00	Key Trucking
514	LR	1/28/2014	3	5:19		2	5:34	0:15:00	Crockett Trucking
518	LR	1/28/2014	3	6:34		2	6:49	0:15:00	McDonal Trucking
519	LR	1/28/2014	3	6:34		2	6:49	0:15:00	Caldwell Farm
523	LR	1/28/2014	3	7:10		2	7:25	0:15:00	Haliburton
524	LR	1/28/2014	3	7:10		2	7:25	0:15:00	Haliburton
557	LR	1/29/2014	3	7:37		2	7:52	0:15:00	APSI Trucking
558	LR	1/29/2014	3	7:37		2	7:52	0:15:00	Crockett Trucking
569	LR	1/29/2014	3	8:43		2	9:00	0:17:00	Harbors
580	LR	1/29/2014	3	10:21		2	10:36	0:15:00	McDonald Trucking
581	LR	1/29/2014	3	10:21		2	10:36	0:15:00	SWS
582	LR	1/29/2014	3	10:21		2	10:36	0:15:00	JWS
591	LR	1/29/2014	3	11:05		2	11:22	0:17:00	KC Trucking
608	LR	1/29/2014	3	13:41		2	14:00	0:19:00	Mesa Environmental
718	MH	1/14/2014	3	17:34		2	17:49	0:15:00	
639	MC	1/21/2014	3	7:35		2	7:59	0:24:00	SHOUP TO PECOS HWY
127	CC	1/27/2014	3	8:03	X	6	8:14	0:11:00	E GREENE ST/SHOUP RELIEF TO ARTESIA HWY10.11 MI/#9 TRK
340	GC	1/27/2014	3	15:29	X	6	15:47	0:18:00	5 ax.Water
618	MC	1/17/2014	3	7:15	X	6	7:34	0:19:00	62/180 SHOUT CUT OFF/ 7 RIVERS 285 CUT OFF
13	AC	1/27/2014	3	13:28	X	6	13:40	0:12:00	#8 TRUCK/GREENE ST/GEORGE SHOUP RELIEFROUTE/N LOOP RD/ ARTESIA HWY/7RIVERSHWY
22	AC	1/29/2014	3	14:45	X	6	14:58	0:13:00	#9 TRUCK / GREENE ST/ GEORGE SHOUP ROUTEW LOOP RD / ARTESIA HWY / 7 RIVERS HWY
85	CC	1/15/2014	3	18:16	X	6	18:40	0:24:00	8.4 MI/#8 TRK/ARTESIA 285
90	CC	1/16/2014	3	7:10	X	6	7:20	0:10:00	E GREENE ST/SHOUP/HAPPY VALLEY-ARTESIATO ARTESIA #9
93	CC	1/16/2014	3	13:09	X	6	13:14	0:05:00	SHOUP/ARTESIA HWY/HAPPY VALLEY/RD 524/#9 TRK
96	CC	1/21/2014	3	6:30	X	6	6:45	0:15:00	10.5 MI/E GREENE ST/ SHOUP/ARTESIZ HWY 285/HAPPY VALLEY TURN OFF/ TRK #9/CONT TO ARTESIA
106	CC	1/22/2014	3	11:00	X	6	11:18	0:18:00	E GREENE ST/SHOUP/ARTESIA HWY/8.9 MIL/PULLED OVER ON HILL
113	CC	1/23/2014	3	7:11	X	6	7:27	0:16:00	SHOUP ROUTE/ARTESIA HWY 285/#9 TRK805/2.06 MI/ARTESIA
118	CC	1/23/2014	3	14:50	X	6	15:01	0:11:00	GREENE/ SHOUP 10.05 MI/#8 TRK
140	CC	1/27/2014	3	13:00	X	6	13:13	0:13:00	E GREENE ST 62-180/SHOUP/7 RIVERS HWY/10.06M
144	CC	1/27/2014	3	14:41	X	6	14:53	0:12:00	62-180/E GREENE ST/N LOOP RELIEF/10.02 HAPPYVALLEY CR 524
160	CC	1/28/2014	3	9:05	X	6	9:12	0:07:00	E GREENE ST/SHOUP RELIEF N LOOP ROAD/10.11M#8 TRK/ARTESIA N285 /7 RIVERS HWY
165	CC	1/28/2014	3	10:57	X	6	11:12	0:15:00	62-180 HOBBS/SHOUP N RELIEF/ US 285N/ARTESIA

182	CC	1/29/2014	3	5:40	X		6	5:59	0:19:00	GREENE ST/N SHOUP RELIEF / 10.91M/ US 285N ARTESIA HWY/39 TRK
196	CC	1/29/2014	3	18:03	X		6	18:20	0:17:00	E GREENE ST / 62-180 / N SHOUP / 11 MI/ ARTESIAN285/TRIVERS
204	CC	1/30/2014	3	6:48	X		6	7:01	0:13:00	E GREENE ST / N SHOUP RELIEF / #8 TRK
225	FC	1/22/2014	3	12:08	X		6	12:15	0:07:00	
329	GC	1/23/2014	3	17:14	X		6	17:28	0:14:00	5 ax. Trailer
350	GC	1/28/2014	3	5:19	X		6	5:32	0:13:00	5 ax. Cargo
354	GC	1/28/2014	3	10:46	X		6	11:04	0:18:00	5 ax. Cargo
363	GC	1/28/2014	3	13:29	X		6	13:40	0:11:00	5 ax. Cargo
387	GC	1/29/2014	3	14:15	X		6	14:29	0:14:00	5 ax. Loader
392	GC	1/29/2014	3	17:36	X		6	17:53	0:17:00	5 ax. Cargo
400	GC	1/30/2014	3	12:13	X		6	12:31	0:18:00	5 ax. Loader
407	GC	1/30/2014	3	16:13	X		6	16:25	0:12:00	5 ax.Cargo
413	GC	1/30/2014	3	18:50	X		6	19:01	0:11:00	5 ax.Cargo
426	LR	1/21/2014	3	8:10	X		6	8:43	0:33:00	HALIBURTON
432	LR	1/22/2014	3	6:13	X		6	6:28	0:15:00	Haliburton
433	LR	1/22/2014	3	6:13	X		6	6:28	0:15:00	Haliburton
434	LR	1/22/2014	3	6:13	X		6	6:28	0:15:00	J & S Trucking
435	LR	1/22/2014	3	6:13	X		6	6:28	0:15:00	J & S Trucking
466	LR	1/22/2014	3	15:33	X		6	15:53	0:20:00	Haliburton
486	LR	1/27/2014	3	9:56	X		6	10:14	0:18:00	Great Wide Services
564	LR	1/29/2014	3	8:21	X		6	8:39	0:18:00	Swift
637	MC	1/21/2014	3	6:15	X		6	6:42	0:27:00	SHOUP TO 285 TRUCK ROUTE
649	MC	1/22/2014	3	7:07	X		6	7:36	0:29:00	SHOUP TO US285 ARTESIA
458	LR	1/22/2014	3	12:25			6	12:55	0:30:00	Styline Logistics
485	LR	1/27/2014	3	9:56			6	10:14	0:18:00	Quatro Transportation
490	LR	1/27/2014	3	12:00			6	12:22	0:22:00	FHA Transportation
565	LR	1/29/2014	3	8:21			6	8:39	0:18:00	England Trucking
592	LR	1/29/2014	3	11:17			6	11:35	0:18:00	Water Hauling Truck
710	MC	1/30/2014	3	8:28	X		6	8:57	0:29:00	Shoup Rd through town to US 285 Artesia
25	AC	1/30/2014	3	13:30	X		8	13:40	0:10:00	#9 GREENE ST / GEORGE SHOUP ROUTE/ W LOOPRD /N CANAL
101	CC	1/21/2014	3	11:59	X		8	12:14	0:15:00	GREENE ST @ RELIEF TO RT TO N CANAL/CHERRY LANE TO ILLINOIS/7 MILES/ #8 TRK
214	FC	1/21/2014	3	14:43	X		8	14:53	0:10:00	
289	GC	1/16/2014	3	12:07	X		8	12:15	0:08:00	5 axle water truck
298	GC	1/21/2014	3	16:30	X		8	16:39	0:09:00	5 axle cargo truck
303	GC	1/22/2014	3	11:51	X		8	12:00	0:09:00	water truck - 5 axle
313	GC	1/22/2014	3	16:56	X		8	17:04	0:08:00	5 axle cargo truck
327	GC	1/23/2014	3	16:33	X		8	16:43	0:10:00	5 ax. Cargo
405	GC	1/30/2014	3	15:39	X		8	15:45	0:06:00	5 ax. Loader
419	LR	1/21/2014	3	6:07	X		8	6:14	0:07:00	TEXAS TRUCK & EQUIP
632	MC	1/20/2014	3	14:21	X		8	14:34	0:13:00	HOBBS HWY/TO CR 206
318	GC	1/23/2014	3	12:09	X		8	12:19	0:10:00	5 ax. Cargo
380	GC	1/29/2014	3	11:07	X		8	11:21	0:14:00	5 ax. Trailer
446	LR	1/22/2014	3	7:40	X		8	7:46	0:06:00	Water Hauling Truck
139	CC	1/27/2014	6	12:30		X	0	12:45	0:15:00	285N/SHOUP RELIEF/E GREENE ST/62/180 10.06 MHOBBS
28	AC	1/30/2014	6	14:56		X	0	15:28	0:32:00	#9 TRUCK/ HAPPY VALLEY RD / LEA / STANDPIPE/RADIO BLVD/ BOYD DRIVE /PILOT
62	AD	1/28/2014	6	5:30		X	0	5:45	0:15:00	
74	AD	1/29/2014	6	9:05		X	0	9:20	0:15:00	
86	CC	1/16/2014	6	5:15		X	0	5:30	0:15:00	HAPPY VALLEY/LEA&STANDPIPE/#9 TRK/CONT ON LEA/ CANAL ST/ENTER WALMART 8.7 MI
97	CC	1/21/2014	6	6:52		X	0	7:05	0:13:00	(HAPP VALLEY TURN OFF DROVE TO ROADRUNNER SPEEDWAY 3.16 MILES) WAITED ON TRUCK (55 MP
114	CC	1/23/2014	6	7:50		X	0	7:58	0:08:00	HAPPY VALLEY/LEA ST/ GAS AT ALLSUPS/ #8TRK/6.97 MI
128	CC	1/27/2014	6	8:20		X	0	8:39	0:19:00	HV/CR 524/LEA ST/RT CANAL ST/HIDALGO RD12.57 M/ROCK CRUSHER
166	CC	1/28/2014	6	11:20		X	0	11:29	0:09:00	HAPPY VALLEY CR 524/LEA ST/#8 TRK/6.97MALLSUPS GAS
168	CC	1/28/2014	6	13:25		X	0	13:40	0:15:00	CR 524 HAPPY VALLEY/#8 TRK/LEA ST/CANAL ST11.3M/PILOT FUEL @285S
178	CC	1/28/2014	6	17:40		X	0	17:45	0:05:00	HAPPY VALLEY/ROADRUNNER SPEEDWAY/LEA ST/6.97 M/ ALLSUPS

