

APPENDIX: ONLINE VISIONING WORKSHOP - PUBLIC FEEDBACK REPORT



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Public Feedback Report

June 14, 2020 to July 19, 2020

The data in this report is based on completed workshop questions and digital survey questions during the online public comment period between June 14 and July 19, 2020.

This report does not include data from surveys that may have been downloaded and mailed to the El Paso MPO.

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APPENDICES

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Introduction

The El Paso Metropolitan Planning Organization (MPO) hosted an on-demand, online visioning workshop whereby the public was asked to provide input and feedback for the region's new Metropolitan Transportation Plan (MTP) through the year 2050. The El Paso MPO is required to develop a long-range MTP every four years and public input is integral to its development.

The public comment period and the online workshop was open June 14, 2020 through July 19, 2020. The on-demand virtual workshop was made available at: <https://elpaso.scoutfeedback.com/>.

In addition to the online workshop, two live virtual workshops were offered at <https://elpaso.scoutfeedback.com/live>:

- Live Workshop -- Wednesday July 8, 2020 from 5:30 to 7:00 p.m.
- Live Workshop -- Monday July 13, 2020, from 1:30 to 3:00 p.m.

For people who preferred to complete the survey on paper and submit through postal mail, a downloadable and printable survey version of the workshop was provided on the MPO website as well as from slide 2 of the on-demand workshop. Both the workshop and survey were available in English and Spanish. Upon review of completed workshops, it was found that no workshops were submitted in Spanish.

Complemented by voice narration, the workshop was organized into five exercises:

1. Tell us about yourself. (The questions were voluntary and not required).
2. Tell us your thoughts about the current state of the transportation system.
3. Tell us your transportation priorities.
4. Give us your perspective on where you think the region is growing.
5. Tell us what your transportation needs will be over the next several decades.

All workshop questions may be found in Appendix C.

At the end of the workshop, people were invited to answer a six-question survey telling us about their workshop experience (Appendix D). They were also given the opportunity to sign up to receive emails regarding future MPO events (Appendix H).

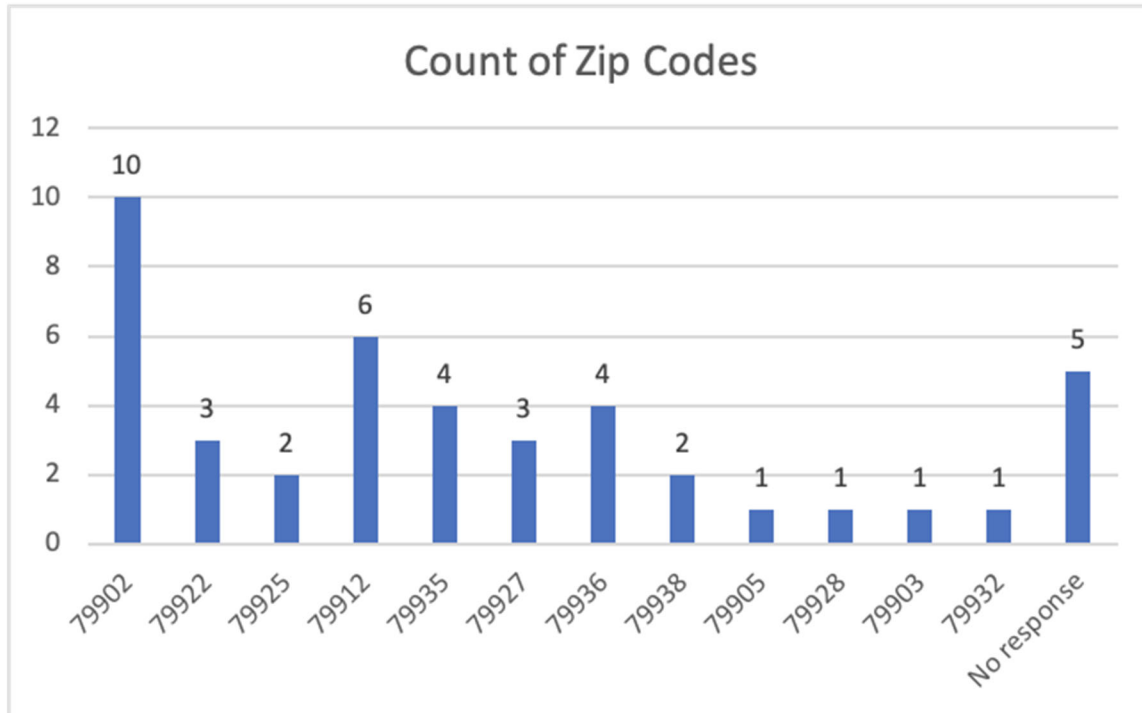
WORKSHOP OVERVIEW

During the five-week workshop period, 348 users visited the virtual workshop site. Of those 348 users, 77 completed the workshop online and 8 downloaded the printable version of the survey. Of the 77 submitted workshops, 43 were unique; the other 34 were duplicate responses or test responses. All results from the completed workshops by the 43 unique respondents are contained within the pages of this Public Feedback Report.

Exercise 1 – Tell us about yourself

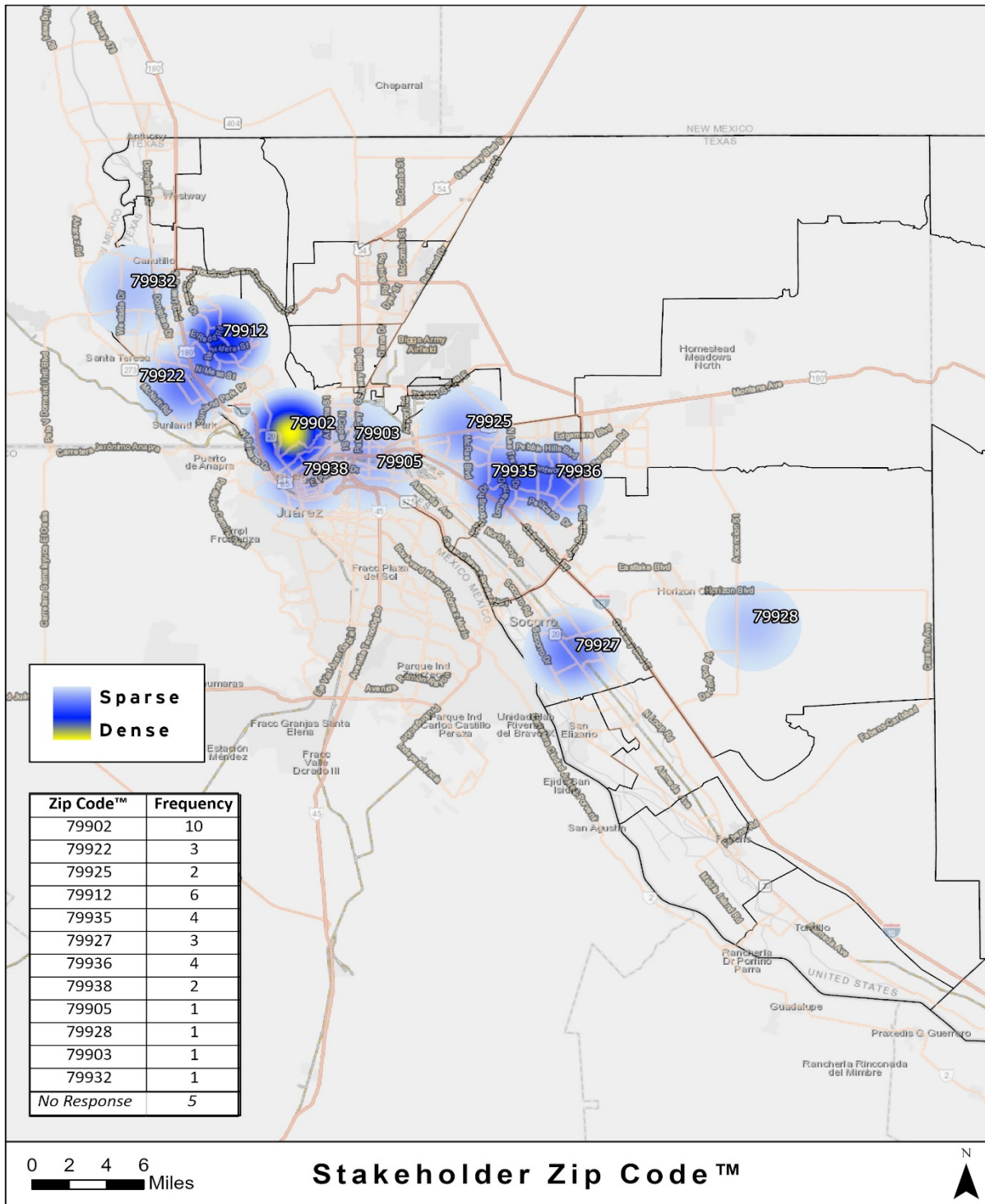
Exercise 1 Zip Codes

Prompt: What is your zip code?



