



# DESTINO 2045

METROPOLITAN TRANSPORTATION PLAN

## PUBLIC INVOLVEMENT SUMMARY

EL PASO METROPOLITAN PLANNING ORGANIZATION

APRIL 2018



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## MEMORANDUM

DATE: April 10, 2018  
TO: Roger Williams, EPMPO Assistant Director  
CC: JD Allen, AICP; Ben Magallon  
FROM: Jonathan Mosteiro, AICP  
RE: El Paso Destino 2045 MTP – Public Involvement Results

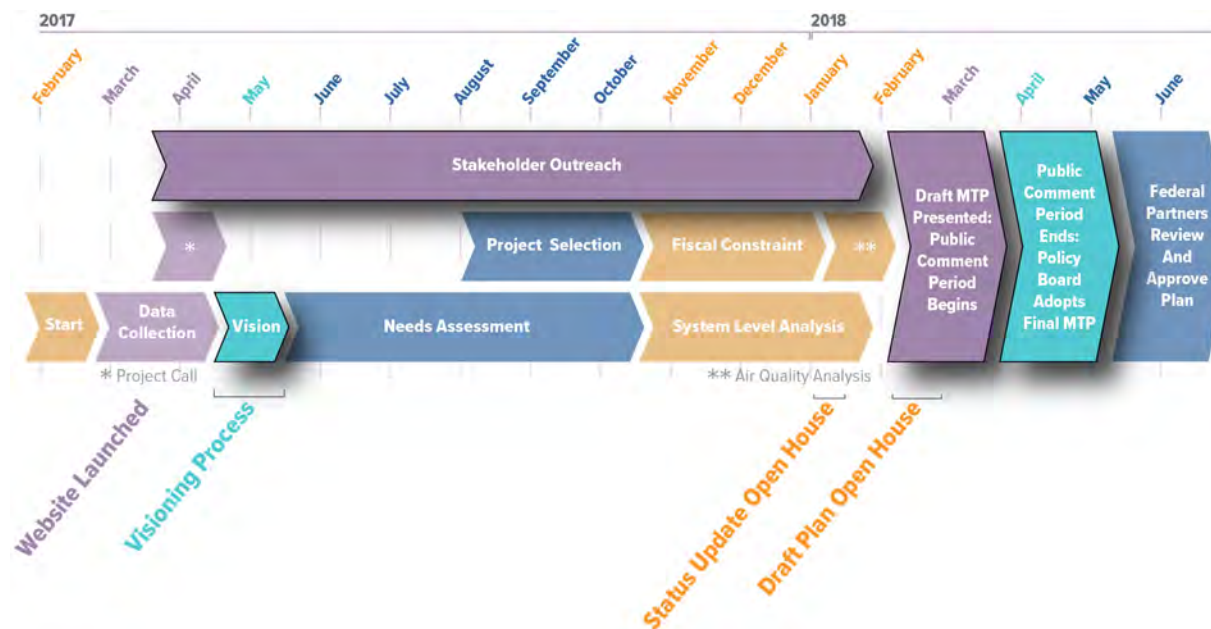
This technical memorandum documents the results of public involvement and stakeholder outreach activities performed in support of the Destino 2045 Metropolitan Transportation Plan (MTP) update. Public and stakeholder involvement in the development of the Destino 2045 MTP was encouraged early in the process and throughout plan development using the El Paso Metropolitan Planning Organization's adopted Public Participation Plan (PPP). The public outreach plan identified four key stages of public involvement; for each stage, a separate tech memo was prepared that summarized the results of that stage. This memorandum combines each of these memos to provide a comprehensive overview of public involvement activities throughout the development of the MTP. The four stages are as follows:

- Development of a Community Vision (Public Visioning Workshops/1st Round of Public Meetings)
- Consultation on Regional Transportation Needs (Stakeholder Engagement)
- Review of Technical Analyses Performed as Part of Plan Development (2nd Round of Public Meetings)
- Review of the Draft Destino 2045 MTP

These components were supplemented by a project website developed by Alliance Transportation Group Inc on behalf of the El Paso Metropolitan Planning Organization (EPMPO), [www.elpasofwd.com](http://www.elpasofwd.com). The website became publicly available at the outset of the visioning process and provided a platform for continuous engagement and dissemination of project information throughout the entire lifecycle of the MTP development process. **Figure 1** represents the timeline for the MTP Process, highlighting the public involvement components. A compilation of public outreach materials and methods can be found in **Appendix A**.



FIGURE 1: DESTINO 2045 MTP TIMELINE



## VISIONING PROCESS

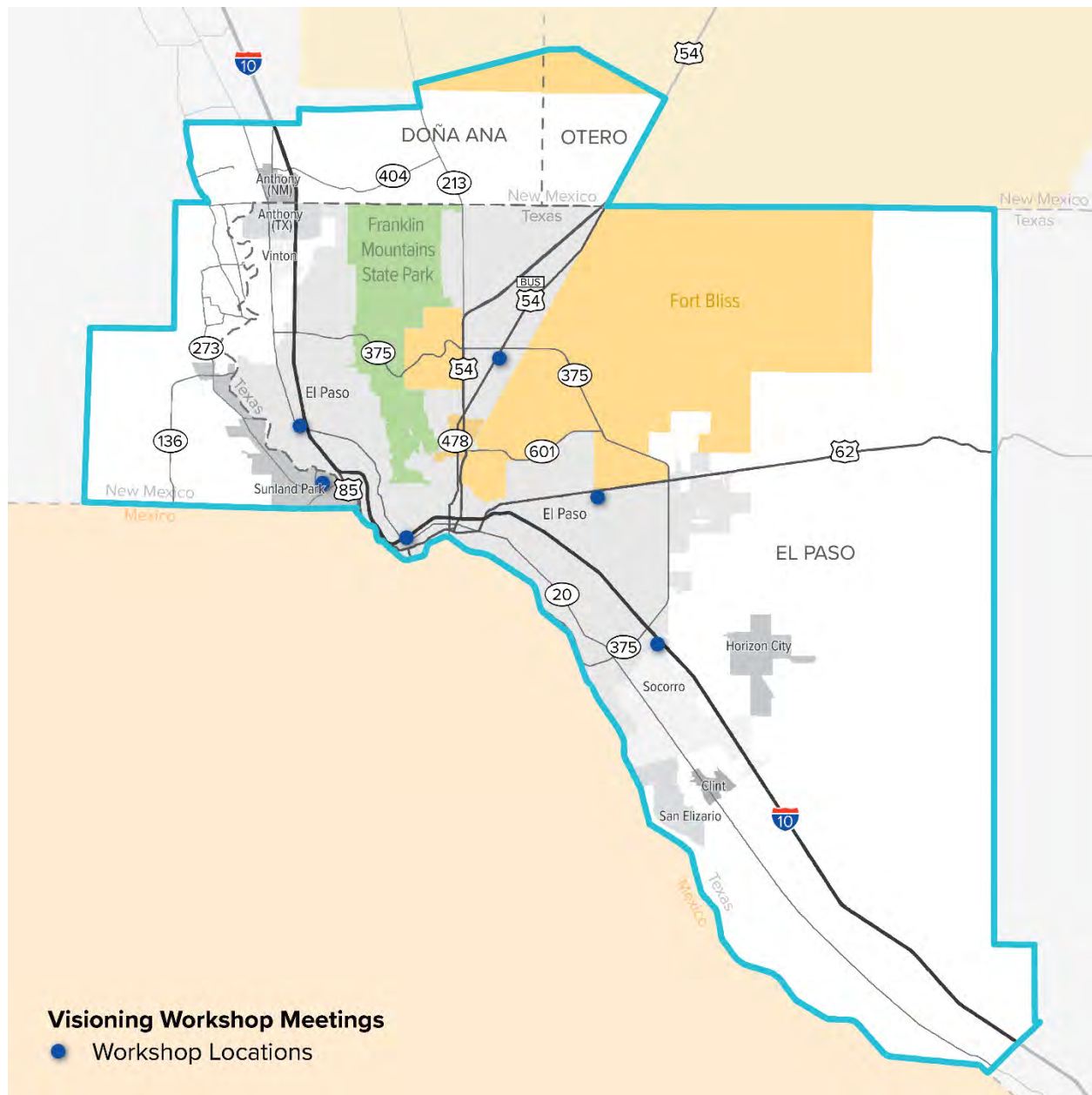
The project team conducted a series of public visioning workshops as a part of the robust public engagement effort associated with this plan. During the public visioning workshops and online visioning sessions, participants identified several deficiencies with the existing transportation system, including; congested roadways, connectivity and cooperation throughout the region, mobility and accessibility barriers for older adults and individuals with disabilities, safety and security concerns, and a shortage of bicycle and pedestrian infrastructure. In addition to identifying transportation system deficiencies, participants completed activities to determine the most important focus areas for prioritizing projects in the MTP. These factors included: increasing multimodal options, improving safety and quality of life, connecting modes of travel, and improving access. Participant’s visioning workshop workbooks and materials can be found in **Appendix B**. The series of six identical public visioning workshops between May 1st, 2017 and May 6th, 2017 are represented in **Table 1**, and **Figure 2**.

TABLE 1: PUBLIC VISIONING WORKSHOPS

DATE	LOCATION	ADDRESS
May 1st, 2017	Northeast RCC	9600 Dyer St, El Paso TX
May 2nd, 2017	Westside RCC	4801 Osborne Dr, El Paso TX
May 3rd, 2017	Sunland Park Library	1000 McNutt Rd, Sunland Park NM
May 4th, 2017	Pebble Hills RCC	10780 Pebble Hills Blvd, El Paso TX
May 6th, 2017	El Paso Museum of Art	One Arts Festival Plaza, El Paso TX
May 6th 2017	EPCC Mission del Paso	13247 Alameda Ave, Clint TX

These workshops were held at various locations across the El Paso region to maximize participation by providing individuals with multiple opportunities to engage, and those that were not able to participate in one of the meetings were invited to provide their input through the survey on the Destino 2045 website.

FIGURE 2: VISIONING WORKSHOP LOCATIONS



In advance of the Visioning Workshops, the project team developed a newspaper ad, published the event and survey on the project website, and provided EPMPO with a media release and sample social media content.

These workshops and online visioning sessions were designed to:

- 1) gather information regarding transportation needs in the region;
- 2) identify deficiencies in the current transportation system;
- 3) develop a community vision for future growth within the region; and
- 4) identify appropriate modes and infrastructure for supporting future growth.



## VISIONING WORKSHOP FORMAT

The following sections describe the exercises conducted during the in-person public visioning workshops.

### EXERCISE 1: STAKEHOLDERS PRESENT

During the first exercise, visioning participants were asked to self-identify the stakeholder groups to which they belong. This information was requested to gauge stakeholder representation during the visioning activities and identify stakeholder groups that were under represented, so additional targeted outreach could be done on subsequent public engagement activities. Many important stakeholder groups in the region were represented and tabulated from the 43 workbooks that were returned at the completion of the public visioning workshops. Though stakeholder representation was extensive during the visioning activities, certain groups were found to be underrepresented. Special attention was subsequently placed on outreach efforts targeted toward engaging representatives from these stakeholder groups throughout the lifespan of the project.

TABLE 2: STAKEHOLDER GROUP REPRESENTATION

STAKEHOLDER GROUP	NUMBER OF RESPONDENTS IDENTIFIED
Private Auto/SUV/Pickup User	37
Pedestrian Facility (Sidewalks, Hike & Bike Trail, Tec) User	37
Airport User	37
Member of Community Group (Such as Neighborhood Association, Civic Club, Etc.)	26
Bicycle User	21
Public transit user of Sun Metro	19
Responsible for transportation of children	12
Member of environmental protection organization	8
Member of historic or cultural preservation organization	8
Member of A Population Traditionally Underserved by The Transportation System	8
Business Owner	6
Representative of an agency that is responsible for transportation safety	6
Intercity bus or rail user	5
Planning Organization Member	5
Public transit user of El Paso County Transit	4
Transit for the elderly and disabled user	4

Though stakeholder representation was extensive during the visioning activities, the groups shown below in Table-3 were underrepresented. Special attention was subsequently paid to outreach efforts targeted toward engaging representatives from these stakeholder groups, particularly freight/shipping companies and environmental groups.

TABLE 3: STAKEHOLDER GROUP UNDER-REPRESENTATION

STAKEHOLDER GROUP	NUMBER OF RESPONDENTS IDENTIFIED
Representative of an agency that supports ride-sharing	2



Representative of an agency that is responsible for energy	2
Representative of an agency that regulates public parking	1
Representative of an agency that is responsible for natural resources	1
Representative of an agency that is responsible for environmental protection	1
Representative of an agency that is responsible for historic preservation	1
Airport operator	0
Private transportation provider (e.g. taxis, buses, etc.)	0
Tribal Official	0
Freight handler or freight company owner	0

## EXERCISE 2: CURRENT STATE OF THE TRANSPORTATION SYSTEM

The second exercise asked participants to provide their thoughts on the current transportation system. Participants provided a variety of responses, which were summarized and grouped in to the following categories:

### *ROADWAYS*

During group discussions, participants identified several key issues regarding the existing roadway network. Participants raised the issue that all road users are affected by the reduction of emergency lanes/shoulders, which they believe has led to increased congestion. The Mesa, Sunland Park, and Doniphan corridor areas were highlighted as areas in which increased traffic was observed. The anticipation of expanding Loop 375 raised concerns of contributing to El Paso's congestion.

Many participants spoke on the increasing amounts of traffic downtown, resulting in the reduced usability of Chamizal Park. Participants were also vocal against arbitrarily improving highways whilst not investing in other modes of transportation, citing other cities' failures in reducing traffic congestion by adding highway lanes and not developing transit services. Furthermore, discussion was raised on the topic of decreased amounts of funding being available through the gas tax, and how El Paso needs to keep this in mind when considering infrastructure expansion.

### *SAFETY*

Safety was a top concern for many of the participants during the visioning workshops. Some participants identified Alabama and Scenic Drive as potential dangerous areas for both motorists and pedestrians. One elderly resident vocalized that she would be more open to using transit if there were safer crosswalks near the bus stops, as well as general pedestrian amenities that better connected the aging population to transit nodes. Many were also concerned with excessive speeds used by motorists throughout the region, citing it as a factor that discouraged them from trips on foot, alongside other factors such as narrow sidewalks and poor lighting in some areas. There were also overarching concerns regarding the safety of cycling infrastructure.

### *REGIONAL MOBILITY*

Many visioning workshop participants vocalized their concern for a lack of connectivity between the major areas in the region, citing both connectivity between Las Cruces and EL Paso or just within the confines of metro El Paso. Many noted a form of rapid transit connecting Las Cruces and El Paso would serve the region well, as they work or live in-between the two cities, and as it stands owning a vehicle is the only viable form of transportation available to them. Other comments focused on creating better connections within El Paso, specifically through connections between the northern parts of the city and Downtown/UTEP. Furthermore, many residents noted a desire for better communication and coordination between the Las Cruces and El Paso MPO's, citing some agencies in the region being "too territorial".



### *PUBLIC TRANSPORTATION*

Improved public transportation and transit was a widely-discussed topic during the visioning segments. Many noted the current state of transit in El Paso to be “sluggish”, citing low frequency service that was unreliable, especially for commuters who need to travel during off-peak periods for work. Some participants described bus fares as being too expensive and a potential barrier for entry into utilizing transit. One participant noted that land use needs to support the effectiveness of proper transit planning, i.e. surrounding bus stops with places people want to visit (retail, grocery, schools, public services, dining, etc.). There was also a need for higher frequency routes connecting important locations, such as linking west El Paso with Downtown / UTEP. Residents also noted they want transit technology to add to their experiences, with smartphone apps that allow the user to see real time bus arrival and departure information. There was also indication that people would rather create connections on bicycle and foot and ditch their vehicles, with many calling for infrastructure that links active transportation to transit.

### *ACTIVE TRANSPORTATION*

A large portion of visioning workshop contributors voiced their concerns for revamping the region’s active transportation infrastructure, beginning with improved bicycling and pedestrian facilities. There was concern that the region may not be able to meet the demand of cyclists hoping for a more active form of transportation if there are not improvements to the infrastructure. Many cited the older areas of El Paso lacking proper sidewalks or bike lanes, especially in the Northeast. Furthermore, many noted the existing bike facilities are isolated from one another. Other residents raised safety concerns, citing bike lanes with too much interference in them or being dissuaded from using bicycle lanes with their children. Many also hope for better bicycle and pedestrian facility connections to transit, which they believe could lead to healthier lifestyles for the community and reduced emissions from motor vehicles.

## **EXERCISE 3: RANKING AND SCORING CRITERIA**

Exercise 3 asked participants to rank criteria based on each criterion’s importance to the region. At the workshops, participants did this activity both in groups and individually, while web participants completed only an individual exercise. This exercise illustrates the transportation values of participants, and the results of this exercise will help EPMPO develop performance measures for the MTP and provide context for prioritizing potential MTP projects.

### *EVALUATION CRITERIA*

Workshop moderators developed the following criteria to assist in the evaluation of transportation programs and projects to be included in the final MTP and provided participants explanations of the criteria to assist in the ranking process. Refer to Chapter 4 for a complete description of the evaluation criteria.

#### **Improve Safety**

Safety means protecting against unintentional harm and relates to both motorized and non-motorized modes of travel.

Strategies to improve safety can include: reducing the number of automobile crashes resulting in personal injury, reducing the number of infrastructure failures that cause personal injury, or improving operations of an emergency counter flow plan on select thoroughfares in response to a major event.

#### **Improve Security**

Security means protecting against intentional harm and relates to both motorized and non-motorized modes of travel.

Strategies to improve security can include: reducing the risk of individual acts of criminal behavior on a transit line, improving the capacity for emergency personnel to respond following an act of terrorism, or reducing emergency response time to incidents through improved access roadways.



### Protect the Environment

Protecting the environment means safeguarding the natural and built characteristics of a community. Important environmental protection issues are maintenance of clean air and flood protection.

Strategies for protecting the environment are as unique as the local environments they serve, but can include: reducing air pollution from vehicles and avoiding animal habitats during roadway construction.

### Reduce Congestion

Congestion means a roadway system is operating at speeds slower than that for which it was designed. Congestion levels can be measured quantitatively, but the tolerance for congestion is defined locally. For example, individuals living in Bossier or Caddo parishes may find levels of congestion that are far below what is experienced regularly by the citizens of Los Angeles as unacceptable. Therefore, congestion is evaluated both quantitatively and qualitatively based on input from the public.

Strategies for reducing congestion can include: adding turning lanes, improving signalization, or increasing the number of lanes on a roadway.

### Promote Efficiency

Efficiency means improving system management, preserving the existing transportation system, and reducing the cost to provide services or infrastructure.

Strategies to promote efficiency can include: establishing a travel demand management program and establishing a regular repair and/or maintenance or cost-sharing program.

### Support Economic Development Goals

Economic development is the sustained effort to improve the wealth and standard of living of a community. Economic development goals are framed by the economic development plans of the local jurisdictions and can be impacted by many factors, one of which is the transportation system. Some of these goals include enabling global competitiveness, productivity, and efficiency.

Strategies to support economic development goals can include: providing pedestrian amenities along a business corridor, improving the efficiency of freight movement to and from a port, providing transit access to mixed-use neighborhoods, or connecting tourist destinations by circulator buses.

### Support Land Use Goals

Land use encompasses the human activities undertaken to modify the natural environment. Land use goals of the community are defined by the planning ordinances and land use plans of the local jurisdictions, as well as through the public visioning process.

Strategies to support land use goals can include: refraining from building new roadways in areas prone to flooding, providing transit to areas designated for transit-oriented development, providing lanes for non-motorized travel, or improving and expanding the roadways into areas designated for new residential construction.

### Increase Street Connections

Street connectivity is the ease by which people and goods can move to their desired destinations. Connectivity relates not only to travel within the community, but also to external destinations - regional, national, and international.

Strategies for increasing street connections can include: adding bridges across water barriers, adding access roadways to neighborhoods, adding bike and pedestrian paths from neighborhoods to schools, providing transit service that allows people who live in the city to commute to suburban jobs, or providing highway facilities to ports and rail terminals.



### Improve Access

Improving access involves controlling and managing the ingress and egress points to a transportation facility by balancing the number of access points and traffic efficiency on a transportation facility, rather than merely increasing the number of access points.

