

Public Comments for Amended 2045 Destino MTP, FYs2021-2024 TIP, and Transportation Conformity Report

NAME	COMMENT	MPO RESPONSE
Lena Kapilevich	<p>I oppose the concept described in Destino 2045 and other planning documents for I-10 Segment 2, now known as Downtown 10. Expanding the highway and building frontage roads next to low income and historical neighborhoods in Central El Paso and Downtown, adding significant noise, vibration, and pollution, and taking more than 100 properties, is fundamentally incompatible with the vision for our community expressed in the award-winning 2012 City Plan and numerous other city initiatives. Do the necessary work of rebuilding the roadway quickly, to minimize disruptions to Downtown, its surrounding neighborhoods, and all El Paso commuters.</p>	<p>The project referred to in this comment is already included in the 2045 Destino Metropolitan Transportation Plan, but is not part of the amendments that are being proposed. However, the comment is very valid and the concerns described in it should be voiced during the project development activities that are being initiated by the Texas Department of Transportation (TxDOT). Specifically, TxDOT is starting the process to identify and evaluate different alternatives to address the multiple current and future needs on that segment of I-10 (e.g., reconstruction of pavement and structures, congestion relief, safety, etc.). MPO staff strongly encourages you and the general public to participate in the public involvement and comment activities that TxDOT will hold during this process.</p>
Scott White	<p>EPMPO Public Involvement Virtual meeting Why, when we are talking about "amending" these documents are we not also reassessing actual needs, or considering revising needs as we reconsider how we wish to asses future land use and transportation needs? The most recent plan put forth by the El Paso MPO talked of the importance of increasing walking, cycling and transit, but these documents collectively reinforce a very car-centric approach to transportation planning. I would strongly encourage the MPO to reassess this planning and amendment process for almost all of these projects began with the assumption that we must add capacity to avoid congestion and preserve LOS, rather than looking to reduce traffic volumes by actually investing in a broader range of travel options, including transit and active transportation. Along these same lines, especially as we look outside today, why are we considering this current approach to conformity, rather than looking to actually decrease total traffic volumes via mode switch which we know would clearly reduce emissions, by planning more for active transportation and transit. Currently these plans and documents all but assume the only mode of transportation is in a car or truck, and that reflects an underlying bias towards a singular mode of travel. We have been told widening projects such as the Phase II portion of TxDOT's Re-Imagine 1-10 project are a priority. The only actual priority is to rebuild the existing right of way as the roadway is nearing the end of it's projected lifespan. To widen this freeway and convert local roads to gateways will create a lasting legacy for the next 50 years or so that cars, not people are what we plan our needs for. Similar projects are planned across the state of Texas, and it is quickly becoming clear that there is NOT the capacity to fund all these projects as envisioned. So why aren't we availing ourselves of this opportunity to clearly reassess our entire portfolio of transportation projects? We know after this pandemic, we will not return to the same business as usual as before, so I encourage the MPO, and it's TPB to take a long hard look at what we really need to do to provide safe, reliable transportation options for all of our community. Therefore, as funding for infrastructure become tighter, as we recover from this pandemic, this is our opportunity to re-imagine how we envision the future growth of our community, and how we address our transportation needs and planning. All projects that are predicated on widening or adding capacity to existing or future roadways MUST be reevaluated for the opportunity to reduce traffic volumes by replacing the added capacity with regular, reliable transit service. If this is not done, then we have not done our due diligence in improving air quality conformity. Let us not miss the opportunity to see what's before our very eyes, clean air can easily be obtained just by planning for a future with less traffic, and a more walkable, transit friendly future.</p>	<p>When MPOs amend their long range plans, such as the El Paso MPO's 2045 Metropolitan Transportation Plan (MTP), the basic underlying planning assumptions are typically not changed. These assumptions include demographic projections, funding forecasts, and the general list of projects that were approved with the original MTP. This is the case with the amendments that the MPO is currently processing, which only include revisions to projects that are already in the MTP project list. When MPOs develop a new MTP, which includes new or revised demographic information and funding assumptions, is the opportunity to revisit the overall vision, mission, and goals of the long range plan that should reflect in the project that make up the plan. The El Paso MPO will be formally initiating the development of the 2050 MTP in the month of May which will include multiple public involvement opportunities to provide input on the long term vision for our region. We encourage you to participate in those activities to voice your ideas and concerns. This comment will be included in that effort as well.</p>

