



METROPOLITAN TRANSPORTATION PLAN

VISIONING PROCESS RESULTS SUMMARY

El Paso Metropolitan Planning Organization



INTRODUCTION

To support the development of the Destino 2045 Metropolitan Transportation Plan (MTP), Alliance Transportation Group, Inc. (Alliance), on behalf of the El Paso Metropolitan Planning Organization (MPO), conducted a series of public visioning workshops as a part of the robust public engagement effort associated with this plan. Additionally, to cultivate more public input, the visioning workshop materials fostered the development of an online visioning survey, which was posted on the El Paso MPO and Destino 2045 project websites. 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.

OVERVIEW

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 multi-modal options, improving safety and quality of life, connecting modes of travel, and improving access.

Alliance conducted the series of six identical public visioning workshops between May 1st, 2017 and May 6th, 2017. Meeting dates and locations are shown below.

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

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.



VISIONING WORKSHOP FORMAT

At the beginning of each workshop, participants were welcomed by either workshop moderators J.D. Allen or Jonathan Mosteiro, and assisted by various El Paso MPO staff acting as facilitators for the workshop dialogues. Participants were informed that the MTP update process was based largely on a public participation program designed to establish a vision for future growth through open dialogue, collaboration, and the use of scenario-based planning tools.

Each workshop followed the same order of events which included a presentation, group discussions, and multiple opportunities for participants to provide feedback on the transportation needs of the region. Workshop moderators provided each participant with a workbook that contained various maps and questions for consideration. Workshop moderators provided participants with a variety of methods for supplying feedback, including: marking maps of the region, writing comments in their workbooks, using markers to rank evaluation criteria in both group and individual activities, and providing verbal responses recorded by table facilitators.



Throughout the workshop moderators gave the public opportunities to inform the MPO of the transportation needs and challenges that should be addressed in the El Paso area, and to provide input regarding the importance of the criteria used to evaluate future transportation projects.



ONLINE VISIONING SESSION FORMAT

An online visioning survey was created and activated on the Destino 2045 website (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.

VISIONING EXERCISES

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 underrepresented, so additional targeted outreach could be done for subsequent public engagement activities. As shown below in **Table 1**, 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.



**Table 1: Stakeholder Group Representation**

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

Though stakeholder representation was extensive during the visioning activities, the groups shown below in **Table 2** were underrepresented. Special attention will be paid to outreach efforts targeted toward engaging representatives from these stakeholder groups, particularly freight/shipping companies and environmental groups.

Table 2: Stakeholder Group Underrepresentation

Stakeholder Groups and Number of Respondents Identified			
Representative of an agency that supports ride-sharing	2	Representative of an agency that is responsible for historic preservation	1
Representative of an agency that is responsible for energy conservation	2	Airport operator	0
Representative of an agency that regulates public parking	1	Private transportation provider (e.g. taxis, buses, etc.)	0
Representative of an agency that is responsible for natural resources	1	Tribal Official	0
Representative of an agency that is responsible for environmental protection	1	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 by answering the following question:

Thinking about changes to the region and the nation (environmental changes – gas prices – aging baby boomers – economic changes – land use changes – etc.), are there any users of the transportation system that will be poorly served if there are no improvements to the system?

Participants provided a variety of responses, which have been summarized below, and grouped into the following categories:

- Roadways
- Safety
- Regional Mobility
- Public Transportation
- Active Transportation

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.

Improve Safety

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

Improve Security

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

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.

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 El Paso 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.

Promote Efficiency

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

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.

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.

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.

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.



Connect Modes of Travel

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

Conserve Energy

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

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.

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.

Prioritizing the Evaluation Criteria

To determine how the criteria listed above 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 1.

Figure 1: Example Evaluation Dot Ranking Board

 CRITERIA RANKING BOARD			TABLE #: <u>1</u> 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 2: Individual Scoring Exercise on Participant Response Sheet

DESTINO 2045 | EL PASO AREA METROPOLITAN TRANSPORTATION PLAN

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



The responses from the group and individual scoring exercises at the public visioning workshops were combined to create a preliminary evaluation criteria ranking. The final evaluation criteria ranking will incorporate feedback gathered from the online survey and will provide a clear picture of community priorities regarding the future of the regional transportation system. As shown in Table 3, the most important criterion which workshop participants felt that Destino 2045 should reflect is improvement to regional transportation safety. The public would also like the MPO to evaluate the MTP's effect on improving the environment and quality of life. Of least concern to the public are projects that conserve energy, support land use goals, and preserve right-of-way's.

Table 3: Workshop Evaluation Criteria Ranking

<i>Individual Scoring Criteria</i>	<i>Rank</i>
Improve Safety	1
Improve Quality of Life	2
Protect Environment	3
Reduce Congestion	4
Improve Security	5
Connect Modes of Travel	6
Increase Multi-modal Options	7
Increase Connections	8
Improve Access	9
Support Economic Goals	10
Promote Efficiency	11
Conserve Energy	12
Support Land Use Goals	13
Preserve Right-of-Ways	14

Workshop 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. **Figures 3 through 13** 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 3: Public Visioning Workshop – Northeast RCC Table 1

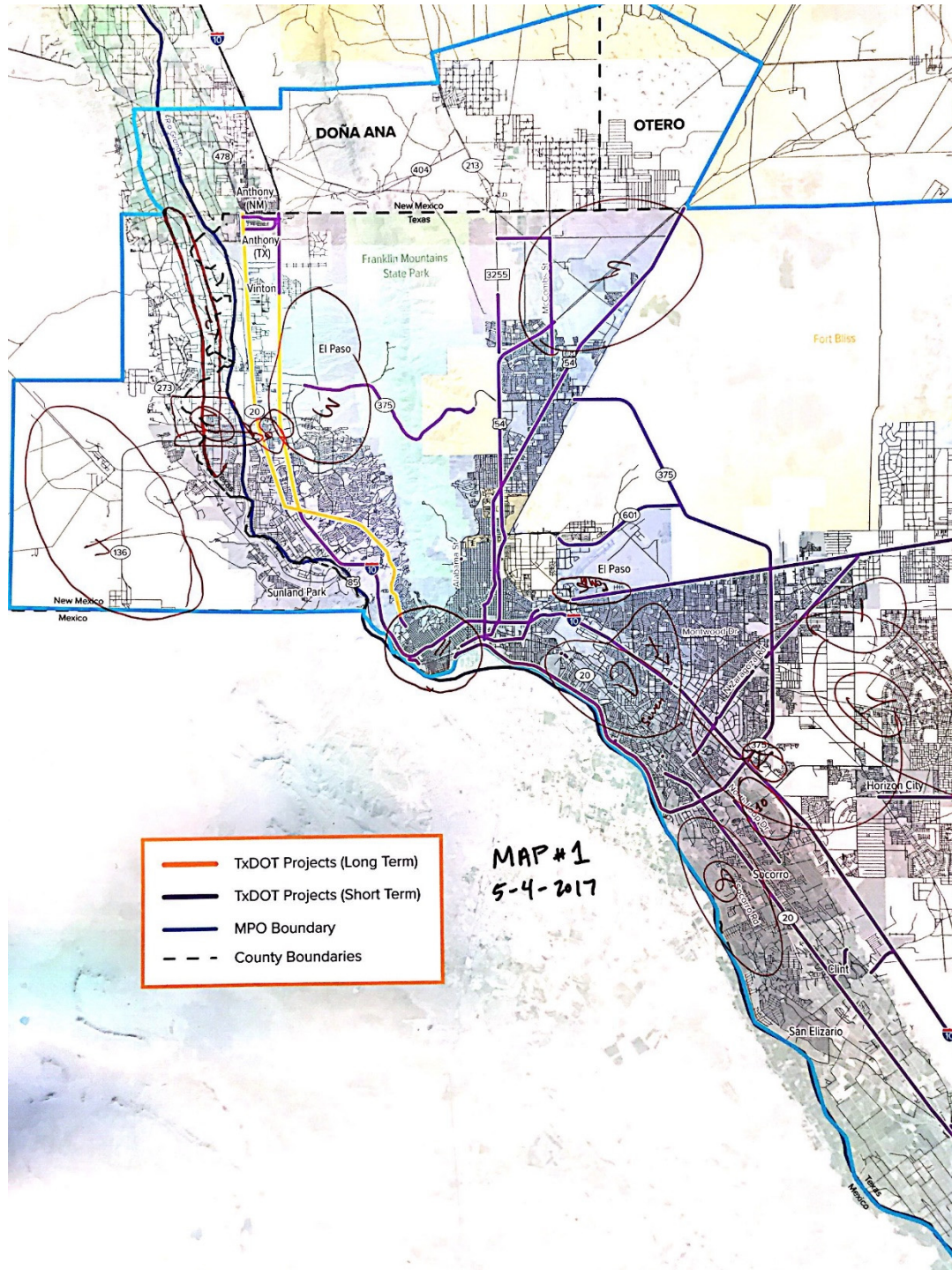
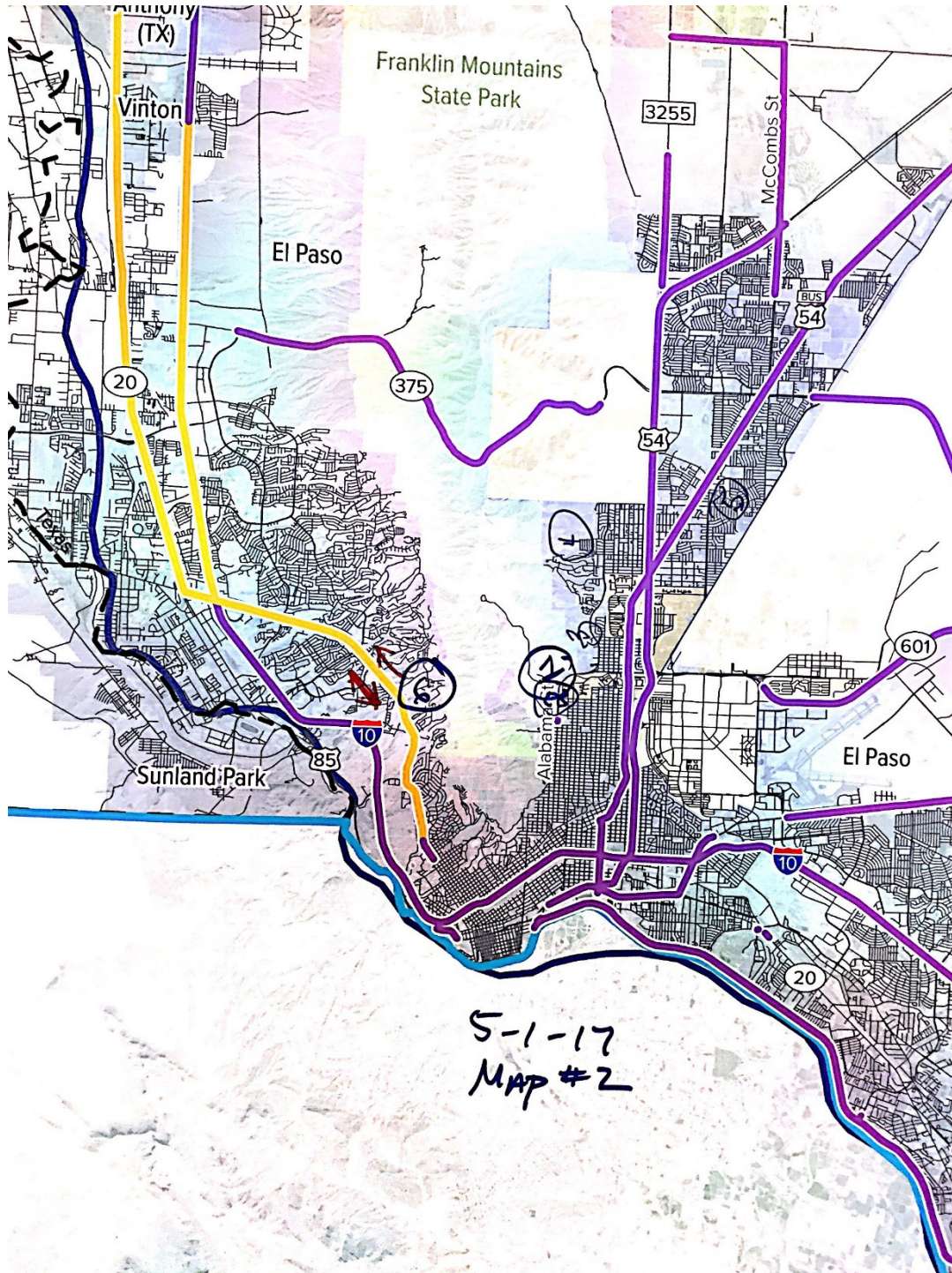