188	CC	1/29/2014	6	9:55		X	0	10:10	0:15:00	HAPPY VALLEY CR 524/LEA ST/ STANDPIPE/#8 TRKRADIO BLVD/ BOYD DR/HIDALGO ROAD/NATL PARK
189	CC	1/29/2014	6	10:30		X	0	10:45	0:15:00	ROADRUNNER SPEEDWAY/CR 524 / LEA ST/CANAL / SAN JOSE BLVD/ 7.2 M/BEHIND LA TIENDA/ #8 TRK
205	CC	1/30/2014	6	7:10		X	0	7:19	0:09:00	HAPPY VALLEY CR 524 / LEA ST / 6.97MGAS ALLSUPS
277	FC	1/30/2014	6	14:54		X	0	15:19	0:25:00	
436	LR	1/22/2014	6	6:28		X	0	6:42	0:14:00	Oilfield
437	LR	1/22/2014	6	6:28		X	0	6:42	0:14:00	Oilfield
438	LR	1/22/2014	6	6:28		X	0	6:42	0:14:00	Oilfield
452	LR	1/22/2014	6	10:00		X	0	10:14	0:14:00	Fed Ex
453	LR	1/22/2014	6	10:00		X	0	10:14	0:14:00	DLK Trucking
454	LR	1/22/2014	6	10:53		X	0	11:05	0:12:00	Fed Ex
456	LR	1/22/2014	6	12:00		X	0	12:13	0:13:00	Haliburton
457	LR	1/22/2014	6	12:00		X	0	12:13	0:13:00	Constructors
713	MH	1/14/2014	6	5:30		X	0	5:54	0:24:00	Stopped at WalMart
722	MH	2/4/2014	6	11:35		X	0	11:53	0:18:00	oilfield truck stopped at Pilot Travel Center on Loving Highway
723	MH	2/4/2014	6	12:19		X	0	12:37	0:18:00	Flat bed - turned on Galvani Rd from 285
136	CC	1/27/2014	6	11:25		X	0	11:39	0:14:00	US 285/HAPPY VALLEY/LEA ST/S CANAL/NATL PRKS/11.47/HAPPY'S EATERY
183	CC	1/29/2014	6	6:08		X	0	6:22	0:14:00	HAPPY VALLEY CR 524/ LEA ST / STANDPIPE /10.13M/ALLSUPS GAS/ #8 TRK
107	CC	1/22/2014	6	12:30		X	0	12:50	0:20:00	SHOUP/285/SPEEDWAY 3.6 MIL/LEA ST/ 9.6 MIL/STANDPIPE/LEFT HIDALGO/6.6 MILE/NATL PRKHWY/TO V
399	GC	1/30/2014	6	11:56		X	0	12:04	0:08:00	5 ax. Loader
6	AC	1/22/2014	6	14:20			0	14:38	0:18:00	285 TO TOWN GAS SERVICE
10	AC	1/23/2014	6	14:25			0	14:45	0:20:00	285 TO REST AREA
32	AD	1/21/2014	6	6:50			0	7:05	0:15:00	
43	AD	1/23/2014	6	5:00			0	5:15	0:15:00	
49	AD	1/23/2014	6	7:50			0	8:00	0:10:00	
61	AD	1/28/2014	6	5:00			0	5:15	0:15:00	
115	CC	1/23/2014	6	8:15			0	8:40	0:25:00	285 ARTESIA/THRU CENTER TOWN/OFF ATRADIO SHACK/ #9 TRK
150	CC	1/27/2014	6	17:00			0	17:25	0:25:00	N 285/ARTESIA HWY/W PIERCE ST/CANAL ST/15.8M/S CANAL ST/WALMART STOP
177	CC	1/28/2014	6	17:15			0	17:20	0:05:00	7 RIVERS 285N / MCDONALDS/ 3.0M/ W PIERCE/#9 TRK
216	FC	1/21/2014	6	15:15			0	15:26	0:11:00	
263	FC	1/29/2014	6	11:04			0	11:30	0:26:00	
269	FC	1/29/2014	6	15:11			0	15:32	0:21:00	
290	GC	1/16/2014	6	12:55			0	13:09	0:14:00	5 axle trailer
341	GC	1/27/2014	6	15:52			0	16:11	0:19:00	5 ax. Cargo
364	GC	1/28/2014	6	13:50			0	14:04	0:14:00	5 ax. Cargo
372	GC	1/28/2014	6	17:46			0	17:58	0:12:00	5 ax. Loader
388	GC	1/29/2014	6	14:43			0	14:50	0:07:00	5 ax. Cargo
449	LR	1/22/2014	6	9:00			0	9:10	0:10:00	Western Refinery
450	LR	1/22/2014	6	9:00			0	9:10	0:10:00	Haliburton
455	LR	1/22/2014	6	11:30			0	11:40	0:10:00	RAC Transport
459	LR	1/22/2014	6	13:00			0	13:14	0:14:00	UPT
460	LR	1/22/2014	6	13:00			0	13:14	0:14:00	Mack Trucking
526	LR	1/28/2014	6	7:32			0	8:35	1:03:00	Coca-Cola stopped at Walmart
531	LR	1/28/2014	6	9:30			0	9:40	0:10:00	Affiliated Foods
545	LR	1/29/2014	6	5:50			0	6:02	0:12:00	Coca-Cola (Stopped at Chevron on Pierce)
566	LR	1/29/2014	6	8:42			0	8:51	0:09:00	Pepsi
578	LR	1/29/2014	6	10:00			0	10:12	0:12:00	Pepsi Co. (Stopped at Allsupps on Pierce)
611	LR	1/29/2014	6	14:13			0	14:43	0:30:00	Oilfield
638	MC	1/21/2014	6	6:56			0	7:15	0:19:00	TRUCK RT 285/ TO GAS STATION
641	MC	1/21/2014	6	17:40			0	18:01	0:21:00	US 285/ GAS STATION
711	MC	1/30/2014	6	9:13			0	9:30	0:17:00	US 285 Artesia Hwy to Windmill Gas Station
719	MH	2/4/2014	6	10:29			0	10:40	0:11:00	Three Tanker Trucks in Convoy - Stopped in Family Dollar Lot
720	MH	2/4/2014	6	10:29			0	10:40	0:11:00	Three Tanker Trucks in Convoy - Stopped in Family Dollar Lot
721	MH	2/4/2014	6	10:29			0	10:40	0:11:00	Three Tanker Trucks in Convoy - Stopped in Family Dollar Lot
727	MH	2/4/2014	6	14:37			0	14:45	0:08:00	Conway Freight - Stopped at Dollar Tree lot

729	MH	2/4/2014	6	15:46			0	16:02	0:16:00	Water truck - took San Jose Blvd from Canal
732	RB	2/4/2014	6	9:46			0	10:05	0:19:00	Exited Loving Highway for Gas
14	AC	1/27/2014	6	13:48	X	1	14:10	0:22:00		#8 TRUCK/HAPPY VALLEY RD TURNOFF/LEA ST/TURN ONTO STANDPIPE TO RADIOBLVD/BOYD DRIVE /
20	AC	1/29/2014	6	13:52	X	1	14:15	0:23:00		#8 TRUCK /HAPPY VALLEY RD/LEA ST /STANDPIPE / RADIO BLVD / BOYD DRIVE/S CANAL/ NATIONAL P
37	AD	1/22/2014	6	5:45	X	1	6:10	0:25:00		
103	CC	1/21/2014	6	13:30	X	1	13:55	0:25:00		3.16 MILE TO ROADRUNNER SPEEDWAY/9.3 MI/LEA ST/RT ON STANDPIPE/ LEFT ON RADIO BLVD/ RT TO
249	FC	1/27/2014	6	15:45	X	1	16:07	0:22:00		
330	GC	1/23/2014	6	17:37	X	1	17:55	0:18:00		5 ax. Cargo
336	GC	1/27/2014	6	13:10	X	1	13:22	0:12:00		5 ax. Cargo
355	GC	1/28/2014	6	11:09	X	1	11:27	0:18:00		5 ax. Cargo
365	GC	1/28/2014	6	15:10	X	1	15:22	0:12:00		5 ax. Cargo
408	GC	1/30/2014	6	16:34	X	1	16:59	0:25:00		5 ax. Cargo
615	MC	1/17/2014	6	5:45	X	1	6:02	0:17:00		9272/HAPPY VALLEY/TO 285 ARTESIA HWY/NATL PRKS-EL PASO
629	MC	1/20/2014	6	13:10	X	1	13:28	0:18:00		US 285/SHOUP/HIDALGO/TO EL PASO HWY
731	RB	2/4/2014	6	8:58	X	1	9:20	0:22:00		
197	CC	1/29/2014	6	18:25	X	1	18:40	0:15:00		HAPPY VALLEY CR 524 / LEA ST / STANDPIPE RADIO BLVD/ BOYD / 9.3M/ NATL PKS
226	FC	1/22/2014	6	12:16	X	1	12:38	0:22:00		
233	FC	1/23/2014	6	10:27	X	1	10:45	0:18:00		
239	FC	1/23/2014	6	12:32	X	1	12:49	0:17:00		
266	FC	1/29/2014	6	13:42	X	1	14:02	0:20:00		
650	MC	1/22/2014	6	7:48	X	1	8:14	0:26:00		TRUCK ROUTE HAPPY VALLEY/STANDPIPERADIO BLVD/ EL PASO HWY
161	CC	1/28/2014	6	9:20		1	9:35	0:15:00		285N/W PIERCE/THROUGH TOWN/11.5M/NATLPARKS/#9 TRK
245	FC	1/27/2014	6	11:18		1	11:38	0:20:00		
427	LR	1/21/2014	6	9:00		1	9:25	0:25:00		MACK TRUCKING
652	MC	1/27/2014	6	6:44		1	7:08	0:24:00		US 285 through town to El Paso Hwy
687	MC	1/28/2014	6	17:16		1	17:38	0:22:00		Artesia Hwy to CR 657 Radio Blvd to Natl Pks Hwy
1	AC	1/21/2014	6	13:18	X	2	13:43	0:25:00		285 ARTESIA HWY/PECOS HWY
3	AC	1/21/2014	6	15:20	X	2	15:48	0:28:00		285 ARTESIA/PECOS HWY
7	AC	1/22/2014	6	14:58	X	2	15:23	0:25:00		285 TO DERRICK TURNOFF
23	AC	1/29/2014	6	15:05	X	2	15:47	0:42:00		#8 TRUCK / HAPPY VALLEY /LEA / STANDPIPE/RADIO BLVD /BOYD DRIVE / S CANAL /LOVINGHWY
45	AD	1/23/2014	6	5:45	X	2	6:10	0:25:00		
123	CC	1/27/2014	6	6:35	X	2	6:56	0:21:00		HV TURNOFF/#9 TRK/LEA ST/CANAL ST/LOVINGHWY /14.9 M/DERRICK STOP
141	CC	1/27/2014	6	13:28	X	2	13:45	0:17:00		HAPPY VALLEY CR 524/S CANAL/#9 TRK/14.9M/US 285 S PECOS HWY
200	CC	1/30/2014	6	5:45	X	2	6:02	0:17:00		CR 524 / LEA ST / S CANAL ST / #8 TRK /LOVINGS 285 /14.9M /LOVING
210	CC	1/30/2014	6	9:05	X	2	9:28	0:23:00		CR 524 HAPPY VALLEY / PASS ROADRUNNER/LEA ST/ CANAL ST / PECOS HWY /LOVING 15.3M
255	FC	1/28/2014	6	15:54	X	2	16:06	0:12:00		
401	GC	1/30/2014	6	12:37	X	2	13:07	0:30:00		5 ax. Water
552	LR	1/29/2014	6	7:00	X	2	7:18	0:18:00		Sotelo Trucking
596	LR	1/29/2014	6	12:00	X	2	12:27	0:27:00		JWS
597	LR	1/29/2014	6	12:00	X	2	12:27	0:27:00		Water Hauling Truck
601	LR	1/29/2014	6	12:45	X	2	13:15	0:30:00		Par Five Trucking
602	LR	1/29/2014	6	12:45	X	2	13:15	0:30:00		Par Five Truckin
726	MH	2/4/2014	6	13:50	X	2	14:13	0:23:00		NAPA Services Truck
728	MH	2/4/2014	6	14:51	X	2	15:14	0:23:00		Water Waste truck
42	AD	1/22/2014	6	8:45	X	2	9:10	0:25:00		
59	AD	1/27/2014	6	18:10	X	2	18:25	0:15:00		
192	CC	1/29/2014	6	16:30	X	2	17:00	0:30:00		HAPPY VALLEY / LEA ST / CANAL ST / #9 TRKS 285 AT LOVING Y/ PECOS HWY / 17.39M/ LOVING
393	GC	1/29/2014	6	18:08	X	2	18:33	0:25:00		5 ax. Trailer
488	LR	1/27/2014	6	11:10	X	2	11:32	0:22:00		JWS Trucking
530	LR	1/28/2014	6	9:30	X	2	9:52	0:22:00		Par Five Trucking
544	LR	1/29/2014	6	5:50	X	2	6:12	0:22:00		COC Trucking
594	LR	1/29/2014	6	11:43	X	2	12:05	0:22:00		Haliburton
291	GC	1/16/2014	6	15:25		2	15:52	0:27:00		5 axle cargo truck
483	LR	1/27/2014	6	9:06		2	9:29	0:23:00		Water Hauling Truck