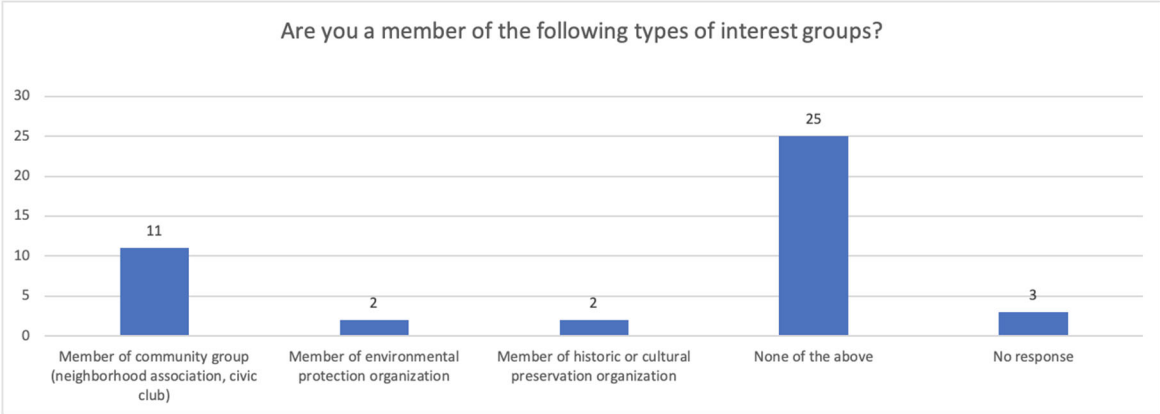
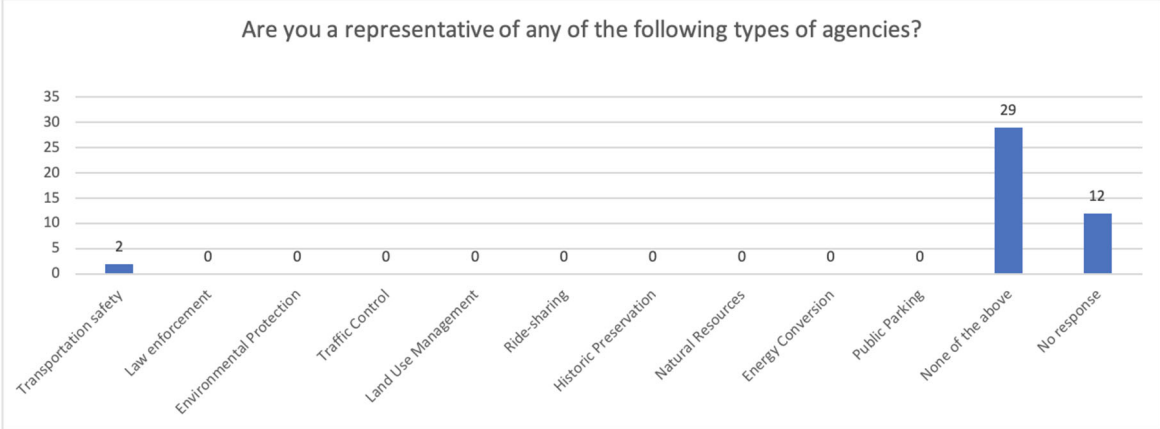
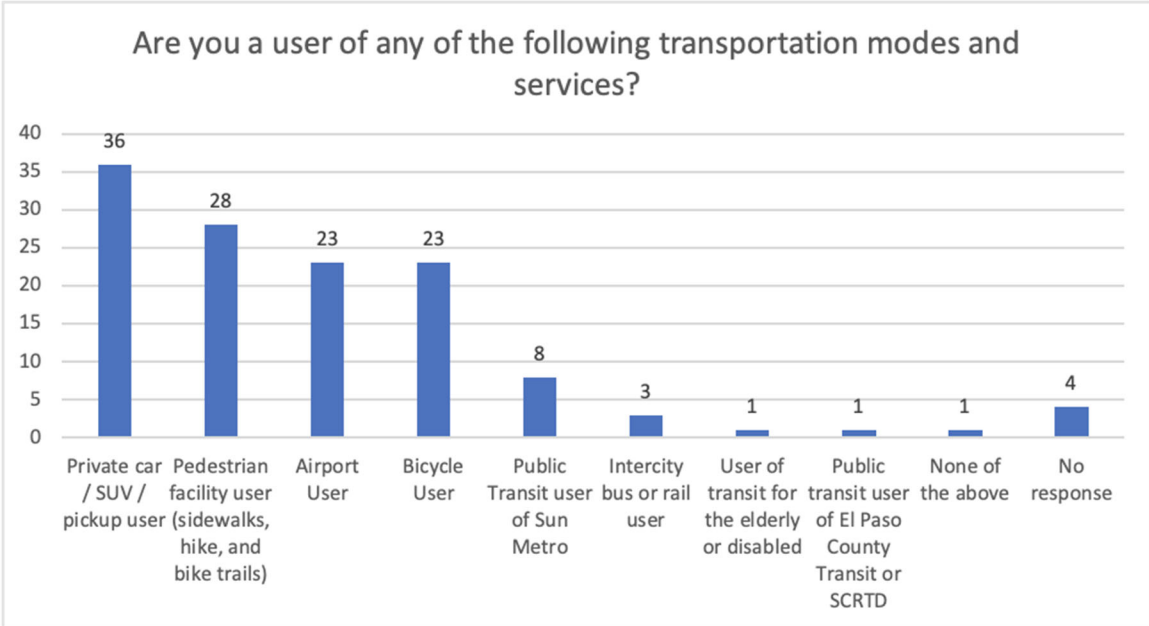
This question was optional for respondents to answer. If you add the numbers in this chart, 43 respondents provided a zip code. Duplicate and test responses were removed from this data set.