Figure 4: Public Visioning Workshop – Northeast RCC Table 2





Public Visioning Workshop – Northeast RCC: Group Comments Table 1

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 is 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.

Public Visioning Workshop – Northeast RCC: Group Comments Table 2

1. Should increase the use of McKelligon Canyon on weekends. 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.
2. Bicyclists and pedestrians are scared due to the heavy traffic of sand trucks going northbound on Alabama Street. There is a lack of lightning of the canyon and narrow lanes.
3. Erosion of dirt sand – collapse under paper (Mountain). Should be removed on northbound Alabama and Sunnyside (eastside of Alabama).
4. The new development of houses is not properly planned for the water run-off that occurs at Hondo Pass Drive.
5. The houses are getting damage by the heavy rain (drainage).
 - a. 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.
6. When I-10 Gets congested, Mesa gets congested. It is not safe to ride bicycles. They should have a lane for only bicycles.

Figure 5: Public Visioning Workshop – Westside RCC Table 1

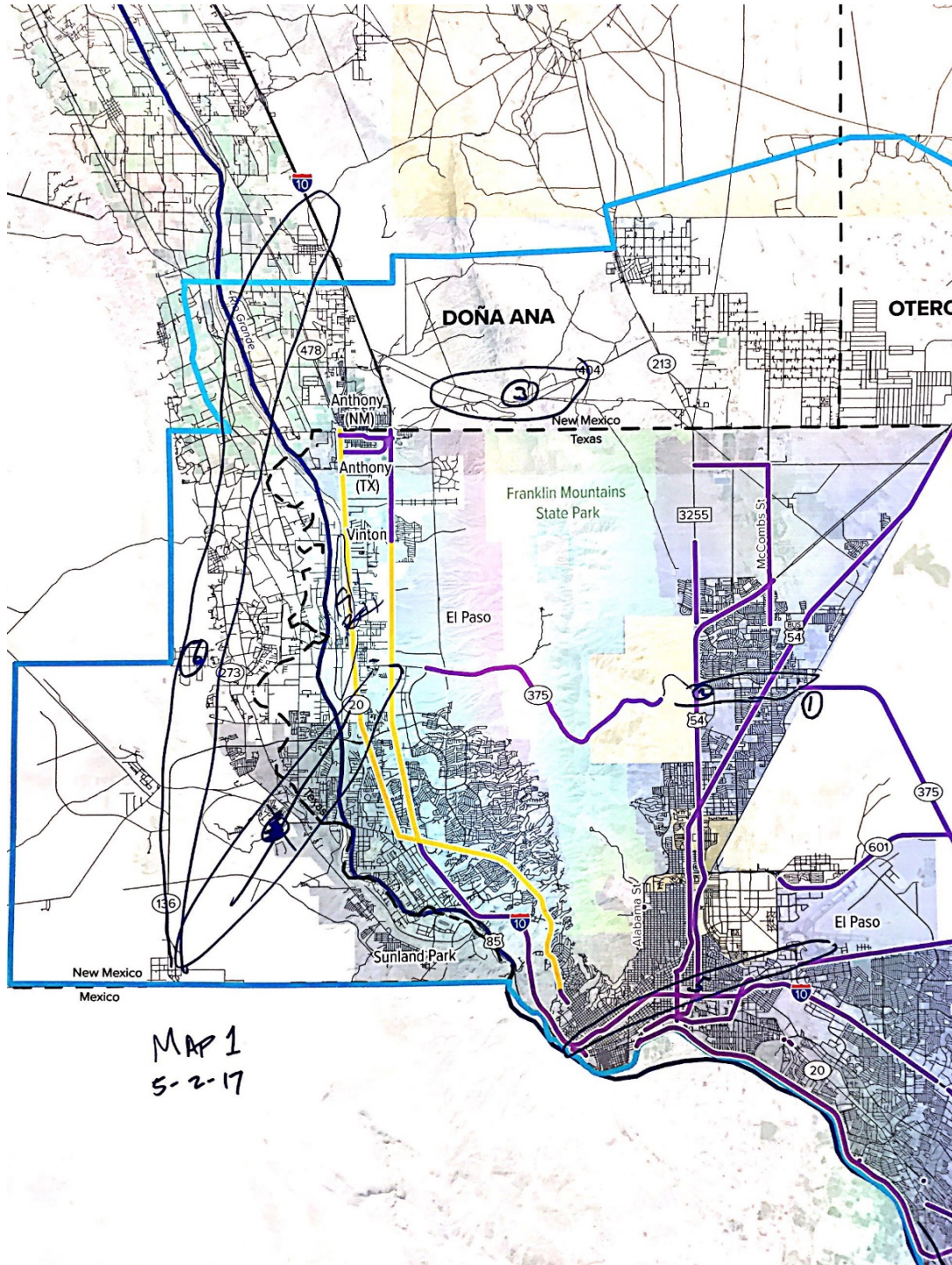
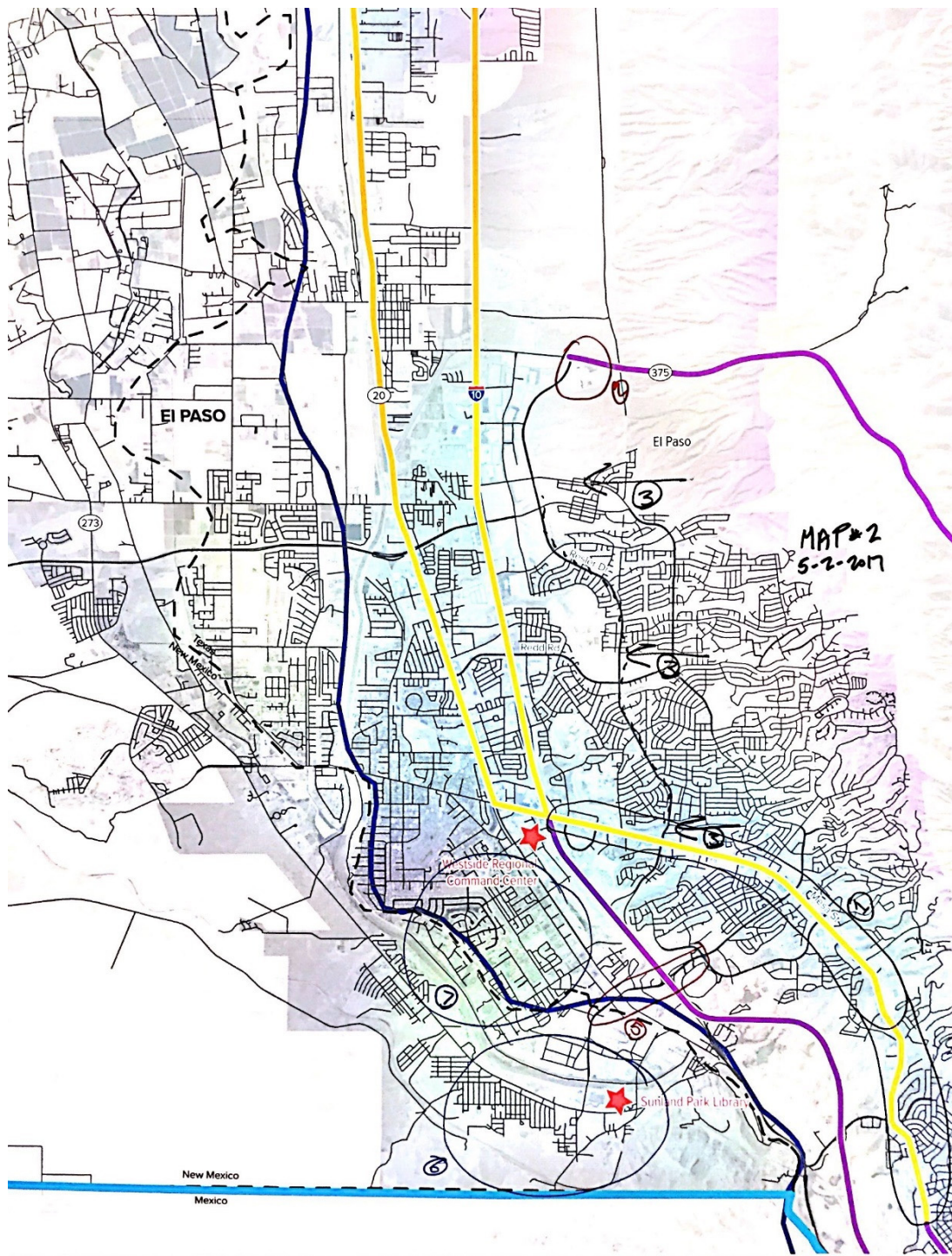


Figure 6: Public Visioning Workshop – Westside RCC Table 2





Public Visioning Workshop – Westside RCC: Group Comments Table 1

1. Coming off from US 54 (coming from North 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.

Public Visioning Workshop – Westside RCC: Group Comments Table 2

1. Buses traveling along this portion of roadway back up traffic.
2. New hospital here, which has been spurring growth in a good way for the entire upper valley.
3. Lots of debris along this stretch from runoff on Resler, water breaks.
4. Doniphan should be developed to handle more growth.
 - a. Heavily populated areas should have dedicated bike lanes.
5. Sunland park needs grade separation.
6. As growth increases in Sunland Park (i.e. the new hotel), Sunland Park Drive needs to be extended.
7. Sunset at Doniphan right-turn lane is problematic.
 - a. Bird and Frontera no right turn lane onto Doniphan.
 - b.** Frontera should not be extended to New Mexico across the river to connect I-10.