491	LR	1/27/2014	6	12:23			2	12:45	0:22:00	Haliburton
532	LR	1/28/2014	6	10:40			2	11:02	0:22:00	Par Five Trucking
595	LR	1/29/2014	6	11:43			2	12:05	0:22:00	ZH Trucking
733	RB	2/4/2014	6	10:25			2	10:49	0:24:00	
320	GC	1/23/2014	6	13:07	X		3	13:27	0:20:00	5 ax. Water
5	AC	1/22/2014	6	13:30	X		3	13:48	0:18:00	285 TO SHOUP TURNOFF
38	AD	1/22/2014	6	6:20	X		3	6:35	0:15:00	
89	CC	1/16/2014	6	6:45	X		3	7:02	0:17:00	HAPPY VALLEY/SHOUP/GREENE ST/ 14.3 MILES#8 TRK
116	CC	1/23/2014	6	14:00	X		3	14:11	0:11:00	285/SHOUP/HOBBS/#9 TRK/ 8.5 MI
132	CC	1/27/2014	6	10:01	X		3	10:10	0:09:00	US 285N/PIERCE ST/CANAL ST/#9 TRK/GREENE ST9.4M/HOBBS
145	CC	1/27/2014	6	14:59	X		3	15:21	0:22:00	7 RIVERS HWY/SHOUP/E GREENE/#9 TRK/15.7MCONT TO HOBBS NM
155	CC	1/28/2014	6	6:35	X		3	6:57	0:22:00	N285 7 RIVERS HWY/SHOUP/ARTESIA HWY/#9TRK/E GREENE ST/10.5M/HOBBS 62/180
173	CC	1/28/2014	6	15:03	X		3	15:11	0:08:00	PECOS HWY/N SHOUP LOOP/8.5M/#9 TRK/GREENEST
185	CC	1/29/2014	6	8:45	X		3	9:01	0:16:00	285 N/ SHOUP RELIEF / E GREENE ST/ 10.1M/#9 TRK/ HOBBS HWY
359	GC	1/28/2014	6	12:18	X		3	12:30	0:12:00	5 ax. Loader
367	GC	1/28/2014	6	16:00	X		3	16:11	0:11:00	5 ax. Loader
384	GC	1/29/2014	6	13:01	X		3	13:14	0:13:00	5 ax. Trash Trailer
472	LR	1/23/2014	6	6:30	X		3	6:45	0:15:00	WATER HAULING TRUCK
507	LR	1/27/2014	6	16:42	X		3	17:00	0:18:00	Landstar
509	LR	1/27/2014	6	16:42	X		3	17:00	0:18:00	RAC Transport
517	LR	1/28/2014	6	6:07	X		3	6:22	0:15:00	Water Hauling Truck
541	LR	1/29/2014	6	5:00	X		3	5:12	0:12:00	JBP Trucking
612	LR	1/29/2014	6	14:46	X		3	15:01	0:15:00	Basic Trucking (turn towards Hobbs)
695	MC	1/29/2014	6	7:59	X		3	8:28	0:29:00	Artesia Hwy to Canal to Green to Shoup Rd onto Hobbs
724	MH	2/4/2014	6	13:03	X		3	13:15	0:12:00	Fuel Tanker
725	MH	2/4/2014	6	13:20	X		3	13:32	0:12:00	Dump Truck
730	MH	2/4/2014	6	16:29	X		3	16:44	0:15:00	Water Truck
131	CC	1/27/2014	6	9:40			3	9:44	0:04:00	US 285/PIERCE ST/#8TRK/2.9 MI
308	GC	1/22/2014	6	15:23			3	15:34	0:11:00	5 axle trailer
499	LR	1/27/2014	6	14:19			3	14:37	0:18:00	Key
508	LR	1/27/2014	6	16:42			3	17:00	0:18:00	Glass Transportation
510	LR	1/27/2014	6	16:42			3	17:00	0:18:00	Werner Enterprises
540	LR	1/29/2014	6	5:00			3	5:12	0:12:00	Swift
567	LR	1/29/2014	6	8:42			3	8:59	0:17:00	Haliburton (stopped at Choices Parking lot)
568	LR	1/29/2014	6	8:42			3	8:59	0:17:00	Haliburton (stopped at Choices Parking lot)
676	MC	1/28/2014	6	7:24			3	7:41	0:17:00	Artesia Hwy to Shoup Rd to Hobbs Hwy
11	AC	1/23/2014	6	14:55		X	7	15:30	0:35:00	285 TO DERRICK ROAD
230	FC	1/22/2014	6	13:55			7	14:23	0:28:00	
18	AC	1/29/2014	6	13:18			8	13:30	0:12:00	7 RIVERS HWY / ARTESIA HWY/ WIPP RELIEFROUTE/ N CANAL /#9 TRUCK
2	AC	1/21/2014	6	14:30			8	14:47	0:17:00	285 ARTESIA/ILLNOIS
4	AC	1/22/2014	6	13:10			8	13:22	0:12:00	285 TO SHOUP TURNOFF
8	AC	1/23/2014	6	13:30			8	13:42	0:12:00	285 ILLNOIS CAMP
9	AC	1/23/2014	6	13:58			8	14:10	0:12:00	285 ILLNOIS CAMP
30	AD	1/21/2014	6	5:15			8	5:35	0:20:00	
31	AD	1/21/2014	6	5:45			8	6:10	0:25:00	
36	AD	1/22/2014	6	5:10			8	5:30	0:20:00	
44	AD	1/23/2014	6	5:20			8	5:30	0:10:00	
50	AD	1/23/2014	6	8:10			8	8:20	0:10:00	2 trucks followed this route at the same time
51	AD	1/23/2014	6	8:10			8	8:20	0:10:00	
414	LR	1/21/2014	6	5:05			8	5:11	0:06:00	WATER HAULING TRUCK
619	MC	1/17/2014	6	7:45			8	8:01	0:16:00	7 RIVERS /COUNTY RD 208
41	AD	1/22/2014	7	8:25			0	8:30	0:05:00	
60	AD	1/27/2014	7	18:40			0	19:00	0:20:00	
67	AD	1/28/2014	7	8:30			0	8:40	0:10:00	

69	AD	1/29/2014	7	6:00			0	6:10	0:10:00	
77	AD	1/30/2014	7	5:15			0	5:30	0:15:00	
119	CC	1/23/2014	7	15:25			0	15:33	0:08:00	DERRICK/ RT TURN GRANDI RD/5.4 MI/ PECOSHWY
194	CC	1/29/2014	7	17:25			0	17:32	0:07:00	OLD CAVERN HWY / DERRICK / NATL PRKS HWY/TO CHEVRON GAS / 5M /#8 TRK
231	FC	1/22/2014	7	14:40			0	14:50	0:10:00	
296	GC	1/21/2014	7	15:45			0	15:50	0:05:00	5 axle cargo truck
302	GC	1/22/2014	7	11:32			0	11:40	0:08:00	water truck - 5 axle
474	LR	1/23/2014	7	7:01			0	7:13	0:12:00	MACK TRUCKING
495	LR	1/27/2014	7	13:33			0	13:41	0:08:00	Old Dominion
627	MC	1/20/2014	7	12:10			0	12:29	0:19:00	OLD CAVERN TO MCDONALDS
631	MC	1/20/2014	7	14:00			0	14:13	0:13:00	OLD CAVERN/GAS FILL UP
656	MC	1/27/2014	7	8:36			0	8:51	0:15:00	Old Cavern to JR Restruant
668	MC	1/27/2014	7	17:00			0	17:13	0:13:00	Old Cavern Hwy to BDS Enterprise
685	MC	1/28/2014	7	16:15			0	16:28	0:13:00	Old Cavern Madron Services
703	MC	1/29/2014	7	19:27			0	19:43	0:16:00	Old Cavern to Madron Services
704	MC	1/30/2014	7	5:00			0	5:13	0:13:00	Old Cavern to Gas station Loving Hwy
714	MH	1/14/2014	7	6:10			0	6:17	0:07:00	
56	AD	1/27/2014	7	7:45			1	8:05	0:20:00	
682	MC	1/28/2014	7	15:00			1	15:09	0:09:00	Old Cavern to Natl Pks Hwy
689	MC	1/28/2014	7	18:12			1	18:19	0:07:00	Old Cavern to Natl Pks Hwy
697	MC	1/29/2014	7	16:00			1	16:09	0:09:00	Old Cavern to Natl Parks
52	AD	1/27/2014	7	5:30			2	5:50	0:20:00	
54	AD	1/27/2014	7	6:50			2	7:15	0:25:00	
57	AD	1/27/2014	7	8:30			2	8:55	0:25:00	
58	AD	1/27/2014	7	9:15			2	9:45	0:30:00	
63	AD	1/28/2014	7	6:10			2	6:25	0:15:00	
64	AD	1/28/2014	7	6:40			2	6:50	0:10:00	
65	AD	1/28/2014	7	7:05			2	7:20	0:15:00	
66	AD	1/28/2014	7	7:40			2	8:00	0:20:00	
68	AD	1/29/2014	7	5:20			2	5:40	0:20:00	
70	AD	1/29/2014	7	6:30			2	6:45	0:15:00	
71	AD	1/29/2014	7	8:05			2	8:15	0:10:00	
75	AD	1/29/2014	7	18:20			2	18:40	0:20:00	
78	AD	1/30/2014	7	5:50			2	6:05	0:15:00	
79	AD	1/30/2014	7	6:20			2	6:40	0:20:00	
81	AD	1/30/2014	7	7:30			2	7:50	0:20:00	
109	CC	1/22/2014	7	13:35			2	14:00	0:25:00	OLD CAVERN/PECOS HWY
170	CC	1/28/2014	7	14:10			2	14:22	0:12:00	DERRICK/OLD CAVERN HWY/W FARRIS ST/NATL PARK HWY/9.2M/#8 TRK/
623	MC	1/17/2014	7	9:25			2	9:42	0:17:00	OLD CAVERN TO PECOS HWY
646	MC	1/22/2014	7	5:35			2	5:49	0:14:00	OLD CAVERN TO LOVING HWY
654	MC	1/27/2014	7	7:56			2	8:03	0:07:00	Old Cavern to Pecos Hwy to Loving
658	MC	1/27/2014	7	9:35			2	9:41	0:06:00	Pecos Hwy to Old Cavern
671	MC	1/27/2014	7	18:33			2	18:41	0:08:00	Old Cavern to Pecos Hwy
673	MC	1/28/2014	7	6:00			2	6:07	0:07:00	Old Cavern to Pecos Hwy
679	MC	1/28/2014	7	9:02			2	9:11	0:09:00	Old Cavern to Pecos Hwy to Loving
693	MC	1/29/2014	7	6:38			2	6:45	0:07:00	Old Cavern to Pecos Hwy to Loving
705	MC	1/30/2014	7	5:30			2	5:39	0:09:00	Old Cavern to Pecos Hwy onto Loving
181	CC	1/29/2014	7	5:10			3	5:28	0:18:00	W DERRICK / OLD CAVERN / S CANAL ST/THROUGH TOWN /10.2M/ GREENE ST /#9 TRK
222	FC	1/22/2014	7	11:18			3	11:35	0:17:00	
461	LR	1/22/2014	7	13:30			3	13:45	0:15:00	Fuson Industry
462	LR	1/22/2014	7	13:30			3	13:45	0:15:00	Fuson Industry
666	MC	1/27/2014	7	14:14			3	14:36	0:22:00	Old Cavern to Hobbs Hwy to Shoup Rd
417	LR	1/21/2014	8	5:23	X		0	5:38	0:15:00	HALIBURTON
299	GC	1/21/2014	8	16:44			0	16:54	0:10:00	5 axle cargo truck

314	GC	1/22/2014	8	17:14			0	17:26	0:12:00	5 axle cargo truck
319	GC	1/23/2014	8	12:27			0	12:41	0:14:00	5 ax. Cargo
328	GC	1/23/2014	8	16:58			0	17:01	0:03:00	5 ax. Cargo
381	GC	1/29/2014	8	11:33			0	11:40	0:07:00	5 ax. Loader
447	LR	1/22/2014	8	7:53			0	8:03	0:10:00	L & P Trucking
26	AC	1/30/2014	8	13:55	X		1	14:10	0:15:00	N CANAL / E GREENE / NATIONAL PARKS HWY/#8 TRUCK
221	FC	1/21/2014	8	17:36			2	17:51	0:15:00	
304	GC	1/22/2014	8	12:06			2	12:29	0:23:00	cargo truck - 5 axle
29	AC	1/30/2014	8	15:57	X		3	16:18	0:21:00	N LOOP RD / GEORGE SHOUP/ GREENE ST
406	GC	1/30/2014	8	16:01	X		3	16:07	0:06:00	5 ax. Loader
420	LR	1/21/2014	8	6:20	X		3	6:27	0:07:00	HALIBURTON
421	LR	1/21/2014	8	6:20	X		3	6:27	0:07:00	HALIBURTON
430	LR	1/22/2014	8	5:00	X		3	6:12	1:12:00	Water Hauling Truck
431	LR	1/22/2014	8	5:00	X		3	6:12	1:12:00	Water Hauling Truck
440	LR	1/22/2014	8	7:23	X		3	7:29	0:06:00	Belly dump Truck
441	LR	1/22/2014	8	7:23	X		3	7:29	0:06:00	Belly dump Truck
442	LR	1/22/2014	8	7:23	X		3	7:29	0:06:00	Belly dump Truck
443	LR	1/22/2014	8	7:23	X		3	7:29	0:06:00	Belly dump Truck
444	LR	1/22/2014	8	7:23	X		3	7:29	0:06:00	Belly dump Truck
445	LR	1/22/2014	8	7:23	X		3	7:29	0:06:00	Belly dump Truck
465	LR	1/22/2014	8	15:10	X		3	15:17	0:07:00	Water Hauling Truck
467	LR	1/23/2014	8	5:00	X		3	5:08	0:08:00	PTR TRUCKING
620	MC	1/17/2014	8	8:10	X		3	8:27	0:17:00	CR 208 TO 62/180
633	MC	1/20/2014	8	14:56	X		3	15:10	0:14:00	CR 208/GREENE ST RELIEF
224	FC	1/22/2014	8	12:02	X		3	12:07	0:05:00	
339	GC	1/27/2014	8	15:15	X		3	15:26	0:11:00	5 ax. Cargo
19	AC	1/29/2014	8	13:35			6	13:45	0:10:00	N CANAL / WIPP RELIEF ROUTE / ARTESIA HWY7 RIVERS HWY / #8 TRUCK
215	FC	1/21/2014	8	14:58			6	15:05	0:07:00	
415	LR	1/21/2014	8	5:17			6	5:23	0:06:00	PERITECH HEADING TOWARD ARTESIA
416	LR	1/21/2014	8	5:17			6	5:23	0:06:00	PERITECH HEADING TOWARD ARTESIA
448	LR	1/22/2014	8	8:30			6	8:36	0:06:00	Performance Food Services
451	LR	1/22/2014	8	9:21			6	9:29	0:08:00	Water Hauling Truck
628	MC	1/20/2014	8	12:40			6	12:55	0:15:00	SHOUP RELIEF/PASS CR 206 TO US 285 N