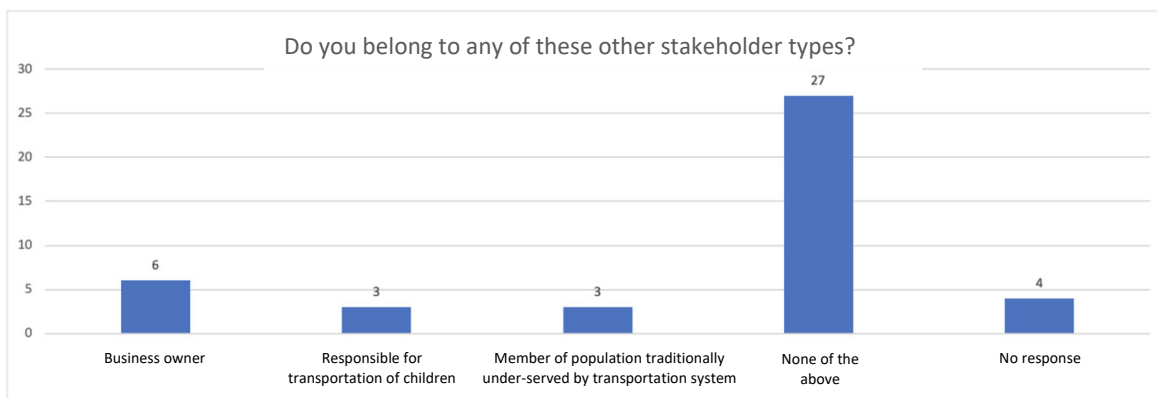
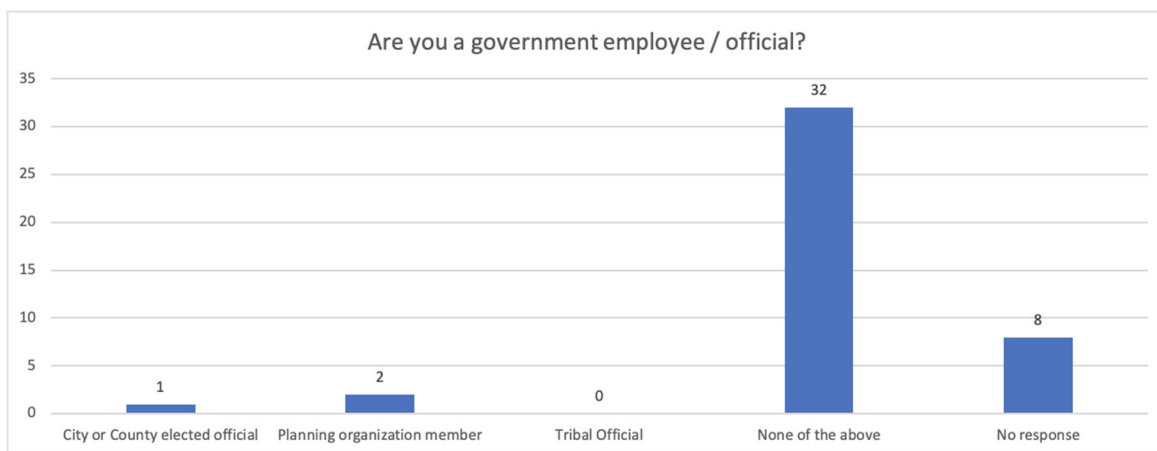
Zip Codes Heat Map



Exercise 1 Stakeholder Categories

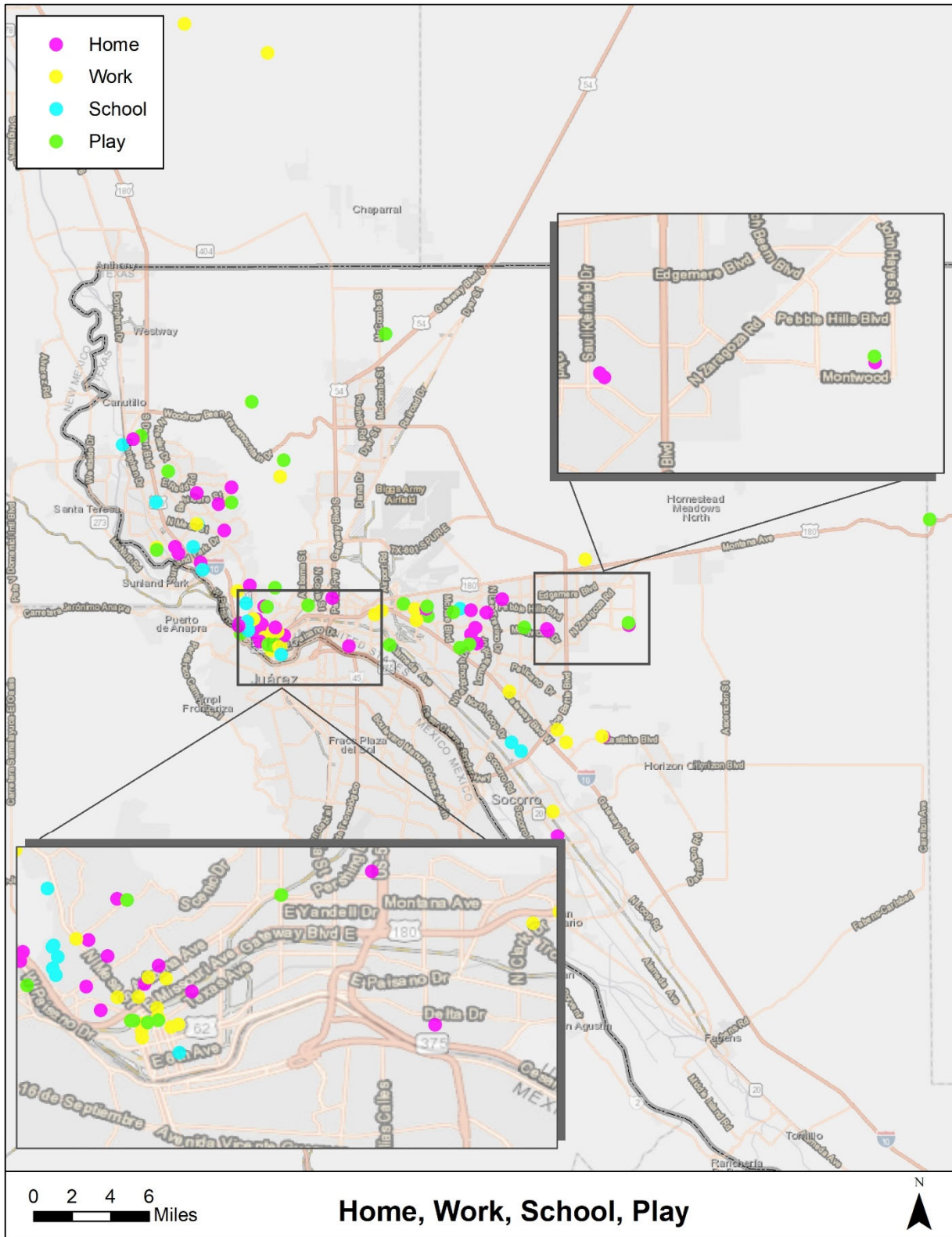
People were allowed to select more than one answer for each question.