Strategies for improving access can include: introducing an access management program that establishes design standards, reducing the number of driveways that enter a major arterial, implementing shared driveways, increasing the number of transit stops in the community, improving roadways prior to allowing new development, developing a hierarchical master street plan that designs roadways based on use, or constructing infrastructure that would allow cyclists and pedestrians to cross interstates.

### Connect Modes of Travel

Connecting modes of travel means ensuring that people and goods can transition easily from one travel mode to another.

Strategies for connecting different travel modes can include: installing bike racks on buses, completing sidewalks near transit stops, or constructing a transfer terminal where containers can be transferred from barges or rail cars to trucks.

### Conserve Energy

Conserving energy means using fewer natural resources while using the transportation system.

Strategies for conserving energy can include: reducing the number of miles driven, reducing the use of single occupancy vehicles, increasing travel using non-motorized modes of travel, or reducing freight truck idling.

### Improve Quality of Life

Quality of life is the personal satisfaction or general sense of well-being an individual or society experiences. The transportation system can have both positive and negative impacts on a region's quality of life. Examples of ways that the transportation system can have a negative impact on the quality of life in a community are: addition of access points to a neighborhood that encourages through traffic and endangers children at play, widening of roadways to improve port access that also encourages truck traffic carrying hazardous materials through residential neighborhoods, an increase in noise or pollution from added lanes, lack of aesthetic amenities along roadways, or lack of restrictions on the movement of heavy trucks through historic neighborhoods causing destructive vibrations in historic structures.

Strategies for improving quality of life through the transportation system can include: reducing mobility gaps experienced by low-income communities, reducing the time that families spend commuting to school and work, reducing crime near transit stops, increasing community walkability, or improving access to recreation areas.

### Increase Multi-Modal Options

Increasing multi-modal options means constructing or developing alternative travel modes for people and goods that do not currently exist in the community, thereby allowing individuals to select the most convenient mode of travel given their destination and/or purpose of their trip.

Strategies for increasing multi-modal options can include: expanding public transportation into previously unserved areas, expanding the hours of operation for a transit system, increasing the number of streets with sidewalks, increasing intermodal freight transfer facilities, increasing park and ride facilities, or increasing in the number of sidewalks that meet ADA accessibility requirements.

### Preserve Rights-of-Way

Preserving rights-of-way means acquiring land prior to development in anticipation of future transportation infrastructure expansion. When streets and highways are expanded, either through the addition of miles or the widening



of existing roadways, land must be purchased. The more developed the area, the more expensive it is to acquire the land.

Strategies for preserving rights-of-way can include: purchasing enough land to build a four-lane highway even though the current plans only call for the construction of a two-lane facility, purchasing land at points along an interstate where future entrances are planned, although no development currently exists, or by restricting development along transportation corridors providing access to industrial areas through land use ordinances.

#### *PRIORITIZING THE EVALUATION CRITERIA*

To determine how the criteria should be used to inform MTP performance measures, workshop and web participants were asked to weight the criteria. Workshop participants did this exercise as a group and individually, while web participants completed an individual exercise. Workshop participants were each given 24 dots to place on their group's board displaying each evaluation criterion. Participants could allocate their allotment of dots to any criterion as they saw appropriate, with each dot acting as a "vote" of importance for the criterion to which it was allocated as shown in **Figure 3**

For the individual exercise, participants were asked to rate the importance of each criterion on a scale from 1 to 5 with 1 meaning unimportant and 5 meaning extremely important.

The responses from the group and individual scoring exercises at the public visioning workshops were combined to create preliminary evaluation criteria ranking. The final evaluation criteria ranking also incorporated feedback gathered from the online survey and helps provide a clear picture of community priorities regarding the future of the regional transportation system.



FIGURE 3: EXAMPLE EVALUATION DOT RANKING BOARD

TABLE #: 1  
5-1-17

CRITERIA	RANKING DOTS	COUNT
Improve Safety		10
Improve Security		5
Protect the Environment		13
Reduce Congestion		12
Promote Efficiency		8
Support Economic Goals		4
Support Land Use Goals		4
Increase Connections		8
Improve Access		14
Connect Modes of Travel		5
Conserve Energy		13
Improve Quality of Life		10
Increase Multi-modal Options		11
Preserve Right-of-Ways		9



For the individual exercise, participants were asked to rate the importance of each criterion on a scale from 1 to 5 with 1 meaning unimportant and 5 meaning extremely important (Figure 4).

FIGURE 4: INDIVIDUAL SCORING EXERCISE ON PARTICIPANT RESPONSE SHEET

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## PARTICIPANT RESPONSE SHEET


### *EXERCISE 3. RANKING & SCORING CRITERIA*

**TASK 2:**

Please use the following chart to score each individual criterion once again - based solely on your personal preferences. **Circle** the appropriate number for every criterion based on the following scale:

- 5 = Extremely Important
- 4 = Very Important
- 3 = Important
- 2 = Not Very Important
- 1 = Unimportant

CRITERIA	5	4	3	2	1
Improve Safety	5	4	3	2	1
Improve Security	5	4	3	2	1
Protect the Environment	5	4	3	2	1
Reduce Congestion	5	4	3	2	1
Promote Efficiency	5	4	3	2	1
Support Economic Development Goals	5	4	3	2	1
Support Land Use Goals	5	4	3	2	1
Increase Connections	5	4	3	2	1
Improve Access	5	4	3	2	1
Connect Modes of Travel	5	4	3	2	1
Conserve Energy	5	4	3	2	1
Improve Quality of Life	5	4	3	2	1
Increase Multi-modal Options	5	4	3	2	1
Preserve Right-of-Ways	5	4	3	2	1







## EXERCISES 4 & 5: GROWTH TRENDS & ENVISIONING THE FUTURE TRANSPORTATION SYSTEM

The final exercise for workshop participants was a facilitator-led group discussion regarding the same questions as those provided to the online participants, but workshop participants were asked to identify the location of growth areas and transportation needs on large maps located at each table.

Figure 5 through Figure 15 display the areas participants identified during this activity. The numbers marked on each map correspond to comments located below each map. Some comments have been paraphrased or rewritten for clarity.

FIGURE 5: PUBLIC VISIONING WORKSHOP MAP 1 NORTHEAST REGIONAL COMMUNITY CENTER

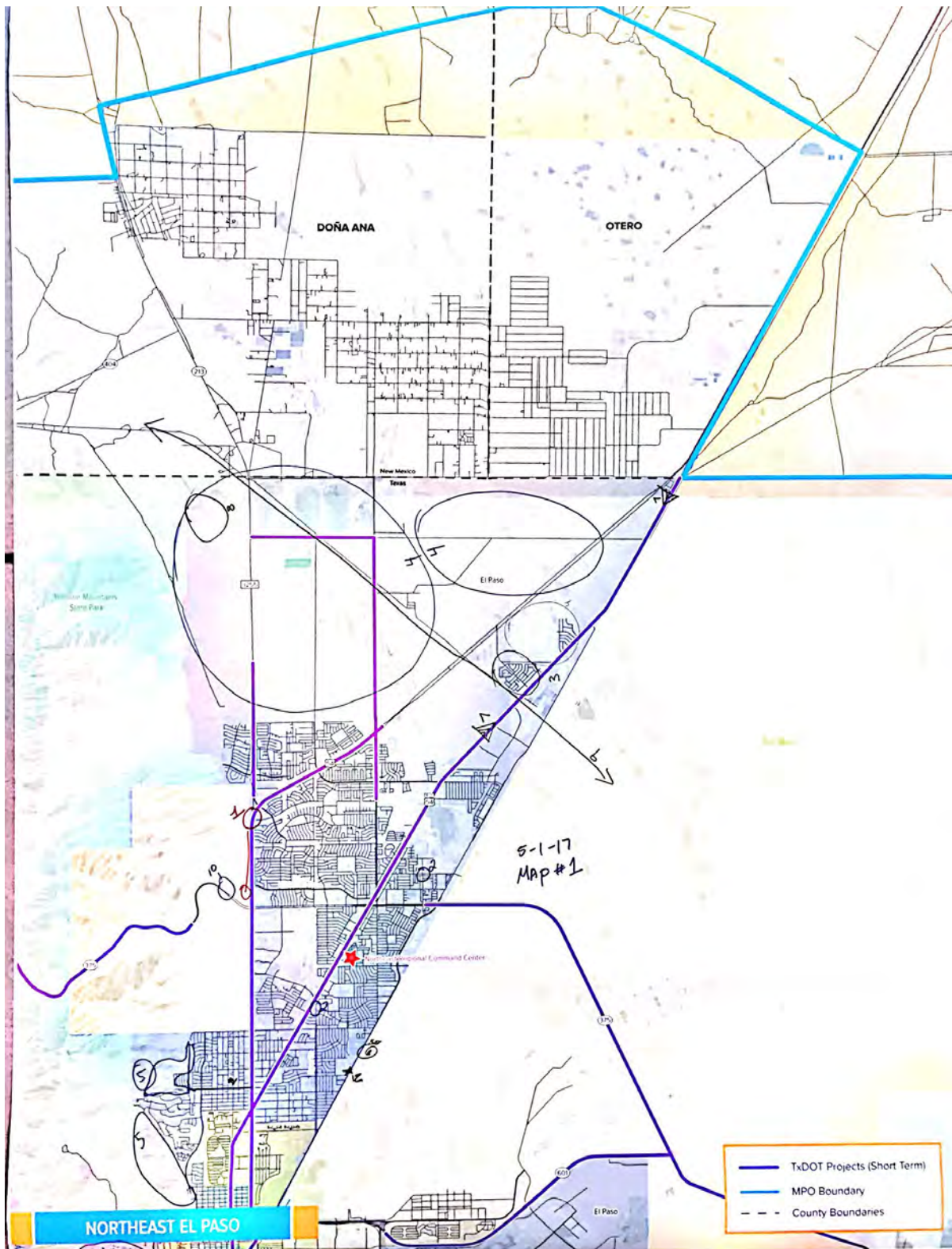
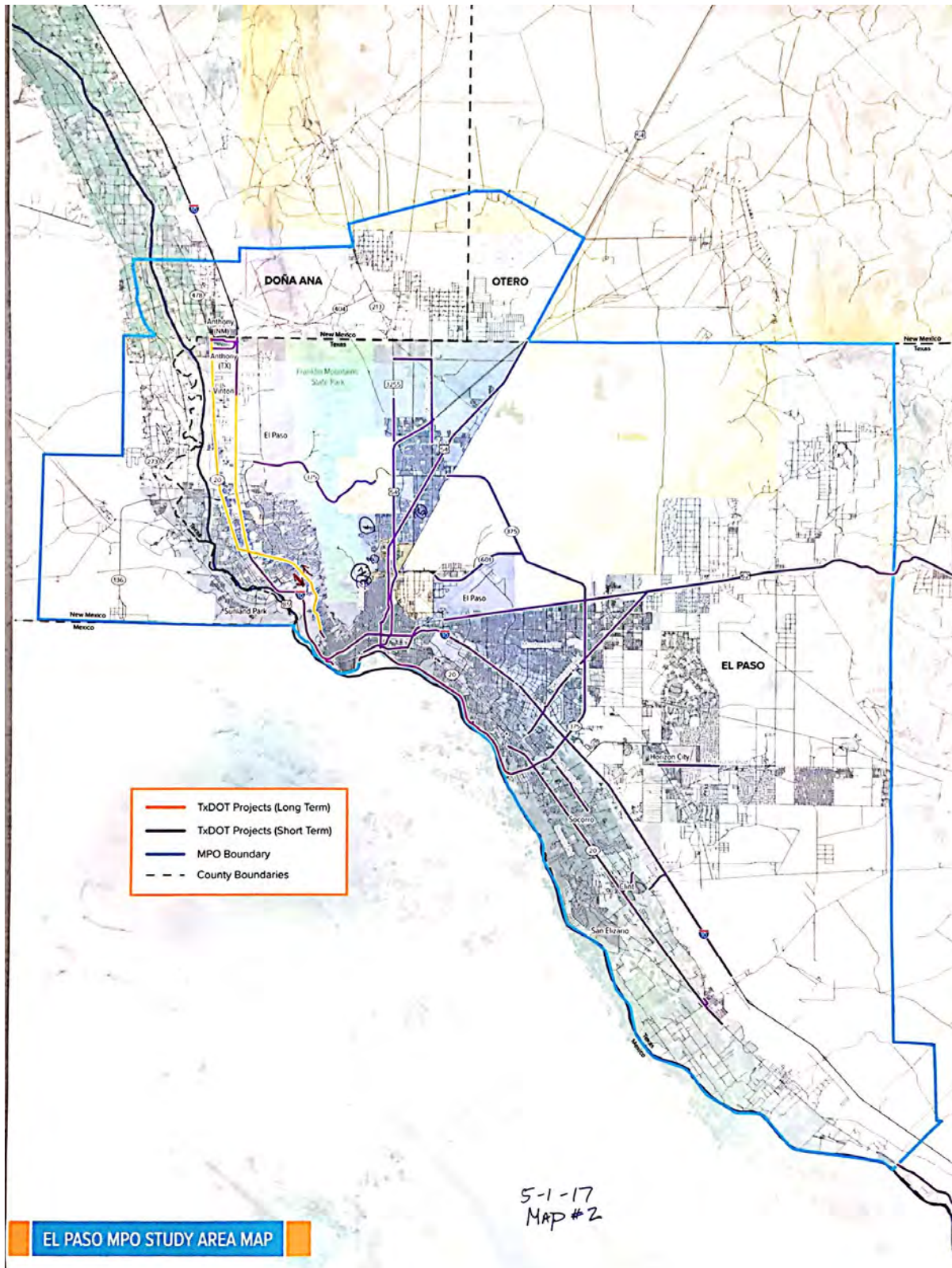


FIGURE 6: PUBLIC VISIONING WORKSHOP MAP 2 -NORTHEAST REGIONAL COMMUNITY CENTER





*PUBLIC VISION WORKSHOP – NORTHEAST RCC GROUP COMMENTS*

1. There is quite a good amount of congestion and pinch points at S4 and MLK, as well as Fort Buss.
2. This area is prone to flooding.
3. Mesquite Hills is an area of growth and could potentially be well suited for transportation investments.
4. There is high growth slated for the future of El Paso, EPWU selling land by State Border
5. Selling land for private development should be open.
6. Railroad at this section is too fast and turns at dangerous speed as well.
7. There is a dangerous bottleneck between Mesquite and New Mexico.
8. Should increase the use of McKelligon Canyon on weekends. But Alabama street has a blind curve (badly engineered) and heavy bicycle lanes at Fred Wilson Ave. There is a lot of bicycle traffic and not enough bicycle infrastructure available on the road
9. 2. Bicyclists and pedestrians are scared due to the heavy traffic of sand trucks going northbound on Alabama Street. There is a lack of lighting of the canyon and narrow lanes.
10. 3. Erosion of dirt sand – Collapse under paper (Mountain). Should be removed on northbound Alabama and Sunnyside (eastside of Alabama).
11. 4. The new development of houses is not properly planned for the water run-off that occurs at Hondo Pass Drive.
12. The houses are getting damage by the heavy rain (drainage).
13. Two blocks from Hondo Pass Dr. and Mount St. at the end of Rutherford. Neighbors cannot stop the waves coming from the high water and sandbags do not last.
14. When I-10 Gets congested, Mesa gets congested. It is not safe to ride bicycles. They should have a lane for only bicycles.

FIGURE 7: PUBLIC VISIONING WORKSHOP MAP 1: WESTSIDE REGIONAL COMMUNITY CENTER

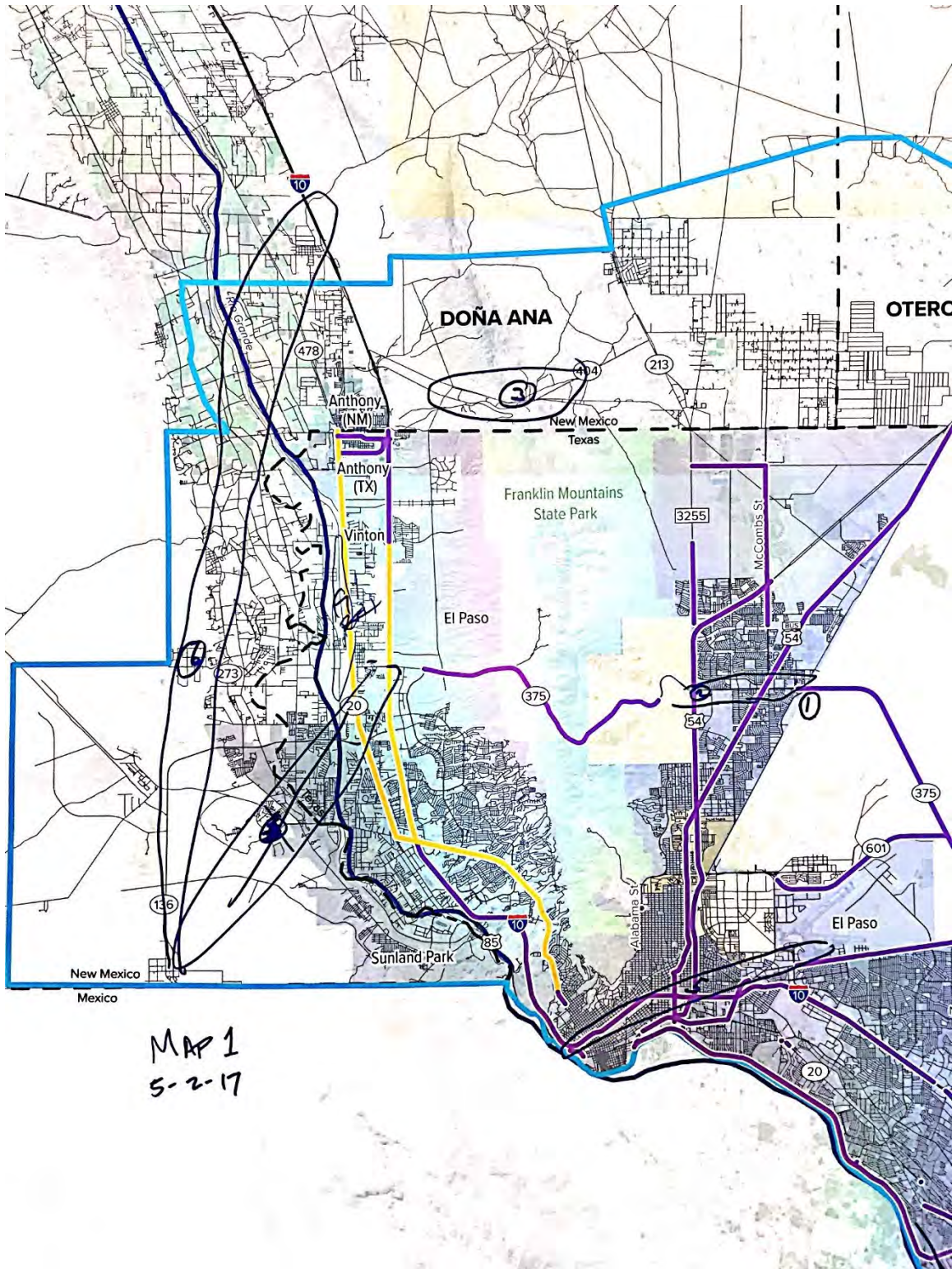
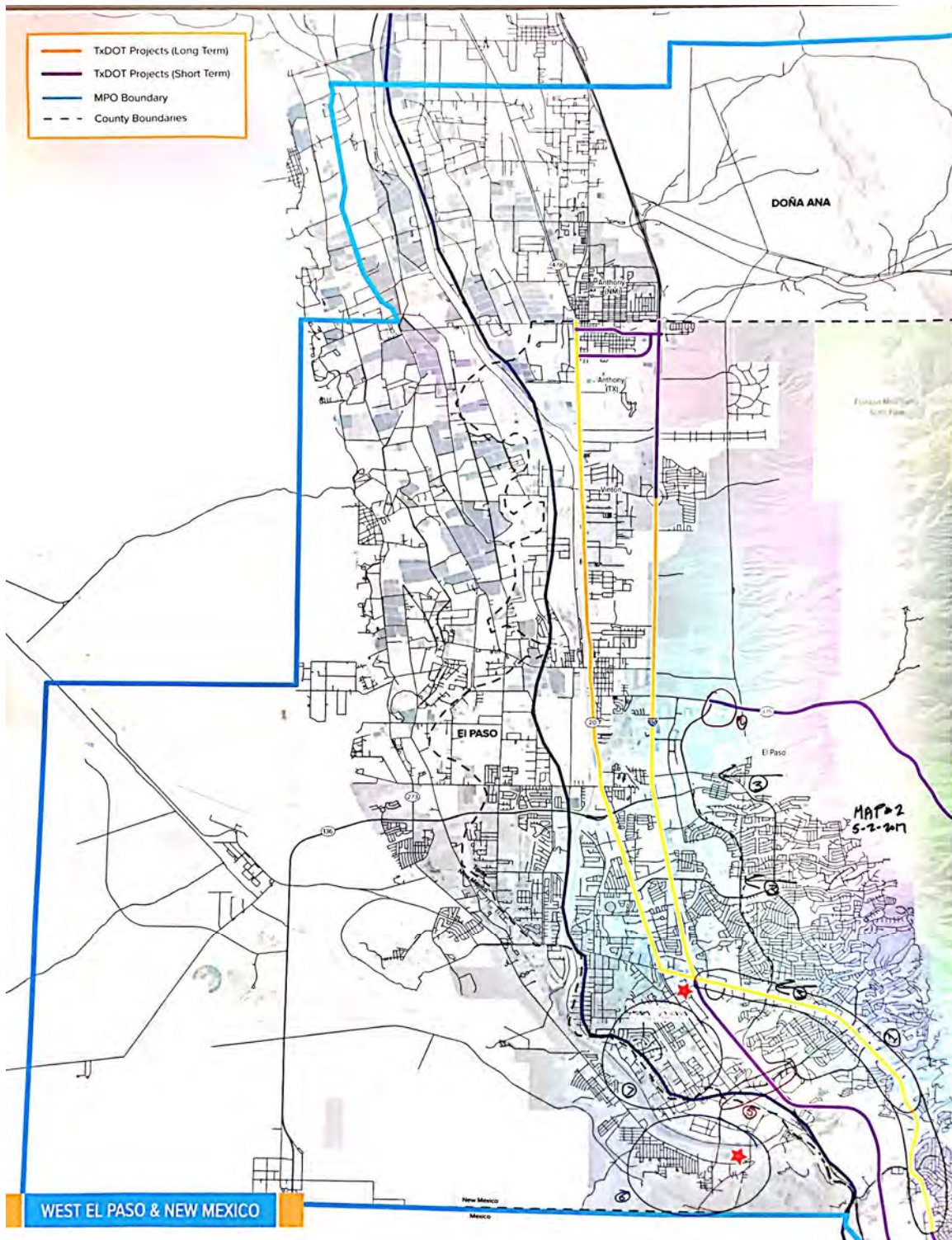