APPENDIX B: Prioritization Scoring Results

AllFieldsScoringRepo

OBJECT ID	Street Name	From Segment	To Segment	Total Score	Condition Range	Score	Surface Type	Score	Accident Ranges	Score	Range of Unsafe Bridges	Score	Land Use Actual	Score	Land Use Proposed	Score	Funding Source Available	Score	Public Support Comments	Score	AASHTO Safety	Score	AADT	AADT Range	Score
1	Algerita St.	North Ave.	Center Ave.	13	81-90	2	PAVED	3	0 0 Accidents	0	0 Unsafe Bridges	0	2-Residential	8	N/A	0	N/A	0	N/A	0	N/A	0	10	0-399 AADT	0
2	Davis St.	Plum St.	Etter St.	15	61-70	4	PAVED	3	0 0 Accidents	0	0 Unsafe Bridges	0	2-Residential	8	N/A	0	N/A	0	N/A	0	N/A	0	0	0-399 AADT	0
3	Algerita St.	Wood Ave.	North St.	16	51-60	5	PAVED	3	0 0 Accidents	0	0 Unsafe Bridges	0	2-Residential	8	N/A	0	N/A	0	N/A	0	N/A	0	147.5	0-399 AADT	0
4	Caviness St.	Algerita St.	Primrose St.	20	11-20	9	PAVED	3	0 0 Accidents	0	0 Unsafe Bridges	0	2-Residential	8	N/A	0	N/A	0	N/A	0	N/A	0	0	0-399 AADT	0
5	Church St.	Eighth St.	Fountain Dr.	27	71-80	3	PAVED	3	5+ 6 Accidents	6	0 Unsafe Bridges	0	1-Education	10	N/A	0	N/A	0	N/A	0	N/A	0	428.5714 28571429	400-999 AADT	5
6	Church St.	CID (Carlsbad Irrigation)	Eighth Ave.	29	61-70	4	PAVED	3	5+ 6 Accidents	6	0 Unsafe Bridges	0	2-Residential	8	N/A	0	N/A	0	N/A	0	N/A	0	1199.444 44444444	1000- 1499 AADT	8
7	Texas St.	Twelfth St.	Truck Route? (Happy Vallev	21	71-80	3	PAVED	3	0 0 Accidents	0	0 Unsafe Bridges	0	1-Education	10	N/A	0	N/A	0	N/A	0	N/A	0	516.6666 66666667	400-999 AADT	5
8	Mesa St.	Pierce St.	Riverside Dr.	20	71-80	3	PAVED	3	5+ 6 Accidents	6	0 Unsafe Bridges	0	2-Residential	8	N/A	0	N/A	0	N/A	0	N/A	0	266.6666 66666667	0-399 AADT	0
9	Sixth St.	Texas St.	Church St.	26	81-90	2	PAVED	3	5+ 6 Accidents	6	0 Unsafe Bridges	0	1-Education	10	N/A	0	N/A	0	N/A	0	N/A	0	933	400-999 AADT	5
10	Church St.	Canal St.	Park Dr.	20	71-80	3	PAVED	3	5+ 6 Accidents	6	0 Unsafe Bridges	0	2-Residential	8	N/A	0	N/A	0	N/A	0	N/A	0	307.1428 57142857	0-399 AADT	0

APPENDIX C: Public Outreach



Carlsbad Long Range Transportation Plan

Project Team Meeting

[SUMMARY – Below each agenda item.]

Attendees:

Eric Navarrete (City)

Eric Wrage (BHI)

Kristen Woods (BHI)

Denise Weston (BHI)

City of Carlsbad

6/17/2014

8:00 a.m. – 9:00 a.m.

Summary

Meeting Objective:

Discuss the status and progress of the Long range Transportation Plan.

- SUMMARY OF EXISTING PLANS
 - Are we missing anything?

Eric felt that this was a good collection of documents (list attached). With only one suggestion – to take a look at a new wastewater model that is being done by the Utility Department at the City.

- ASSUMPTIONS AND DATA POINTS FOR FUTURE PROJECTIONS

Discussion on which growth rate to use for the projections with a decision that it would result somewhere between the 15% 20-year growth indicated in the City Water Plan and the 100% growth resulting from the existing growth rate projection (3.4%) every year for 20 years. This issue would be further discussed with Stephanie and the stakeholder group.

- PLAN OUTLINE

Discussion occurred on the attached plan outline with an explanation that the items in rust are underway with this phase and that the items in black will be completed in a future phase. The deliverables established for the items under this phase are as follows:

- Existing conditions chapter
- Public Involvement Plan chapter
 - With the stakeholder meeting completed
- GIS figures with the existing roads / proposed roads/ ??
- Initial development of prioritization criteria / goals / objectives

- GOALS/ OBJECTIVES/ PRIORITIES

- How to establish

This will be discussion topic at the Stakeholder Meeting

- STAKEHOLDER OUTREACH

- 1 Meeting in Scope

It was confirmed that a targeted stakeholder meeting would be scheduled. Denise will send a list of potential candidates to Stephanie/Eric so they can review. Then, we will try to schedule the meeting in July/August. The focus will be on developing goals/objectives for the plan as well as creating set of criteria used to prioritize transportation projects in the future.

Discussion also concluded that a public meeting would be held in the future phase in order to share the plan, process, and recommendations with the public.

Action Items Established at the Meeting:

BHI will send list of potential stakeholders

BHI will complete deliverables as defined above for Phase 1

City will supply BHI with the following:

- any GIS data files
- info on any recently completed transportation projects
- current ICIP
- any additional proposed transportation projects to be considered
- information on the ICIP decision-making process
- information on the decision-making process for maintenance

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MEMORANDUM

TO: STEPHANIE SHUMSKY
FROM: KRISTEN WOODS
BOHANNAN HUSTON, INC.
DATE: OCTOBER 14th, 2014
SUBJECT: CARLSBAD LONG RANGE TRANSPORTATION PLAN STAKEHOLDER MEETING

The City of Carlsbad (Carlsbad) and Bohannon Huston (BHI) and key stakeholders met at the City of Carlsbad Planning, Engineering and Regulation Department Municipal Annex Conference Room on October 14, 2014 at 1:00PM to discuss the following items. Attendees and contact information are included in the enclosure.

The discussion was facilitated by Denise Weston and Eric Wrage, both from BHI, handouts accompanied each of the items discussed. Copies of the handouts are included in the enclosure.

1. Welcome and Introductions:

Denise introduced Eric Wrage and Kristen Woods from BHI. The rest of the stakeholder committee introduced themselves. The attendees are listed in the table below. Denise also presented a brief summary of the meeting goals (agenda attached).

City of Carlsbad		
Tom Carlson	Public Works	Director of Public Works
Anna Beason		Project Administrator
Patt Cass	Municipal Development	
JoAnn Moore	Transit	Manager
Stephanie Shumsky	Planning, Engineering & Regulation Department	Director
Eric Navarrete		
Jeff Patterson		Deputy Director of Planning
Georgia Goad		GIS
Yvonne Basavilvazo		Planner
Sherri Chandler	Airport Planning	Airport Manager
Eddy County		
William Morris	General Services Department	General Services Director
School District		
Don Owen	Carlsbad Municipal Schools	Director of Operations

2. Project Overview:

Denise Weston discussed the project outline (included in the attachments). She also discussed the Plans that had been reviewed during project development and asked the group if there were any Plans that had not been reviewed. The group felt that all of the relevant Plans had been listed.

3. Plan Goals:

Denise Weston explained that the goals (included in attachments) are based off of the goals and issues obtained during the public outreach process completed under the previous planning initiatives. The discussion about the goals is shown below, with responses from the project team *in italics*:

Goal #1:

Anna Beason: Landscaping, pedestrian amenities and aesthetic considerations are always included in our plans, but are the first to be removed due to budgetary constraints during implementation. Texas St. may become connected to the bike network someday. Often safe routes programs cost more money to implement and comply with than they actually contribute to a project.

Yvonne Basavilvaso: The bike trail along the canal can be part of a network, including the connection north to south along the whole city.

Tom Carlson: We are very far behind on ADA compliance. We included ADA features in all new projects, but often have to re,move it due to budgetary constraints. The path at the River Walk is not intended to be a bike path, as it is only 6' wide.

Denise Weston: There are creative ways to find funds through the the NMDOT and other sources to implement pedestrian and ADA improvements. It also seems that some of the Collector Streets could be used as linear bike routes across town, as they are wide enough for a shared use.

Goal #2:

JoAnn Moore: Fixed route service is maxed out in Carlsbad – with the current system. A lot of the roads do not have pull-offs for busses and often we use private ROW for our pull offs. We do have routes covering the North, East, South and West quadrants. We are also getting around 100 riders a month, which is higher than we had expected. The new stop we added includes the Hipcrest apartments, which has increased our North-South transit ridership. He have lost some funding for our low income clientele. We are still doing the line dedicated to elderly transportation, but do not do evening trips. We need nicer places for folks to wait for the bus, which would also make the City look good aesthetically. We purchased some bike racks but they were too large for the pull offs and the busses and just did not work for Carlsbad. We also administer the school safety program where we transport students from school to designated after-school programs. We get about 100 participants a year.

Denise: Maybe adding shelters at all bus stops can become a goal?

Goal #3:

Anna Beason: NMDOT and FHWA are amenable to requests, but have limited funds available. David Sepich on the Commission Board has shown support for Carlsbad, it is great that we have him on the commission.

Goal #4:

Don Owen: Pate Elementary School has had construction traffic. As a result, we are taking the playground and turning it into a traffic loop, like the one at Hillcrest. The NMDOT has put signs on Pierce Street to control traffic. People often call to complain that the bus stops are unsafe. We also run all of the bus routes. One mess up along the route can slow down the whole system and cause major delays.

Yvonne Basavilvaso: The paint on the lanes at major intersections is dark and visitors don't understand where the lanes are.

Anna Beason: The markings at intersections disappear quickly. We have exhausted the options for striping. The Color fades within a few weeks of striping. We could also benefit from improving our public safety enforcement. We also need to reach out to the Oil and Gas industries to teach them about safety. We could benefit from receiving more safety enforcement from the State here. We also need to bring more funds from up North to the Southern part of the state.

Stephanie Shumsky: Pedestrian and ADA Compliant Facilities improve the safety of the roadway. Representative Cathrynn N. Brown advocates for safety on our roadways at the legislature, she is a great ally for us. We need to improve signage.

William Morris: There is already a group meeting with the Oil and Gas industry. The group includes representatives from Eddy and Lea Counties, representatives from the industry and state and transportation police. At the County we see that a lot of the regional development that is occurring is affecting you and your roadways. Eddy County is more tied in with Lea County than most, so our transportation region is really both. The NMDOT is not looking at that on a cumulative way, just on an individual perspective. All of the traffic is passing through the City of Carlsbad. We are developing a Transportation Plan that will come out in the next year. We are hoping it will tie in with your plan.

Goal #5:

Tom Carlson: Canal Street needs work done, but it has no alternatives, so how do we get around that? We just finished improving Canal St. and there was not enough room, we used every inch possible. We need help knowing where to put a road in within the next 15 years.

Stephanie Shumsky: I propose a #7 that requires developers to dedicate ROW to roadway expansion. Albuquerque has roadways with major thoroughfares and freeways and we don't have that. New developments have messed with our roadway network.

Denise Weston: We need to consider specific Economic Development roadways and plan the uses based on that. Yes- we will add a 7th goal on Policy making.

Goal #6:

Tom Carlson: The 5 year Maintenance/ Improvement Plan is based on the budget so we can refer to it in our decision making process. I can share it with the LRTP team.

Stephanie Shumsky: We are working on the capital improvements list with Planning, Public Works, Utilities and Finance.

Denise Weston: With the data process we are proposing there will be a seamless process where we have data talking to data, so we won't have to worry about having to call everyone involved for every single decision.