Figure 7: Public Visioning Workshop – Sunland Park Library Table 1

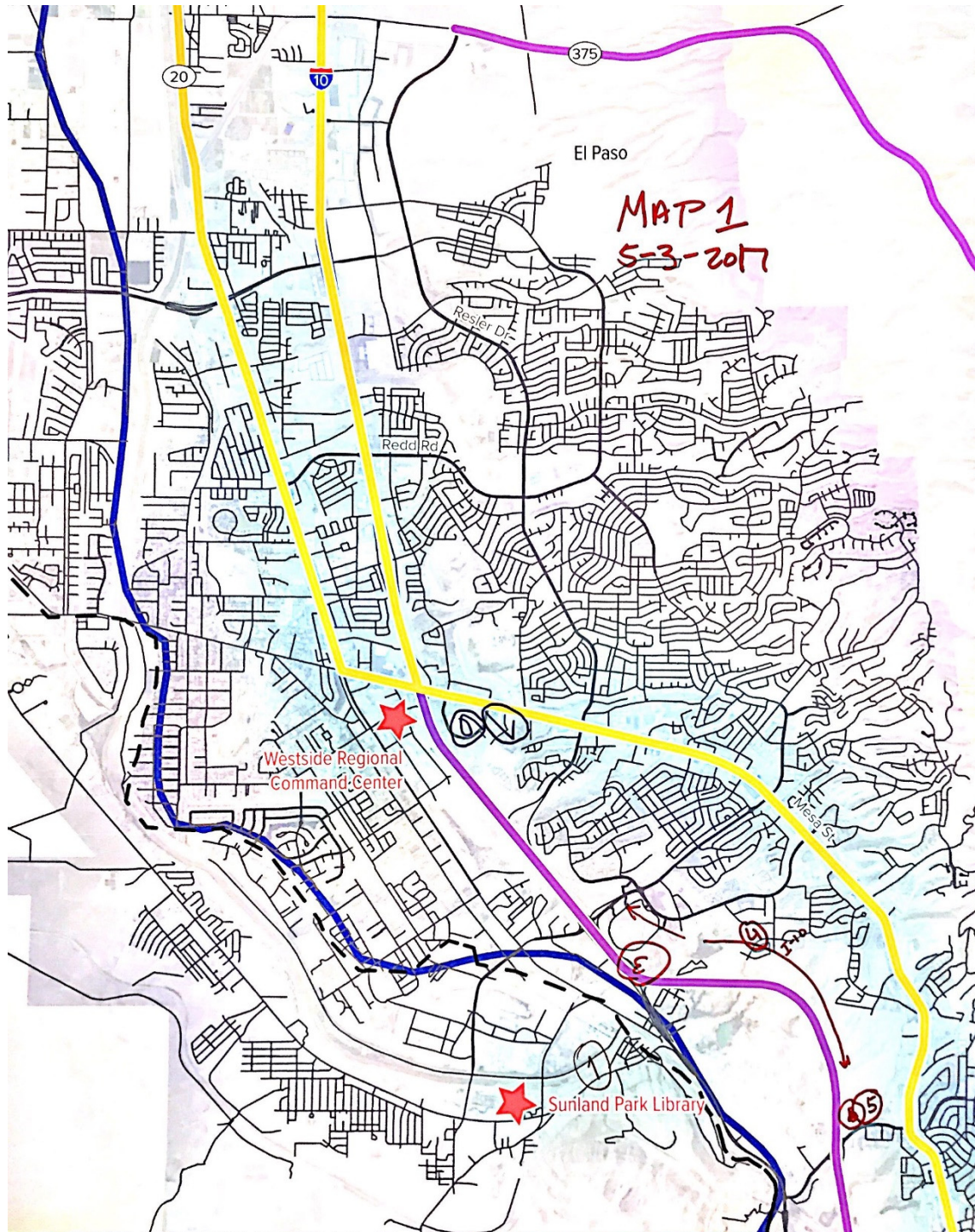
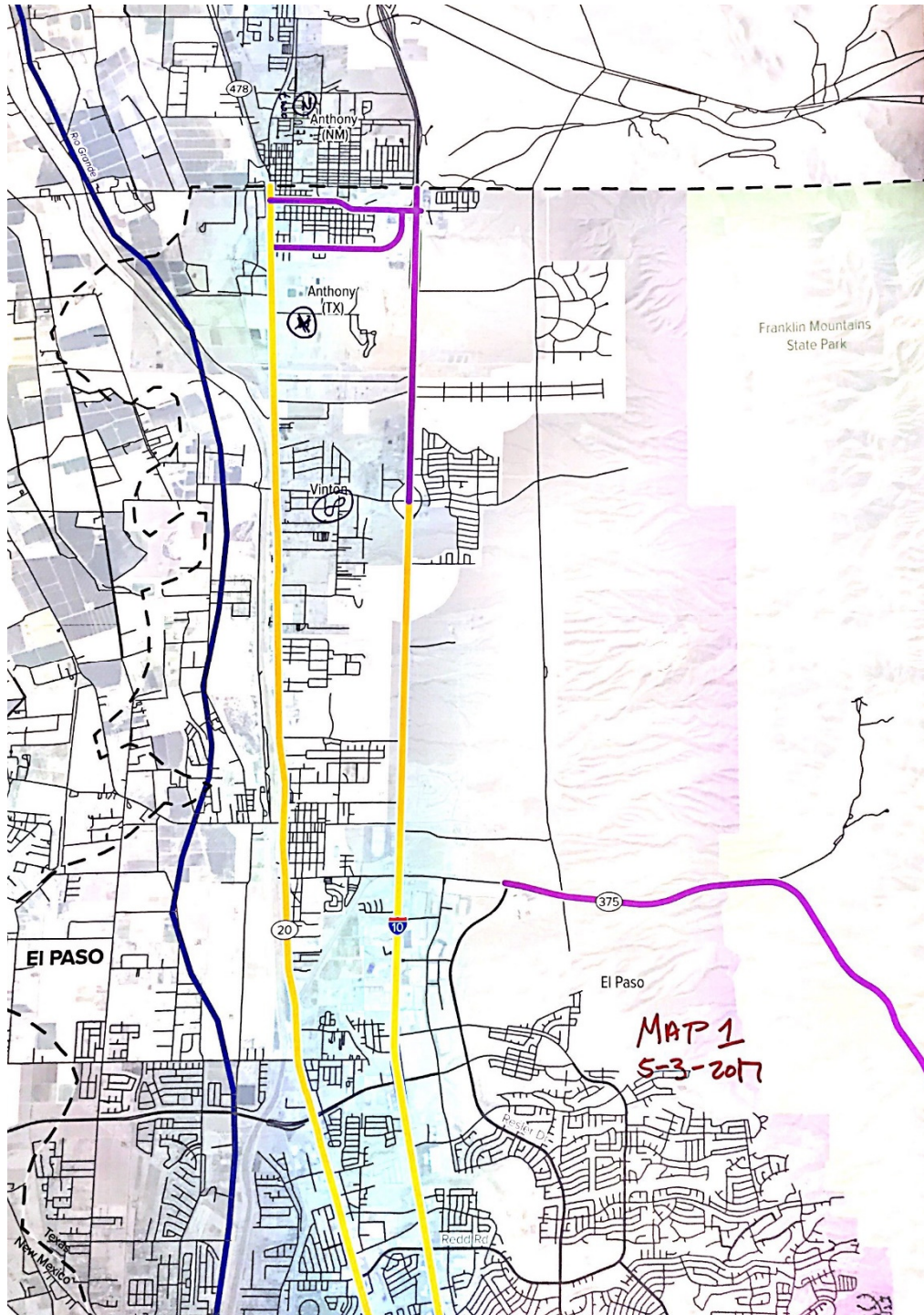


Figure 8: Public Visioning Workshop – Sunland Park Library Table 1





Public Visioning Workshop – Sunland Park Library: Group Comments

1. Need a bus route 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 (i.e. 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.
- 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.
8. Need better access to Vinton (ADA and bicycles).