FIGURE 8: PUBLIC VISIONING WORKSHOP MAP 2: WESTSIDE REGIONAL COMMUNITY CENTER



*PUBLIC VISION WORKSHOP – WESTSIDE RCC GROUP COMMENTS*

1. Coming off from US 54 (coming from North, going to South), more entrance ramps to Loop 375 should be added. There is insufficient access.
2. Same comment as 1.
3. New Mexico must be able to accommodate on their side the need to have the Loop 375 extension project. If Loop 375 extension is continued, the 404 project needs to be widened. Lanes need to be widened.
4. Create a new extension from Loop 375 and Tornillo Port of Entry, and ultimately get more streets/connectors into the San Elizario areas and up to I-10.
5. Creation of a point-of-entry that directly connects to the airport.
6. Create a rail or a highway connection that starts from Santa Teresa Port of Entry and runs all the way north to New Mexico.
7. Add more overpasses on the rail that is located over Doniphan. This is the rail line running north on the map.
8. Bus along this portion of roadway back up traffic
9. New hospital here, which has been spurring growth in a good way for the entire upper valley
10. Lots of debris along this stretch from runoff on Resler, water breaks.
11. Doniphan should be developed to handle more growth
  - a. Heavily populated areas should have dedicated bike lanes.
12. Sunland park needs grade separation
13. As growth increases in Sunland Park (i.e. the new hotel), Sunland Park Drive needs to be extended.
14. Sunset at Doniphan right-turn lane is problematic
  - i. Bird and Frontera no right turn lane onto Doniphan
15. Frontera should not be extended to New Mexico across the river to connect I-10

FIGURE 9: PUBLIC VISIONING WORKSHOP MAP 1: SUNLAND PARK LIBRARY

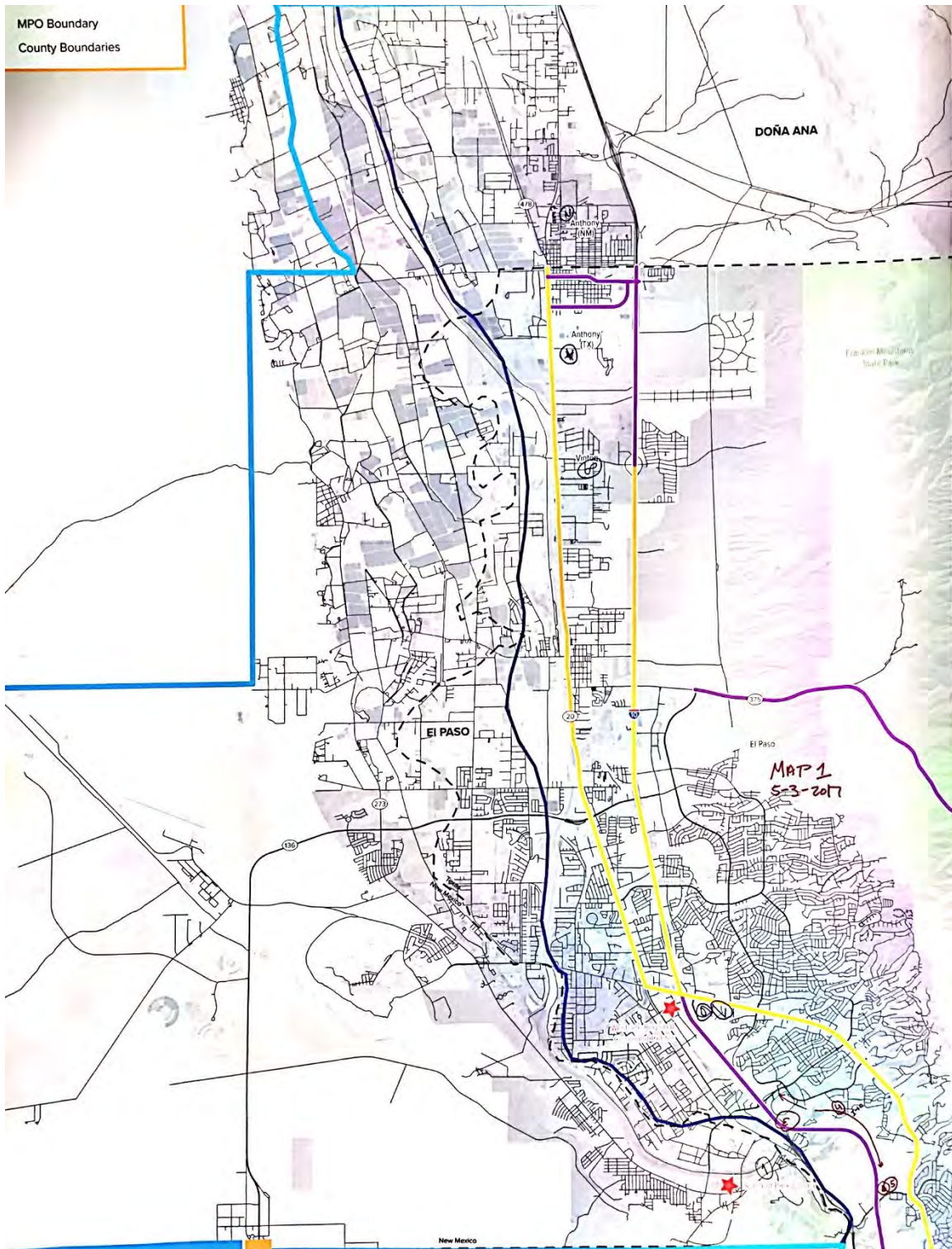
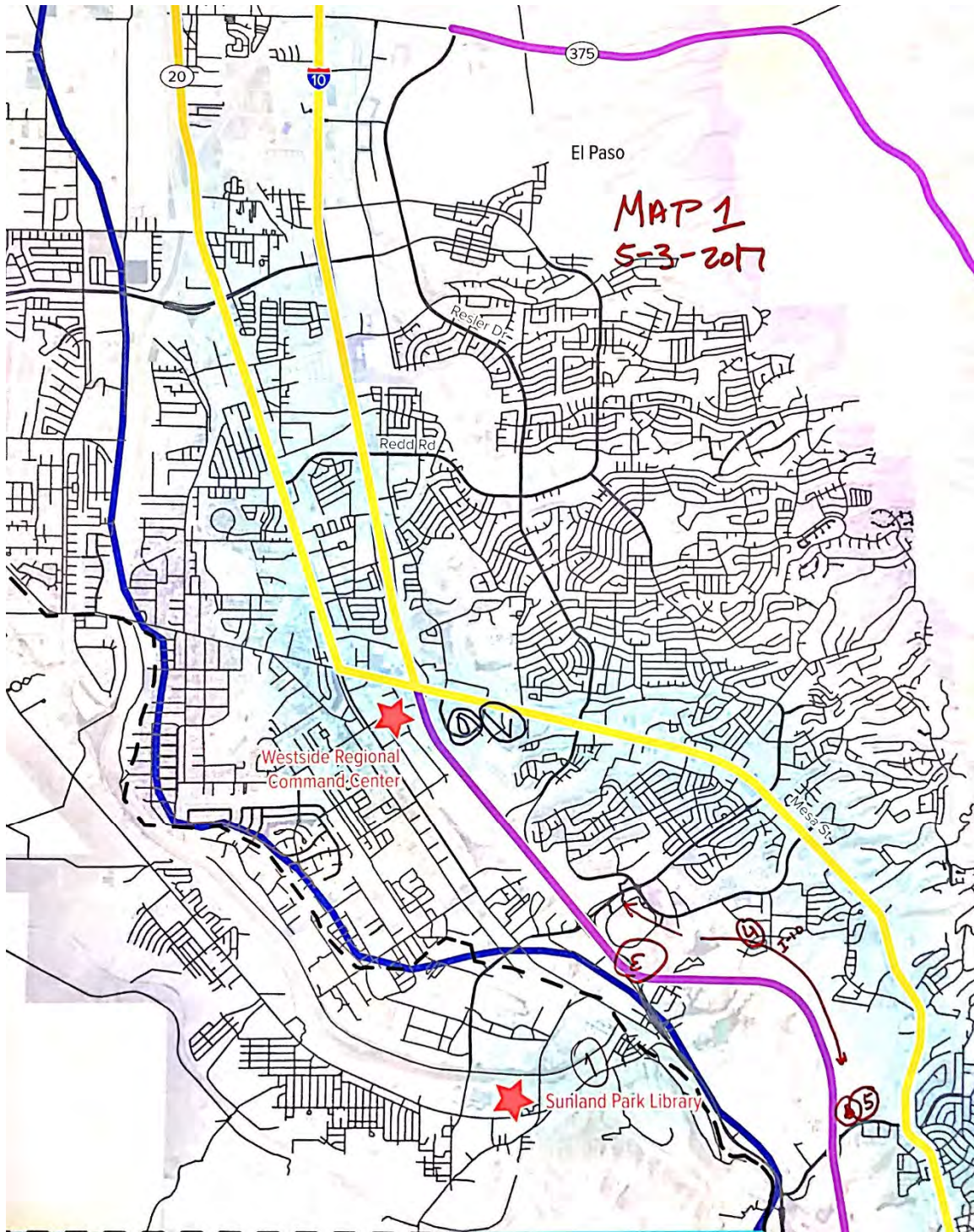




FIGURE 10: PUBLIC VISIONING WORKSHOP MAP 1 ZOOM- SUNLAND PARK LIBRARY





*PUBLIC VISION WORKSHOP – SUNLAND PARK LIBRARY: GROUP COMMENTS*

1. Need a bus route for closer to here because there is a lot of walking required to access transit.
2. Improvements need to be made to the bus stops at Franklin and Big 8. The people of New Mexico do not have good access and are required to do a lot of walking. Only times Sun Metro services these stops is at 8am, 2pm, and 6pm.
3. This area is very congested due to truck drivers.
4. Pavement in this section of roadway is not good. A lot of potholes. The barriers also create a situation where there is no shoulder to pull off onto in case of emergencies.
5. Need to open the ramps/exit from Executive to I-10 Westside.
16. 6 & 7. Coming from Anthony the bus only stops at Walmart store and you have to take 2 more buses to go downtown El Paso.
17. 8. Need better access to Vinton (ADA and bicycles).

FIGURE 11: PUBLIC VISIONING WORKSHOP MAP 1: PEBBLE HILLS RCC

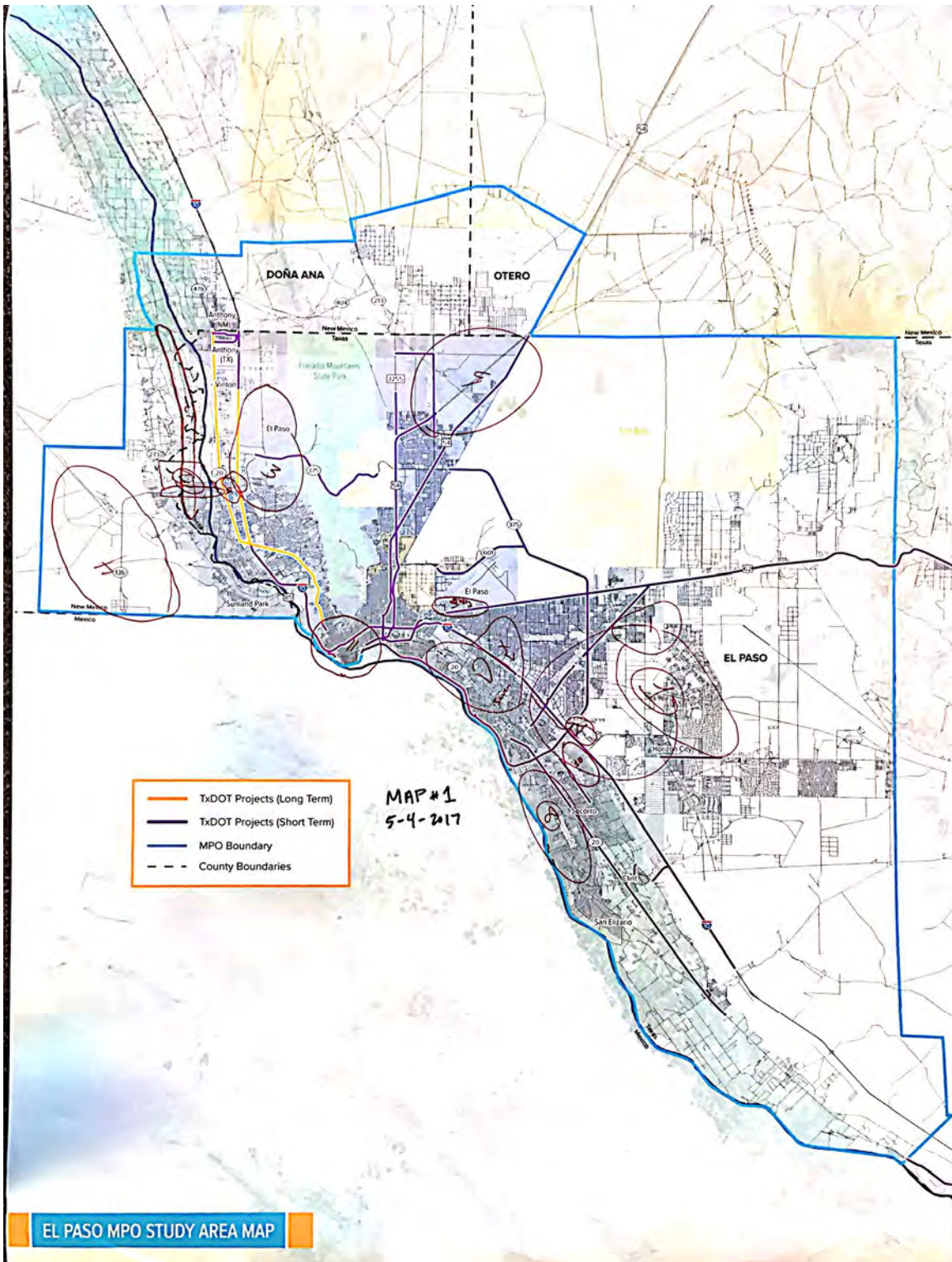
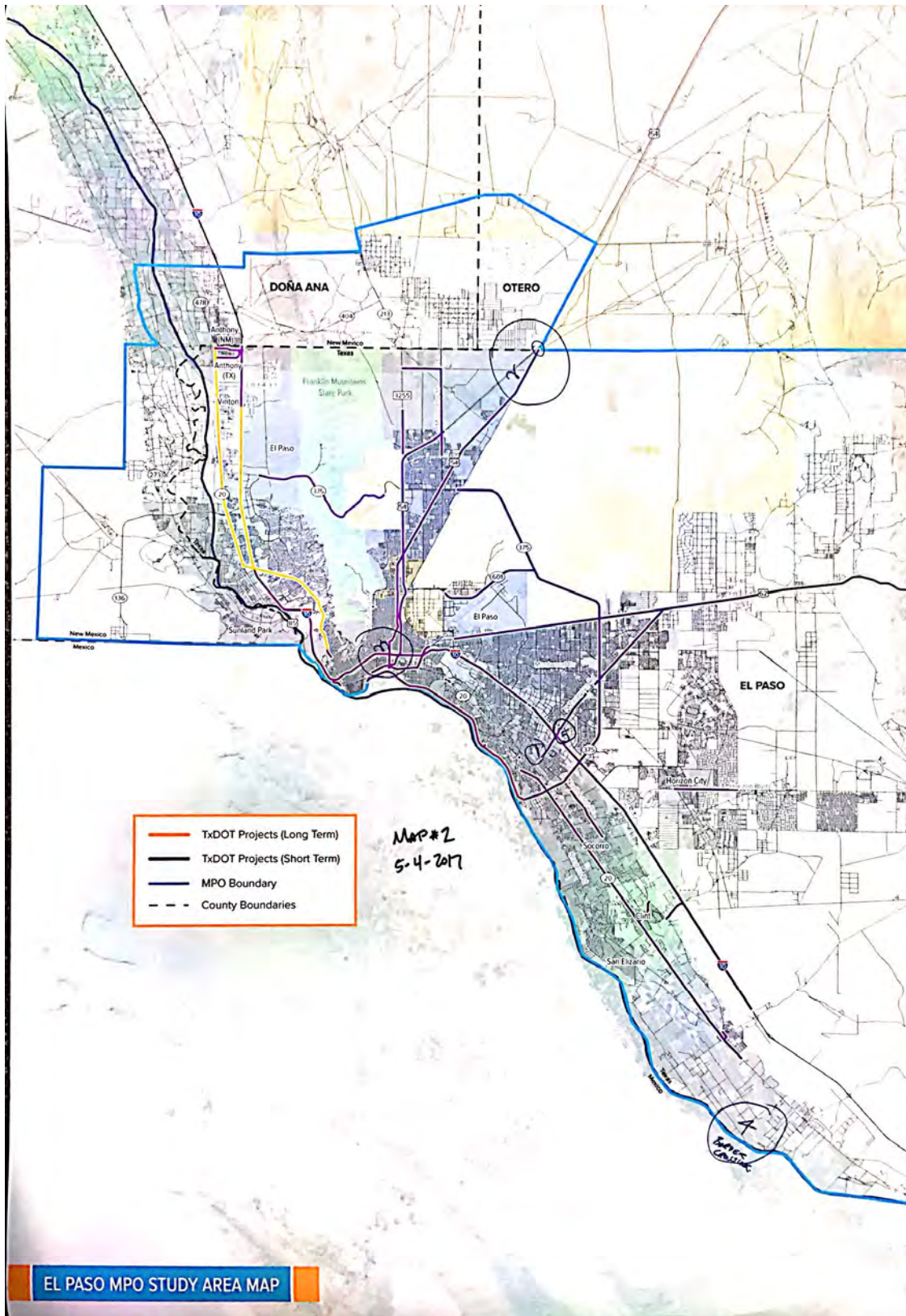