4. Existing Conditions: Denise Weston passed out maps of the data that has already been collected by the project team, including mapping and a list of existing plans (included in attachment). The discussion about the existing condition is below, with responses *in italics*.

Anna Beason: There will be two new Fire Stations going in; one is at San Jose and Woods Rd.

Sherri Chandler: The Airport is not on the Community Resources Map. I create a monthly report on the Airport, I can share it with you. We had 600-700 people use the airport in September. With corporate traffic there may be up to 1500 people. We have seen significant growth in the past 1-3 years.

5. Assumptions and Data Points for Future Projections: After reviewing the Plans created for the area and the City, the project team has created a table of growth rates. The team chose a 3.5 % growth rate. This rate doubles the population by 2035, which is the rate being used in the new City of Carlsbad Long Term Plan. The team also passed out a map of future growth locations (included in attachment).

Don Owen: Sunset Elementary on Blodgett and Walter will be demolished and a new school with capacity for 600 students will be built. Similarly, Joe Stanley Smith and Puckett will be replaced with new schools with the capacity for 600 students. All of this will happen by 2018. Our newest school was built in 1956, so we need to upgrade either way. We are worried that the population will continue to fluctuate, we don't want to over build.

Georgia Goad: People will be moving to the area South of town. The Village of Lovington should be included in the map and considered in the model, as many people live there but work in Carlsbad. Look at the State and Federal lands on the map and wherever the land is left over, that is where the development will go.

Yvonne Basavilvaso: Some new growth is happening to the north as well, but on a limited scale. There is water in Loving and limited resources elsewhere.

William Morris: Most of the development will be happening to the South, that is where all of the Oil and Gas jobs are. You could enact a density bonus for the City to encourage infill development.

Stephanie Shumsky: There is a little infill happening, but slowly. We are considering providing utility extensions and charging developers for them by the linear foot. This would be aimed at promoting development but reducing the burden on individual land owners. We could initiate infill bonuses in inactive subdivisions that have no infrastructure.

6. Evaluation / Prioritization Criteria: Denise Weston presented the criteria that have been developed by BHI to this point. The group quickly reviewed the criteria (included in attachment), but it the criteria need to be reviewed more thoroughly by each department before finalization.
7. Travel Demand Model: Eric Wrage (BHI) explained that the Model was develop originally for the DOT but will be incorporated into this plan and will be used as a tool for understanding where traffic is coming from and going. The model will allow us to view various models, allowing us to understand different scenarios. As part of a similar project, traffic counts were taken for the area. A copy of the map showing traffic count locations is included in the attachment. The discussion about the model is listed below.

Stephanie Shumsky: the model allows us to see how different development will affect the city. It also allows the city to better understand how a development will alter the city and better control our responses to developers.
8. Next Steps: Denise Weston explained that the project team will work with the City on the continued scope of the project and the creation of a draft Plan. The team may hold one Public Outreach Meeting and an additional Stakeholder Group Meeting. The project team asked that the stakeholder group will continue to review the materials from the meeting and send their materials and data to the team.
9. Action items:
 - Sherri Chandler will send Airport monthly reports to BHI.
 - The City of Carlsbad Planning Division will send BHI the Eldorado Ranch Master Plan, future Annexation plans, a map of existing trails, the locations of the new Fire Stations that will be developed in Carlsbad, a shape file of the Roads, water and sewer service areas in the City.
 - JoAnn Moore will send the project team the transit master plan and ridership by route.
 - Stephane Shumbsky will get BHI the name of the existing group that is working towards safety in the Oil and Gas Industry. BHI will reach out to them.
 - Tom Carlson will send the Road Condition Rating Process and the Maintenance Plan to the team.



Carlsbad Long Range Transportation Plan

GOALS AND OBJECTIVES

GOALS and OBJECTIVES

December 2014

The following goals/objectives are being proposed for the Carlsbad Long Range Transportation Plan for your review and comment. The draft goals/objectives are based on previous studies that were completed for the community bringing additional value to the public outreach process already completed and aligning with other planning initiatives. We have also incorporated your comments from the October 2014 Stakeholder meeting. Please continue to provide comments.

- 1. Consider the needs of pedestrians and bicyclists in roadway design when planning and implementing local road and trail improvements.**
 - a. Develop a Bikeways and Trails Master Plan.
 - b. Utilize community input to guide development of pedestrian and bicycle pathways within the city.
 - c. Continue to complete ADA-compliant improvements to existing facilities.
 - d. Create streetscapes which encourage pedestrian use

- 2. Provide transit opportunities for all segments of the population.**
 - a. Continue to improve access to public transportation with a focus on fixed-route.
 - b. Continue curb-to-curb service.
 - c. Expand city-wide coordination (Senior Centers, social services, schools) to meet the needs of transit dependent residents.
 - d. Improve transit facilities along existing routes.

- 3. Encourage and support regional coordination on transportation planning decisions.**
 - a. Coordinate with federal and local government agencies to establish support for regional transportation improvements.
 - b. Ensure that the City has representation on regional boards and committees related to transportation.
 - c. Engage the public and encourage outreach during transportation planning activities.

- 4. Improve safety throughout the transportation network.**
 - a. Create safer routes for all modes of transportation by improving signage, signalization, and buffering.
 - b. Consider truck by-pass routes to reduce truck traffic within the City.
 - c. Relieve conflicts and safety issues between the local road network and the railroad.
 - d. Include traffic calming features where appropriate.
 - e. Coordinate with public safety officials to improve public safety enforcement.

5. Enhance connectivity and efficiency of the transportation system throughout the City.

- a. Consider connectivity on local streets between residential and commercial uses.
- b. Improve connectivity across the Pecos River for all modes of transportation.
- c. Provide bypass routes for through traffic around urban areas to relieve traffic congestion.
- d. Address capacity constraints on major arterials.

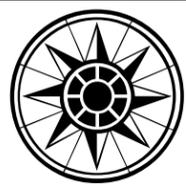
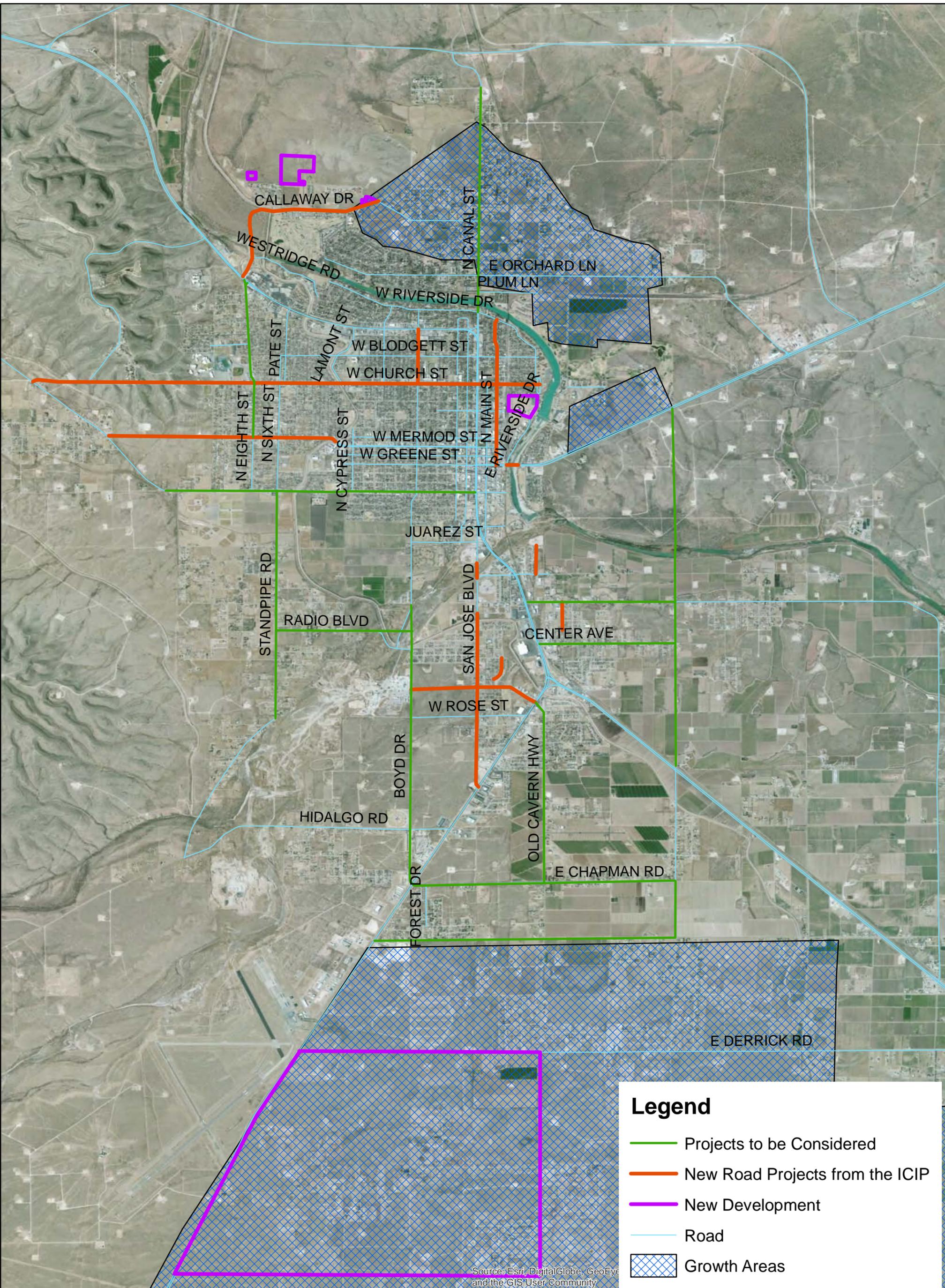
6. Improve roadway maintenance process.

- a. Improve coordination amongst City departments.
- b. Improve coordination between maintenance and capital projects.
- c. Consider enhanced streetscapes when doing roadway maintenance/improvements.
- d. Engage in the asset management process.

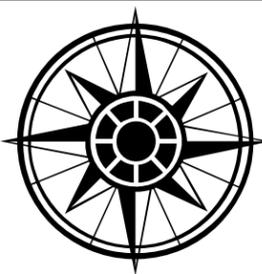
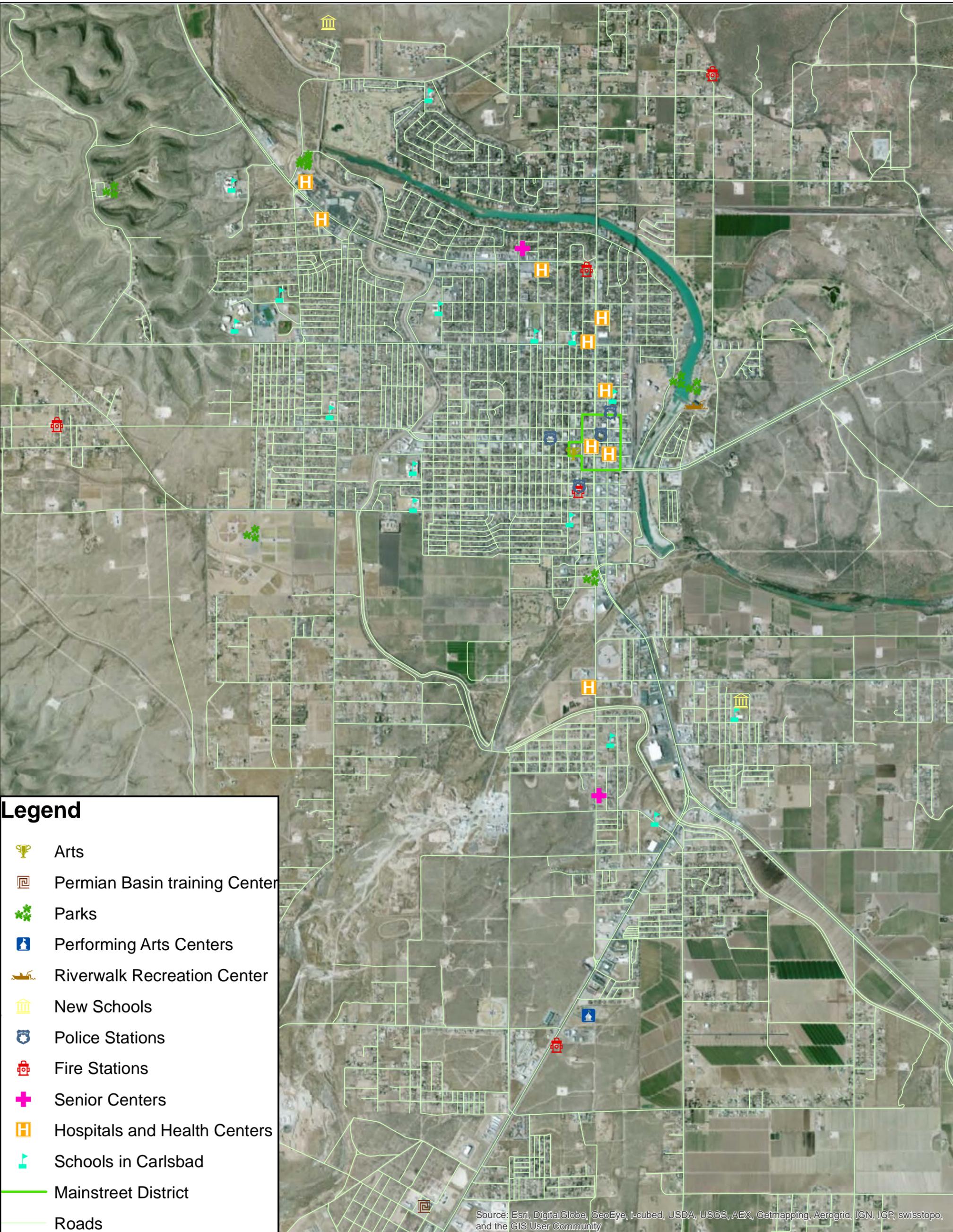
7. Develop City policies to support the expansion and maintenance of the transportation system.