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Richard Teschner	For the sake of El Paso's economy, please complete all work on (and then activate) the projected Northeast Borderlands Expressway (NBE) before you start any work on the downtown El Paso I-10 trench/deck. It has been argued that the NBE will divert transcontinental traffic from frontage-road businesses both east and west of downtown. But it must also be noted that during the trench/deck construction and without an NBE, transcon traffic will AVOID El Paso altogether, given the extreme bottlenecks that the downtown construction will create.	The current 2045 Destino Metropolitan Transportation Plan (MTP) of the El Paso MPO shows the Borderland Expressway project initiating in 2029 while the project along I-10 that proposes to rebuild the segment that includes downtown El Paso is shown in 2031. Furthermore, the Regional Mobility Strategy (RMS) 2020, which is a strategic document that prioritizes projects already in the 2045 Destino MTP plan, shows the desired implementation of the Borderland Expressway in 2022 and the I-10 project though downtown El Paso in 2025. It should be noted that neither of these projects have any funds formally identified for construction. However, it shows the desire to implement Borderland Expressway first.
Robert Vines	Questions Speaking for one of the thousands who have to endure the stop and go rush-hour traffic through El Paso on I-10, I am really encouraged to see the consideration for widening this vital interstate corridor. A northern bypass of the city would also provide welcome relief for truckers and those simply passing through the city.	Thank you for your comment. The El Paso MPO recognizes the importance of the I-10 corridor through our region and supports projects that make the flow of people and goods along I-10 more efficient.
Sito Negrón	Public comment on Destino 2045 and 2021-24 TIP: I oppose the concept described in Destino 2045 and other planning documents for I-10 Segment 2, now known as Downtown 10. Expanding the highway and building frontage roads next to low income and historical neighborhoods in Central El Paso and Downtown, adding significant noise, vibration, and pollution, and taking more than 100 properties, is fundamentally incompatible with the vision for our community expressed in the award-winning 2012 City Plan and numerous other city initiatives. Do the necessary work of rebuilding the roadway quickly, to minimize disruptions to Downtown, its surrounding neighborhoods, and all El Paso commuters. Further, before working on I-10 Downtown, we must build the Northeast Borderland Expressway, which would take east and westbound I-10 traffic, and traffic heading up US 54, through the Anthony Gap, avoiding the Center of the City. This will ensure when any I-10 work starts that there are options to get through the Pass of the North, as well as to see what actual impact it has long-term on truck traffic that would be able to bypass the City	The project referred to in this comment is already included in the 2045 Destino Metropolitan Transportation Plan (MTP), but is not part of the amendments that are being proposed. However, the comment is very valid and the concerns described in it should be voiced during the project development activities that are being initiated by the Texas Department of Transportation (TxDOT). Specifically, TxDOT is starting the process to identify and evaluate different alternatives to address the multiple current and future needs on that segment of I-10 (e.g., reconstruction of pavement and structures, congestion relief, safety, etc.). MPO staff strongly encourages you and the general public to participate in the public involvement and comment activities that TxDOT will hold during this process. The current 2045 Destino MTP shows the Borderland Expressway project initiating in 2029 while the project along I-10 that proposes to rebuild the segment that includes downtown El Paso is shown in 2031. Furthermore, the Regional Mobility Strategy (RMS) 2020, which is a strategic document that prioritizes projects already in the 2045 Destino MTP plan, shows the desired implementation of the Borderland Expressway in 2022 and the I-10 project though downtown El Paso in 2025. It should be noted that neither of these projects have any funds formally identified for construction. However, it shows the desire to implement Borderland Expressway first.