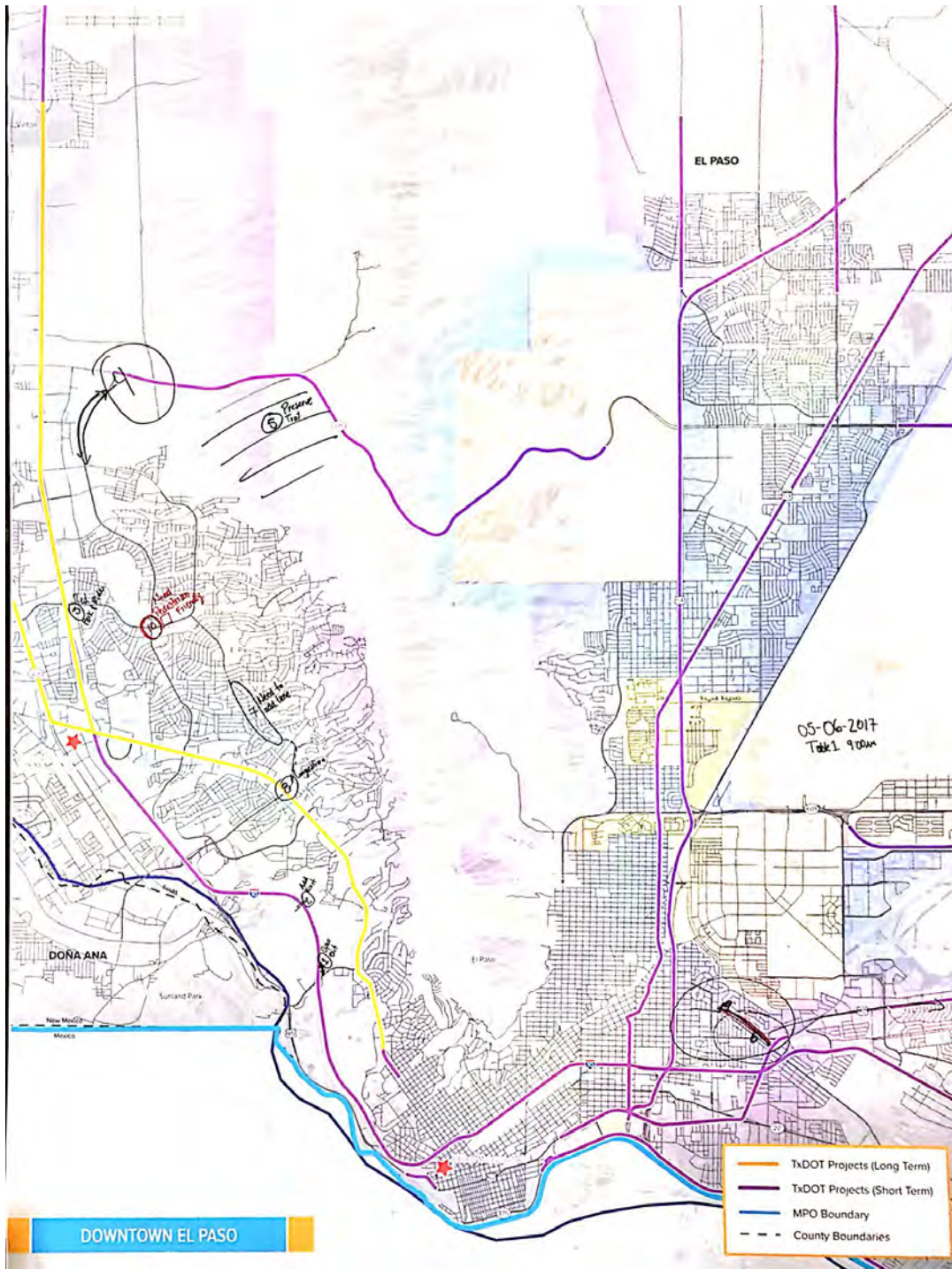
FIGURE 12: PUBLIC VISIONING WORKSHOP MAP 2: PEBBLE HILLS RCC



*PUBLIC VISION WORKSHOP – PEBBLE HILLS RCC: GROUP COMMENTS*

1. Massive congestion occurring here due to growth.
2. Truck traffic in this area is creating a lot of road congestion.
3. More expansion only one road.
4. Major project in the tech area, SCTD coming 5 projects rail and data industry
5. More houses to be built 1500 lots to be developed, part of the area sold to YISD
6. Airport to increase civic uses. Major semi-truck usage.
7. Declining due to inner city moving out
8. Degrading road systems due to no funding
9. Economic development (mall)
10. If #9 works out plans to build another mall in the area
11. A lot going on, reversible lanes possible
12. Bike Lane needed.
13. How to avoid the trail South to West and how it impacts: Roseway Drive and Zaragoza Road, Pendale Rd., New Haven Dr., and Smith Rd. Train blocks the passes – overpasses.
14. When will 54 to State Line project happen? Due to congestion, when will it be one connected lane?
15. The community needs to be protected, limited mobility due to I-10 connect (suffer from Paisano). Schools need safety due to the truck traffic. Concerns of new projects to have parking lots (Paisano bridge).
16. Socorro is growing a lot and getting there is a problem. Border area is getting busier - open crossing.
17. Heavy back up of North and South traffic at I-10 and Zaragoza during peak hour.

FIGURE 13: PUBLIC VISIONING WORKSHOP: MISSION VALLEY



*PUBLIC VISION WORKSHOP – MISSION VALLEY: GROUP COMMENTS*

- 1) Open exit to Executive, crash -> system overwhelmed -> more alternatives needed
- 2) Exit at Montecillo, growth in population
- 3) Park and ride needed for West side (Resler area)
- 4) Growth around Loop 375, concerned about conservation of existing space for biking & walking in the Resler area
- 5) Preserve off-road trails for mountain biking and hiking, do not cut them off with development
- 6) Throwbridge Dr., Montana Ave. (between US 54, I-10, and Chelsea St.):
  - a. Hoping for bike lanes
  - b. Hoping for traffic calming (curb extensions) – Throwbridge is a drag strip
  - c. Has gone through Neighborhood Improvement Program, talked to Ted Marquez that they want a. and b.
  - d. In this area want more parks, not more retail
  - e. Want to get from point A to point B without getting run over
- 7) Congestion – Thunderbird, add lane
- 8) [another opinion, reacting to #7] Not sustainable to add lanes, not good for community, and traffic routing through neighborhood. Other solutions for congestion – alternative routes, public transportation.
- 9) Throwbridge Drive: safe crossing for pedestrians from south to north, like a median and a signal. Many fatalities on Throwbridge between Howze St. and Chelsea St.
- 10) Resler intersection – improve for pedestrians, Franklin High School is there

(another, not numbered on map) Polk Elementary at Belvidere St, bike lanes are not protected, does not feel comfortable to let kids bike to school. -> Even though participant's family could walk/bike to school, they drive. Need safe ways to get to school.

FIGURE 14: PUBLIC VISIONING WORKSHOP: DOWNTOWN TABLE 1

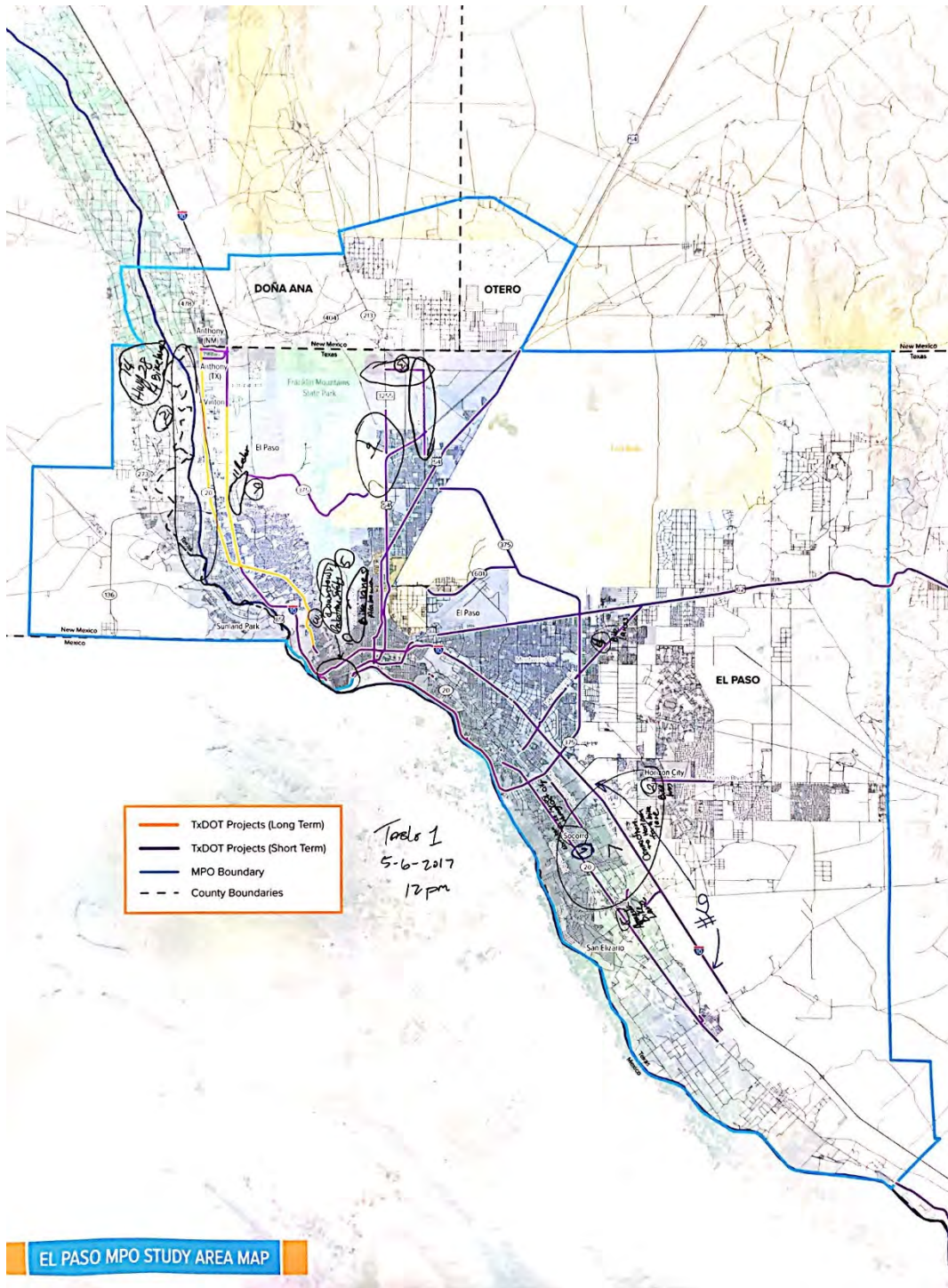
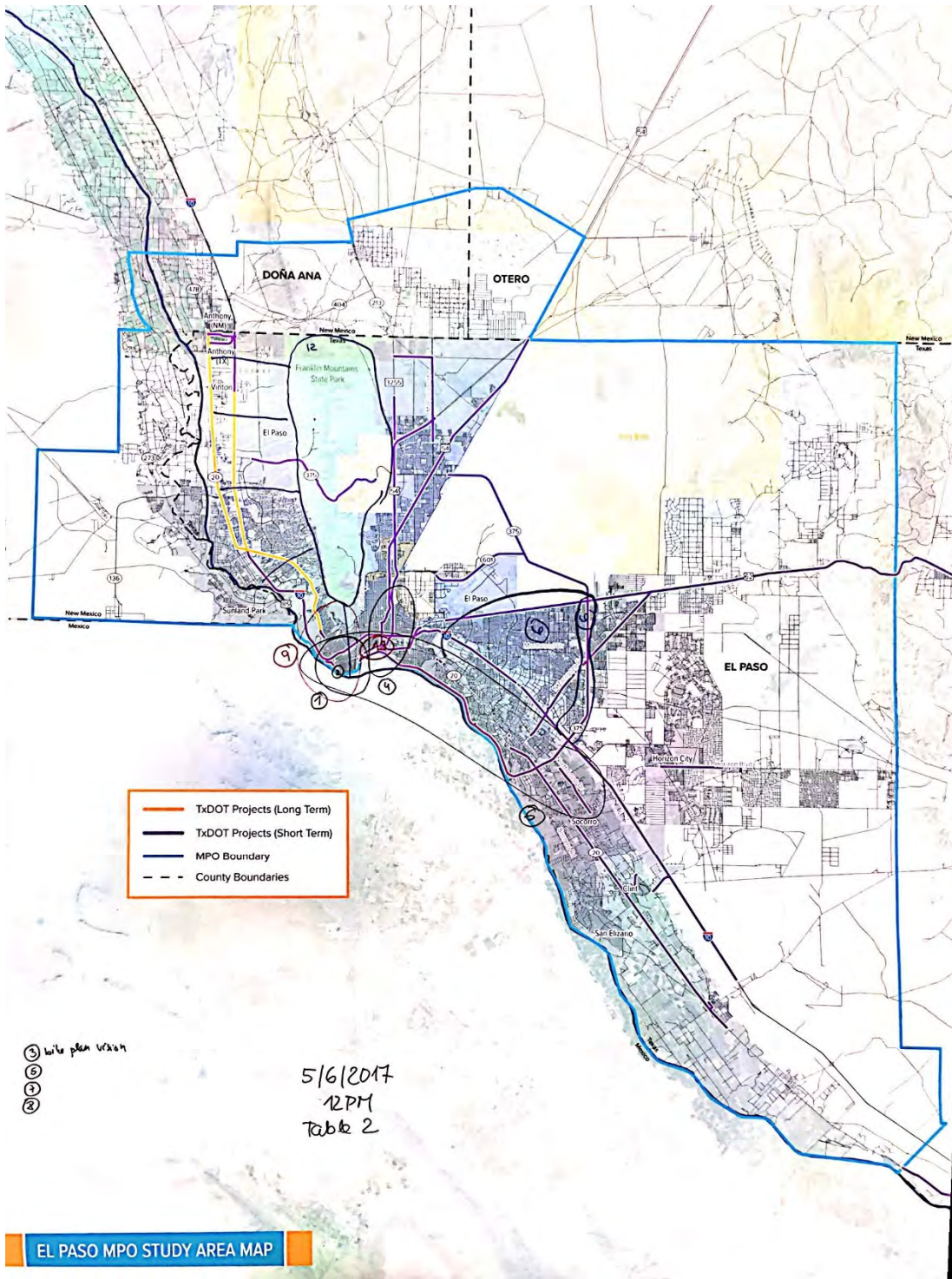




FIGURE 15: PUBLIC VISIONING WORKSHOP: DOWNTOWN TABLE 2



*PUBLIC VISION WORKSHOP – DOWNTOWN: GROUP COMMENTS*

1. Bike lanes are not safe.
2. Horizon bike lanes.
3. Mesa Street a lot of congestion, construction, and accidents. Need better coordination of projects.
4. Bike lanes
5. Downtown traffic (pedestrian safety)
6. HOV lanes add them from beginning of El Paso Area
7. Bike lane from Horizon to Clint
8. Bike lane on Alameda
9. Conservation of Franklin Mountain areas
10. Alabama Bike lanes (create it a lot of issues)
11. Not a route replacing route from Ressler to Trans mountain.
12. Vinton Connection the rail on this area.
13. McCombs trail to bike.
14. Highway 28 trail (Bike lanes)
15. 601 spur bike lanes
16. Mesa street not side walk from Festival to Castellano
17. San Elizario where Mission (Bike lanes)
18. Border highway (Bike lanes)
19. Zaragoza bridge to I—10 bike lanes.
20. Reflect growth downtown – new apartments being built
21. Access to transit terminal downtown by walking and biking (driving is ok), better orientation within the terminal and 1-2 miles radius (where are bus stops, routes)
22. Bike plan vision statement “least car dependent city in southwest” – MTP should reflect it
23. Missing connection between Chamizal, University Medical Center and north of El Paso, no direct transit connection, currently first need to take bus downtown and then up north. East to west transit connections are OK, north to south not.
24. Bike plan complement Brio system – connectivity! Both along Brio route and to neighborhoods
25. Ped-bike facilities: downtown to Lower Valley, utility ROW that could be used
26. Canal from Segundo Barrio all the way to Socorro
27. Also easements all over east side
28. Active Transportation System (ATS) to connect to Brio routes together with bike plan
29. Safety: compare crash rates before and after ATS build out. Most collisions happen in Mesa St, I-10, Loop 375, downtown, UTEP area
30. During construction consider alternative routes for pedestrians and bicyclists – wayfinding, channelization
31. City-wide outreach how transportation options fit together – physical activity, employment – let people know there are options
32. Ped-bike: designate funding equally to highway construction, pedestrian, and biking infrastructure ... Not be able to take away funding once it is designated.
33. Trail on foothills around Franklin Mountains State Park
34. Historical significance
35. Access all around City
36. Connect to ATS
37. Unpaved, for mountain bikes
38. People coming from Juarez can access the Franklin Mountains State Park

39. Highway planning – effects on mobility patterns during construction and after: Border Expressway – Bowie High School issues with walking.

## WORKSHOP EVALUATION

At the workshop's conclusion, participants were given an opportunity to evaluate their personal workshop experience by completing a short survey. Surveys were conducted to evaluate the effectiveness of the workshops and to gather information for use in developing future workshops. Participants answered a series of questions regarding the workshop's presentation by selecting statements that best described their experience. Participants could indicate to what degree they agreed or disagreed with each statement about the workshop. Most respondents provided favorable responses to each statement indicating a positive experience at the workshop. The complete list of survey results is shown in Table 4.

TABLE 4: WORKSHOP EVALUATION

	STRONGLY AGREE	SOMEWHAT AGREE	NEITHER AGREE NOR DISAGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE
Meeting Room was easy for me to get to	87%	5%	3%	5%	-
Meeting Room was comfortable	87%	11%	3%	-	-
Available parking was adequate	89%	3%	5%	3%	-
Time of the meeting was convenient for me	79%	18%	3%	-	-
Day of the week of the meeting was convenient for me	76%	13%	5%	5%	-
Purpose of the meeting was made clear to me	82%	16%	3%	-	-
Information presented at the meeting was useful to me	86%	14%	-	-	-
Information was presented in a clear and understandable manner	92%	8%	-	-	-
I felt my contributions were respected	92%	6%	3%	-	-
Facilitator at my table did a good job	97%	3%	-	-	-
Materials used in the meeting were clear and understandable	84%	16%	-	-	-
Meeting met my expectations	78%	16%	5%	-	-

## ONLINE VISIONING SESSION

An online visioning survey was created and activated on the Destino 2045 website ([www.elpasofwd.com](http://www.elpasofwd.com)) following the in-person visioning workshops. The online format was created to allow El Paso residents who were unable to attend the public visioning workshops an opportunity to share their input. It attempts to capture resident's thoughts, critiques, and future vision regarding the existing transportation infrastructure as well as future transportation investments to the region. Employing the same variety of tactics that were present during the in-person visioning workshops, the online format consisted of five sections which are meant to emulate the five phases of the in-person workshops. Both English and Spanish versions of the survey were published online, in which 195 and 11 responses were submitted respectively.



## ONLINE VISIONING PROCESS RESULTS

The online visioning survey format was available to the general public from approximately mid-May to mid-June, 2017. During this month-long duration, 195 English surveys and 11 Spanish surveys were returned to El Paso MPO for analysis. Much of the same sentiments heard at the public visioning workshops were captured within the online outreach. As previously noted, the online survey was outlined to follow the same 5-part format as the in-person outreach events. A full report of the online visioning process materials and results can be found in **Appendix C**.

## CONCLUSION

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The public visioning workshop and online activity results are essential to identifying a community vision to support the development of the future multimodal transportation system. Through the individual and group activities described in this technical memorandum, participants provided valuable comments on the current state of the transportation system and identified specific needs and desires for the future transportation system. This public input will be utilized by the El Paso MPO as it develops Destino 2045. For example, participants' ranking of the evaluation criteria for future transportation projects will help the MPO develop performance measures to guide the evaluation of projects and programs in the MTP. Also, the identified growth areas and areas of need will help ensure limited resources are utilized to provide the most benefit to the region.