- a. Develop policies which evaluate the potential (operational and land area) impacts to the transportation system as a result of private development.
- b. Create policies which require private developers to fund an equitable portion of required transportation improvements and/or provide necessary land area.

Infrastructure Projects in Carlsbad



Community Resources



Carlsbad Long Range Transportation Plan



Stakeholder Meeting
October 14th, 2014

Bohannon ▲ Huston

Introductions

▲ Bohannon Huston, Inc.

- Denise Weston
- Eric Wrage
- Kristen Woods

▲ Stakeholder Participants

Bohannon ▲ Huston

Presentation Outline

- ▲ Project Overview
- ▲ Goals and Objectives
- ▲ Existing Conditions
- ▲ Assumptions and Future Projections
- ▲ Evaluation/ Prioritization Criteria
- ▲ Travel Demand Model
- ▲ Next Steps

Bohannon ▲ Huston

Project Overview

- ▲ Long Range Transportation Plan
 - Existing Conditions
 - Short / Long Range Recommendations
- ▲ Tier off of NMDOT By-Pass Study
 - Data collection
 - Travel Demand Model

Bohannon ▲ Huston

Goals and Objectives

- ▲ Pedestrians/Bicycles
- ▲ Transit
- ▲ Regional Coordination
- ▲ Safety
- ▲ Connectivity
- ▲ Maintenance

Bohannon  Huston

Existing Conditions

Area Demographics

City of Carlsbad Demographic Characteristics - 2012 Census	
Total Population	26,349
Median Age	37.3
Total Housing Units	11,524
Total Occupied Housing Units	10,019
Owner-Occupied Housing Units	7,111
Renter-Occupied Housing Units	2,908
In Labor Force (ages 16+)	20,331
Commuting to work (Ages 16+)	11,550

Bohannon  Huston

Existing Conditions

Transportation

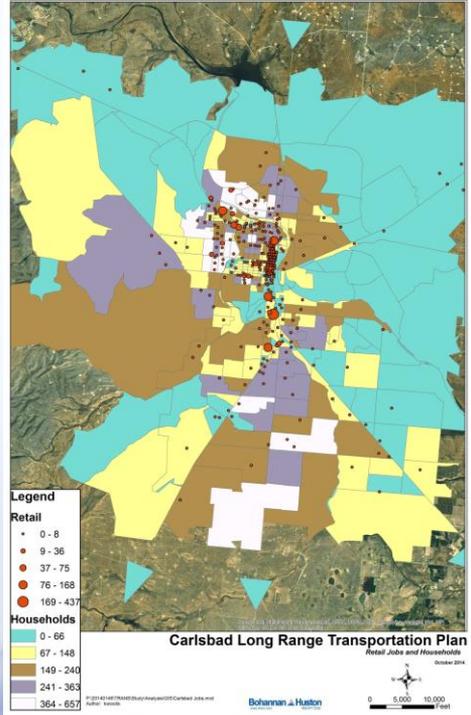
- ▲ Roadway
- ▲ Pedestrian/Bike
- ▲ Transit
- ▲ Airport
- ▲ Traffic Counts

Community Resources

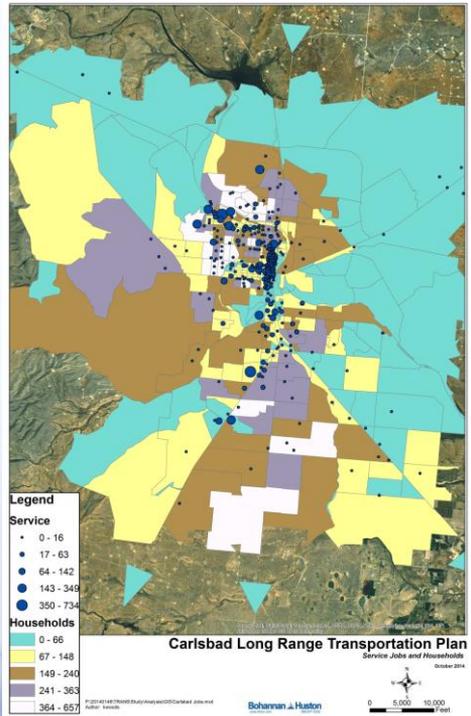


Community Resources

Retail Jobs and Households

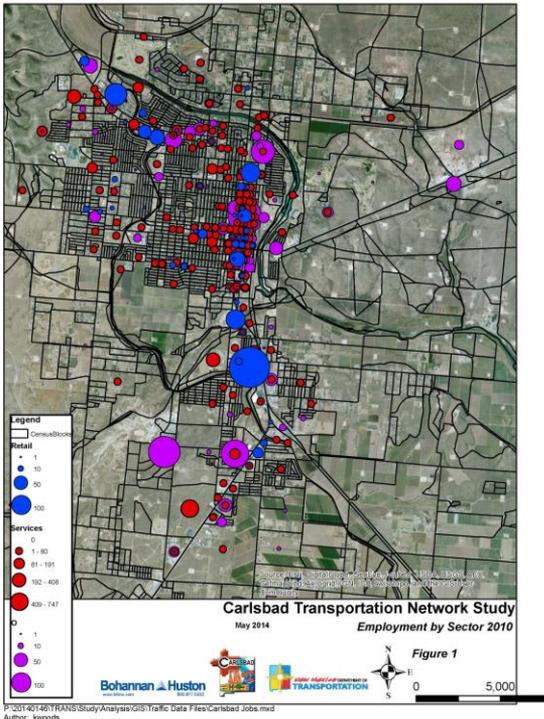
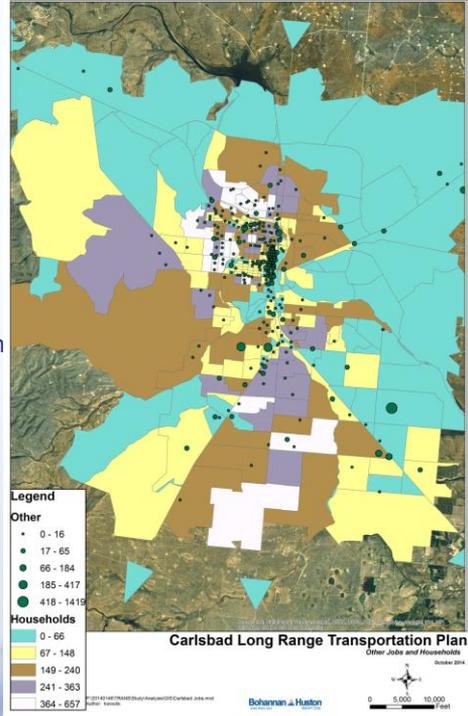


Service Jobs and Households

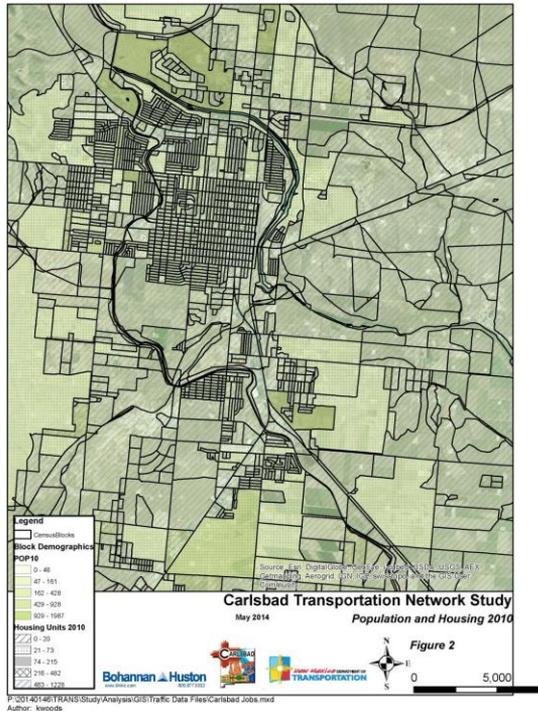


“Other” Jobs and Households

Agriculture, Forrestry, Fishing and Hunting
Mining, Quarrying, and Oil and Gas Extraction
Utilities
Construction
Manufacturing
Wholesale Trade
Transportation and Warehousing
Information



Existing Employment Conditions Per Census Data



Existing Population and Housing Conditions per Census Data

Bohannon & Huston

Existing Plans

- ▲ Eddy County Comprehensive Plan
- ▲ Carlsbad Mainstreet: Community Economic Assessment
- ▲ Greater Carlsbad Comprehensive Plan: Strategy 2030
- ▲ Greater Carlsbad Housing Analysis and Strategic Plan.
- ▲ City of Carlsbad Water Master Plan and Hydraulic Model
- ▲ Eddy County 40 year water Plan

- ▲ Other:
 - Interview with Carlsbad Municipal School Planner about future School growth.

Bohannon & Huston

Assumptions – Growth Rates

Current Carlsbad Population*	26,349
Data Set	2030 Population Projection
Eddy County 40 Year Water Plan - LPVRWP	34,237
Eddy County 40 Year Water Plan – BBER	27,812
Carlsbad Water System	33,951
2003 Comprehensive Master Plan – Linear Trend Equation**	27,812
2003 Comprehensive Master Plan – Regression Model**	34,715
Greater Carlsbad Comprehensive Plan: Strategy 2020	~29,500
Population with a 3.4% growth rate	50,063
Lower Pecos Valley Regional Water Plan .52 growth rate	

Infrastructure Projects in Carlsbad



Assumptions – Growth Areas

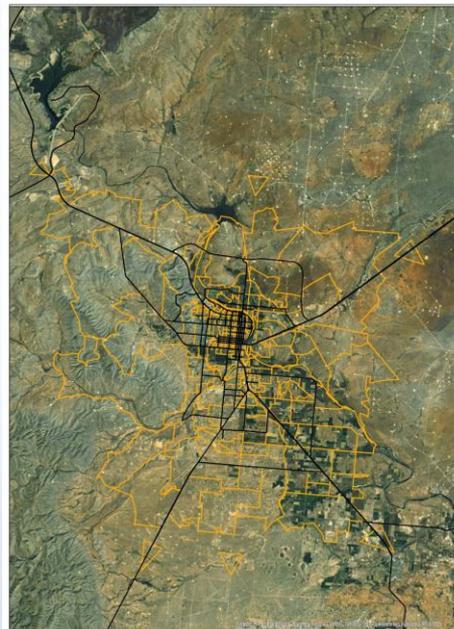
Prioritization Process

Carlsbad Long Range Transportation Plan –
Working Spreadsheet for Data Scoring / Prioritization Process

Roadway Type	Rating	Score	Data Source?	Comments
			City	
Paved		1	Is this relevant, because most roads are paved?	
Dirt		2		
Gravel		2		
Roadway Condition			City	
			Is there a process and/or criteria for monitoring this?	
condition rating		1-5	Maintenance Data and Trips to repair	
Safety (Normative-AASHTO Standards)			City	
		0 or 5	Is there a process for monitoring this? Maintenance trips?	
Safety (3-5 Year crash data)			NMDOT data	
Fatality		10		
5+ accidents		8		
1-5 accidents		6		
0 accidents		0		
Safety (perceived)			Comments	
			Through public comment? System for comment collection?	
Safe		0		
Unsafe		5		
Structural			NBI Data Base	
(NMDOT)				
Sufficiency Rating Over 50		0		
Sufficiency Rating Under 50		10		
No Structure		0		



Travel Demand Model



Carlsbad Long Range Transportation Plan
TAZ Model in Development

Legend

- Roads
- TAZ Zones

C:\GIS\101774000\101774000\Map\101774000.mxd
Bohannon & Huston



Next Steps

- ▲ Stakeholder Group
 - Continued support on future growth projections/ prioritization criteria.
 - Review of the Draft LRTP