Figure 9: Public Visioning Workshop – Pebble Hills RCC Table 1

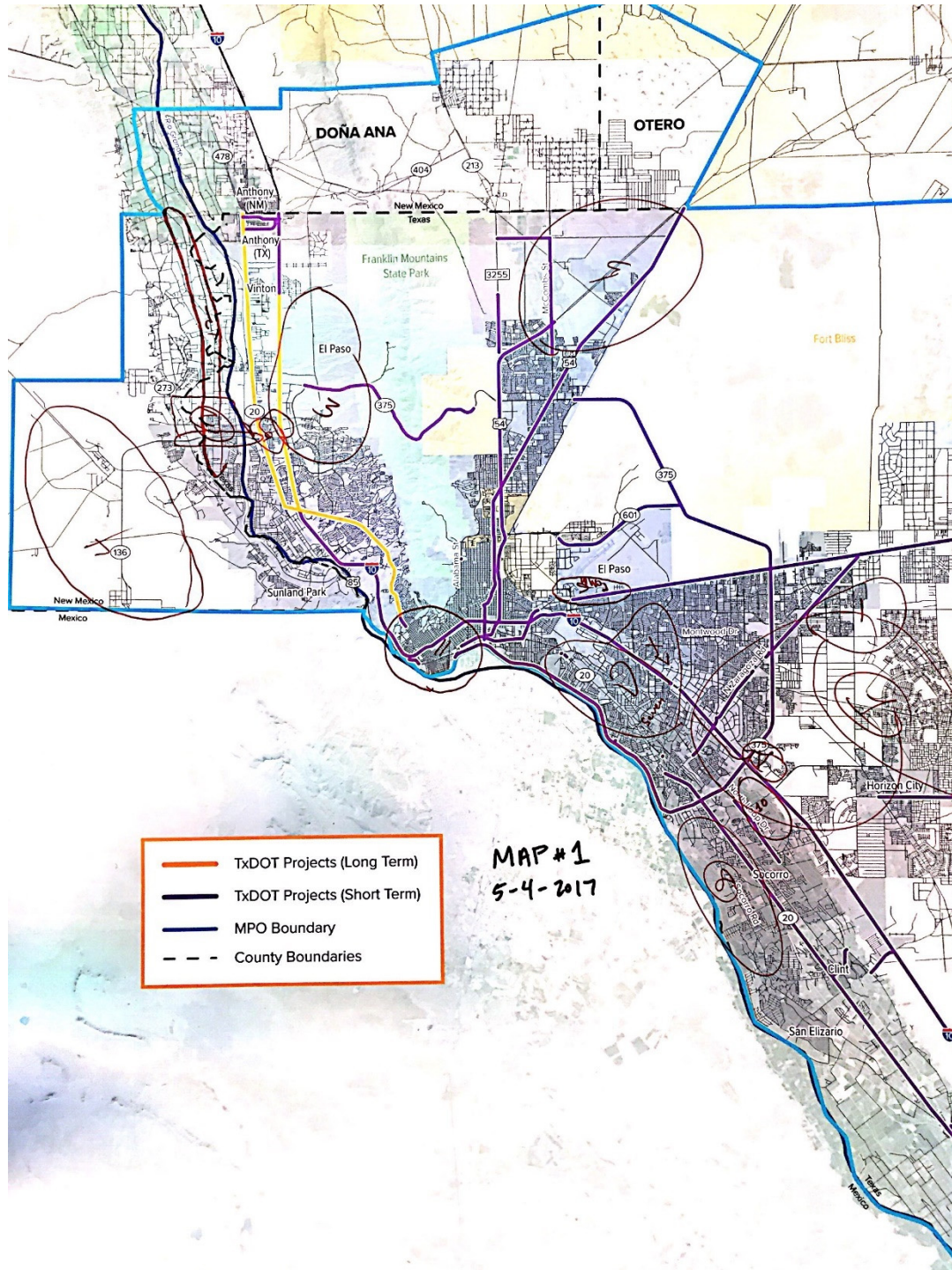
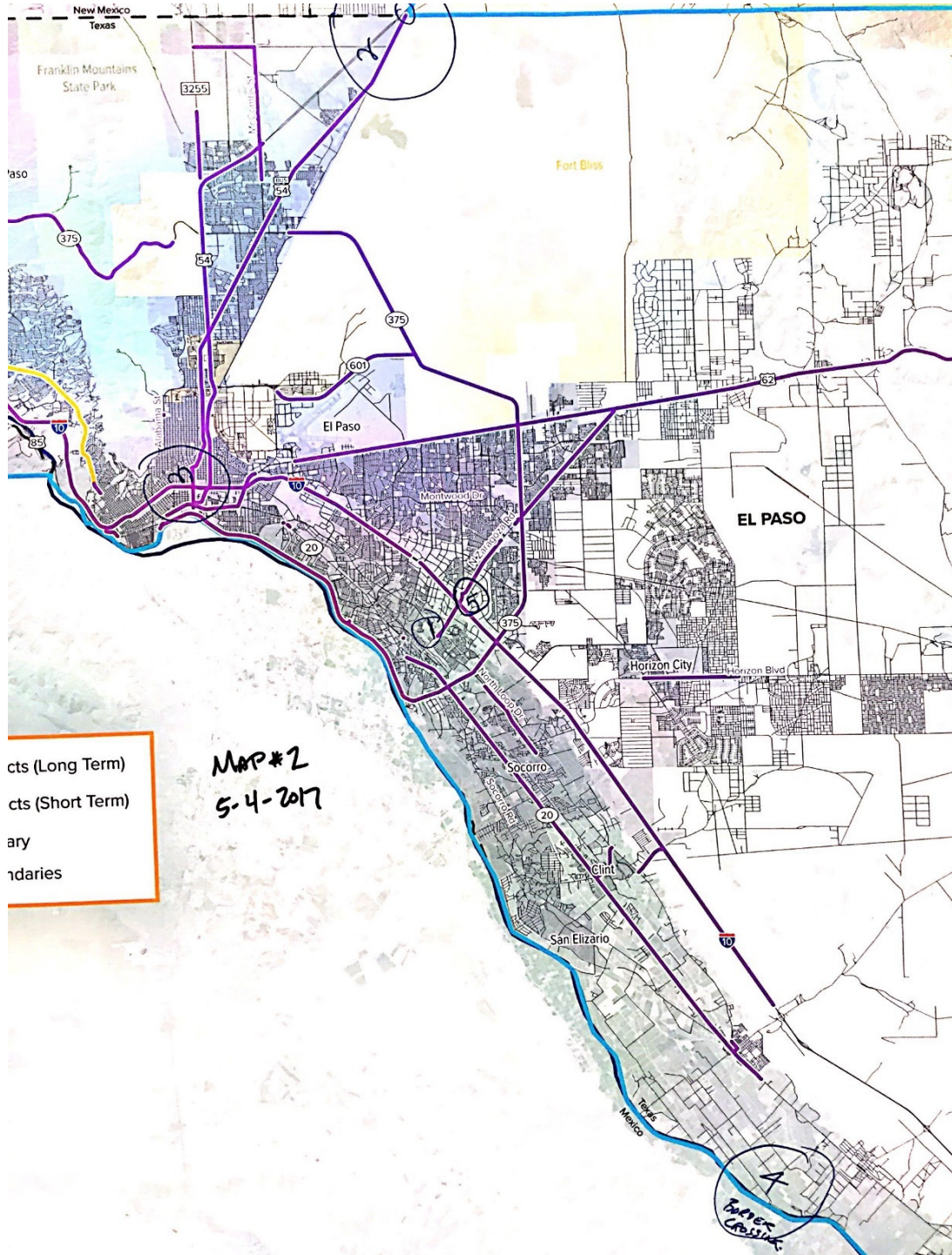


Figure 10: Public Visioning Workshop – Pebble Hills RCC Table 2





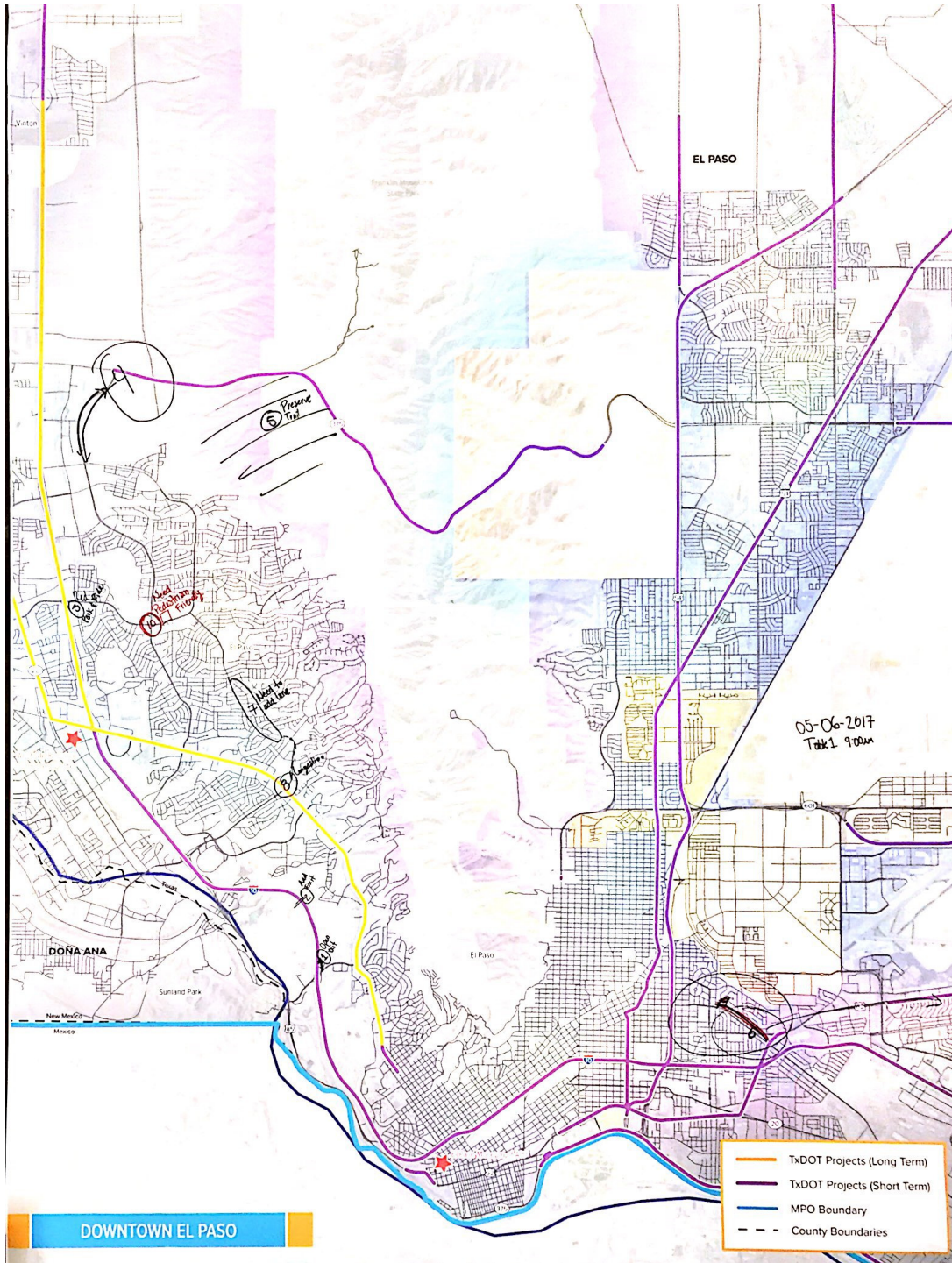
Public Visioning Workshop – Pebble Hills RCC: Group Comments Table 1

1. Massive congestion occurring here due to growth.
2. Truck traffic in this area is creating a lot of road congestion.
3. More expansion but only one road.
4. Major projects in the tech area. SCTD is coming. 5 projects in the rail and data industry.
5. More houses to be built. 1500 lots to be developed, and part of the area sold to YISD.
6. Airport to increase civic uses. Major semi-truck usage.
7. Declining growth 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 in place.
11. A lot going on. Reversible lanes possible.
12. Bike lane needed.

Public Visioning Workshop – Pebble Hills RCC: Group Comments Table 2

1. Train blocks the passes along Roseway Drive and Zaragoza Road, Pendale Rd., New Haven Dr., and Smith Rd. Needs overpasses.
2. When will 54 to State Line project happen? Due to congestion, when will it be one connected lane?
3. The community needs to be protected. Limited mobility due to I-10 connectivity (suffer from Paisano). Schools need safety due to the truck traffic. Concerns of new projects to have parking lots (Paisano bridge).
4. Socorro is growing a lot and getting there is a problem. Border area is getting busier, as there is an open crossing.
5. Heavy back up of North and South traffic at I-10 and Zaragoza during peak hour.