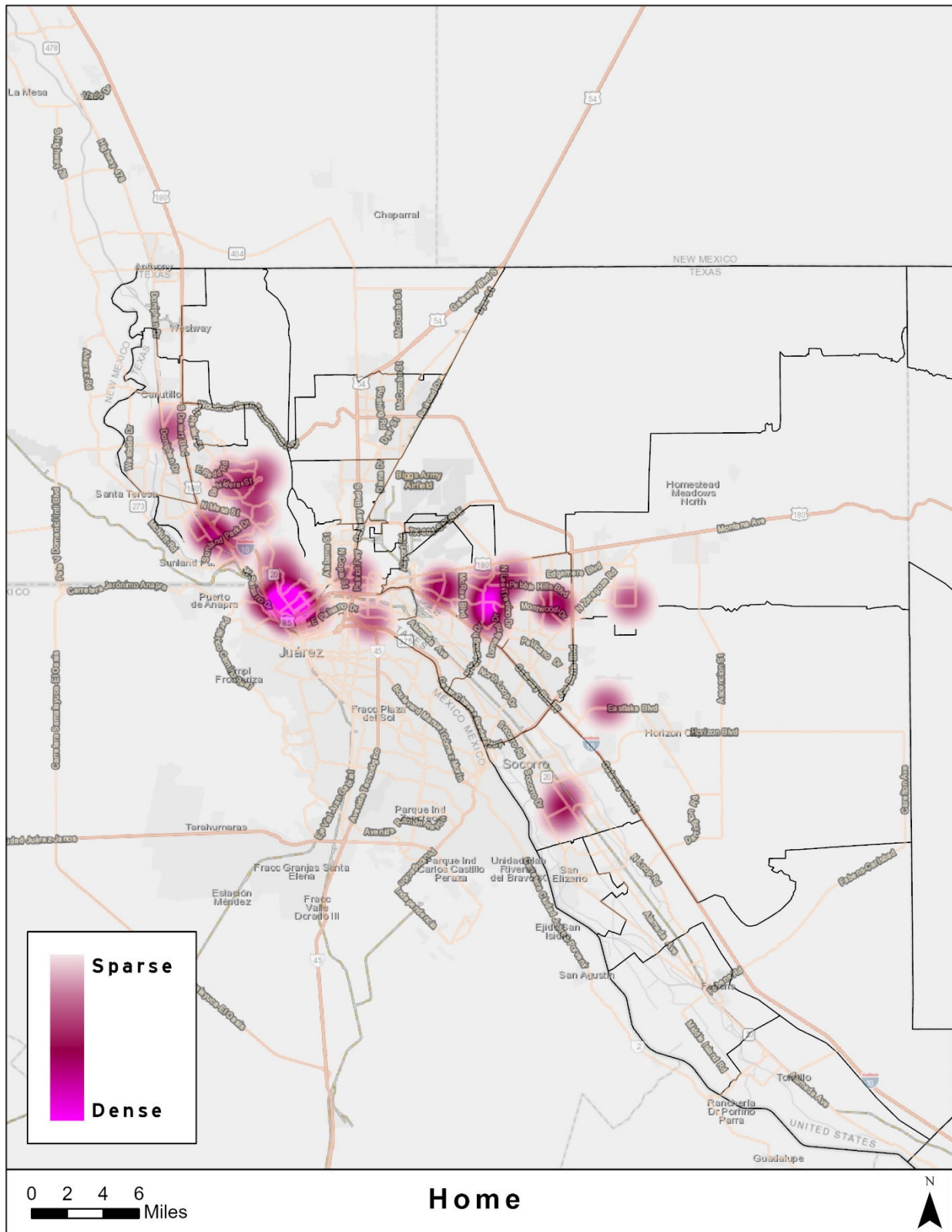


Exercise 1 Home/Work/School/Play Map

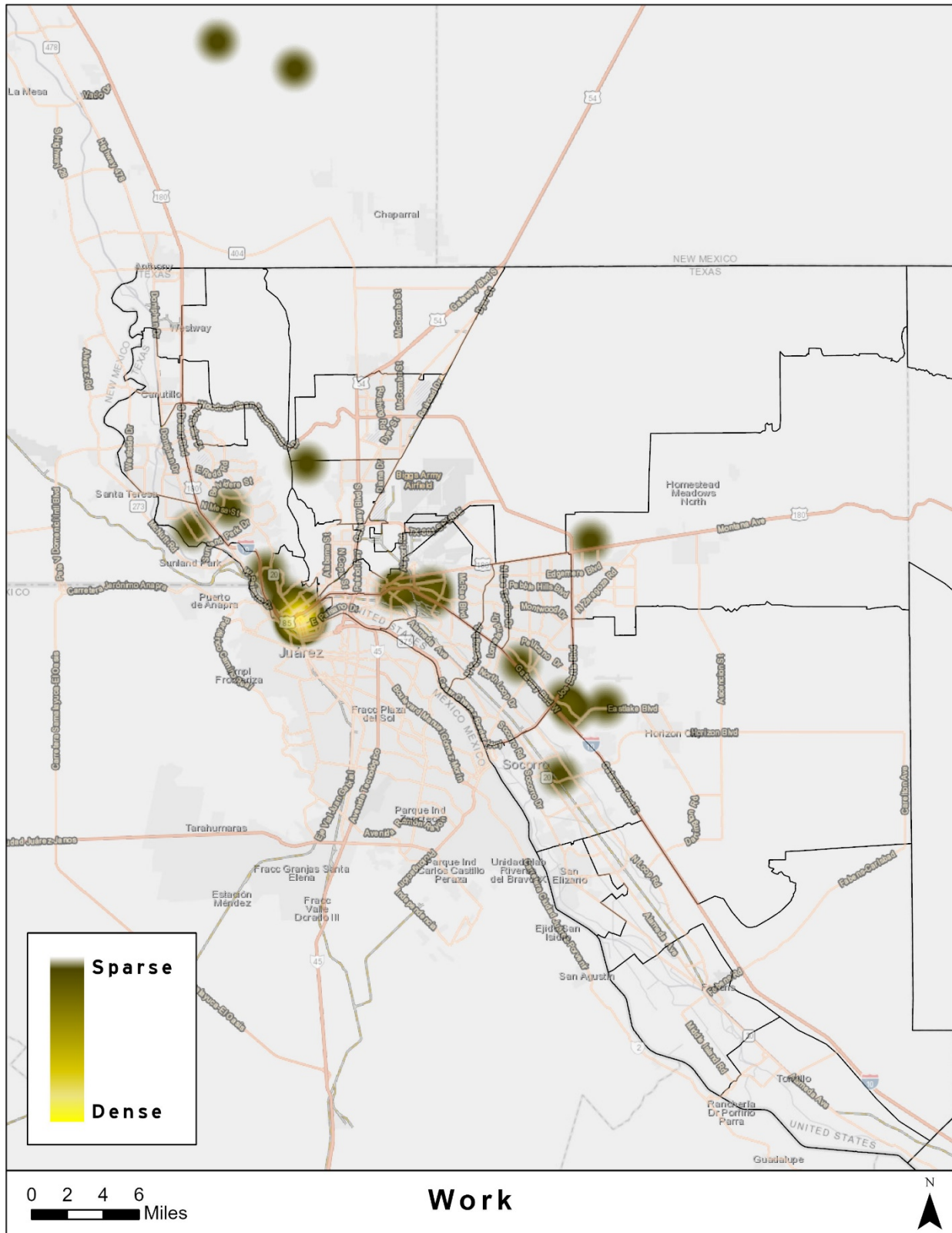
Prompt: Please click on the corresponding icon and tell us where you live, work, go to school, and play.



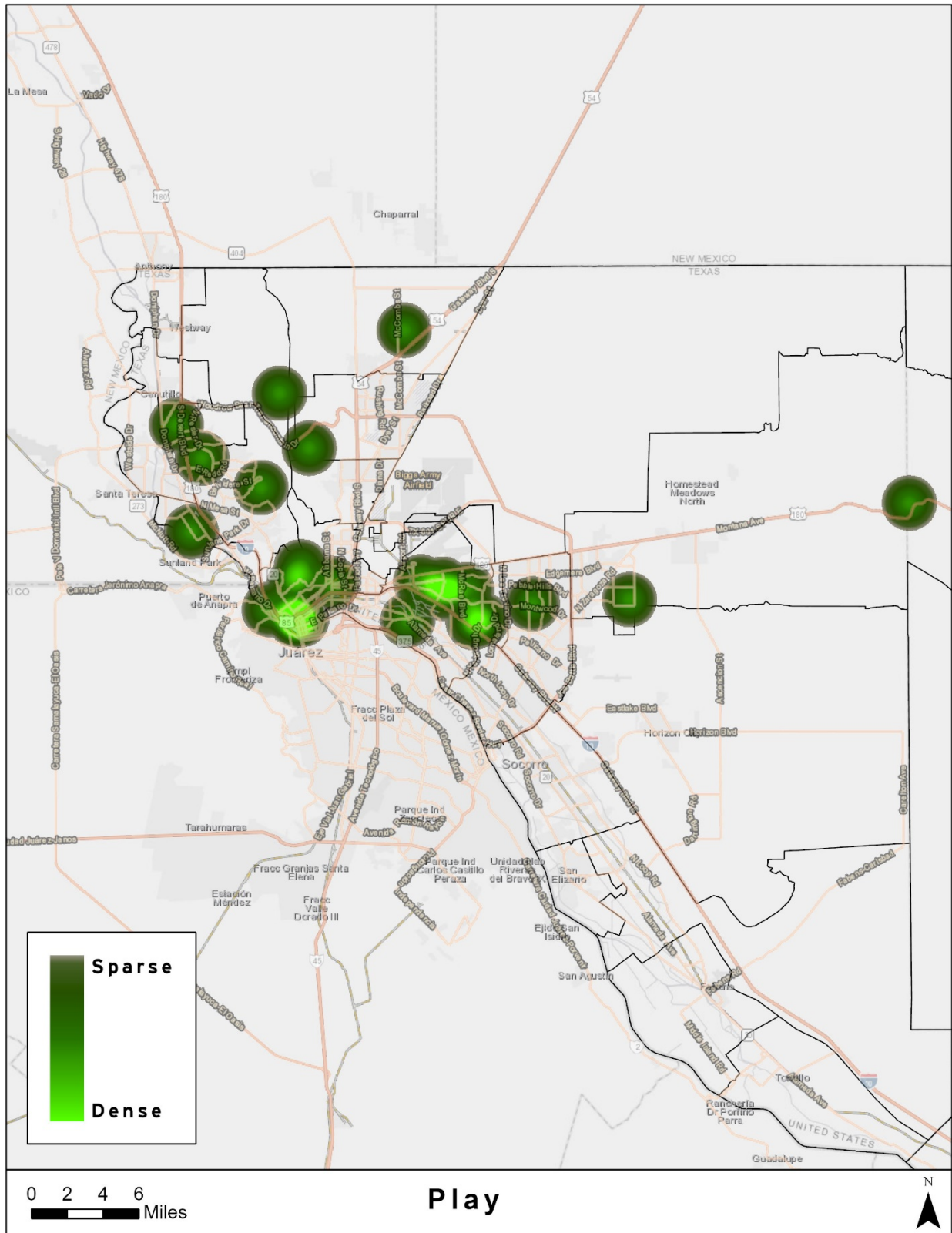
Exercise 1 The following heat map shows where the home icons were placed by workshop participants.