- ▲ Other Participants?
 - Stakeholder or Public Outreach

Bohannon ▲ Huston

Questions



Bohannon ▲ Huston

Stakeholder List - Carlsbad Long Range Transportation Plan

Category	Entity	Name	Title	Email	Phone	Address
City of Carlsbad						
	Public Works	Tom Carlson	Director of Public Works	tfcarlson@cityofcarlsbadnm.com	575-885-7971	
		Anna Beason	Project Administrator	ambeason@cityofcarlsbadnm.com	(575) 887-1191	
	Municipal Development	Patt Cass				
	Transit	JoAnn Moore	Manager	jrmooore@cityofcarlsbadnm.com	575-887-2121	
	Planning, Engineering & Regulation Department	Stephanie Shumsky	Director	seshumsky@cityofcarlsbadnm.com	575-885-1185 x2232	
		Eric Navarrete		ednavarrete@cityofcarlsbadnm.com		
		Jeff Patterson	Deputy Director of Planning	jepatterson@cityofcarlsbadnm.com	575-885-1185	
		Georgia Goad	GIS	ggoad@cityofcarlsbadnm.com	575-887-9512	Eddy County Administration Complex Suite 127, 101 W. Greene St. Carlsbad, NM 88221
		Yvonne Basavilvazo	Planner	'yabasabilvazo@cityofcarlsbadnm.com'	575-885-1185	
	Airport Planning	Sherri chandler	Airport Manager	sechandler@cityofcarlsbadnm.com	575-887-3060	
Eddy County						
	Public Works	Ray Romero	Public Works Director	rromero@co.eddy.nm.us	575-885-4835	410 E. Derrick Road Suite 100 Carlsbad, NM 88220
		Gwen Turner	Carlsbad Road Manager	gturner@co.eddy.nm.us	575-885-4835	
	General Services Department	William Morris	General Services Director	bmorris@co.eddy.nm.us	575-887-9511	
School District						
	Carlsbad Municipal Schools	Don Owen	Director of Operations	Don.Owen@carlsbad.k12.nm.us		
NMDOT District 2						
		Francisco Sanchez	Traffic Engineer	Francisco.Sanchez@state.nm.us	(575)637-7201	
				Ralph.Meeks@state.nm.us	575-637-7201	
		Matt Grush	ADE Engineering Support Manager	Matthew.Grush@state.nm.us	(575)637-7272	

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MEMORANDUM

TO: DENISE WESTON
FROM: KRISTEN WOODS
BOHANNAN HUSTON, INC.
DATE: JUNE 25, 2015
SUBJECT: Carlsbad Long Range Transportation Plan Outreach

As part of the Long Range Transportation Planning effort, the project team conducted two public participation events. This was done in order to collect feedback from community members who use the roads every day. Folks living in town have an idea of the real problems on the roadways – the potholes, the sidewalks and the problematic intersections.

On June 25, 2015 three staff people presented the project to the public in a series of two mobile workshops held in Carlsbad. The team set up a station in front of Albertsons on North Canal St from 10:30 to 12:00, and then Walmart on South Canal from 2:00 to 3:30. The team put up a poster near where they were conducting interviews that displayed the questions being considered. The team provided cold water to the public, as well. They stood near the entrance and talked to people about transportation. The staff members asked passers-by about their experiences with transportation in general, roads, sidewalks and bike paths and asked for suggestions for specific improvement projects. The staff received just under 70 comments during the meeting. They took notes on comment cards, (attached).

Number	Roadways	Roadway Improvements	Locations	Bike and Pedestrian	Transit	Transportation System	County Specific
1	285	285, going south					
2		They are all crappy! Enforcement is needed on speed					
3		Potholes Everywhere		No need	No Need		
4	Canal St, Truchas	Canal Street, Trucha - everywhere - off side streets.	Vail Drive, Elm St,	Need Sidewalks on Vail Dr and Elm St. Bicycle lanes would be good	Weekend Transit needed.		
5				Bike Lanes, Yes!	Transit system is excellent. I use it now and will use it more in the future.		
6	Stan Pipe Rd. Quay St. San Jose.	Horrible potholes. Quay St has potholes. San Jose is under construction so I have to go to side streets.		Bicycle Lanes	Good System		
7	Lakeview	Potholes. Lakeview - past river is bumpy.		Need bicycle facilities. I see people near the golf course. They need facilities.	Clients that ride, often late.		
8		Potholes Everywhere		Sidewalks everywhere. They need to be ADA compliant.			
9	Canal			Need bicycle paths, its very important. Right now you cant walk. It will attract new people.	It is good, my kids have used it		The Bike path along Canal needs to be fixed, its too dangerous for kids. Extend the path along Canal to Lak Avalon, extend it to Loving. No bikes on the road in Artesia, they would be on a path. Attract weekend visitors with a 5 mile loop.
10	Tansel Rd, Shaw, maple, Canal, Cherry lane	Tansel Road is bumpy. There are potholes at Shaw and Maple		Need bikes in a safe spot off road. That is bicycle lanes down canal and Cerry lane and the Bridge.			
11	11th st.	Trucks from the WIPP Site are speeding. There needs to be traffic control and enforcement, They are going too fast on South 11th street, they use through traffic.		Bicycle Lanes - Yes. Very scary for drivers and bikes.	Very impressed		
12		I drive right through the middle of town, no real problems.			We don't have one. I would use it for bars. It would be helpful to have a cab or bus that I could take to the bar.		
13	Wood St., Lea St.	By Walmart take a left over the Railroad, Central (like wood street).	Chapman, Jason	Chapman, Jason (residential for sidewalks). Bike on all, busier roads, near the river, National Prks highway.	Outreach website needs major improvement.	Detour for trucks, north side gas station and food for oil trucks so they don't have to come through town. Lea st.	
14		I don't live here, but I drive through sometimes. I just second what everyone else is saying.					
15			North Thomas, Mesa St.	Ticket people for parking on sidewalks- that's the #1 problem. N Thomas between Church St and Pierce are bad spots. There is a walking path by the river but it doesn't extend the whole length of the river. It would be cool if people could walk all the way to the aqueduct. Mesa St. has nice facilities. The Canal path has a problem where people drive their cars onto it. However, I do liek that there is pavement on one side and dirt on teh other, that wat I can use whichever I want. Doggie bags would lso be helpful, along with signage. There should be education that encourages peopel to pick up after their dogs. There should also be educational programs for everyone about walking and biking. Split pathways for walker and bikers.			It would be nice to have sidewalks on the hill on the way up to Living Desert State Park. People could use it for exercising and walking. People use Ocotillo trail and could make a loop with the trails. BLM Land has beautiful bike roads. You have to drive to them, though, tehre is no way to walk or bike tehre. It would be nice to have bike paths to teh La Cueva Trails.
16	Highway 31, South 11	Highway 31 has speed bumps, South 11 has a soccer field that people drive too fast on. There should eb speed bumps in residential areas.					
17		Almost all the roads need imporvements because Trucks are ruining the roads.		Yes, on all the roads.	Doesn't use it.		

Number	Roadways	Roadway Improvements	Locations	Bike and Pedestrian	Transit	Transportation System	County Specific
18	Canal, Canyon, Pierce, Fiesta.	I stay off Canal - that's a death trap. Canyon is really bad to get onto when traffic is coming from the south Y. The landscaping blocks your view of traffic turning left and right. Pierce St. is hard to get onto - I go through N gate shopping. The light at Mesa and at Walgreens are not synched and are hard to get onto. I avoid Canal. Its awful from 4 to 7. There need to be more lights at La Tienda and No Whiner Diner. There is no way to turn left out of the parking lot - I have to go the wrong way around to Fiesa.					
19		Congestion by Walmart		Bike lanes in general			
20		Carlsbad to midland needs 4 lanes					Carlsbad to midland needs 4 lanes
21		Light rail that is mirrored after the Phoenix system. It could go from Roswell to Carlsbad to Hobbs.					Light rail that is mirrored after the Phoenix system. It could go from Roswell to Carlsbad to Hobbs.
22		Bypass for trucks, please!					
23	Jal, Derrick	Trucks, Jal Highway	Callaway	Bicycle Facilities			Loving Highway, 128
24		Trucks and Diesels are ruining roads. Housing costs are going up, the rent money is high.					
25	Canal	Certain roads should be for trucks only. Get trucks off of local roads. Define road uses - Canal St is too congested!					
26	Derrick Rd, Old Cavern Highway.	Pot holes everywhere . Road construction takes too long. It is too dangerous with all the trucks to go outside with kids or dogs. Derrick and Old Cavern are problematic - the driveway is covered,		No need.	No need.		
27				Need for a bike/ pedestrain trail up to Living Desert Garden.			
28	National Parks Highway	The roads near Mesa Grande Apartments need improvement.		What?	No need		
29		All roads		No bike lanes necessary. I would like to be able to walk more, however.	Don't know about it or use it.		
30		I'm not too familiar with the town so im not sure, but verything seems fine.		Everything is fine	I might use the bus		
31	8th	8th St. is really bumpy. Elma has pot holes and the hill makes it hard.					
32	1st, Hermosa	4 lane is good between Carlsbd - Artesia. Stop Right at First and Hermosa					
33		Fix all the roadways		No way! I need my truck!			
34		Lots of congestion - make the lanes wider!					
35		Synchronize the lights. Set Speed limits for better traffic flow.					
36	Boyd	4-way stop on radio/boyd - needs a bridge.			I support the Bus		
37	National parks Highway, Lea?	Road where the Bingo hall is, near allsups is really bad.		Need more palces to ride a bike - would ride.			
38		Too many trucks thourgh town!					
39				Youth want bike lanes!			
40		Too many trucks, too narrow roads, condition of roads is bad.		No wy, it's too dangerous!			
41		Too many trucks from Loving to Carlsbad! Fix the roads.					Too many trucks from Loving to Carlsbad!
42		31 32 is so so dangerous					31 is so so dangerous
43		Bypass for trucks please. Like the one in Roswell.					
44		Need better roads to the oil pads - off the main roads.					Need better roads to the oil pads - off the main roads.
45							County Roads need fixing
46					Awesome		
47	Boyd, Radio, Stan Pipe						
48		Would like to see transportation period. Fix potholes.		No			
49	Canal	All roads, as well.		Good the way it is	Good the way it is		
50	285	285, all					
51	Riverside	All, as well.	Riverside	Riverside needs sidewalks	Doesn't take the bus		

Number	Roadways	Roadway Improvements	Locations	Bike and Pedestrian	Transit	Transportation System	County Specific
52	Thomason, Standpipe	Thomason on outskirts		Close to schools	Needs to improve service, price reductions to accommodate low-income residents.		
53		Drainage first, too many trucks, it is unsafe.					
54	Porter, Corroscio, Brantly and Grandy	Porter and Corroscio. Brantly and Grandy have potholes			Needs to go out farther		
55	Old Cavern Highway, Derrick Road.	Old Cavern Highway, Derrick Rd. Bike Lane			No comment, I don't use it.		
56	Mesa, Canal	Quality of Roads and Drainage. Mesa - Pavement is bad and it floods. They call it Canal for a reason, because it floods.		I would bike if there were a lane.	Would not really use a bus.		
57		I don't drive yet. My dad drives me.					
58		Pretty much the whole city has pot holes. Nothin in particular.			I don't want to take the bus. We have transit (our cars).		
59	Thomason Rd., Old Cavern	End of Thomason Road where they did the detour is full of Pot Holes. Old Cavern was closed and the detour was really bad.			I hope I don't need a bus, That would mean I don't have my truck!		
60		I like Mesquite, Its perfect now. It takes too long to do anything. I don't drive because I'm epileptic.		I walk on the road because sidewalks are uneven. I walk towards traffic. I don't want to get hit like my friend Rebecca did. Hse got hit by a car in front of El Rey.	Down the Main Streets and with more frequency. Sometimes I feel like I might as well walk. Nothing wrong.		
61	Old Cavern Highway, Standpipe, Boyd						
62	Canal, La Huerta	N Canal at the Y, all the way to La Huerta - its hard on my car.			The schedule is hard	The way people drive, lack of signals.	
63		Pot Holes all over				It gets congested with trucks in front of walmart. I have heard about a bypass and that would help a lot.	
64	Buck Jackson,	Buck Jackson - Poor quality. In a few months we went from 50 mph to 25 mph. Popped tires happen daily.		My neighborhood is decent. I don't have much time to hang out.	Lots of folks are from Cities, I am from Chicago, and I would take it if it existed. Lots of carpooling and meeting at parking lots.	Lots of people, no capacity. Congestion and backups, light times are not ready for traffic - light timing is off.	