Figure 11: Public Visioning Workshop – EPCC Mission del Paso Table 1





Public Visioning Workshop – EPCC Mission del Paso: Group Comments

1. Open exit to Executive. Crashes lead to transportation system being overwhelmed. Need more alternatives.
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. For Throwbridge Dr. and Montana Ave. (between US 54, I-10, and Chelsea St.):
 - a. Bike lanes needed.
 - b. Traffic calming (curb extensions) is needed.
 - c. Support for a. and b. from Neighborhood Improvement Program and Ted Marquez.
 - d. More parks desired, not retail.
 - e. Desire for better safety
7. Congestion on Thunderbird. Needs an additional lane.
8. [In response to #7] Not sustainable to add lanes, not good for community, and traffic routing through neighborhood. Other solutions for congestion (e.g. alternative routes, public transportation) are needed.
9. Throwbridge Drive in need of safe crossing for pedestrians from south to north (e.g. a median and a signal). Many fatalities on Throwbridge between Howze St. and Chelsea St.
10. Resler intersection needs pedestrian improvements, as Franklin High School is located there.
11. [Not numbered on map] At Polk Elementary at Belvidere St, bike lanes are not protected and does not feel comfortable to let kids bike to school. Need safe ways to get to school.

Figure 12: Public Visioning Workshop – El Paso Museum of Art Table 1

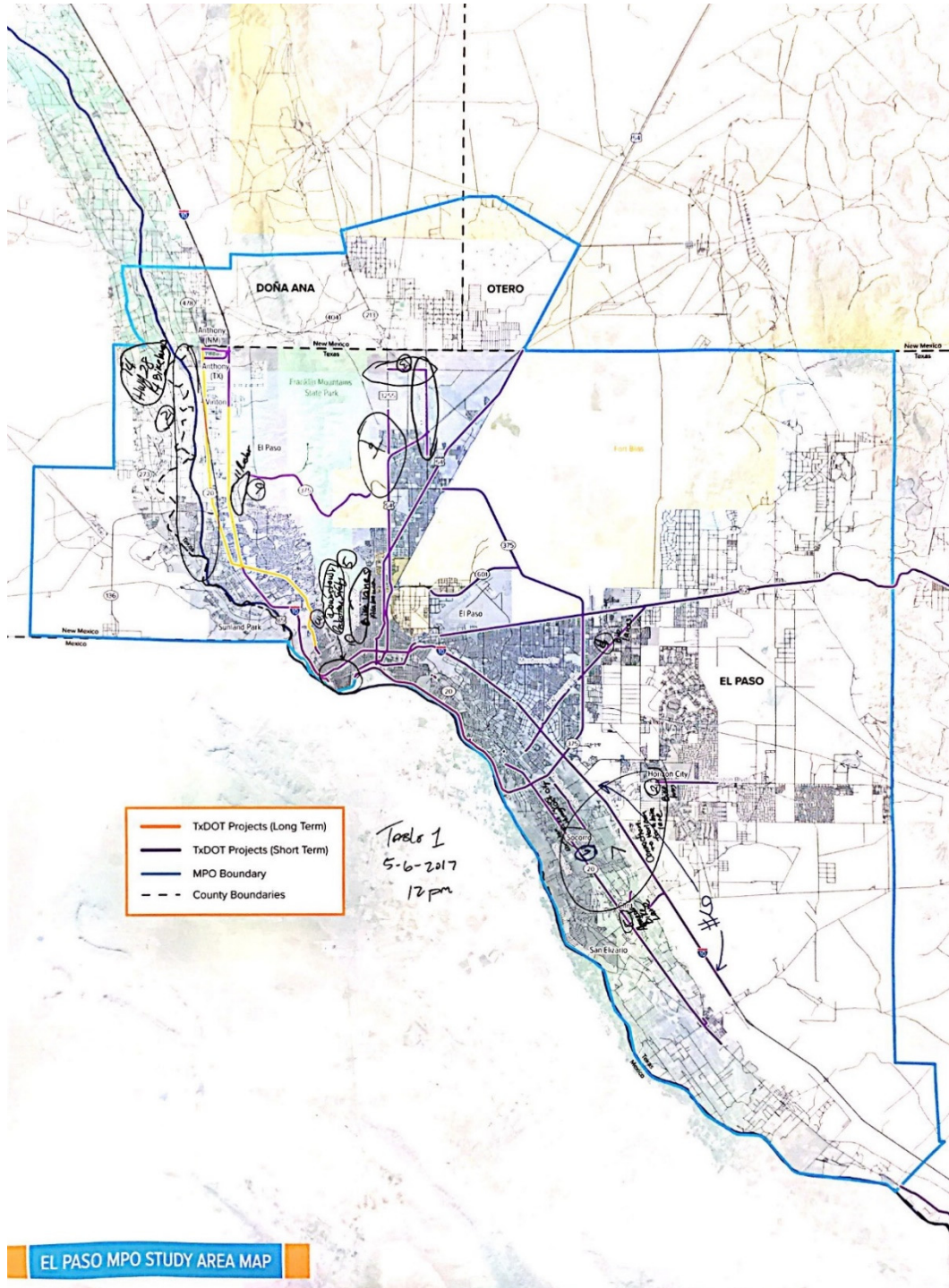
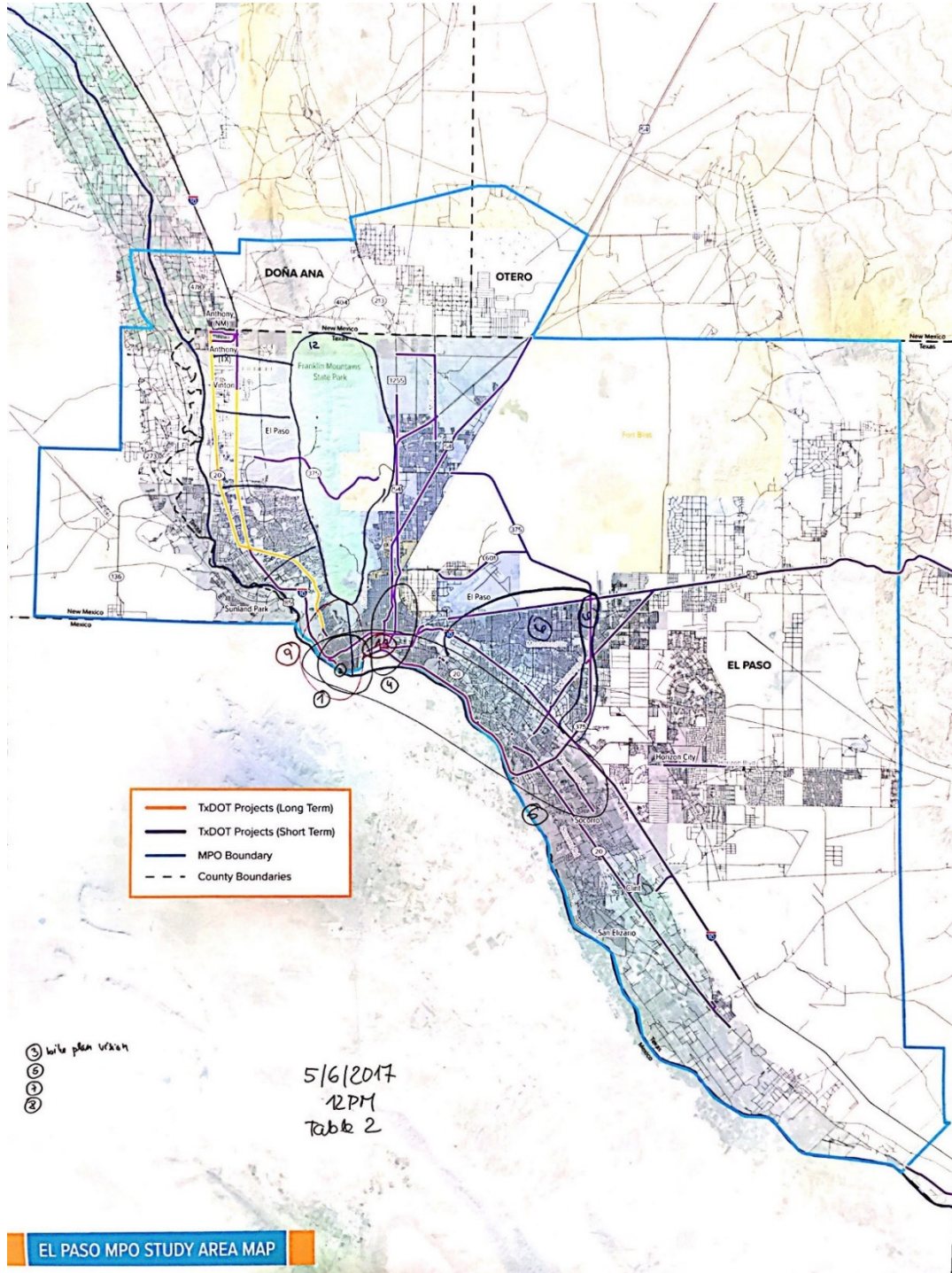


Figure 13: Public Visioning Workshop – El Paso Museum of Art Table 2





Public Visioning Workshop – El Paso Museum of Art: Group Comments Table 1

1. Bike lanes are not safe.
2. Horizon Blvd. needs bike lanes.
3. Mesa Street has a lot of congestion, construction, and accidents. Need better coordination of projects.
4. Desire for bike lanes.
5. Downtown traffic (pedestrian safety issues).
6. Add HOV lanes 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 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 bike trail.
14. Highway 28 trail (Bike lanes).
15. 601 Spur bike lanes.
16. Mesa Street does not have sidewalk from Festival to Castellano
17. San Elizario near Mission (Bike lanes)
18. Border Highway (Bike lanes)
19. Zaragoza bridge to I-10 bike lanes.

*Public Visioning Workshop – El Paso Museum of Art: Group Comments Table 2*

1. Reflect growth downtown and new apartments being built.
2. Access to transit terminal downtown by walking and biking (driving is ok). Needs better orientation within the terminal and 1-2 miles radius (where there are bus stops, routes).
3. Bike plan vision statement is “least car dependent city in southwest”. MTP should reflect this.
4. Missing connection between Chamizal, University Medical Center and north of El Paso. No direct transit connection. Top need is to take bus downtown and then up north. East to west transit connections are OK, north to south are not.
5. Bike plan should complement Brio system in terms of connectivity, both along Brio route and to neighborhoods.
6. Ped-bike facilities: downtown to Lower Valley, utility ROW that could be used:
 - a. Canal from Segundo Barrio all the way to Socorro.
 - b. Easements all over east side.
7. Active Transportation System (ATS) to connect Brio routes together with bike plan.
8. Compare crash rates before and after ATS build out. Most collisions happen in Mesa St, I-10, Loop 375, downtown, UTEP area.
9. During construction consider alternative routes for pedestrians and bicyclists (e.g. wayfinding, channelization, etc.).
10. City-wide outreach for how transportation options fit together and let people know there are options.
11. Designate funding equally to highway construction, pedestrian, and biking infrastructure.
12. Trail on foothills around Franklin Mountains State Park:
 - a. Historical significance
 - b. Access all around City
 - c. Connect to ATS
 - d. Unpaved, for mountain bikes
 - e. People coming from Juarez can access the Franklin Mountains State Park
13. Effects on mobility patterns during construction and after. Issues with walking near Bowie High School due to expressway.