## STAKEHOLDER OUTREACH

Targeted stakeholder outreach was also implemented via interviews and/ or through email. Feedback from these stakeholder interviews was incorporated into the development of the regional visioning process, and to identify additional transportation or coordination needs beyond those identified in the Needs Assessment. **Table 5** displays the stakeholder interviews that were conducted for Destino 2045. These interviews allowed the team to learn more about how Destino 2045 could address critical issues facing all users of the transportation system. The following sections describe the key takeaways gathered through the stakeholder

**TABLE 5: STAKEHOLDER INTERVIEWS CONDUCTED**

AGENCY AND BUSINESS STAKEHOLDER GROUPS	EP MTP - AGENCY AND BUSINESS STAKEHOLDER GROUPS	INTERVIEW DATE - MEETING NOTES
Agency(s) responsible for Environmental Protection	City of El Paso Environmental Services Department	Friday, May 5th at 2 PM
Agency(s) responsible for Land Use Management	City of El Paso, Capital Improvement Dept. (CID)	Thursday, May 4th at 11 AM
	Horizon City Planning Director	Thursday, May 4th at 11 AM
	Fort Bliss (former TPAC member)	Wednesday, August 9th at 10:00 AM - Phone Call
Agency(s) responsible for Natural Resources	El Paso Water Utilities	Tuesday January 30th at 10 AM
	City of El Paso Resiliency Office	Thursday, May 4th at 2 PM
Agency(s) responsible for Transportation Safety	City of El Paso Fire Dept. & El Paso City/County Office of Emergency Management	Thursday, May 4th at 2 PM
Agency(s) that provides Traffic Control	City of El Paso Bicycle Program Coordinator	Wednesday, May 10th- email
	City of El Paso Streets and Maintenance Dept.	Thursday, May 4th at 9AM
	Ysleta ISD, Chief Operations Officer	Visioning Workshop - Thursday, May 4th 5:30-7:30
Agency(s) that regulates Public Parking	UTEP (TPAC, Chair)	Friday, May 5th at 11 AM
Business Groups and Associations	Greater El Paso Chamber of Commerce	Thursday, July 27th at 9 AM
	Greater El Paso Chamber of Commerce	Tuesday, January 30th at 1 PM
	Visit El Paso	Tuesday, January 30th at 2:30 PM
	El Paso Hispanic Chamber of Commerce	Thursday, August 10th at 10:30 AM - Phone Call
City or County Elected Officials	Village of Vinton, Mayor	Friday, May 5th at 11 AM
	El Paso County, County Judge	Thursday, May 4th at 2 PM
	City of Socorro, Interim Mayor & At Large Representative	Monday, May 8th at 1:30 PM- Phone Call
	Texas State Senator	Friday, May 5th at 9 AM - email
	Texas State Rep District 76	Tuesday, May 2nd at 2 PM
Community Groups (such as neighborhood association, civic club, etc.)	Sunset Heights Neighborhood Association	Monday, May 8th- email
	Paso Del Norte Health Foundation	Thursday, May 4th at 9 AM
	VeloPaso Bicycle-Pedestrian Coalition	Friday, May 5th at 2 PM
	Bicycle Advocate	Via email
Law Enforcement Agencies	El Paso Police Dept.	Tuesday, May 2nd at 1 PM
	El Paso County DA Office	Thursday, May 4th at 2 PM



AGENCY AND BUSINESS STAKEHOLDER GROUPS	EP MTP - AGENCY AND BUSINESS STAKEHOLDER GROUPS	INTERVIEW DATE - MEETING NOTES
Planning Organizations	Camino Real Regional Mobility Authority	Tuesday, August 15th at 10:30 AM
	West Texas/El Paso Regional Transportation Coordination Committee (WTEP)	Thursday, August 10th @ 1:30 PM
Transit Operators – includes 5307, 5310, and 5311 Recipients	Sun Metro	Friday, May 5th at 9 AM
	El Paso County Transit	Friday, May 5th at 11 AM
	South Central Regional Transit District	Thursday, May 4th at 9 AM

Each stakeholder was asked general questions about the state of the multi-modal transportation system, in addition to questions tailored specifically to each stakeholder group. A complete list of interview questions can be found at the end of this section.

## SUMMARY OF RESPONSES

The following section details stakeholder comments about the current state of the transportation system in the greater El Paso Metropolitan Region. Responses have been grouped by topic and summarized for clarity.

### ROADWAYS

Stakeholders expressed several issues with roadways related to connectivity and road conditions. Connectivity with I-10 was mentioned by many stakeholders as a major issue in El Paso. Lack of connectivity causes drivers to use neighborhood streets to connect to major arterials. During construction and accidents there are few options for alternative routes which has a major impact on traffic congestion. Additionally, poor road conditions were also communicated as an area for concern. I-10 was noted to need repair in many places.

### BICYCLE AND PEDESTRIAN

Bicycle and pedestrian interaction with other modes of transportation were an expressed concern by stakeholders. Generally, lack of connectivity and poor infrastructure were noted as the major cause of other issues for bicyclists and pedestrians.

Bicycle lanes on main streets do not have dedicated lanes and come to abrupt stops creating a lack of connectivity throughout the city. Bicycle lane markings are nonexistent or have minimal visibility. Additionally, roadways lacking shoulders create an increased risk for collisions with bicycles and vehicles. There is also a lack of bicycle racks which discourages using bicycles as a mode of transportation.

Stakeholders also expressed concerns with walkability due to lack of infrastructure for pedestrians. Sidewalks lack connectivity and often end abruptly and do not begin again for several miles. Curb cuts are made for driveways but are often not attached to sidewalks making them inaccessible. Crosswalks also lack accessibility due to short crossing times or do not exist for long distances. Stakeholders also mentioned a lack of buffers and narrow sidewalks that could create hazards for pedestrians. Pedestrians often share sidewalks with bicyclists due to lack of infrastructure on roadways which also increases the risk of an accident.

### PUBLIC TRANSPORTATION

Stakeholders identified public transportation as a major area for growth in the city. Concerns mentioned included lack of infrastructure and lack of coordination with the county, university and medical transportation systems.



Stakeholders articulated lack of infrastructure as a barrier for users in the City of El Paso. There is very limited access to public transportation for portions of the city that are newly developed because of the long distances between developments outside the downtown area. “Fixed” route buses operate request stop services with no specific stops or signage to indicate routes. Many bus stops also exist in places where there is no sidewalks or bus shelters making them inaccessible for many users. Lack of connectivity with bus stops and bicycle/pedestrian paths also exacerbate the lack of accessibility.

Stakeholders also stated several coordination difficulties that affect public transportation. Long commutes are caused by a lack of coordination with Sun Metro and County bus services. Users often must take more than one bus to reach their destination. Additionally, when transferring between Sun Metro and County bus services, users must pay separately for each service.

Existing routes were created more than 10 years ago and do not accommodate the growth the city has experienced in that time. Stakeholders expressed a need to better coordinate between University of Texas, El Paso and medical service transportation systems to identify overlaps and gaps in service throughout the city. Stakeholders also expressed a need for night and weekend services to increase safety and accommodate a larger portion of the population.

Currently, paratransit services are operated primarily by Project Amistad. Paratransit does not service all parts of the city and has limited demand-response service.

## SAFETY

Stakeholders generally noted three areas of concern for safety predominantly related to infrastructure. Construction zones, pedestrian safety and emergency services were highlighted as improvement areas.

Stakeholders mentioned that construction zones create safety hazards. Debris and dust affect visibility for drivers. Currently, information about closures and alternative routes is not communicated effectively causing extreme congestion and increased hazards. Stakeholders mentioned that when this happens, drivers often choose neighborhood streets as alternatives for their commute increasing the risk of an accident. Many roadways lack shoulders for broken down vehicles also creating a safety hazard.

Pedestrian safety was also raised as a concern by stakeholders. There is high number of pedestrian fatalities due in part to the issues mentioned in the pedestrian section which cause people to often walk near to or on the road. School zones were also mentioned as a dangerous place for pedestrians.

Stakeholders mentioned that there has been a decrease in the percentage of students walking to school due to safety concerns from parents.

Stakeholders also mentioned safety concerns with emergency services and lack of connectivity. City of Paso currently lacks a central emergency system. A need for an emergency lane on I-10 was also mentioned. Stakeholders also mentioned a need for evacuation plans for emergencies, specifically major floods.

DWI accidents were also mentioned as an area of concern in which stakeholders expressed a need for alternative transportation modes, particularly around bar and nighttime activities to increase safety throughout the city.

Additionally, poor lighting was mentioned by stakeholders as a safety issue throughout the city.

## FUNDING

Stakeholders expressed that the reason for a lack of current improvements is due to lack of funding. Different routes throughout the city are funded by TxDOT grants while others are funded through CMAQ funding. Several stakeholders



expressed the need for CMAQ funding to be developed for multiple years rather than yearly. This has created slow progress of projects due to the risk of losing funding before a project is complete.

## COORDINATION

Stakeholders generally expressed the need for coordination with El Paso county. City and county projects are not coordinated causing overlap in efforts to make improvements. The city does not have a master plan showing all modes of transportation usage which causes some projects to get lost affecting coordination with other entities. It is also difficult to incorporate a significant part of the population's needs into coordination efforts due to language barriers.

## ENVIRONMENT

Poor drainage and dust were the two most mentioned environmental problems. The environment of city naturally creates dust and the city currently has no mitigation plan for improvement. Poor drainage also increases closures on roads and sidewalks which increases hazards and congestion.

## IMPACTS OF FUTURE GROWTH

Stakeholders mentioned an array of needs that will arise as a result of future growth. Most notably mentioned were:  
Parking

- Accurate population data
- Wi-Fi on public transportation
- Development of real-time bus schedules
- Reducing pressure on secondary roads
- Coordination with El Paso County
- Improvements with traffic flow across Bridge of the Americas (BOTA) Port of Entry (POE)

## STAKEHOLDER INTERVIEW QUESTIONS

(Interviewer prompts are shown in italics.)

### QUESTIONS FOR EVERYONE:

*[Be certain that the people you are interviewing understand that you are looking at the entire multi-modal transportation system in the region. Because many people only think of the MTP in terms of highways and transit – please be sure to specifically mention other modes (bicycle, pedestrian, air, water, rail, etc.) and both passenger and freight movements.]*

- Do you have any particular transportation problems/challenges with which either you or your constituency are currently dealing? Expect to deal with in the future?
- *[If there are plans to change the current transportation system (e.g. build or expand a new section of a highway, add rail lines, change border access roads, etc.) that will impact the person you are interviewing, then tell the person about the planned changes in the transportation system. Ask about the perceived benefits or disadvantages of these changes.]*
- Do you have any safety concerns relative to the transportation system? (If appropriate, ask whether safety statistics are available.)
- Are there any changes relative to your agency's/organization's plans for the future that will impact the transportation system?
- How do you see the future growth in the region impacting your agency/organization?



- How do you normally communicate your needs relative to changes in the transportation system? Do you ever work with the MPO?
- What changes in the transportation system are needed in order to address future needs?

#### BUSINESS OWNER QUESTIONS:

- Do you have any ridesharing programs in place? Is there any other kind of program designed to reduce cars on the roadways at peak hours (e.g. flex hours, telecommuting, transit passes, bike facilities, etc.)?
- What energy conservation measures are you using relative to your transportation fleet (e.g. more fuel efficient or alternative fuel vehicles, changes in shipping patterns, etc.)?
- Do you have any incident management plans for hazardous materials? Homeland Security Incidents? Other evacuation plans? What agencies do you coordinate with regarding these plans?
- Are you aware of any future plans of the business community that will have an impact on the transportation system?
- Is there anything that needs to be addressed to improve the way the transportation system works for your business?

#### COMMUNITY ORGANIZATIONS:

- Does the transportation system currently meet the needs of your community? If not, what are your concerns? [Be sure to reemphasize roads, transit, bike and pedestrian modes]
- Based on the future changes in your community and the surrounding area, do you think that the transportation system will meet the needs of your community over the next 28 years?
- Can the people in your community use public transit to get to work or shopping destinations?
- Are the needs of bicyclists and pedestrians being met in your community?
- What environmental justice issues are you aware of relative to the existing transportation system? [Be prepared to explain what environmental justice is.]
- Are there any specific safety issues relative to the transportation system in your community?
- Do you have any other issues related to the transportation system (e.g. connectivity, specific areas of congestion, emergency response, etc.)?
- Are there any issues relative to travel to the schools in your area? Can students safely walk to elementary and middle schools? Do school buses have problems in your community? Do the schools in your area have traffic problems?

#### ENVIRONMENTAL PROTECTION AGENCIES OR ADVOCACY ORGANIZATIONS:

- What environmental concerns do you have relative to the transportation system?

#### EMERGENCY RESPONDERS:

- Do you have any incident management plans for hazardous materials? Evacuation plans? Who is involved in the development of these plans? Do you coordinate with the MPO?
- Do you have any incident management plans for homeland security issues?
- What communication strategies are in place relative to these emergency response plans – with other agencies – with the affected public?
- What data is being collected?
- What data needs to be collected?
- How do you get real time traffic data?



### HISTORIC/CULTURAL PRESERVATION ORGANIZATIONS:

- How does the transportation system impact access to historic/cultural preservation areas? For tourists? School children? Low socio-economic communities?
- Does the transportation system have any negative impacts on historic/cultural preservation areas, e.g. air pollution, ground vibrations, etc.?

### BICYCLE OR PEDESTRIAN ADVOCACY GROUPS:

- Are you aware of any issues related to bicycle and pedestrian travel in the region?
- Are there any issues relative to bicyclists and pedestrian access to universities, schools, hospitals, shopping areas, downtown areas, historic or cultural areas, parks and recreational areas?
- Are you aware of any efforts to address these issues?
- Where are the major connectivity issues for bicyclists and pedestrians (e.g. sidewalks not connecting to bus stops, bicycle lanes that stop abruptly, etc.)?
- What are the major safety issues in the region related to bicycle and pedestrian travel?

### SCHOOL SYSTEMS:

- Is there a Safe Routes to Schools plan in place for any schools in your system? If yes, what public agencies are you working with to develop and implement those plans?
- Are there bicycle and pedestrian access problems near schools?
- Are there schools where student pick-up/drop-off causes problems on adjacent roadways?
- Do school buses have problems with the transportation system?
- Are there any transportation safety issues relative to your schools?

### UNIVERSITIES AND HOSPITALS:

- Are there any special transportation issues for your campus? Or medical facilities?
- How easy is it for automobiles to access your facilities? Is there adequate parking?
- Are you participating in any programs to reduce the number of automobiles used to access your facilities?
- Are there special times when congestion is a particular problem for you, e.g. special events, peak use times, etc.?
- How easy is it for non-auto owners to access your facilities, e.g. transit riders, bicyclists and pedestrians?
- Are there any issues relative to freight deliveries to your facilities?
- Do emergency response vehicles have any issues accessing your facilities?
- Are you aware of any particular transportation related safety problems at your facilities?
- Do you have any current plans for expansion, or moving of facilities?
- Are you involved in with the Human Services Transportation Coordination process?

*[This might be a good time to collect data on number of staff, students, beds, etc. for use in the travel demand model.]*

**FREIGHT CARRIERS/BORDER AUTHORITY/AIRPORT AUTHORITY/RAIL CARRIERS:**

- Are you aware of any issues related to connectivity between transportation modes? Relative to people? Relative to freight?
- What are the issues related to freight movement in the region?
- Are you aware of any hazardous materials issues relative to the transportation system?
- Do you have a plan to address security issues related to your transportation facilities? With what agencies/ organizations do you coordinate relative to security planning?
- Do you anticipate any expansion of facilities or traffic over the next 28 years by your agency/authority?
- What emergency plans do you have in place for responding to natural or man-made disasters? What agencies do you coordinate with regarding these plans?
- Where are the bottle necks in the freight movement system?
- Do you have any safety issues relative to the roadway system and its connectivity to your facilities?
- Are the intermodal facilities in the region adequate?

**CITY PLANNERS/COUNTY PLANNERS/DOWNTOWN DEVELOPMENT DISTRICTS:**

- Are there any safety issues relative to the transportation system? What safety statistics are available?
- Are there any security issues relative to the transportation system in your area?
- Are there any special needs relative to: tourists – recreation – special events?
- Are there any needs relative to local economic plans? Downtown area? Other areas?
- Are there any issues relative to special needs populations – elderly, handicapped, children, low-income, non-drivers, etc.? What solutions are being employed?
- What environmental justice issues are you aware of relative to the transportation system?
- What environmental issues are you aware of that might impact changes in the transportation system?

**STATE AND LOCAL ROADWAY MANAGEMENT AND OPERATIONS AGENCIES:**

- How do you coordinate with other agencies, e.g. emergency responders, MPO, other roadway management agencies?
- What communication strategies are in place between the above agencies?
- What emergency response plans exist? Are they used? Are they adequate? Is the MPO involved?
- How do you coordinate/manage changes in transportation system operations that occur during construction projects?
- What data is being collected?
- What data needs to be collected that is not currently being collected?
- How do you get real time traffic data?



### TRANSIT OPERATORS (5307)

- What unmet needs have you identified relative to potential users?
- What issues do you have with your transit system, e.g. equipment, employees, management, coordination, safety, etc.?
- What expansions/contractions in the system do you anticipate over the next 28 years?
- How do you participate in the human services transportation coordination process?
- How do you coordinate with other agencies, e.g. emergency responders, the MPO, TXDOT/NMDOT, etc.?
- What emergency response plans do you have to address safety issues? Are they used? Are they adequate? With what other agencies/organizations do you coordinate in the development and execution of these plans?
- What emergency response plans do you have to address security issues? Are they used? Are they adequate? With what other agencies/organizations do you coordinate in the development and execution of these plans?
- What data is being collected?
- What data would you like to have that is not currently collected?
- How do you get real time data on your transit system?

### TRANSIT OPERATOR (5311 AND 5310)

- What clients do you currently serve?
- What clients do you expect to be serving in 28 years?
- What unmet needs have you identified relative to potential users?
- What issues do you have with your current transit system, e.g. equipment, employees, management, safety, coordination, dispatching, etc.?
- How do you participate in the human services transportation coordination process?
- How do you coordinate with other agencies, e.g. emergency responders, the MPO, TXDOT/NMDOT, etc.?
- What communication strategies are in place for working with other agencies relative to planning?
- What emergency response plans do you have to address safety issues? Are they used? Are they adequate? With what other agencies/organizations do you coordinate in the development and execution of these plans?
- What emergency response plans do you have to address security issues – have they been used – are they adequate? With what other agencies/organizations do you coordinate in the development and execution of these plans?
- What data are you collecting?
- What data would you like to have that is not currently collected?
- How do you get real time data, e.g. where your vans are located and who is on-board?