Steve Fisher	Sunset Heights residents are uniformly against this project. At each local govt meeting we are told that we will be consulted --after they approve it. The DOT has an inadequate conceptualization of the traffic projections involved. I would write in more detail but doubt anyone cares.	The project referred to in this comment is already included in the 2045 Destino Metropolitan Transportation Plan, but is not part of the amendments that are being proposed. However, the comment is very valid and the concerns described in it should be voiced during the project development activities that are being initiated by the Texas Department of Transportation (TxDOT). Specifically, TxDOT is starting the process to identify and evaluate different alternatives to address the multiple current and future needs on that segment of I-10 (e.g., reconstruction of pavement and structures, congestion relief, safety, etc.). MPO staff strongly encourages you and the general public to participate in the public involvement and comment activities that TxDOT will hold during this process.

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Nicholas Quarm	<p>I oppose the concept described in Destino 2045 and other planning documents for I-10 Segment 2, now known as Downtown 10. Expanding the highway and building frontage roads next to low income and historical neighborhoods in Central El Paso and Downtown, adding significant noise, vibration, and pollution, and taking more than 100 properties, is fundamentally incompatible with the vision for our community expressed in the award-winning 2012 City Plan and numerous other city initiatives. Do the necessary work of rebuilding the roadway quickly, to minimize disruptions to Downtown, its surrounding neighborhoods, and all El Paso commuters. Further, before working on I-10 Downtown, we must build the Northeast Borderland Expressway, which would take east and westbound I-10 traffic, and traffic heading up US 54, through the Anthony Gap, avoiding the Center of the City. This will ensure when any I-10 work starts that there are options to get through the Pass of the North, as well as to see what actual impact it has long-term on truck traffic that would be able to bypass the City.</p>	<p>The project referred to in this comment is already included in the 2045 Destino Metropolitan Transportation Plan (MTP), but is not part of the amendments that are being proposed. However, the comment is very valid and the concerns described in it should be voiced during the project development activities that are being initiated by the Texas Department of Transportation (TxDOT). Specifically, TxDOT is starting the process to identify and evaluate different alternatives to address the multiple current and future needs on that segment of I-10 (e.g., reconstruction of pavement and structures, congestion relief, safety, etc.). MPO staff strongly encourages you and the general public to participate in the public involvement and comment activities that TxDOT will hold during this process. The current 2045 Destino MTP shows the Borderland Expressway project initiating in 2029 while the project along I-10 that proposes to rebuild the segment that includes downtown El Paso is shown in 2031. Furthermore, the Regional Mobility Strategy (RMS) 2020, which is a strategic document that prioritizes projects already in the 2045 Destino MTP plan, shows the desired implementation of the Borderland Expressway in 2022 and the I-10 project through downtown El Paso in 2025. It should be noted that neither of these projects have any funds formally identified for construction. However, it shows the desire to implement Borderland Expressway first.</p>

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<p>City of El Paso</p>	<p>The City of El Paso created a traffic fatality cross-functional team tasked with reviewing traffic-related fatal collisions. The team provides analysis and recommendations based on the available data. The data shows that the City of El Paso has seen a drastic increase in pedestrian fatalities in 2016, and this trend has continued on the following years. The data also shows that a significant number of fatal crashes occur on wide major arterial road. The Destino 2045 MTP shows 27 projects consisting of roadway widening and introduction of additional vehicular travel lanes. Arterial streets with 6 lanes of travel are particularly dangerous for vulnerable users such as pedestrians and bicyclists. Wide roads and large intersections are vehicular capacity driven, and sacrifice other users' safety. This fatal crash trend is not unique to El Paso. Smart Growth America's 2019 Dangerous By Design document states that in the past decade, the number of people struck and killed while walking increased by 35 percent nationally. 