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 5**.

Table 5: Public Visioning 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 SURVEY 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. Online survey takers were initially asked to self-identify stakeholder categories in which they felt they belong to. The results of the English survey can be seen in **Table 6**, and the Spanish survey in **Table 7**.

Table 6: English Stakeholder Identification

Stakeholder Groups and Number of Respondents Identified (ENGLISH SURVEY)			
Private Auto/SUV/Pickup User	183 (98%)	Intercity bus or rail user	14 (7%)
Pedestrian Facility (Sidewalks, Hike & Bike Trails, Etc.) User	126 (67%)	User of transit for the elderly or disabled	6 (3%)
Airport User	117 (63%)	Public transit user of El Paso County Transit or SCRTD	4 (2%)
Bicycle User	67 (36%)	None of the above	3 (2%)
Public transit user of Sun Metro	42 (22%)		

Table 7: Spanish Stakeholder Identification

Stakeholder Groups and Number of Respondents Identified (SPANISH SURVEY)			
Usuario de la bicicleta	9 (82%)	Usuario del aeropuerto	5 (45%)
Usuario de las instalaciones peatonales (aceras, senderos para caminar y bicicletas, etc.)	7 (64%)	Usuario de transporte público de Sun Metro	3 (27%)
Vehículo privado / SUV / pick up	7 (64%)	Usuario de camiones para tránsito para personas mayores y personas con capacidades diferentes	1 (9%)

Although the Spanish survey returned far fewer surveys than its English counterpart, we can see differences in stakeholder groups identified. Spanish speakers identified as active transportation users in higher numbers than private vehicle users, as opposed to English users identifying private vehicle users first and foremost. Regardless, a large majority of respondents in both languages self-identify as private vehicle users, with a heavy emphasis on active transportation modes such as walking or biking. This could hint that although private vehicular use is the predominant mode of transportation in the region, active modes of transportation are increasing in popularity.

Survey participants were asked a range of further questions to gain a perspective on their backgrounds. Approximately 45% of respondents across both languages identified as a member of a community group (neighborhood association, civic club, etc.) and 22% responded that they were business owners. There was an overwhelming sentiment that the current state of transportation infrastructure is lacking, with 88% of respondents noting the current transportation



system will be unable to meet the needs created by physical, economic and / or social changes by 2045. They were asked which specific modes will most likely not be properly serving the region in 2045, illustrated below in **Table 8**.

Table 8: Self-Identified Deficiencies in Maintaining Transportation System

What types of modes will NOT be served well by the transportation system in 2045 if it remains the same over the next 28 years? (204 out of 206 responses)			
Bicycles	133 (65%)	Airplanes	47 (23%)
Pedestrians	127 (62%)	Freight rail	41 (20%)
Personal automobiles	122 (60%)	None of the above	10 (5%)
Buses	107 (52%)	Other	4 (2%)
Freight trucks	86 (42%)		

The largest share of trips that survey participants listed as becoming most problematic with the current transportation system include job commutes, school trips, and trips for everyday errands. The survey then transitioned away from assessing the current state of the transportation system, to asking the user to consider the goals and objectives for the future transportation system. **Table 9** illustrates the results of a series of questions meant to gauge the importance of improving key aspects of the transportation system.

Table 9: Assessing Transportation System User's Evaluation Criteria Importance

	5 (Extremely Important)	4	3	2	1 (Unimportant)
Improve Safety	61%	19%	16%	3%	1%
Improve Security	53%	22%	19%	4%	2%
Protect the Environment	58%	16%	17%	6%	3%
Reduce Congestion	64%	18%	14%	2%	2%
Promote Efficiency	53%	27%	18%	1%	1%
Support Economic Development Goals	43%	27%	26%	3%	1%
Support Land Use Goals	39%	29%	22%	6%	4%
Increase Connections	53%	31%	13%	2%	1%
Improve Access	51%	29%	16%	2%	2%
Connect modes of travel	50%	24%	21%	3%	2%
Conserve energy	50%	22%	19%	6%	3%
Improve Quality of life	61%	20%	13%	5%	1%
Increase multi-modal options	48%	24%	17%	7%	4%
Preserve right-of-way	38%	27%	25%	8%	2%

Population Growth

Projected population growth maps for the El Paso region between 2012 and 2045 were shown to the survey takers (**Figure 14**), asking them if it accurately displays population growth trends. 72 percent agreed with the map projections, while 28 percent disagreed. Those who disagreed with the future population projections were asked to specifically point out in **Figure 15** which areas in region were inaccurate, the results of which are shown in **Table 10**.

Figure 14 & 15: Projected Population Growth within Subareas of the El Paso Region

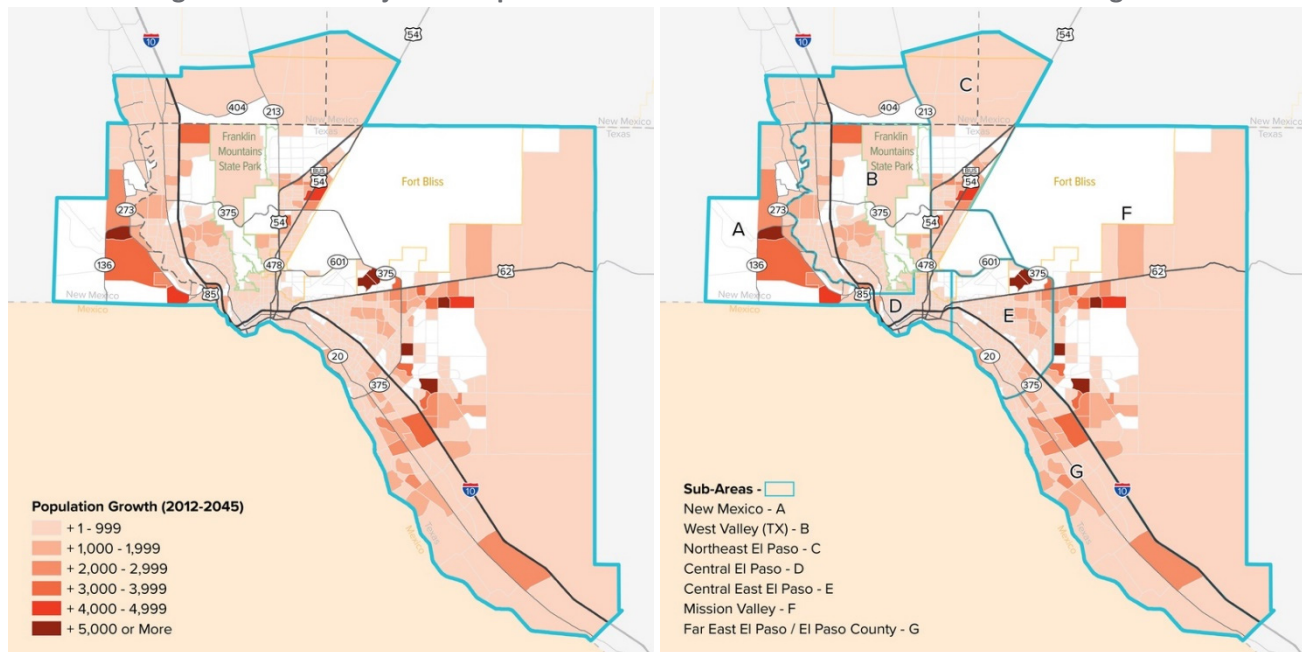


Table 10: Survey Feedback on Population Growth Inaccuracies

	Number of Responses (out of 52)
Far East El Paso / El Paso County	34 (65%)
Northeast El Paso	22 (42%)
New Mexico	16 (31%)
Mission Valley	15 (29%)
West Valley (Texas)	14 (27%)
Central East El Paso	8 (15%)
Central El Paso	6 (12%)

Employment Growth

A map of regional employment growth projections was presented to the survey taker in **Figure 16**. 77 percent of respondents agreed with how the map presented employment growth between 2012 – 2045. 23 percent of survey respondents disagreed with how the map projected employment growth, and were asked to specify which subareas within the region they believed employment growth was inaccurate (**Figure 17**). **Table 11** displays where they believe the map was inaccurate in charting employment growth throughout the region.

Figure 16 & 17: Projected Employment Growth within Subareas of the El Paso Region

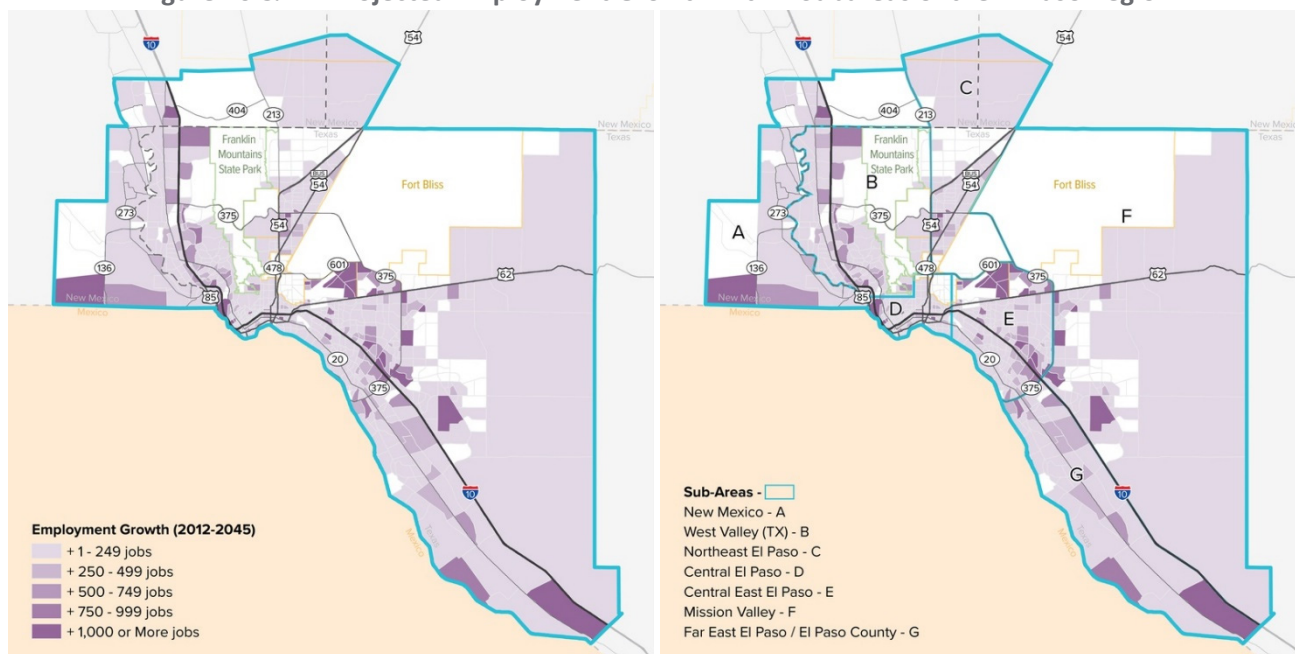


Table 11: Survey Feedback on Employment Growth Inaccuracies

	Number of Responses (out of 40)
Far East El Paso / El Paso County	20 (40%)
Northeast El Paso	15 (38%)
Central El Paso	14 (35%)
New Mexico	13 (33%)
Mission Valley	12 (30%)
Central East El Paso	12 (30%)
Central El Paso	12 (30%)

Traffic Volumes

Participants were then shown a map of traffic congestion expected in the year 2045 (**Figure 18**). 87 percent of participants agreed that projected congestion aligned with expected areas of growth, while a small minority disagreed and were asked to specify which subareas within the region they believed traffic congestion was inaccurately forecast (**Figure 19**). **Table 12** displays where they believe the map was inaccurate in displaying future congestion, with most respondents suggesting that congestion will be worse in the specified subareas.