## STATUS UPDATE OPEN HOUSES

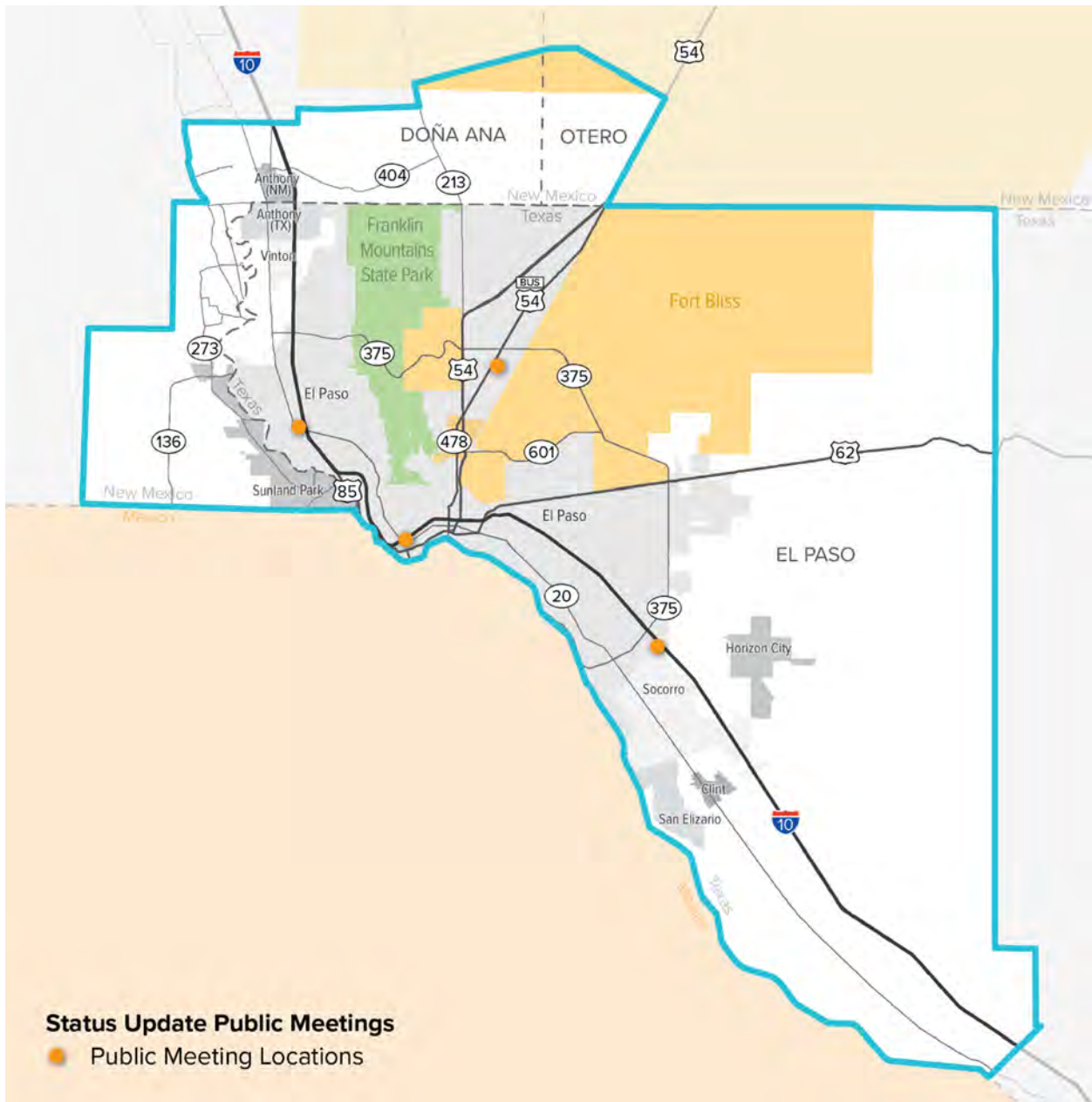
Upon completing several important phases of plan development – including definition of goals & objectives, the Needs Assessment, and developing the draft Program of Projects – the study team conducted a series of public meetings to provide opportunities for the public to learn more about the Destino 2045 process and provide feedback on the work completed to date. These meetings were held as open houses in conjunction with ongoing outreach efforts by the MPO related to the PPP and the Section 5310/5311 Call for Projects from 1/29/2018 to 2/1/2018 throughout the El Paso area. **Table 6** shows the meeting dates and locations included in this round of public outreach, while **Figure 16** shows meeting locations. Comments received during this portion of the process can be found in Appendix C.

Open house materials and a survey in both English and Spanish were also provided on the project website, [www.elpasofwd.com](http://www.elpasofwd.com).

TABLE 6: STATUS UPDATE OPEN HOUSE MEETING LOCATIONS

DATE AND TIME	LOCATION	ADDRESS
January 29 5:30PM-7:30PM	Northeast Regional Command Center (RCC)	9600 Dyer, El Paso, TX 79924
January 30 5:30PM-7:30PM	EPCC Mission del Paso	10700 Gateway East, El Paso, TX 79927
January 31 5:30PM-7:30PM	Westside RCC	4801 Osborne, El Paso, TX 79922
February 1 4:00PM-6:00PM	EPMPO Boardroom,	211 N. Florence, Suite 103, El Paso, TX 79901

FIGURE 16: STATUS UPDATE PUBLIC MEETING LOCATIONS





## OPEN HOUSE FORMAT

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The second round of public meetings utilized an open house format. An open house format does not include any facilitated activities. Instead, participants are invited to view a series of meeting exhibits showing the results of the first round of public meetings and the technical analyses completed to date. Large-format display boards included information on:

- Overview of the MPO and the FAST Act-required metropolitan transportation planning process
- Establishing the regional vision
- Proposed goals and objectives for the region;
- Projected population and employment growth for the region;
- The results of the roadway deficiencies analysis;
- The results of the bicycle/pedestrian deficiencies analysis;
- The results of the transit deficiencies analysis;
- The results of the crash analysis;
- The results of the border crossing and freight deficiencies analysis;
- The preliminary list of MTP projects

## ONLINE PARTICIPATION

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Online participants were able to view and comment on the same set of materials presented at the open houses. All meeting exhibits were posted to the Destino 2045 MTP project website, [elpasofwd.com](http://elpasofwd.com).

100% of the respondents to the online material agreed with the vision statement developed by the project team, and likewise agreed that the goals and performance measures reflected the Destino 2045 vision for the El Paso region's transportation system.



## FEEDBACK

Table 7 summarizes the comments received from the public during the second round of public meetings.

TABLE 7: PUBLIC COMMENTS

DATE	COMMENT
Jan 28, 2018	<p>Greetings, We saw the ad in today's (Sunday's) El Paso Times for the Destino 2045 public input meetings. Our schedules preclude us from attending any of them, but we wanted to give our two cents on a few things we've observed as regular users of Loop 375 and I-10.</p> <ol style="list-style-type: none"> <li>1. We often access Loop 375 South from the North Loop entrance and have wondered why there is no connection between Americas Avenue South to its continuation near Alameda Avenue. Commuters who are trying to get to Alameda from that area must enter 375S, then exit soon after at Alameda. Seems like some unnecessary 375S traffic could be eliminated if the access road went all of the way through.</li> <li>2. One of the real scary parts of the return commute is on 375N. The Alameda entrance ramp, which is two lanes wide(!), pours on to 375N shortly before the North Loop exit, the one we must take to turn on Rojas to reach our home. This creates a real bottleneck headache considering 375 is only two lanes at this point. Maybe it could be widened by a lane to better accommodate traffic that is entering and exiting in that area. We suspect the traffic was much lighter when this odd configuration was constructed.</li> <li>3. Finally, the 375N and 375S exits to the Zaragoza international bridge become gridlocked on certain evenings as trucks back up awaiting their turns to cross. We've seen a lot of near misses on the evening commute, at least once a week, as people try to sneak around the trucks and even trucks try to leap frog by moving into right traffic lane and back into the exit line. It is a fatal accident waiting to happen.</li> </ol> <p>We hope you would pass this input along to those planning the various changes that will be part of this much-needed strategic plan.</p>
Feb 1, 2018	<p>With the growth of the region, every project needs to be designed to not only accommodate but encourage active transportation and transit. Instead of building and widening roads, we should be encouraging mode shift- with walking and cycling for shorter trips and easy access to transit for longer trips. Additionally, building new roads often encourages sprawl. Congestion is not a bad thing if we want to encourage mode shift.</p>
Feb 9 2018	<p>Please consider safety in bike trails. Bike lanes are not working. Playa Drain bike trail is an excellent project. Please consider additional such projects.</p>

## MEETING EXHIBITS

The meeting exhibit boards incorporated tables, graphs, images, and maps to comply with federal planning requirements related to the use of visualization techniques and ensure the public can easily understand and visualize complex transportation issues. **Figure 17** through **Figure 25** on the following pages document the meeting exhibits that were presented to the public at each of the second-round meetings.



FIGURE 17: OVERVIEW OF PLANNING PROCESS

# OVERVIEW OF PLANNING PROCESS

What are **MAP 21 & FAST ACT?**

the most recent federal funding and authorization bills which regulate expenditures for surface transportation projects and programs

What is an **MPO?**

a federally mandated and federally funded entity that oversees transportation planning and programming for urbanized regions

What is an **MTP?**

a long range planning document that the MPO develops to identify a set of projects and programs to enhance all modes of travel in the region

What does **FISCALLY CONSTRAINED** mean?

a requirement that MPOs only program projects that can be funded during the life of the plan

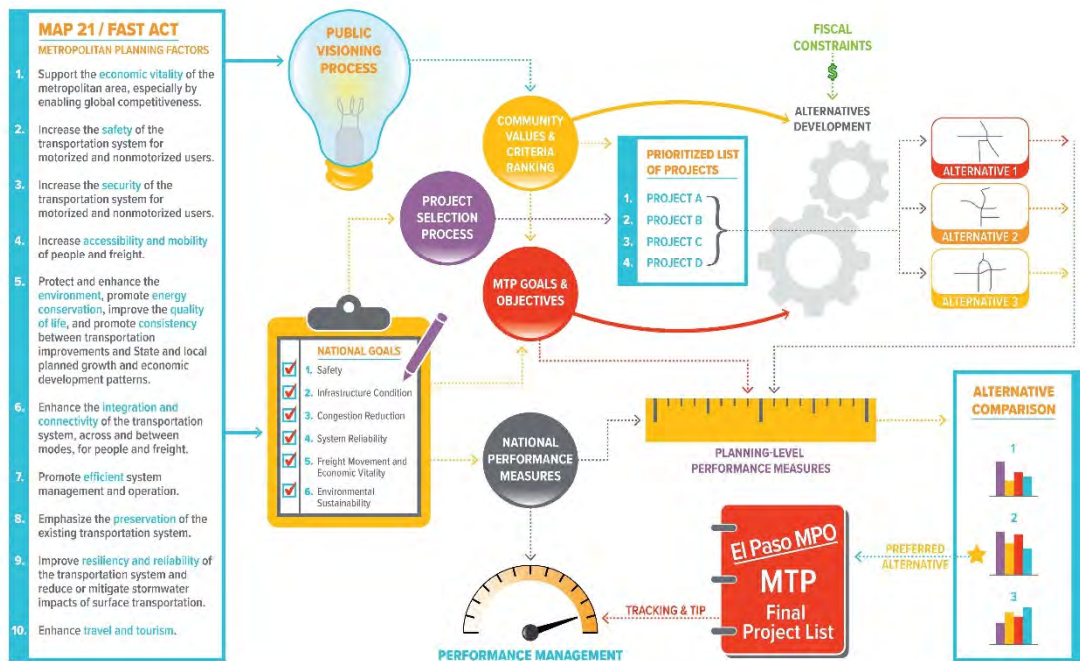




FIGURE 18: REGIONAL VISION

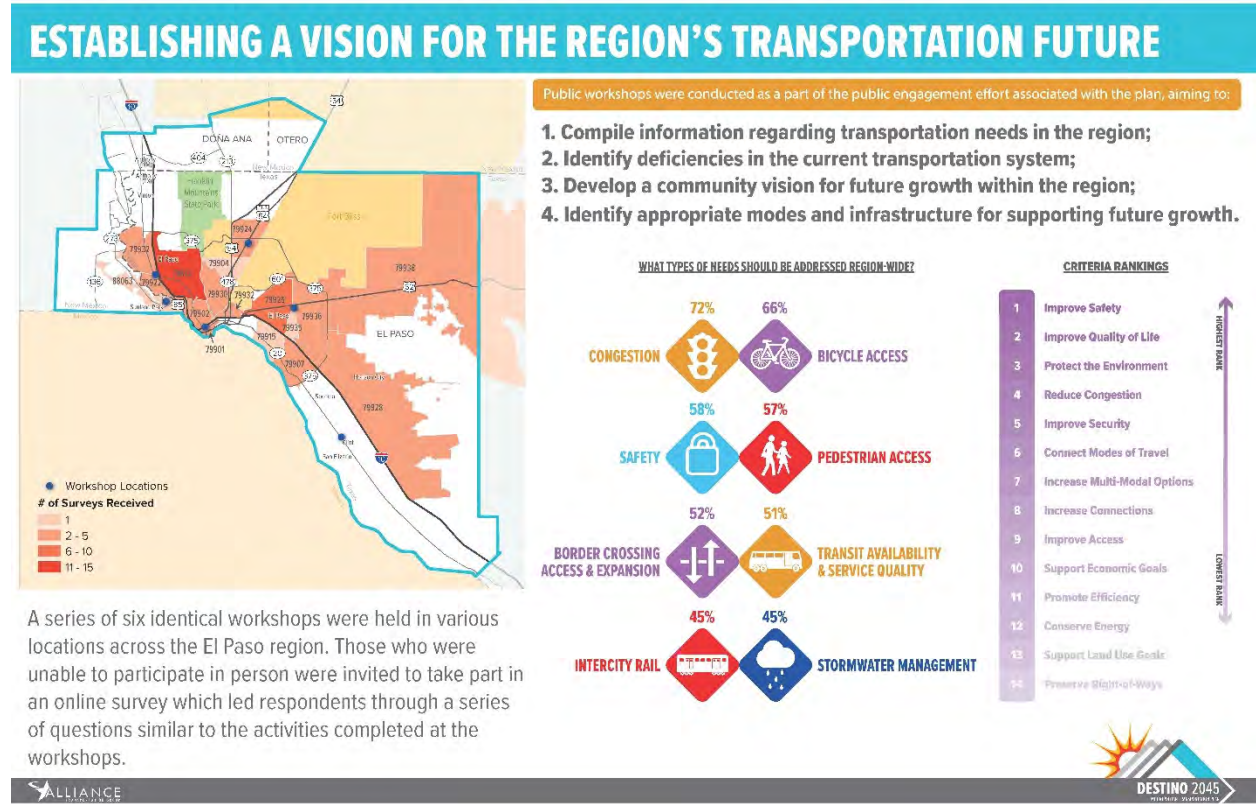




FIGURE 19: GUIDING PRINCIPLES

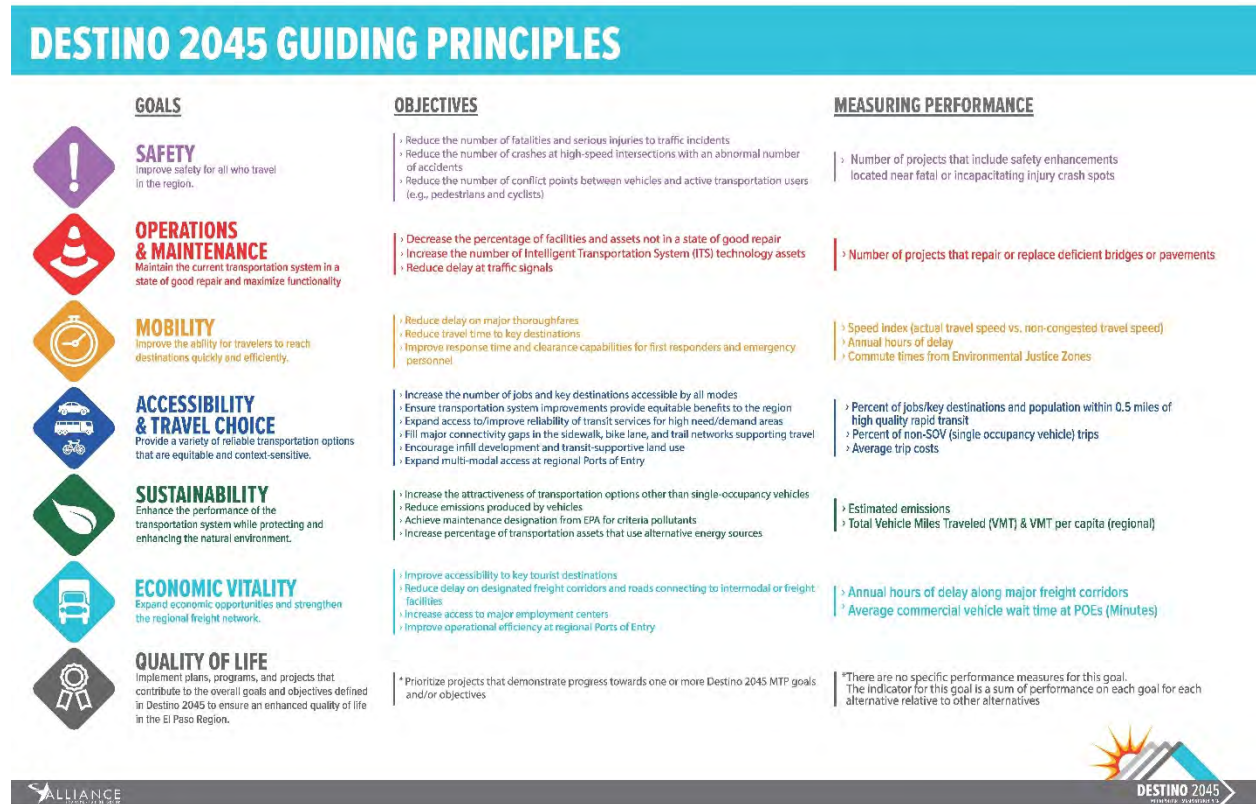
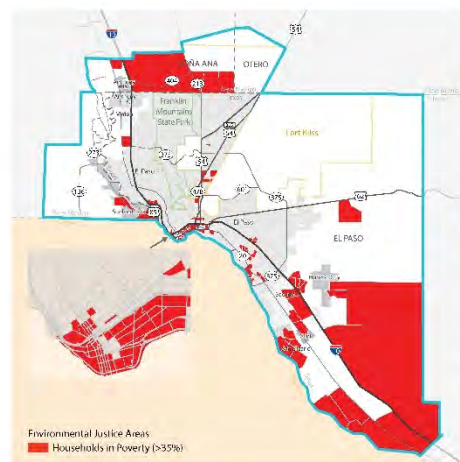
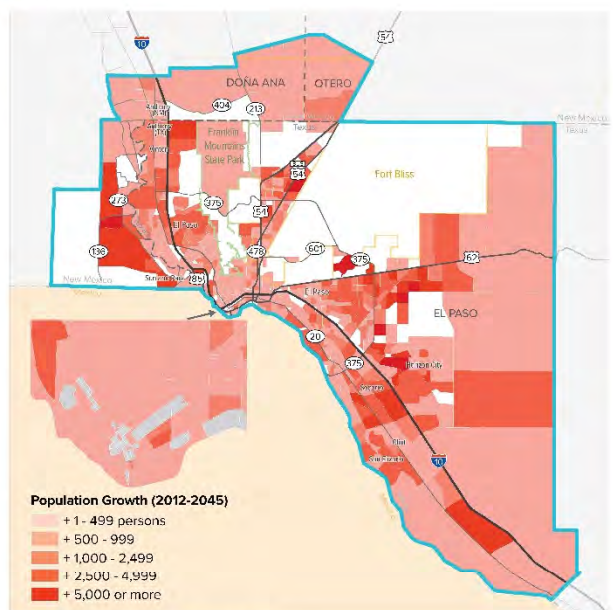
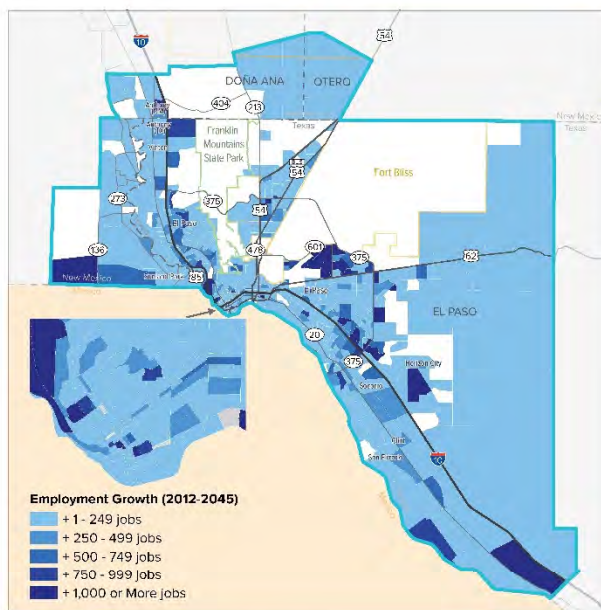
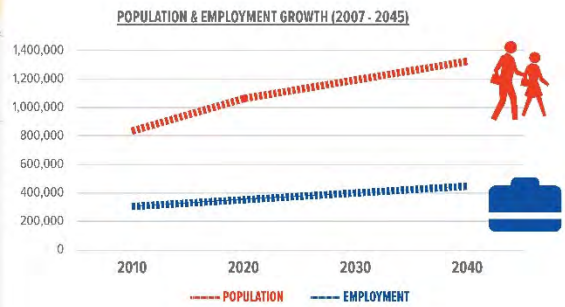
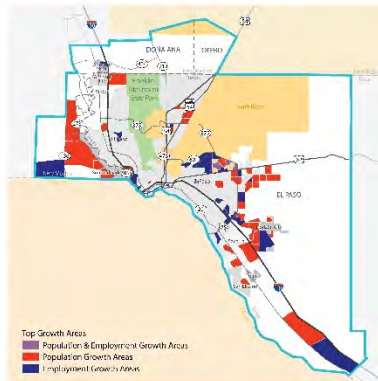


FIGURE 20: REGIONAL GROWTH TRENDS THROUGH 2045

# REGIONAL GROWTH TRENDS THROUGH 2045

## DEMOGRAPHICS

A major component of identifying future transportation needs is understanding future population and employment growth trends for the region. Land use and growth patterns directly impact how people travel.