2016 and 2017 were the two highest years since 1990 for the number of people who were killed by drivers while walking. Unlike traffic fatalities for motor vehicle occupants, which decreased by 6.1 percent from 2008 to 2017, pedestrian deaths have been steadily rising since 2009. In 2015, 5,494 people died while walking, an unprecedented increase of 11.9 percent compared to the previous year. In 2016, pedestrian deaths rose by another 10.6 percent to 6,080. Additionally, more than 40% of pedestrian deaths in 2007 and 2008 in the U.S. occurred where no crosswalk was available. The Destino 2045 MTP also shows 3 projects consisting of road diets. FHWA states that road diets provide multiple benefits including enhanced safety, mobility and access for all road users and a "complete streets" environment to accommodate a variety of transportation modes. The resulting benefits include a crash reduction of 19 to 47 percent, reduced vehicle speed differential, improved mobility and access by all road users, and integration of the roadway into surrounding uses that results in an enhanced quality of life. Due to our non-attainments status and the current travel demand model, the City of El Paso has been limited on its efforts to implement road diet safety projects. City of El Paso staff recommends expedited consideration for road diet projects in order to better address safety concerns. In order to address the current trends, the City of El Paso adopted NACTO guidelines as the official guidelines for city projects. Staff is in the process of reevaluating its Complete Streets Policy and Safe Routes to School efforts in order to incorporate best practices to make our streets safer for all users. The Appendix D data shown in the Destino 2021-2024 is provided for the State of Texas, but specific crash data is not provided for the EPMPO planning area. Staff recommends that coordination is conducted at a local level to better implements safety projects and integrate the City of El Paso MTP. City of El Paso Streets and Maintenance staff recommends implementing best practices found in the following resources during project selection and design: . Introduction to Complete Streets presentation by Smart Growth America and the National Complete Streets Coalition . 2019 Dangerous By Design document by Smart Growth America and the National Complete Streets Coalition . NACTO Guidelines . FHWA Design for Pedestrians training . FHWA Bikeway Selection Guide . Safe Routes to School . City of El Paso Bike Plan</p>	<p>El Paso MPO staff appreciates your comments and concerns related to overall safety. The MPO documents, such as the 2045 Metropolitan Transportation Plan (MTP) must consider increasing safety of the transportation network as one of the priority goals, as established in federal planning regulations and guidelines. The El Paso MPO is currently coordinating and cooperating with the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA), and local partners, including the City of El Paso, in finding a way to increase safety by reducing collisions between motorized vehicles, bicyclists and pedestrians that results in serious injuries or fatalities. The El Paso MPO will be formally initiating the development of the 2050 MTP in the month of May which will include multiple public involvement opportunities to provide input on the long term vision for our region, to set goals and find a way to measure progress towards achieving this goal. We encourage you to participate in those activities to voice your ideas and concerns. This comment will be included in that effort as well.</p>

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<p>Alexandra Anello El Paso City Representative District 2</p>	<p>To Whom It May Concern,</p> <p>I am writing to you today on behalf of my constituents who will be impacted by the concept described in Destino 2045 and other planning documents for I-10 Segment 2, now known as Downtown 10. We stand very much opposed to these plans. Expanding the highway and building frontage roads next to low income and historical neighborhoods in Central El Paso and Downtown, adding significant noise, vibration, and pollution, and taking more than 100 properties, is fundamentally incompatible with the vision for our community expressed in the award-winning 2012 City Plan and numerous other city initiatives. This expansion is also fundamentally incompatible with the wishes of my constituents who ultimately fund such projects with their hard-earned tax dollars. We simply ask that you do the necessary work of rebuilding the roadway quickly to minimize disruptions to Downtown, its surrounding neighborhoods, and all El Paso commuters.</p> <p>Further, before working on I-10 Downtown, we must build the Northeast Borderland Expressway, which would take east and westbound I-10 traffic, and traffic heading up US 54, through the Anthony Gap, avoiding the Center of the City. This will ensure when any I-10 work begins that there are options to get through the Pass of the North, as well as to see what actual impact it has long-term on truck traffic that would be able to bypass the City. The I-10 Downtown project should ultimately be placed on hold until the Northeast Borderland Expressway project is completed.</p> <p>I have made numerous comments or had comments made on my behalf to both TXDOT and the MPO about my concern for the lack of a solid and final plan presented to El Paso tax payers. Making amendments to plans such as Destino 2045, in small portions furthers the confusion and lack of solid plan for the community to be able to respond to. You have the responsibility and ability to put together a concise plan and truly work with and help the community through the process which will result in a much better plan for El Paso and all El Pasoans.