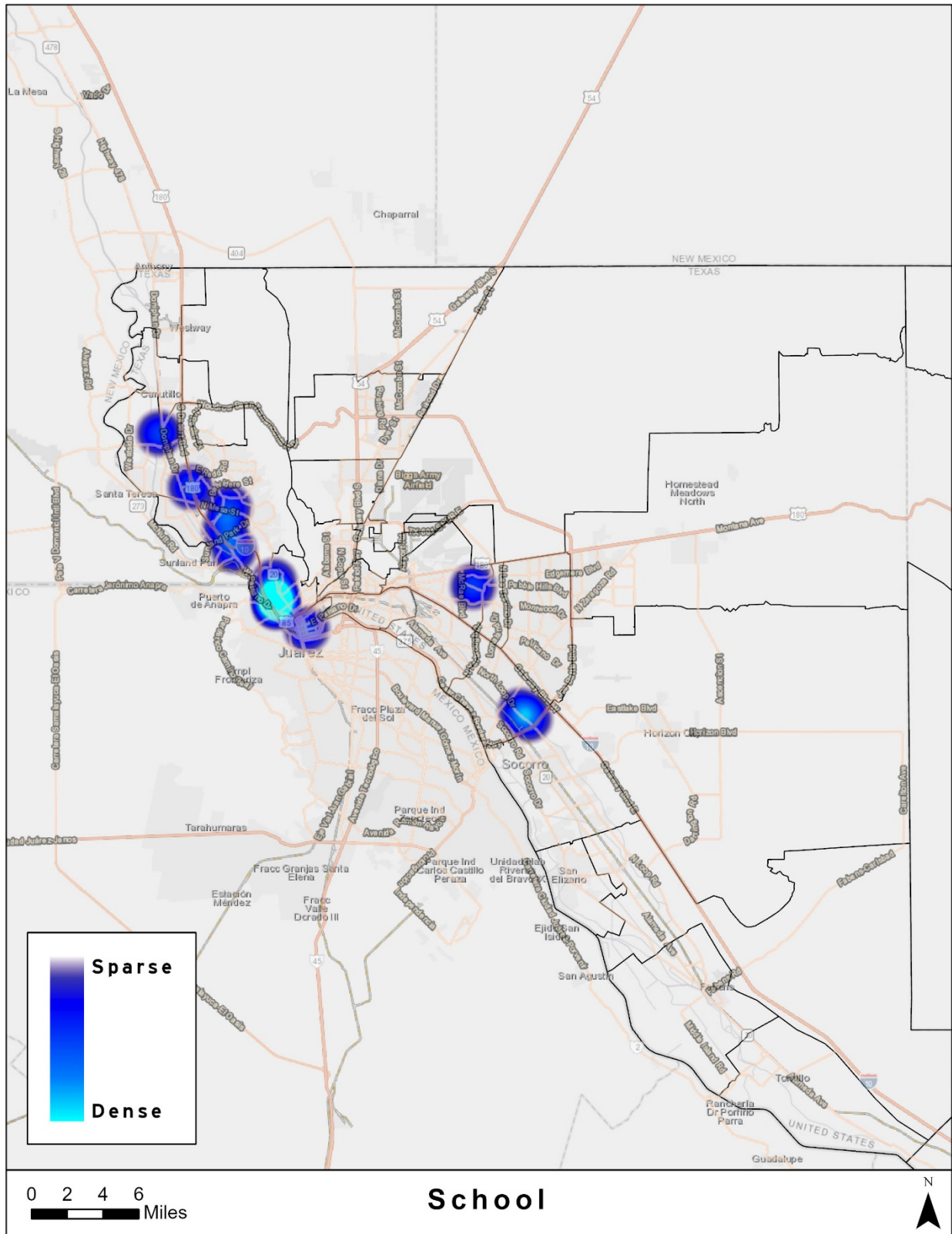
Exercise 1 The following heat map shows where the work icons were placed by workshop participants.



Exercise 1 The following heat map shows where the play icons were placed by workshop participants.



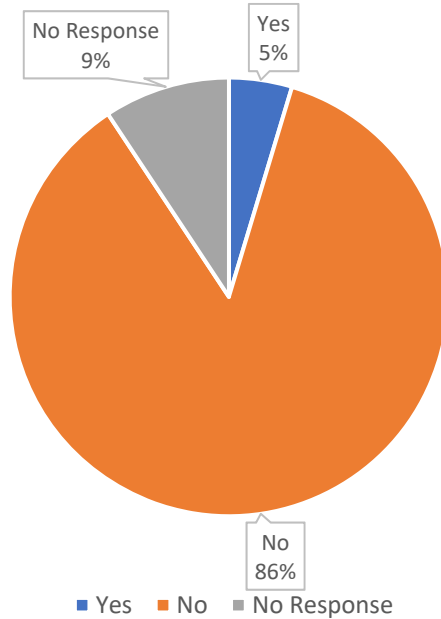
Exercise 1 The following heat map shows where the school icons were placed by workshop participants.



Exercise 2 - Current State of Transportation

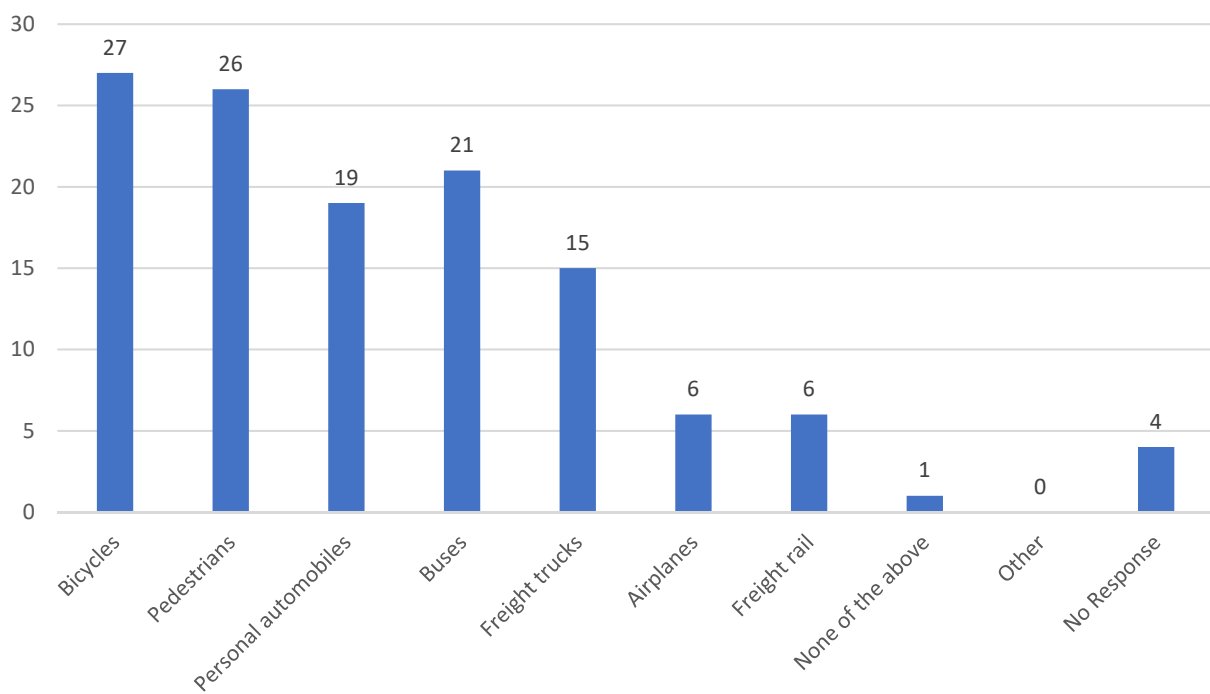
Exercise 2 Questions

If the existing transportation system remains the same over the next 27 years, will it be able to meet the needs created by physical, economic, and/or social changes by 2050?