Figure 18 & 19: Projected 2045 Traffic Congestion within Subareas of the El Paso Region

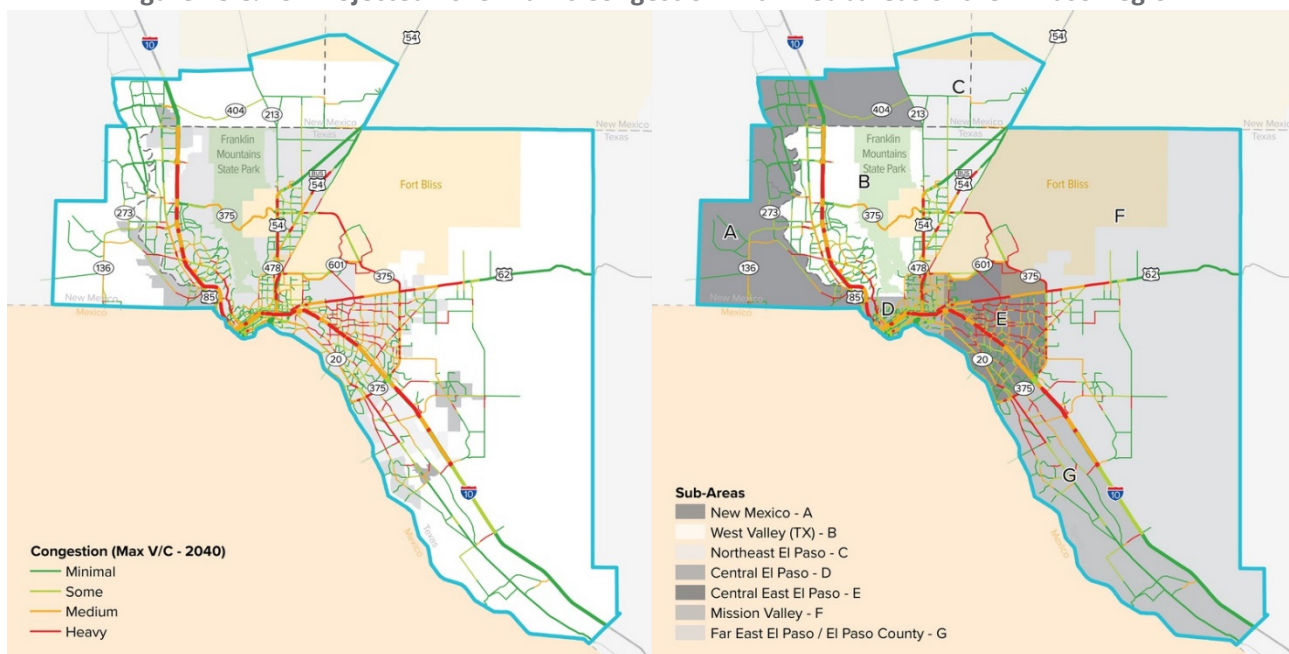


Table 12: Survey Feedback on Traffic Volume Inaccuracies

	Number of Responses (out of 25)
Central El Paso	10 (40%)
Far East El Paso / El Paso County	10 (40%)
West Valley (Texas)	10 (40%)
Central East El Paso	9 (38%)
Northeast El Paso	8 (32%)
Mission Valley	7 (28%)
New Mexico	5 (25%)

Transit

Following traffic congestion, existing and planned transit routes for the El Paso region were shown to survey participants (**Figure 20**). 53 percent of survey takers agreed that transit services accurately respond to regional transit needs through 2045. Nearly half of respondents stated that they felt existing and planned transit service would not address regional transit demand, and were asked to address which subareas they thought transit service is insufficient (**Figure 21**). Their answers are reflected within **Table 13**.

Figure 20 & 21: Existing and Planned Transit Routes within Subareas

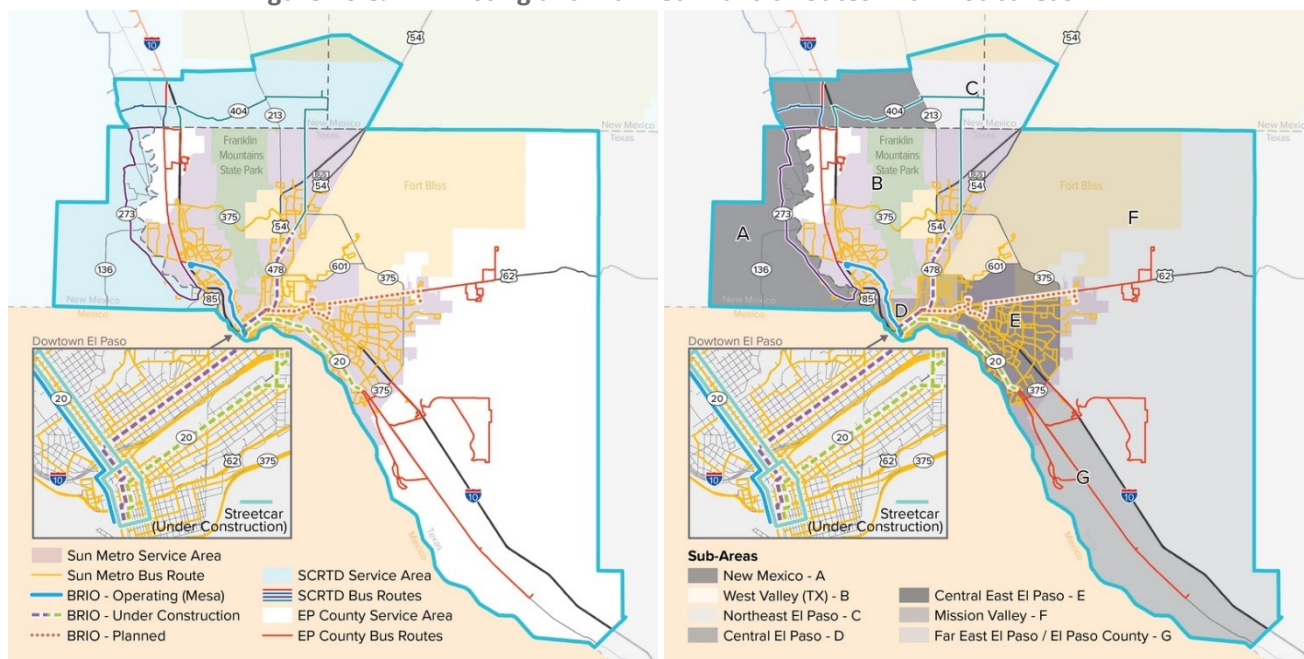


Table 13: Survey Feedback on Existing and Planned Transit Service Needs

	Number of Responses (out of 85)
Far East El Paso / El Paso County	57 (67%)
Northeast El Paso	41 (48%)
West Valley (Texas)	41 (48%)
Mission Valley	39 (45%)
Central East El Paso	33 (39%)
New Mexico	28 (33%)
Central El Paso	25 (29%)

Active Transportation

Existing and planned bicycle and pedestrian facilities in the City of El Paso, as well as the MPO's regional active transportation plan, were shown to survey participants (**Figure 18**). 66 percent of survey takers agreed that the plans accurately respond to the active transportation needs the region will have in 2045. 34 percent of respondents disagreed with the map, and were asked to address which subareas they thought further bicycle, pedestrian, and active transportation improvements will be needed (**Figure 19**). Their answers are reflected within **Table 14**.

Figure 18 & 19: Existing and Planned Active Transportation System and Subareas

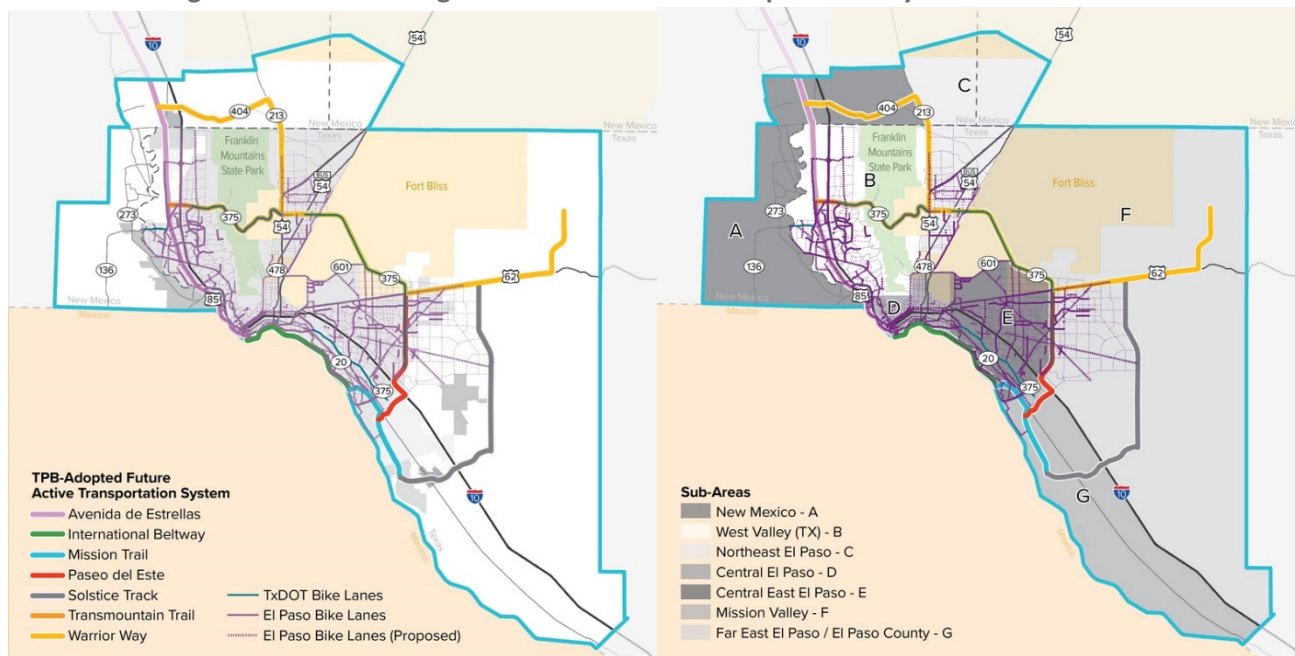


Table 14: Survey Taker Opinion on Existing and Planned Active Transportation Inaccuracies

	Number of Responses (out of 59)
Far East El Paso / El Paso County	37 (63%)
Central East El Paso	36 (61%)
Central El Paso	35 (59%)
Northeast El Paso	34 (58%)
West Valley (Texas)	34 (58%)
Mission Valley	28 (47%)
New Mexico	28 (47%)



Regional Issues

Concluding the online visioning exercises, participants were asked if there were any other types of needs that need to be addressed by the year 2045 beyond the topics already discussed. **Table 15** shows the specific sub-areas respondents think have issues that need to be addressed, and **Table 16** illustrates the needs identified region-wide.