Carlsbad Long Range Transportation Plan



November 2015

Bohannon ▲ Huston

Introduction

- ▲ Denise Weston – Project Manager
- ▲ Kristen Woods – Planner
- ▲ Greg Maynard – Geospatial Analyst

Bohannon ▲ Huston

Agenda

- ▲ Goals and Objectives
- ▲ Outreach
- ▲ Plan Development
- ▲ Prioritization Process

- ▲ Live Example
- ▲ Discussion

Bohannon ▲ Huston

Goals and Objectives

- ▲ Consider the needs of pedestrians and bicyclists
- ▲ Provide transit opportunities
- ▲ Encourage and support regional coordination
- ▲ Improve safety
- ▲ Enhance connectivity and efficiency
- ▲ Improve roadway maintenance process
- ▲ Develop City policies to support the expansion and maintenance of the transportation system

Bohannon ▲ Huston

Public Outreach

Effort included a paper survey taken at Albertsons and Wal-Mart for a few hours each.

Our team simply asked people their opinions about transportation in the City and County.

The questions to the right were answered by residents during a short interview.

City of Carlsbad Long Range Transportation Plan

Comment Card

-Which roadways need improvement?

-Where would you like to see bike and pedestrian amenities?

-How do you feel about the current transit system?

-What is the biggest issue with the current transportation system?

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Public Outreach

Approximately 70 Responses

- Road condition
- Road maintenance
- Trucks causing damage
- Safety due to trucks
- Location of truck traffic
- Desire for ADA facilities
- Desire for bicycle facilities/trails

City of Carlsbad Long Range Transportation Plan

Comment Card

-Which roadways need improvement?

-Where would you like to see bike and pedestrian amenities?

-How do you feel about the current transit system?

-What is the biggest issue with the current transportation system?

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Plan Development

- ▲ Existing Conditions
- ▲ Public Outreach
- ▲ Establish Regional Issues
- ▲ Integrate NMDOT Carlsbad TNS
- ▲ Prioritization process – pilot project

Plan is 95% complete – to be delivered for review after today's comments

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Integration of NMDOT Transportation Network Study

- ▲ NMDOT Carlsbad Transportation Network Study includes major roadway network in Carlsbad
- ▲ The following data was included in the Plan:
 - Traffic Counts
 - Crash Analysis
 - Volume/Capacity Flows



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Integration of NMDOT Transportation Network Study



- High-level data
- Informs decision-making
- Validates current issues
- Identifies future issues

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Prioritization Process

- ▲ Data collection
 - Quantitative and qualitative
 - GIS data base and manual
 - Existing and future
 - Benefit from updates
- ▲ Criteria established for scoring
 - Determined by stakeholder group
 - Provide relative comparison
 - Validation for decision-making

Bohannon  Huston

Prioritization Process

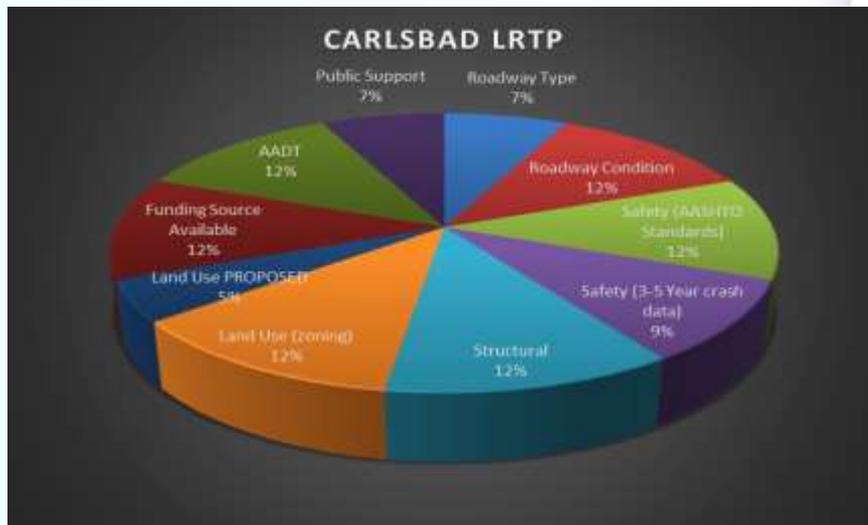
**Carlsbad Long Range Transportation Plan -
Spreadsheet for Data Scoring / Prioritization Process**

	Rating	Score	Data Source
Roadway Type			
	Paved	3	City - Public Works - GIS
	Un-paved	6	
Roadway Condition			
	condition rating	0-10	City - Pavement Management - GIS
Safety (AASHTO Standards)			
		0 or 10	City - Field Visit - Manual
Safety (3-5 Year crash data)			
	Fatality	8	NMDOT data - GIS
	5+ accidents	6	
	1-5 accidents	4	
	0 accidents	0	
Structural			
	(NMDOT) Sufficiency Rating Over 70	0	NBI Data Base - GIS
	Sufficiency Rating Under 70	10	
	No Structure	0	
Land Use (zoning)			
	Residential - Current	8	City - Zoning - GIS
	Commercial / Industrial - Current	6	
	Educational / Community Facility / Medical - current	10	
Land Use PROPOSED			
	Residential - Proposed	2	City - Manual
	Commercial / Industrial - Proposed	2	
	Educational / Community Facility / Medical - Proposed	4	
Funding Source Available			
	Funding Source Identified	10	City - Manual
	No Funding Source	0	
AADT			
	1500 + AADT	10	NMDOT TMS Data - GIS
	1000 - 1499 AADT	8	
	400 - 999 AADT	5	
	0 - 399 AADT	0	
Public Support			
	10+ Comments	6	City - Comments/ Support - Manual
	5-10 comments	4	
	0-5 comments	2	

- ▲ Data
- ▲ Criteria
- ▲ Sources
- ▲ Scoring

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Prioritization Process



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Prioritization Process – Pilot Project

- ▲ Collection of Roads for Pilot Project
 - Texas St
 - Davis St
 - Church St
 - Algerita St
 - Mesa St
 - 6th St
 - Caviness St

- ▲ ICIP roads and 2 additional roads to calibrate
- ▲ Multiple segments

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Prioritization Process

- ▲ Study Area Map
 - Schools
 - Parks
 - Medical Facilities

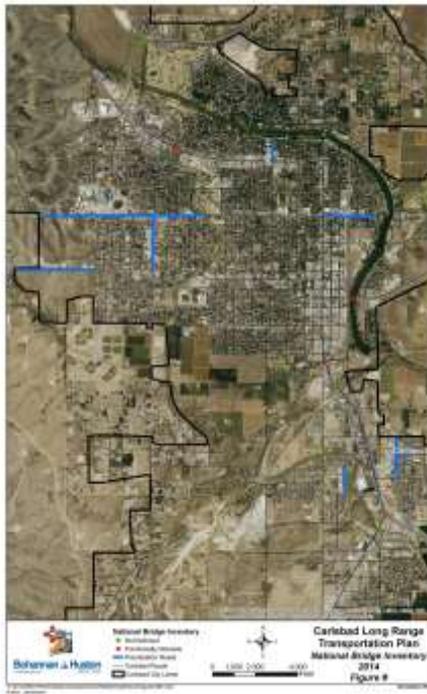
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Prioritization Process

- ▲ Accident data collected
 - Cumulative 3 year data
 - 2010-2012
 - Requires regular updates

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Prioritization Process

- ▲ National Bridge Inventory
 - 2014 data
 - Requires updates

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Prioritization Process

▲ Zoning and Land Use

- City GIS data
- Property ownership details
- Received score based on use adjacent to the roadway
- Highest score was given for zoning/use along the roadway segment

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Prioritization Process - Results

ADP	Tract No.	Tract Name	Tract Type	Tract Area (Acres)	Land Use Score	Zoning Score	Adjacent Zoning	Property Type	Score										
1	Maple North	Maple North	Residential	12	81.88	1	AVUE 2	0	0	0	0	0	0	0	0	0	0	0	0
2	East St. Phase II	East St. Phase II	Residential	15	84.78	4	AVUE 2	0	0	0	0	0	0	0	0	0	0	0	0
3	Maple Wood	Maple Wood	Residential	14	81.88	1	AVUE 2	0	0	0	0	0	0	0	0	0	0	0	0
4	Zachary	Zachary	Residential	18	81.88	1	AVUE 2	0	0	0	0	0	0	0	0	0	0	0	0
5	Druck	Druck	Residential	22	81.88	1	AVUE 2	0	0	0	0	0	0	0	0	0	0	0	0
6	Druck C2	Druck C2	Residential	18	84.78	4	AVUE 2	0	0	0	0	0	0	0	0	0	0	0	0
7	Truck	Truck	Residential	22	81.88	1	AVUE 2	0	0	0	0	0	0	0	0	0	0	0	0
8	Mesa	Mesa	Residential	18	81.88	1	AVUE 2	0	0	0	0	0	0	0	0	0	0	0	0
9	Leif	Leif	Residential	28	81.88	1	AVUE 2	0	0	0	0	0	0	0	0	0	0	0	0
10	Druck	Druck	Residential	18	81.88	1	AVUE 2	0	0	0	0	0	0	0	0	0	0	0	0

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Prioritization Process Pilot Project Results

- ▲ Church Street
 - 3 segments
 - Highest score
- ▲ 6th Street
 - 1 segment
 - Next highest score



Prioritization Process - Recommendations

- ▲ Establish data collection process
 - Regular updates of GIS data base
- ▲ Establish criteria for roadway segments in GIS data base
- ▲ Create Road IDs
 - Minimize confusion over names
- ▲ Add ADA compliance as criteria

Complete a bi-annual or annual review of a collection of roadways to inform the decision-making process.

Live Example

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Discussion

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City of Carlsbad Long Range Transportation Plan Presentation on the Plan

November 17th, 2015
Sign In Sheet



Entity	Name	Title	Email	Contact Information	Present?
City of Carlsbad					
Executive	Stephanie Shumsky	Director	seshumsky@cityofcarlsbadnm.com	575-887-7923	
Public Works	Tom Carlson	Director of Public Works	tfcarlson@cityofcarlsbadnm.com	575-885-7971	
Planning, Engineering & Regulation Department	Jeff Patterson	Director of Planning	jepatterson@cityofcarlsbadnm.com	575-885-2221	
	Jason Burns	Projects Coordinator	jcburns@cityofcarlsbadnm.com		
	Heather Roy	GIS Technician	hnroy@cityofcarlsbadnm.com		
Bohannon Huston	Denise Weston	Vice President	dweston@bhinc.com	505-923-3321	
	Greg Maynard	Geospatial Analyst	gmaynard@bhinc.com	505-798-7865	
	Kristen Wood	Planner	kwoods@bhinc.com	505-798-7843	

TECHNICAL M E M O R A N D U M

TO: CITY OF CARLSBAD

**FROM: KRISTEN WOODS
BOHANNAN HUSTON, INC.**

DATE: DEC 3, 2015

RE: Carlsbad Long Range Transportation Plan Presentation

Summary:

On December 3, 2015 Bohannon Huston staff presented their research in developing the Carlsbad Long Range Transportation Plan. The team also presented the Draft version of the Plan to City staff in the Planning Meeting Room. Denise Weston also discussed the Prioritization Process that was developed by Bohannon Huston staff. The City of Carlsbad staff in attendance asked 9 questions and received a Draft Plan to review. Staff asked questions about The meeting summary is included below, with responses below in italics:

- The Census and count data used in the NMDOT study was outdated and inaccurate.
 - *The data used came from BBER and New Mexico Department of Workforce Solutions. This data is validated and acceptable data that can be used for Federal or state decision making processes. If you do not feel comfortable using these numbers in your plan please let us know.*
- Did the O/D study/ counts look at all types of trucks? Did it include semi-trucks? Did it include pick-ups?
 - *The truck designation was based on axels.*
- Every three years a company comes in and rates pavement condition in a van. They look at pot holes, curb and gutter, possible sign locations, ADA amenities. This happened this year, about 6 months ago, and the results will be released soon. The data used for this study is the three-year-old data.
 - *That data can easily be incorporated.*
- The GIS system is bad because it breaks the roads up, which is hard to work with.
 - *That is a good point! We can work with Heather Roy to resolve inappropriate breaks in roadways and the Plan recommends developing parameters for roadway sequencing.*
- Sometimes the information from the spreadsheet comes from staff knowledge of how things were done, how they need to be managed and details on pavement locations and times.
 - *Pavement Management and Segmentation could be part of the Prioritization Process.*
- What does it mean when a bridge is functionally obsolete?
 - *It is based on sufficiency rating of 50 or 70.*
- The NMDOT comes in and inspects all bridges and gives us a rating. However, almost all bridges in the US are functionally obsolete. Doesn't NMDOT have a responsibility to repair bridges?
 - *NMDOT has the responsibility to repair their own bridges.*

- The bridge at Texas and 1st has two dots, does that mean one side is good and one side is obsolete?
 - *Yes the whole road is scored that way, in two section.*
- When do we need to get our comments to you? We would like to present the Plan to City Council in late January or early February.
 - *Let's aim to have comments by early January, so that they can be incorporated in time for the City Council appointment. Let's choose a Council Date after we see how many comments the Plan receives.*

Attachments:

- PowerPoint Presentation

**No document for this
Agenda Item**