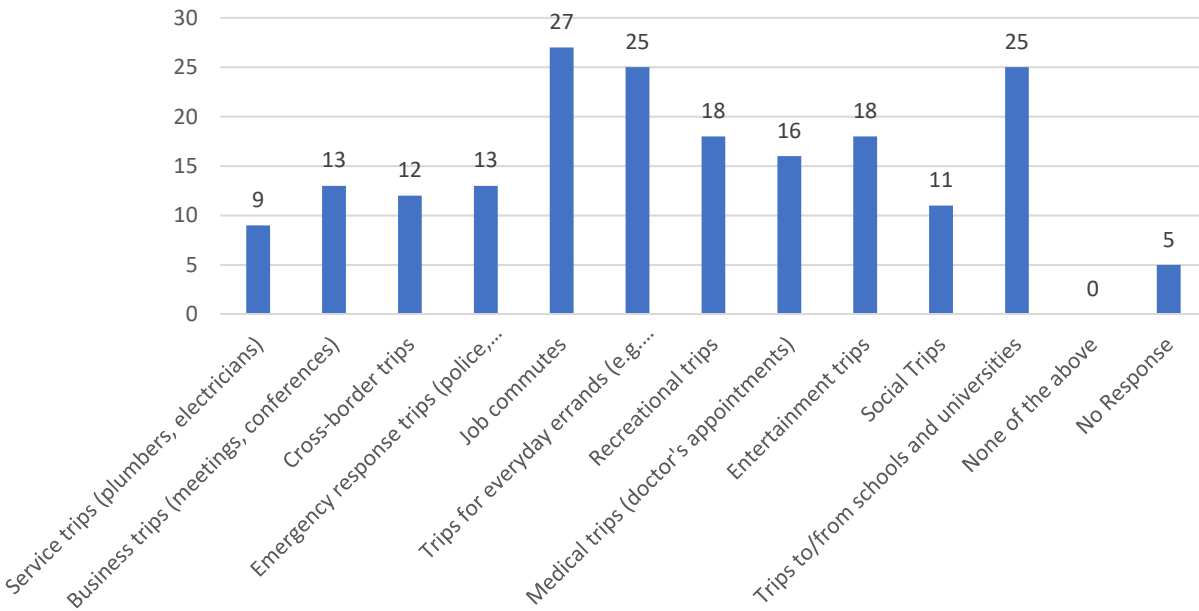


People were allowed to select more than one answer choice for the next three questions.

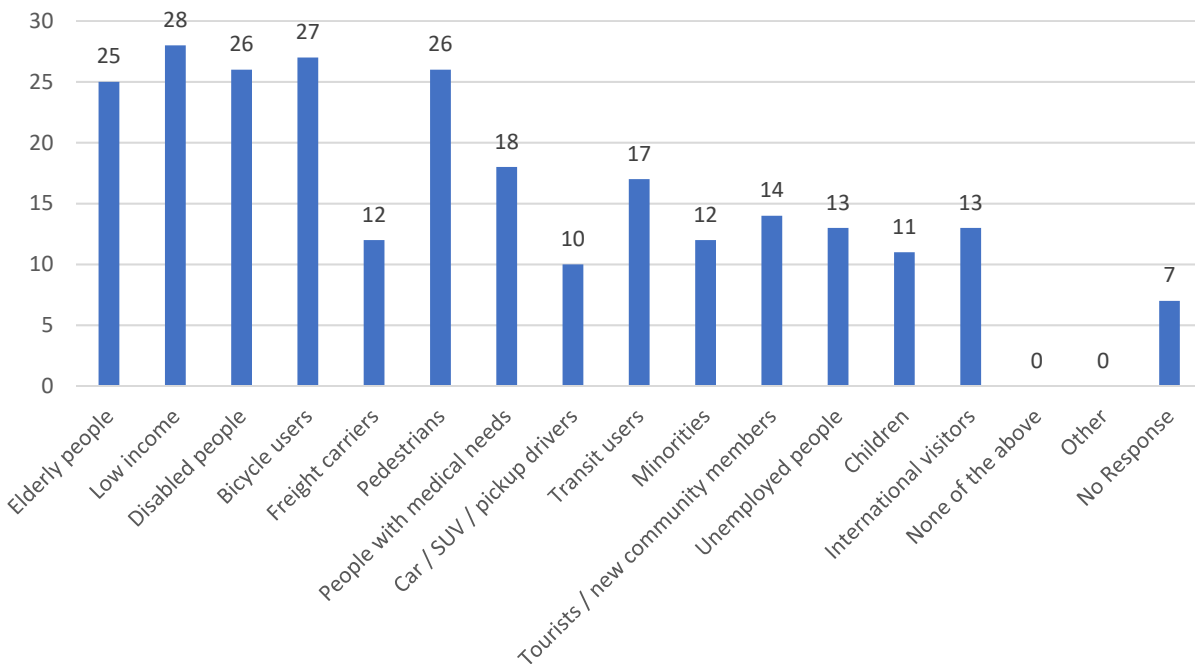
What types of modes will NOT be served well by the transportation system in 2050 if it remains the same over the next 27 years?



What types of trip purposes within the region will NOT be served well by the transportation system if it remains the same over the next 27 years?