## ENVIRONMENTAL JUSTICE

Environmental Justice (EJ) is the process by which the MTP considers the needs of those traditionally underserved by existing transportation systems while minimizing the potential harmful effects that infrastructure investments can cause. Destino 2045 identifies EJ communities as areas/zones where more than 35% of the households are below the poverty line.

**17%**

of the analyzed zones contain greater than 35% households below the poverty line

AND

**18%**

of the analyzed zones contain greater than 35% households that speak limited English.



FIGURE 21: MULTI MODAL NEEDS ASSESSMENT: SAFETY

# MULTIMODAL NEEDS ASSESSMENT

## ROADWAY ANALYSIS

The majority of travel in the region takes place on the region's roadway network, which includes expressways, highways, and major arterial roadways. Destino 2045 relies on the regional Travel Demand Model and detailed stakeholder input to explore current and future roadway performance.

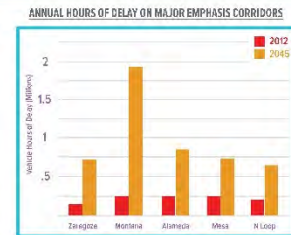
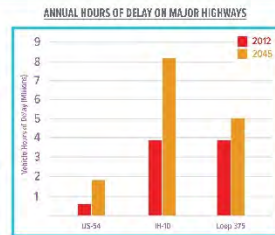
**71%** of survey respondents ranked congestion to be the most important regional transportation issue.

71% of survey respondents ranked congestion to be the most important regional transportation issue.

Significant congestion generally occurs on major highways and regional connectors.

Annual hours of delay for automobile and truck traffic is expected to triple by 2045.

**x3**



## NO-BUILD CONGESTION PERFORMANCE

The maps above display the possible congestion outcome if no improvements are made to the transportation system beyond those already under construction or programmed. The map on the left displays current congestion while the map on the right uses the population and employment projections for 2045 to forecast future travel patterns.

## CRASH ANALYSIS

Destino 2045 gathered crash records from 2011 to 2015 and mapped "hotspots" where crashes happen most frequently throughout the region.





FIGURE 22: MULTIMODAL NEEDS ASSESSMENT: PORTS OF ENTRY & FREIGHT

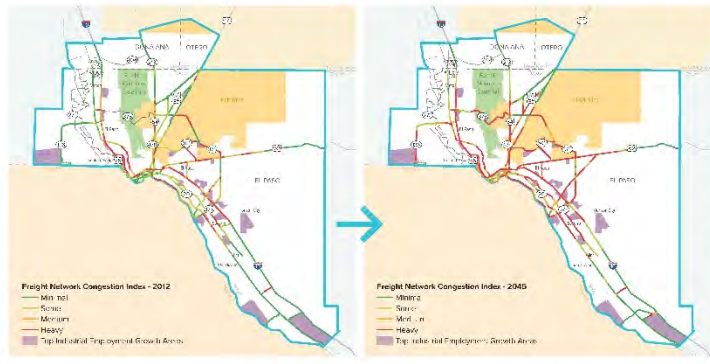
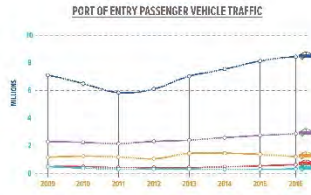
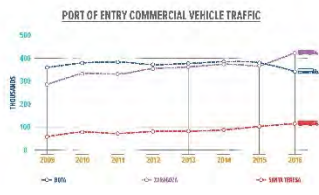
# MULTIMODAL NEEDS ASSESSMENT

## BORDER CROSSING ANALYSIS

The El Paso region is one of the most significant border crossing regions in the United States. Known as one of the world's busiest international land ports, traffic and freight flow between the Texas/New Mexico - Mexico border impacts economies at local, regional, and national scales. Destino 2045 explored general traffic trends, wait times, and congestion occurring at all regional ports of entry to identify potential deficiencies and needs.

EPMPO ports of entry also provide the region with roughly **128,500 JOBS.**

EPMPO ports of entry account for **20%** of all of Texas' international trade value. **\$356 BILLION**



- 34%** of all interstate freight network capacity along I-10
- TOP CONGESTED FREIGHT NETWORK SEGMENTS**
- SERGEANT MAJOR**  
from Global Reach Drive to Arlio Way
  - LOOP 375**  
from Liberty Expressway to Montana Avenue
  - GLOBAL REACH DR**  
from Liberty Expressway to Montana Avenue
  - MONTANA AVE**  
from Hawkins Boulevard to Loop 375 Drive
  - LOOP 375**  
from Railroad Drive to Sergeant Major Boulevard
- 7 MILLION** trucks will enter the area along the freight network. This will increase by 20% by 2045.

## FREIGHT ANALYSIS

Transportation systems not only move people throughout a region, but they also support the movement of goods in the form of freight, a vital component of the region's economy and quality of life. The Destino 2045 freight analysis focuses on identifying the amount of delay along a locally defined freight network. Results serve to indicate how the freight system is currently performing and is expected to perform in the future in terms of congestion and annual delay.





FIGURE 23: MULTIMODAL NEEDS ASSESSMENT: TRANSIT & ACTIVE TRANSPORTATION

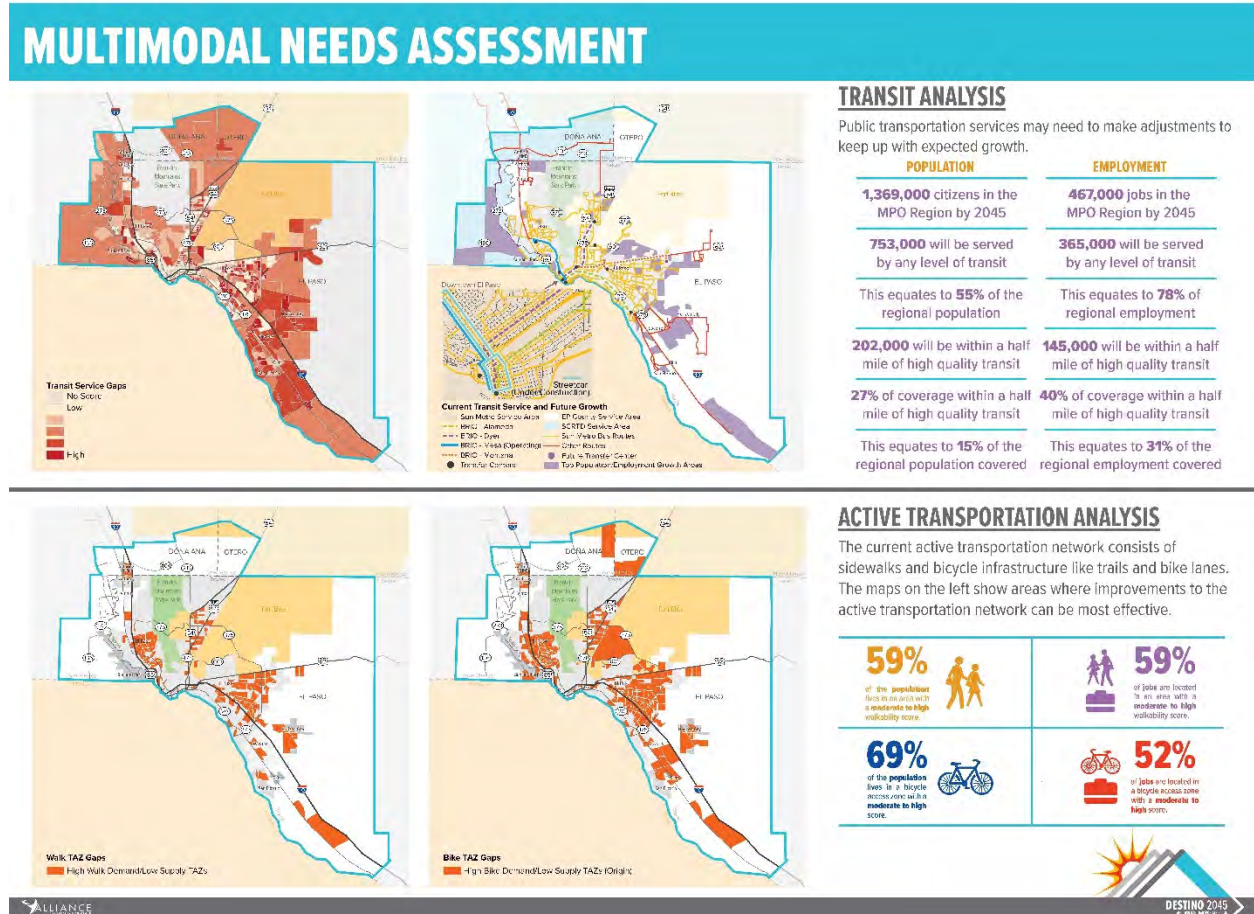




FIGURE 24: DRAFT PROGRAM OF PROJECTS

# DRAFT PROGRAM OF PROJECTS

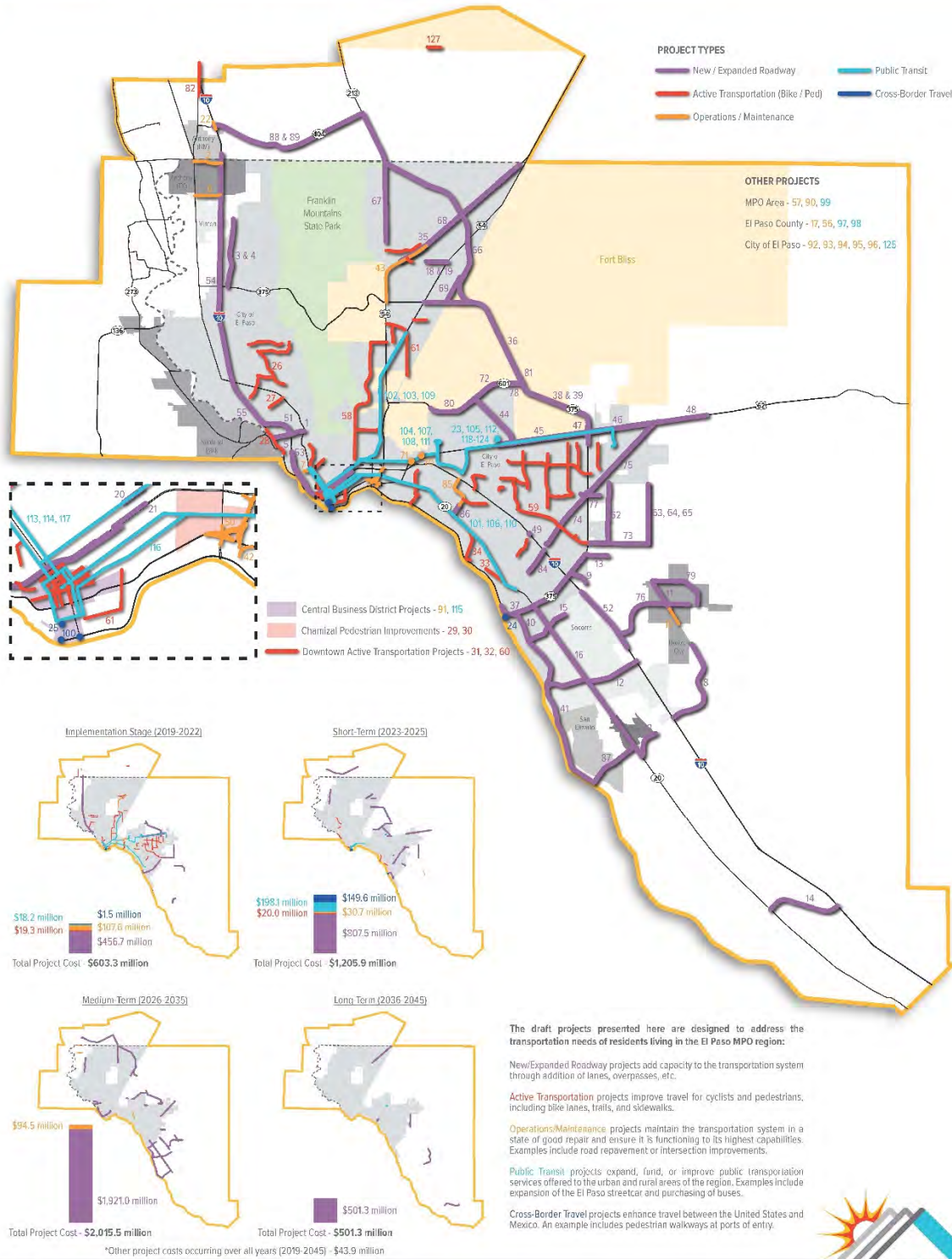






FIGURE 25: FEEDBACK PROMPT

## FEEDBACK

The Destino 2045 Planning Process is moving toward completion. Results from the public outreach and technical analysis are provided at the link below along with a survey to assist in building the final plan. The survey asks a series of questions to ensure the final plan represents the attitudes and mobility needs of the region. There is also an interactive map to explore the projects developed to address the region’s mobility needs.

**Do the goals and objectives reflect the region’s needs?**

**Are there other comments you have regarding the planning process/projects?**

**Are there other regional mobility needs that should be considered?**

**Are there any other comments you have regarding the region’s evolving transportation needs over the next 27 years?**

To access the feedback survey and project map use the following link ([www.elpasofwd.com](http://www.elpasofwd.com)) or use your smart phone to scan the QR code to the right. (“QR Code Reader” app available)





## DRAFT PLAN OPEN HOUSE

The 30-day public comment period for the Draft Destino 2045 MTP began March 9<sup>th</sup> and ended April 9<sup>th</sup>. Further open houses were conducted March 12, 2018 through March 26, 2018 as part of the public involvement process defined in the EPMPO PPP, as well as to give the public invited stakeholders a chance to view the draft plan and make comment before final adoption. The MPO held a series of open houses to present the Draft MTP document, Draft FY2019-2022 Transportation Improvement Program (TIP), and Transportation Conformity Report simultaneously. **Table 8** outlines the meeting dates and locations of the final round of public outreach, and **Figure 26** maps meeting locations.

A variety of outreach methods were employed to spread the word about the draft plan open houses, including:

- Posted Advertisements in El Paso Times Sunday Edition on March 3 and March 11
- Posted notification on El Paso MPO website & www.elpasofwd.com
- Announcement of open houses via MPO e-mail distribution list
- Announcement of open houses via Destino 2045 mailing list developed through online survey, stakeholder interviews,

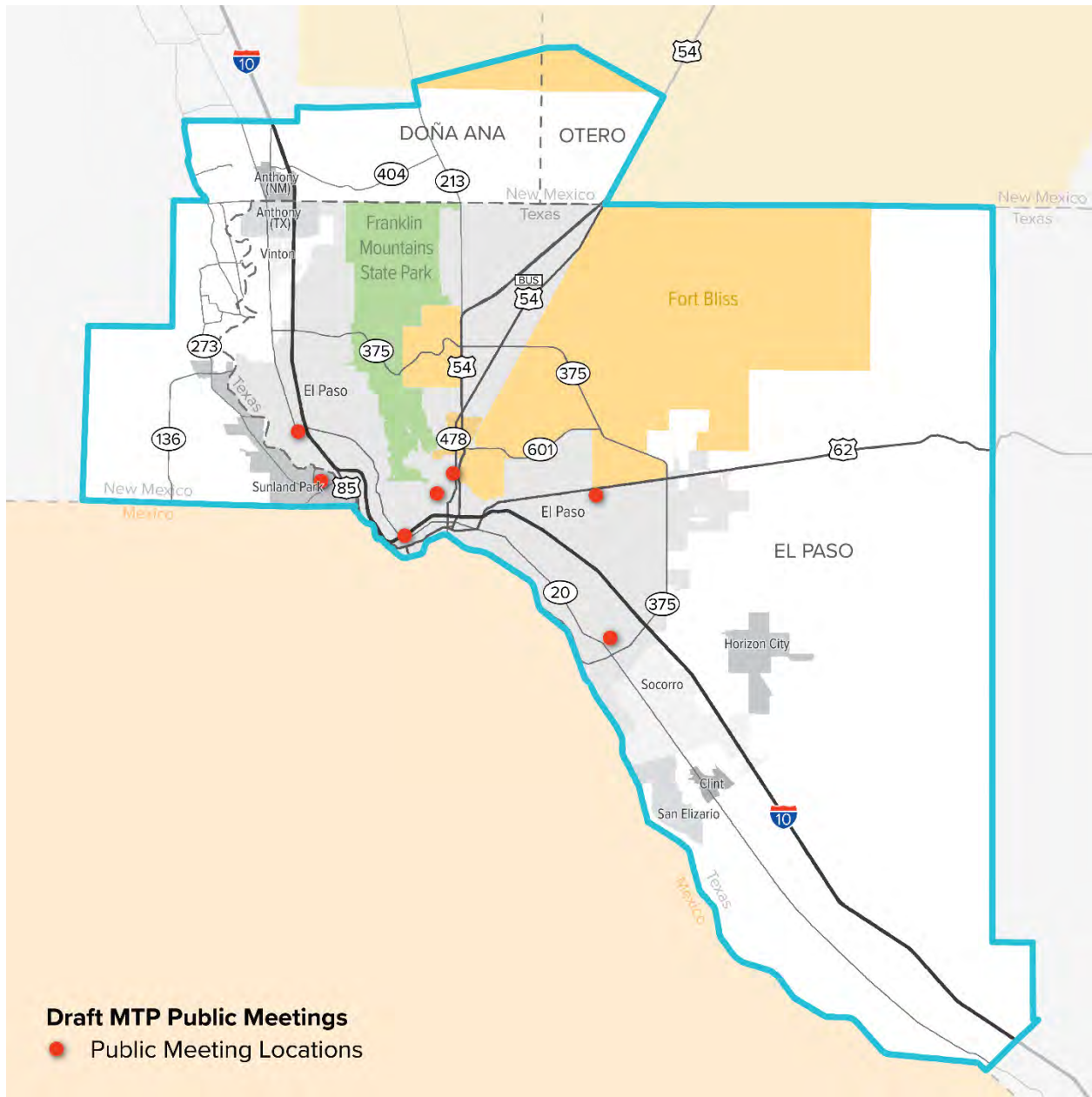
**TABLE 8: DRAFT PLAN REVIEW OPEN HOUSE MEETING LOCATIONS**

DATE AND TIME	LOCATION	ADDRESS
Monday, March 12 4PM-6PM	Sergio Troncoso Library	9321 Alameda Ave., El Paso, TX 79907
Tuesday, March 13 5PM-6:30PM	Sunland Park Council Chamber	1000 McNutt Rd., Sunland Park, NM 88063
Wednesday, March 14 5:30PM-7PM	Westside RCC Conference Room	4801 Osborne Dr., El Paso, TX 79922
Thursday, March 15 4PM-6PM	El Paso MPO Board Room (Suite 100)	211 N. Florence, El Paso, TX 79901
Monday, March 19 4:30PM-6PM	Memorial Park Library	3200 Copper Ave., El Paso, TX 79930
Tuesday, March 20 5:30PM-7:30PM*	El Paso MPO Board Room (Suite 100)	211 N. Florence, El Paso, TX 79901
Wednesday, March 21 5:30PM-7PM	Pebble Hills RCC (Suite A)	10780 Pebble Hills, El Paso, TX
Monday, March 26 5:30PM-7PM	Project Amistad Headquarters	3201 Dyer St

*\*The meeting on Tuesday March 20 was originally scheduled to take place at the Northeast Regional Command Center. Due to construction, the meeting was moved to the El Paso MPO Boardroom and a subsequent meeting in Northeast El Paso was held the following Monday (March 26) at Project Amistad's main offices.*