Table 15: Regional Subareas With Additional Transportation Needs by 2045

	Number of Responses (out of 112)
Region-wide	65 (58%)
Far East El Paso / El Paso County	31 (28%)
Northeast El Paso	24 (21%)
Central El Paso	23 (21%)
Mission Valley	22 (20%)
West Valley (Texas)	22 (20%)
Central East El Paso	21 (19%)
New Mexico	21 (19%)

What types of needs should be addressed region-wide? (out of 65)

Congestion	47 (72%)	Land Use – Transportation Coordination	25 (38%)
Bicycle Access	43 (66%)	Air Travel	23 (65%)
Safety	38 (58%)	Intercity Bus	21 (32%)
Pedestrian Access	37 (57%)	Ride Hailing Services	17 (26%)
Border Crossing Access / Expansion	34 (52%)	Right-of-Way Preservation	17 (26%)
Transit Availability / Service Quality	33 (51%)	Freight Facility Access	14 (22%)
Intercity Rail	29 (45%)	Other	3 (5%)
Stormwater Management / Drainage	29 (45%)	None of the Above	2 (3%)
Additional Border Crossings	26 (40%)		

Respondent Zip Code Origination

Closing out the online survey, participants were asked to identify the zip code of their home address as well as work or school address to gauge the geographic representation of survey results. **Figures 20 & 21** map the 60 home zip code responses and 47 work/school zip code responses. Zip code 79912 produced the most responses for both home and work/school locations.

Figure 20: Home Zip Code

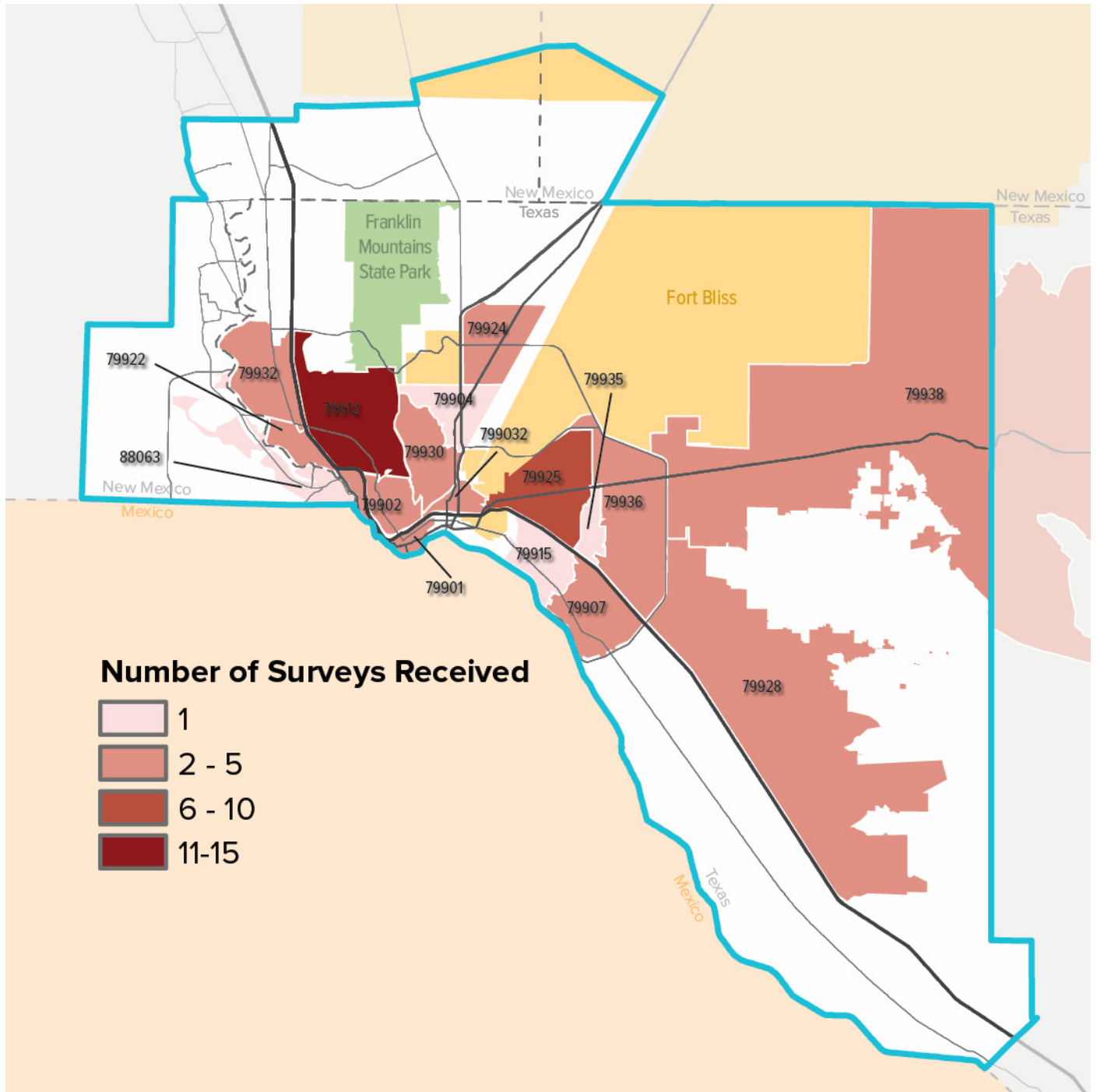
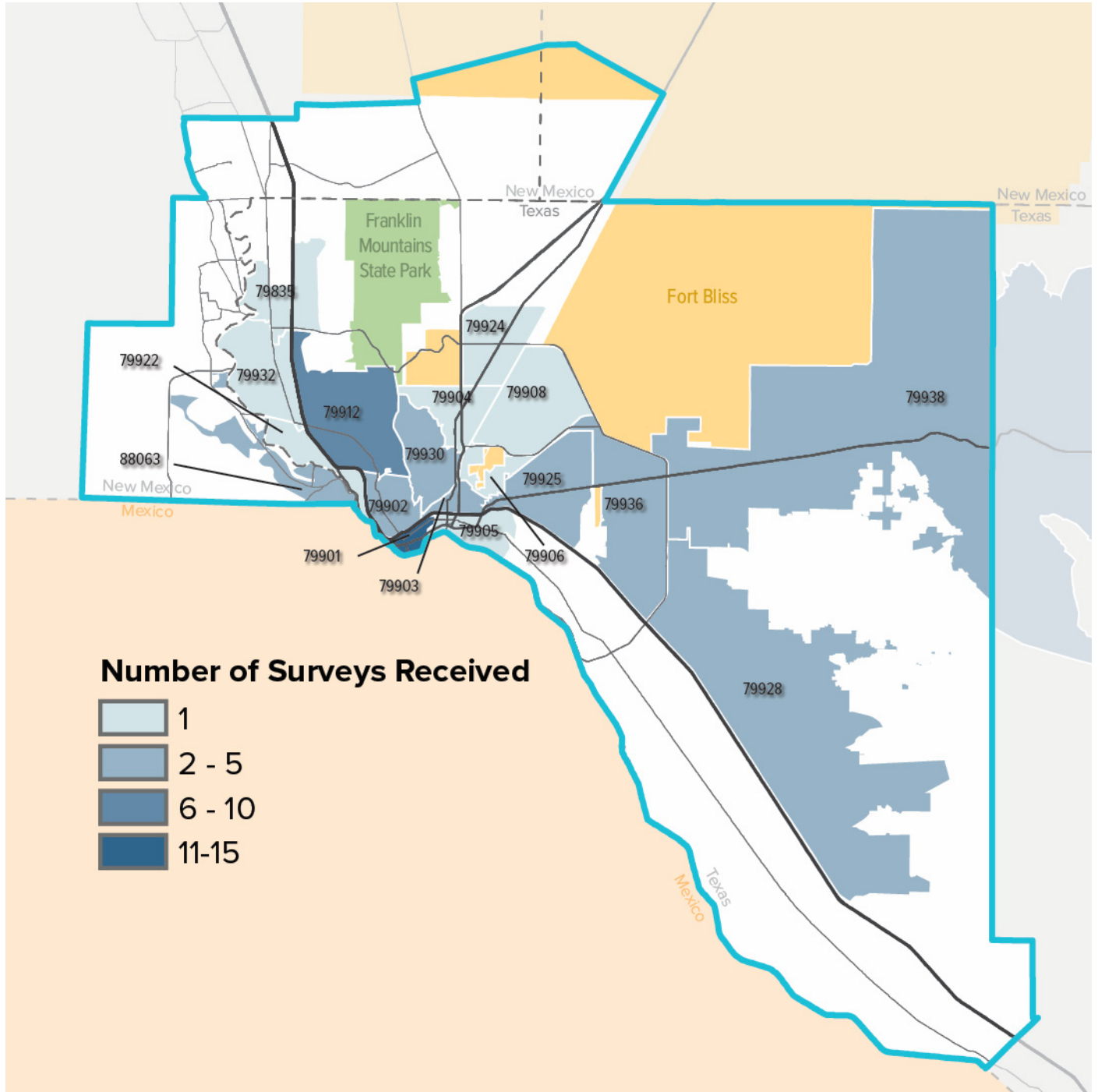


Figure 21: Work/School Zip Code





CONCLUSION

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 transportation system alternatives in the MTP. The final ranking of evaluation criteria (combining the workshop rankings and online surveys) is shown in **Table 16**. Also, the identified growth areas and areas of need will help ensure limited resources are utilized to provide the most benefit to the region.

Table 16: Combined (Workshop + Survey) Evaluation Criteria Ranking

<i>Individual Scoring Criteria</i>	<i>Rank</i>
Improve Safety	1
Improve Quality of Life	2
Reduce Congestion	3
Protect Environment	4
Improve Security	5
Increase Connections	6
Improve Access	7
Connect Modes of Travel	8
Increase Multi-modal Options	9
Promote Efficiency	10
Support Economic Goals	11
Conserve Energy	12
Support Land Use Goals	13
Preserve Right-of-Ways	14