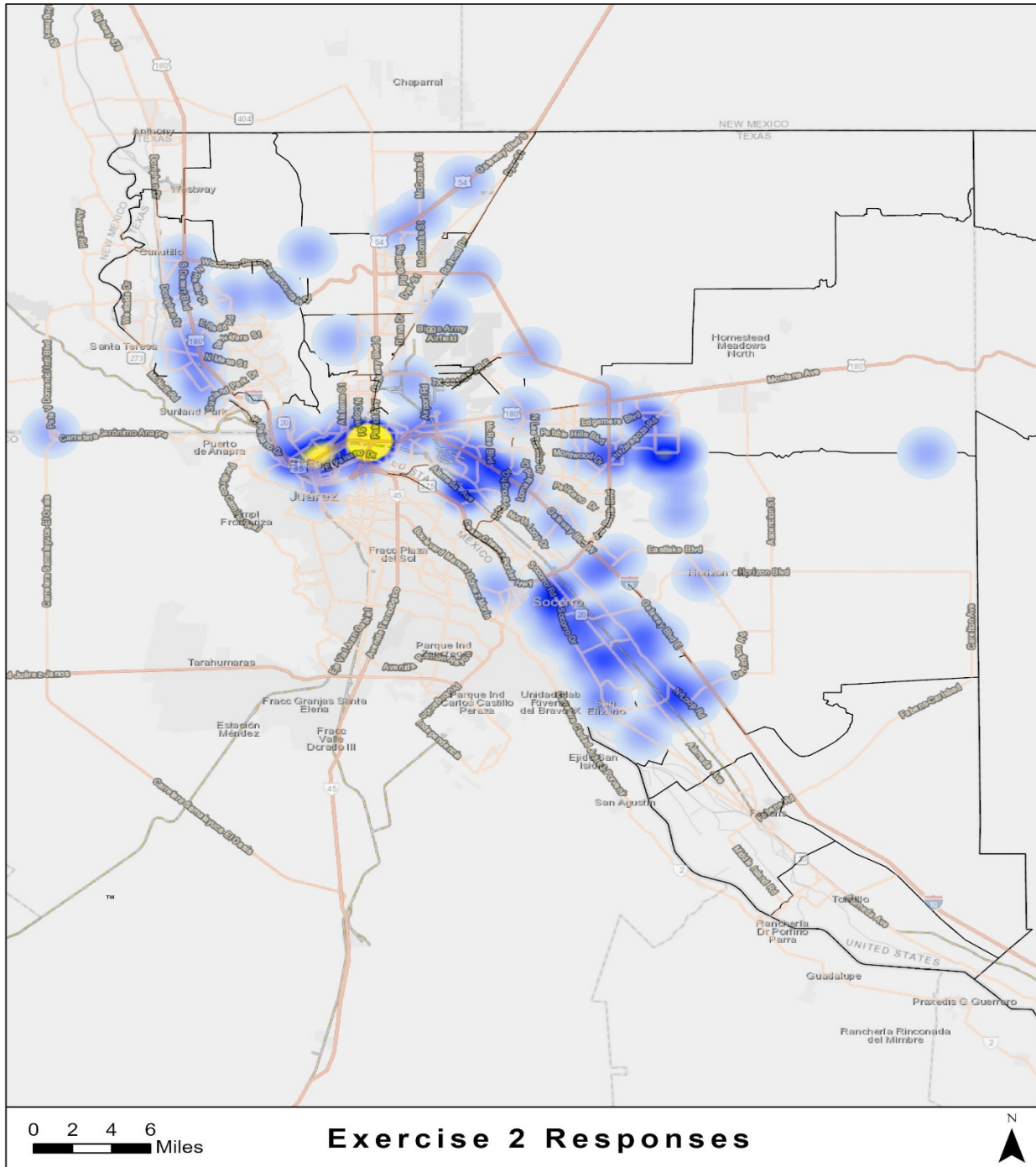


Which types of users will NOT be served well by the transportation system if it remains the same over the next 27 years?



Exercise 2 Comment Location Heat Map

Prompt: Use the map to tell us about your concerns or ideas.



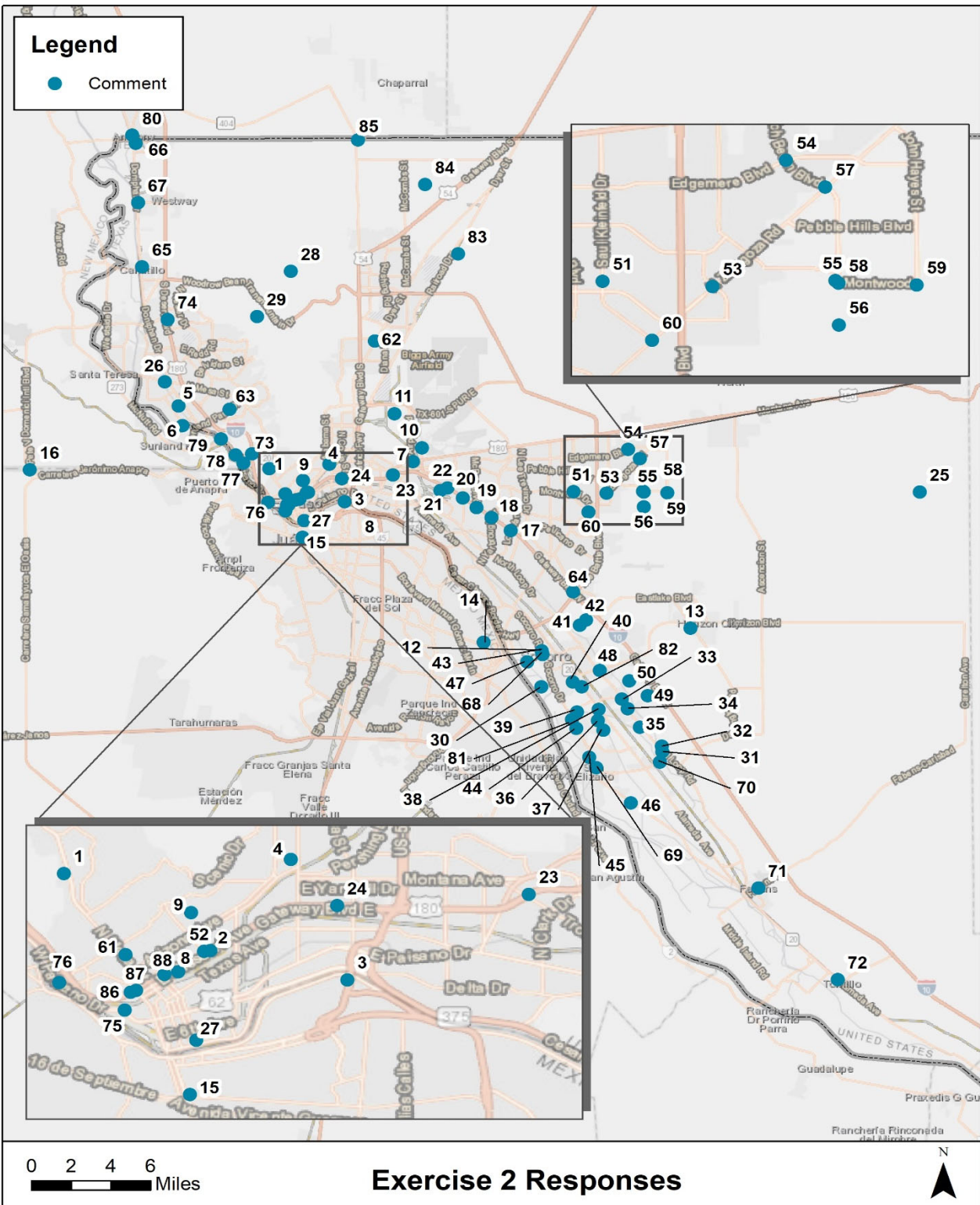
Exercise 2 Word Cloud

The following word cloud is a simple visualization of data that displays the kinds of words used by workshop participants when they wrote comments associated with the interactive pin map in Exercise 2. The varying sizes of words depends on how often that word was used, with the most prevalent words displaying in the largest font. Use the cloud to spot trends, interests, or patterns.



Exercise 2 Pin Locations

Prompt: Use the map to tell us about your concerns or ideas. Each dot represents a pin that was placed on the interactive map. Comments associated with each pin are in Appendix A.



Exercise 3 – Transportation Priorities

Prompt: The following is a list of 14 visioning evaluation criteria that will help the El Paso MPO establish priorities for transportation improvements and chart a course for meeting the community’s vision. Rank: 1=least important, 5=most important.

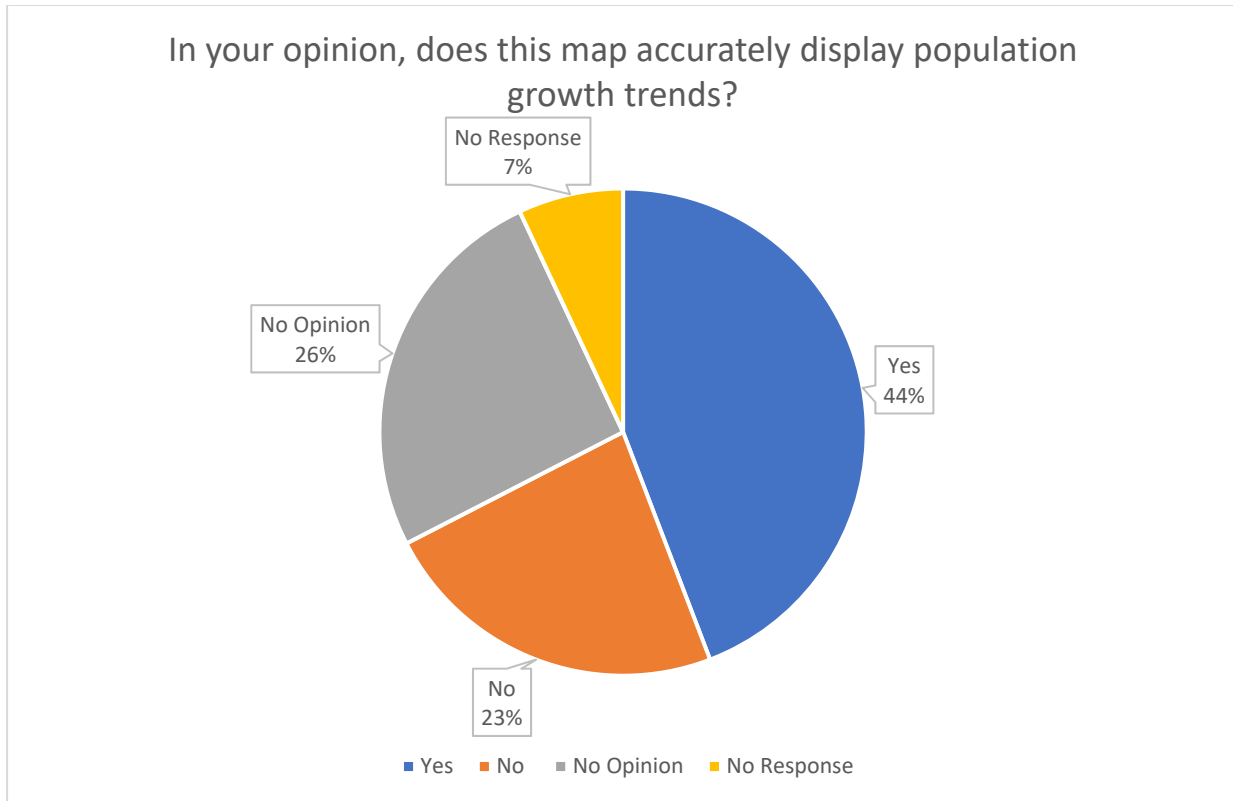
CRITERIA		AVERAGE SCORE
1.	Improve Safety	4.2
2.	Improve Quality of Life	4.0
3.	Protect Environment	3.9
4.	Conserve Energy	3.7
5.	Promote Efficiency	3.6
6.	Improve Access	3.6
7.	Increase Multi-Modal Options	3.6
8.	Reduce Congestion	3.5
9.	Connect Travel	3.4
10.	Support Economic Development Goals	3.4
11.	Increase Connection	3.3
12.	Support Land Use Goals	3.3
13.	Preserve Rights-of-Way	3.0
14.	Improve Security	3.0