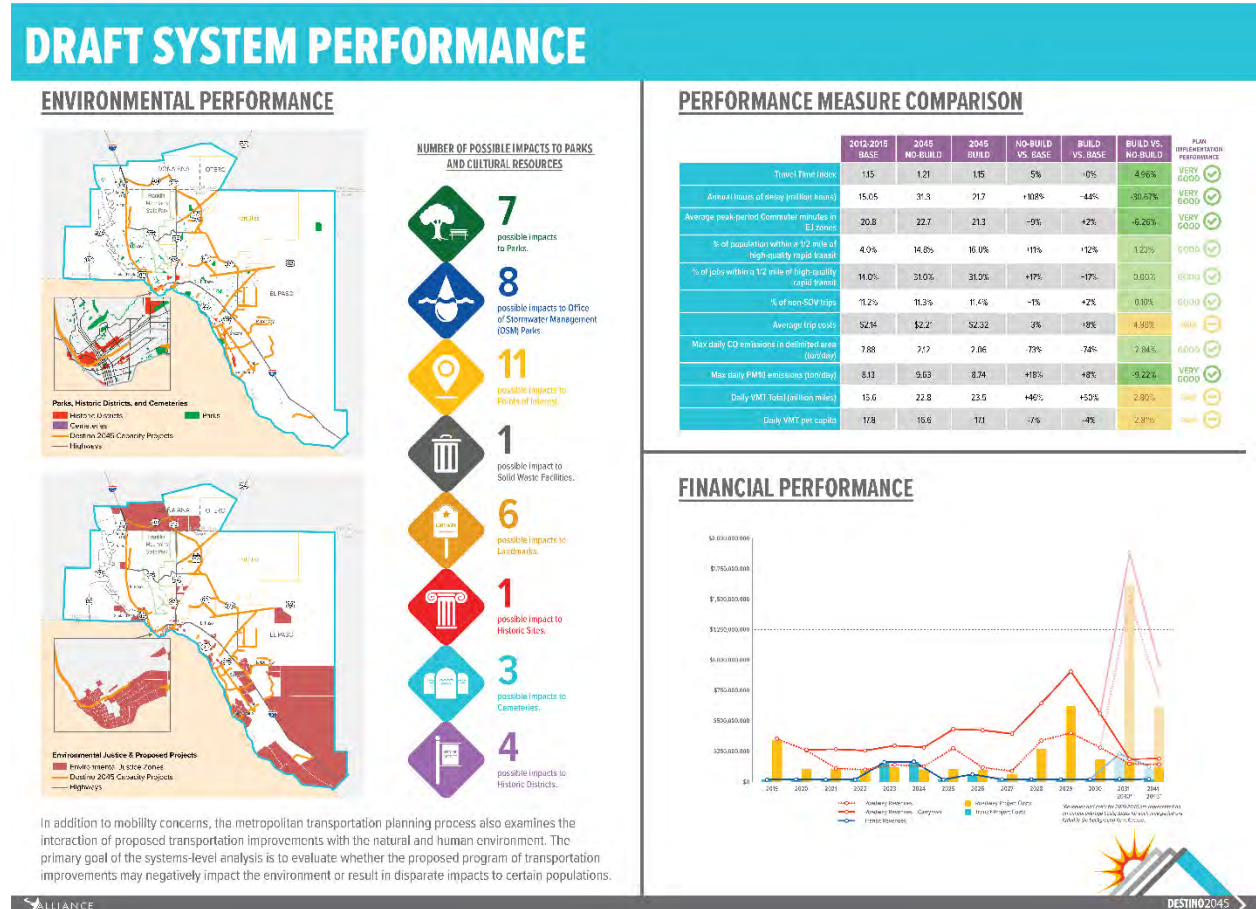
FIGURE 26: DRAFT MTP PUBLIC MEETING LOCATIONS





In addition to the meeting exhibits presented at the Status Update Open Houses, one additional board was presented at the Draft MTP public meetings representing the system performance for the draft list of planned projects (Figure 27).

FIGURE 27: SYSTEM PERFORMANCE



In addition to mobility concerns, the metropolitan transportation planning process also examines the interaction of proposed transportation improvements with the natural and human environment. The primary goal of the systems-level analysis is to evaluate whether the proposed program of transportation improvements may negatively impact the environment or result in disparate impacts to certain populations.





## FEEDBACK

Table 9 summarizes the comments received from the public during the Draft Plan review round of public meetings.

TABLE 9: DRAFT PLAN COMMENT PERIOD FEEDBACK

Date	Comment
Mar-26-2018	Good Evening and thanks for the public involvement meeting 3210 Dyer at Project Amistad. Logan Sunrise Neighborhood is concerned about connectivity, pedestrian & bike paths. Our area desperately needs more pedestrian consideration with a bridge (pedestrian) for Titanic over Dyer St. Please contact us when the opportunity to improve our area arises. We will stay in contact. Looking forward to communicating more Closely. Warmest regards.
Mar-27-2018	Need to consolidate all the bus companies into one intermodal station similar to an airport. Also need to provide more direct connection to the airport
April-9-2018	Planning should prioritize alternative transportation options beyond bike lanes in streets. Conjoined lanes are not safe and will not be used.

## RESPONSE TO FEEDBACK

While comments received during the visioning process have been incorporated into the Vision Statement, additional comments past that initial time period have been compiled (including those in Table 7 and Table 9) and given response by the EPMPO noted in Table 10 for comments received during the status update period, and Table 11 for comments received during the 30 day public comment period for the review of the Draft Destino 2045 MTP.



TABLE 10: STATUS UPDATE PERIOD MATRIX OF COMMENTS AND MPO RESPONSES

DATE	COMMENT	MPO RESPONSE
<p>Jan 28 2018</p>	<p>Greetings, We saw the ad in today's (Sunday's) El Paso Times for the Destino 2045 public input meetings. Our schedules preclude us from attending any of them, but we wanted to give our two cents on a few things we've observed as regular users of Loop 375 and I-10.</p> <ol style="list-style-type: none"> <li>1. We often access Loop 375 South from the North Loop entrance and have wondered why there is no connection between Americas Avenue South to its continuation near Alameda Avenue. Commuters who are trying to get to Alameda from that area must enter 375S, then exit soon after at Alameda. Seems like some unnecessary 375S traffic could be eliminated if the access road went all of the way through.</li> <li>2. One of the real scary parts of the return commute is on 375N. The Alameda entrance ramp, which is two lanes wide(!), pours on to 375N shortly before the North Loop exit, the one we must take to turn on Rojas to reach our home. This creates a real bottleneck headache considering 375 is only two lanes at this point. Maybe it could be widened by a lane to better accommodate traffic that is entering and exiting in that area. We suspect the traffic was much lighter when this odd configuration was constructed.</li> <li>3. Finally, the 375N and 375S exits to the Zaragoza international bridge become gridlocked on certain evenings as trucks back up awaiting their turns to cross. We've seen a lot of near misses on the evening commute, at least once a week, as people try to sneak around the trucks and even trucks try to leap frog by moving into right traffic lane and back into the exit line. It is a fatal accident waiting to happen.</li> </ol> <p>We hope you would pass this input along to those planning the various changes that will be part of this much-needed strategic plan.</p>	<ol style="list-style-type: none"> <li>1. The Loop 375 (Americas) Ramps &amp; Frontage Roads Reconfiguration project (CSJ 2552-03-058 / MPO ID F048X) in the El Paso MPO's Amended Horizon 2040 Metropolitan Transportation Plan and Horizon 2017-2020 Transportation Improvement Program will provide connectivity on the frontage roads over the railroad tracks, therefore, there will be no need to enter the Loop 375 main lanes for this purpose. This project is sponsored by the Texas Department of Transportation and is scheduled to let fiscal year 2018.</li> <li>2. The Loop 375 (Americas/Joe Battle) Widening from 4 to 6-lanes divided from Zaragoza to Bob Hope project (2552-03-049 / MPO ID F056X-CAP) will address the needed widening and better accommodate traffic. This project is sponsored by the Texas Department of Transportation and is scheduled to let in fiscal year 2020.</li> <li>3. The Zaragoza Port of Entry, Pan American Dr. &amp; Winn Rd. Build/Improvements project (CSJ 0924-06-418) / MPO ID A524X-CAP-2) will Build/reconstruct 4 lane divided roadway for international truck traffic from Loop 375 to the Zaragoza POE Campus. Combined with the Loop 375 (Americas) Ramps &amp; Frontage Roads Reconfiguration project (CSJ 2552-03-058 / MPO ID F048X), both in the El Paso MPO's Amended Horizon 2040 Metropolitan Transportation Plan and Horizon 2017-2020 Transportation Improvement Program, will address the current trucks cuing at the Zaragoza POE and backup onto the Loop 375 facilities. This project is sponsored by the City of El Paso and is scheduled to let in fiscal year 2018.</li> </ol> <p>All comments are provided to the El Paso MPO Transportation Policy Board.</p>



<p>Jan 30 2018</p>	<p>Que se ínter conecte con otros medios de transporte como estación de bicicletas o park and ride <i>(different modes of transportation should be better connected, such as bike stations and park and ride)</i></p>	<p>The El Paso MPO will continue to work with local transit and bicycle planners to connect active transportation and transit facilities.</p>
<p>Feb 1 2018</p>	<p>With the growth of the region, every project needs to be designed to not only accommodate but encourage active transportation and transit. Instead of building and widening roads, we should be encouraging mode shift- with walking and cycling for shorter trips and easy access to transit for longer trips. Additionally, building new roads often encourages sprawl. Congestion is not a bad thing if we want to encourage mode shift.</p>	<p>All comments are provided to the El Paso MPO Transportation Policy Board for their consideration.</p>
<p>Feb 9 2018</p>	<p>Please consider safety in bike trails. Bike lanes are not working. Playa Drain bike trail is an excellent project. Please consider additional such projects.</p>	<p>Safety is the highest priority in all projects. All comments are provided to the El Paso MPO Transportation Policy Board for their consideration.</p>



TABLE 11: DRAFT PLAN REVIEW PERIOD MATRIX OF COMMENTS & MPO RESPONSES

DATE	COMMENT	MPO RESPONSE
Mar 22 2018	<p>Dear Chairman Moody &amp; Mr. Medina,</p> <p>I hope this letter finds you well. As you are aware of, there is limited funding for all the transportation projects in the El Paso region. Based on the finite revenue sources available, it is my request that the FM 1110 Project be removed from the Destino 2045 Metropolitan Transportation Plan as soon as possible. I respectfully request this course of action be taken in order to best serve the immediate needs of El Paso County, and of the region as a whole.</p> <p>The Transportation Policy Board has higher priority projects for El Paso County and for the greater metropolitan area. I realize that the FM 1110 project was reviewed and approved by members of the board; however, from a regional perspective, this project doesn't merit the level of funding or allocation of resources that it currently possesses. For example, the funding allotted for this project would be better spent on a route(s) that alleviate current congestion concerns for residents of the San Elizario-Clint area.</p> <p>Based on the concerns listed above, I believe removing the FM 1110 project from the Destino 2045 Plan is the most sound course of action. Thank you for your thoughtful consideration of this matter. I look forward to continuing to work with my fellow board members to effectively address the transportation needs of El Pasoans, and I encourage you to contact my office should you have any questions or concerns.</p> <p>Sinceramente, Mary E. Gonzalez Texas Representative House District 75</p>	<p>This matter will be discussed at the Transportation Policy Board meeting on April 20, 2018 during the agenda item for approval of the Destino 2045 MTP, Destino 2019-2022 TIP and Destino Transportation Conformity Report.</p>





DATE	COMMENT	MPO RESPONSE
Mar-26-2018	Good Evening and thanks for the public involvement meeting 3210 Dyer at Project Amistad. Logan Sunrise Neighborhood is concerned about connectivity, pedestrian & bike paths. Our area desperately needs more pedestrian consideration with a bridge (pedestrian) for Titanic over Dyer St. Please contact us when the opportunity to improve our area arises. We will stay in contact. Looking forward to communicating more Closely. Warmest regards.	All comments are provided to the El Paso MPO Transportation Policy Board for their consideration. The El Paso MPO will include the Logan Sunrise Neighborhood in our mailing lists for future correspondence.
Mar-27-2018	Need to consolidate all the bus companies into one intermodal station similar to an airport. Also need to provide more direct connection to the airport	All comments are provided to the El Paso MPO Transportation Policy Board for their consideration.
April-9-2018	Planning should prioritize alternative transportation options beyond bike lanes in streets. Conjoined lanes are not safe and will not be used.	Safety is the highest priority in all projects. All comments are provided to the El Paso MPO Transportation Policy Board for their consideration.



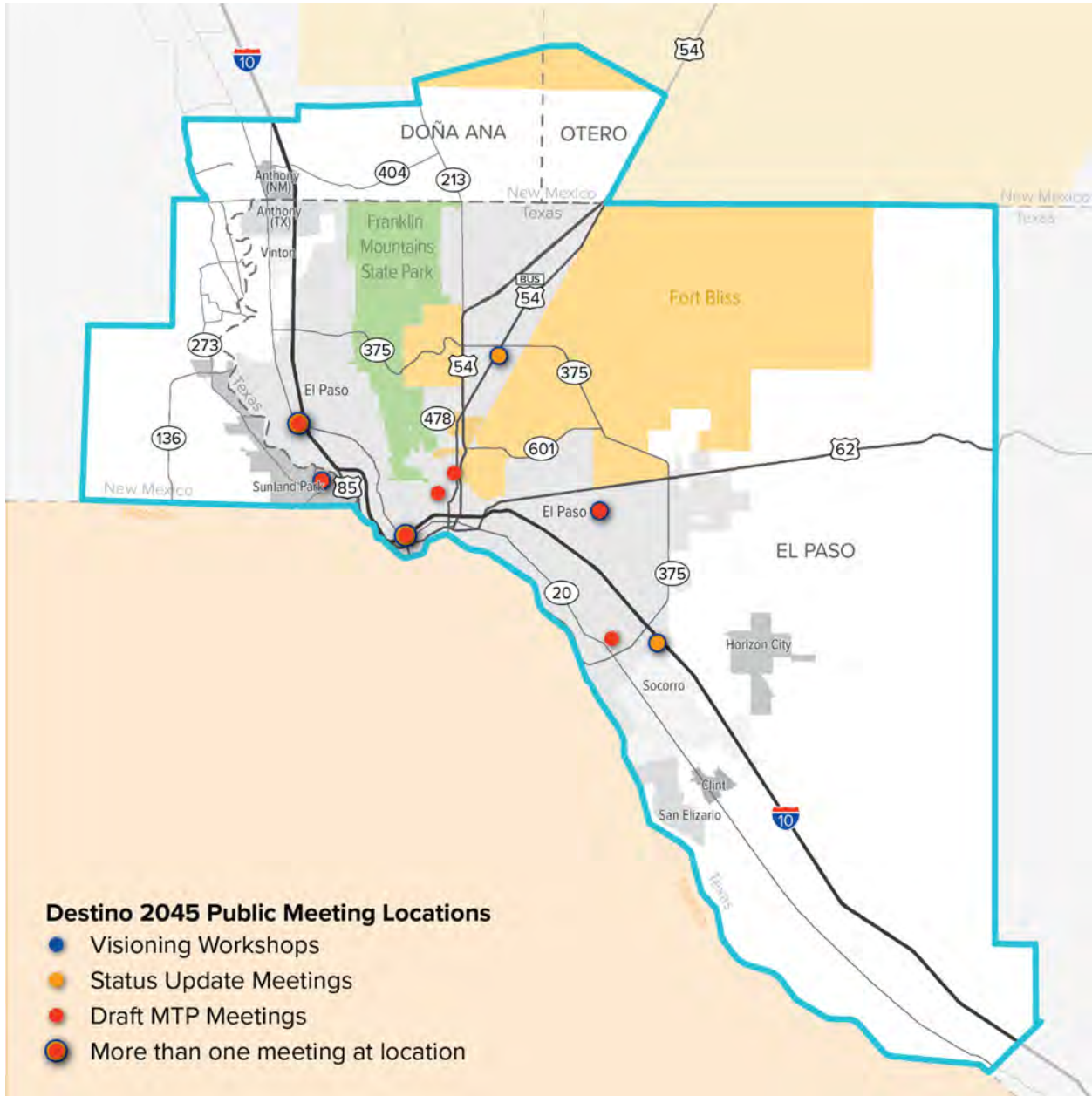
DATE	COMMENT	MPO RESPONSE
<p>April-9-2018</p>	<ol style="list-style-type: none"> <li data-bbox="358 363 795 961"> <p>The Mesilla Valley MPO notes the lack of reference in Destino 2045 to a potential passenger rail connection between El Paso and Las Cruces. This connection is identified as a priority in the City of Las Cruces Strategic Plan 2017-2022 for the year 2022: <a href="http://www.las-cruces.org/~media/lcpublicwebdev2/site%20documents/article%20documents/strategic_plan-english.ashx?la=en">http://www.las-cruces.org/~media/lcpublicwebdev2/site%20documents/article%20documents/strategic_plan-english.ashx?la=en</a>. An El Paso-Las Cruces passenger rail connection was studied by the South Central Regional Transit District in the South Central Regional Transit District Passenger Rail Feasibility Study done in 2017. The Mesilla Valley MPO would like to see reference to an El Paso-Las Cruces passenger rail connection in Destino 2045.</p> </li> <li data-bbox="358 999 795 1482"> <p>Additionally, the Mesilla Valley MPO included the Rio Grande bike path in our most recent Metropolitan Transportation Plan update. We have included it in our plan to support the work being done by the Rio Grande Trail Commission (<a href="http://www.emnrd.state.nm.us/admin/rgtc/about.html">http://www.emnrd.state.nm.us/admin/rgtc/about.html</a>) established by NM Legislature House Bill 563. The proposed trail could connect our regions and provide a positive economic development impact. We encourage the El Paso MPO to look into extending that trail in the New Mexico portion of the El Paso MPO and into Texas.</p> </li> </ol>	<ol style="list-style-type: none"> <li data-bbox="873 621 1417 1010"> <p>All comments are provided to the El Paso MPO Transportation Policy Board for their consideration. This type of project would most certainly be a project of regional significance, however the timeframe for such a project will need to be included in the MTP and, more importantly, respective TIP. Furthermore, including a fixed-guideway rail project in the MTP would require running the travel demand model to determine the impact of the project on regional VMT and air quality. The EPMPO is not aware of federal, state, or local funds for project for a potential passenger rail connection between both cities.</p> </li> <li data-bbox="873 1016 1417 1255"> <p>All comments are provided to the El Paso MPO Transportation Policy Board for their consideration. The Transportation Policy Board approved a resolution creating the Active Transportation System on July 22, 2016 which includes seven segments to connect Las Cruces, NM, El Paso, TX, and Cd. Juarez, CH. A future Rio Grande bike path may be a part of the Avenida de Estrellas segment.</p> </li> </ol>



## SUMMARY

Public meetings throughout the lifespan of the Destino 2045 MTP process were distributed throughout the region, with careful attention paid to locations accessible to environmental justice communities as well as to persons with mobility concerns. The distribution of the meetings can be seen in Figure 28.

FIGURE 28: DESTINO 2045 MEETING LOCATIONS





EPMPO carried out a robust public involvement and stakeholder engagement process to identify issues and understand the needs of the public, as well as those of agencies and organizations with a specific interest in the transportation system. Public participation has long been a federal requirement for long range transportation planning. The public involvement process carried out by EPMPO in support of the Destino 2045 MTP not only complies with federal regulations, it also ensures the plan goes above and beyond the results of the technical analyses and incorporates information about how the public experiences and perceives the transportation system, which may not always align with the technical data. Developing a plan in close cooperation with the public and key stakeholders also helps to ensure broad community support for plan adoption and implementation.

Goals and objectives provide guidance to the MPO and policymakers in selecting projects for inclusion in the MTP and help to link other transportation planning processes and documents produced by EPMPO, like the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), and the Congestion Management Plan (CMP), with the long-term vision of the community. As state DOTs and MPOs across the nation prepare to transition to a performance-based planning and programming process as required under the FAST Act, it will be increasingly important to develop outcome-based goals and objectives that are closely tied to the adopted performance measures. EPMPO will continue to adjust and advance its public involvement process as these performance measures are finalized, ensuring that the community will continue to shape the priorities for the transportation system in future planning efforts.