</p> <p>Thank you for your time and consideration of these ideas.</p>	<p>The project referred to in this comment is already included in the 2045 Destino Metropolitan Transportation Plan (MTP), but is not part of the amendments that are being proposed. However, the comment is very valid and the concerns described in it should be voiced during the project development activities that are being initiated by the Texas Department of Transportation (TxDOT). Specifically, TxDOT is starting the process to identify and evaluate different alternatives to address the multiple current and future needs on that segment of I-10 (e.g., reconstruction of pavement and structures, congestion relief, safety, etc.). MPO staff strongly encourages you and the general public to participate in the public involvement and comment activities that TxDOT will hold during this process. The current 2045 Destino MTP shows the Borderland Expressway project initiating in 2029 while the project along I-10 that proposes to rebuild the segment that includes downtown El Paso is shown in 2031. Furthermore, the Regional Mobility Strategy (RMS) 2020, which is a strategic document that prioritizes projects already in the 2045 Destino MTP plan, shows the desired implementation of the Borderland Expressway in 2022 and the I-10 project through downtown El Paso in 2025. It should be noted that neither of these projects have any funds formally identified for construction. However, it shows the desire to implement Borderland Expressway first.</p>

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<p align="center">David Stout El Paso County Commissioner Precinct 2</p>	<p>To Whom It May Concern:</p> <p>It is my intent to provide public comment for the Amended Destino 2045 Metropolitan Transportation Plan (MTP).</p> <p>As the elected county representative for Central/Downtown/North-East(part)/East (part)/and Upper Valley (part) El Paso, I write to voice my strong opposition to the concept described in the Destino 2045 MTP for I-10 Segment 2, known as Downtown 10. My constituents have reached out directly to my office to express their concerns, specifically regarding Segment 2. I echo their concerns, and write to express that I do not believe that the information provided in the Destino 2045 MTP is sufficiently vetted or justified with research or data. My staff and I have reviewed the MTP and have not found citations or sources to rationalize or justify the need for expansion.</p> <p>I am concerned for what the expansion would mean for our community. Specifically in Segment 2, I am concerned about the potential displacement of individuals and the loss of property. This would remove a number of residences and businesses that add color to our community, to say nothing of removing a number of commercial properties from tax rolls and increasing local tax burden on residential properties.</p> <p>I am concerned that while the plan calls for connectivity, the access road I see running through Segment 2 would lead to LESS connectivity between the neighborhood north of I-10 and Downtown El Paso. My staff has also done research that indicates that Segment 2 of I-10 is the section of I-10 that experiences the least amount of accidents through the entire corridor. We have found scientific articles that reference road narrowing as a contributing factor to reducing traffic speeds and reducing accidents. While some may claim that the “bottleneck” that is created in Segment 2 needs to be addressed to provide better flow through I-10 in downtown El Paso, I believe the reduction in lanes is actually a positive way to reduce accidents through a section of I-10 that has the turns and curves it has.</p> <p>While this Segment 2 is my greatest point of concern through the plan, I am also concerned with the other modeling TxDOT has produced on the Reimaginei10.com website. The blatant disregard for homes, churches, and businesses concerns me for a myriad of reasons, but most of all because I am not convinced the need exists. I urge TxDOT to disclose the facts and figures that are supporting these recommendations so that concerned citizens and business and community leaders can examine them for ourselves.</p> <p>Should you wish to discuss this further, please do not hesitate to contact me at (915) 546-2111.</p>	<p>The project referred to in this comment is already included in the 2045 Destino Metropolitan Transportation Plan, but is not part of the amendments that are being proposed. However, the comment is very valid and the concerns described in it should be voiced during the project development activities that are being initiated by the Texas Department of Transportation (TxDOT). Specifically, TxDOT is starting the process to identify and evaluate different alternatives to address the multiple current and future needs on that segment of I-10 (e.g., reconstruction of pavement and structures, congestion relief, safety, etc.). MPO staff strongly encourages you and the general public to participate in the public involvement and comment activities that TxDOT will hold during this process.</p>