The complete data for Exercise 3 is contained within Appendix J.

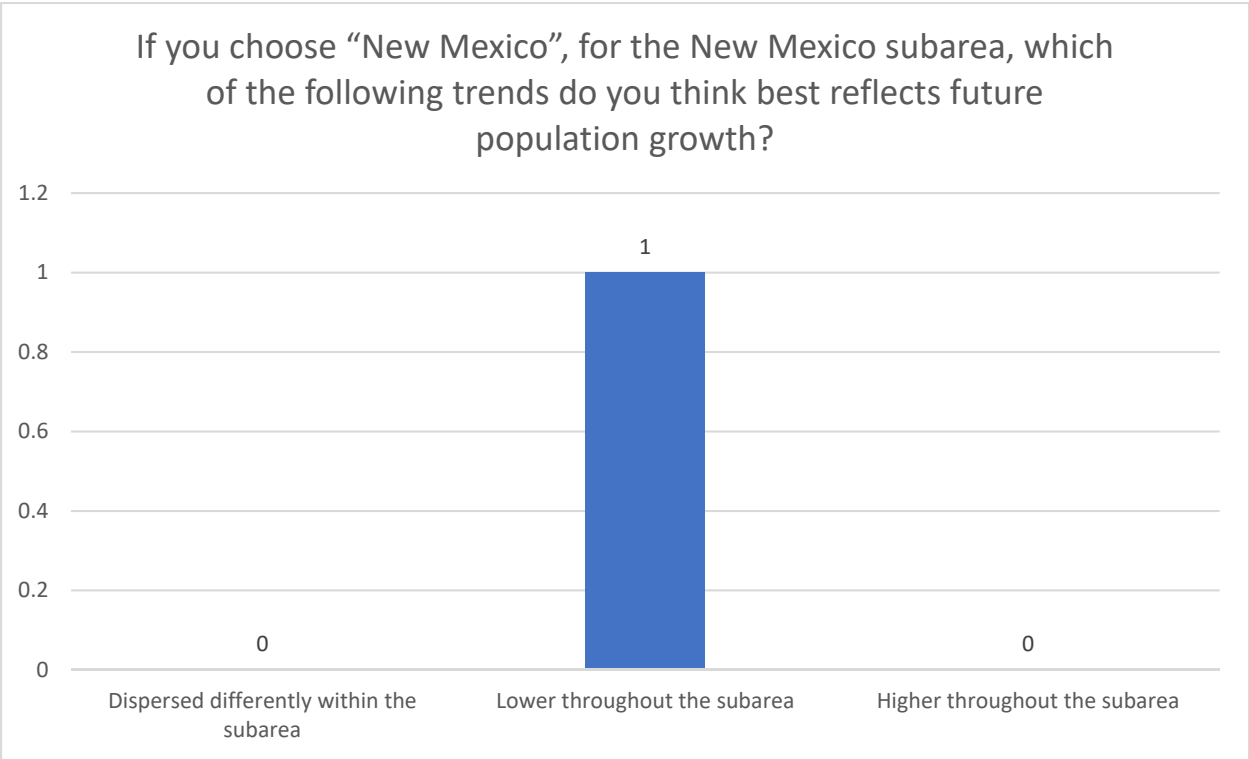
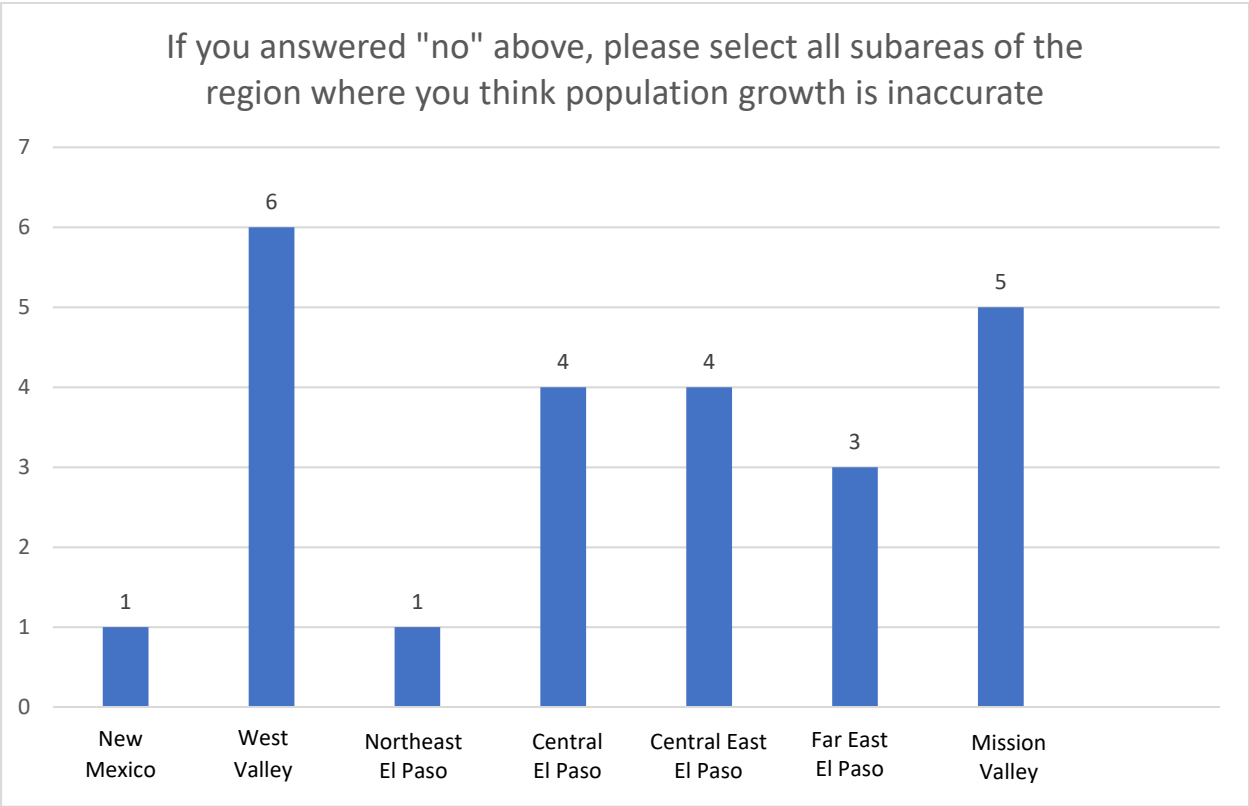
Exercise 4 – Growth Trends

Throughout exercise 4, participants were presented with recent growth trends data. The ensuing questions were organized as follows: Population Growth, Employment Growth, Traffic Volumes Data, Transit Routes Data, and Non-Motorized Transportation Data.

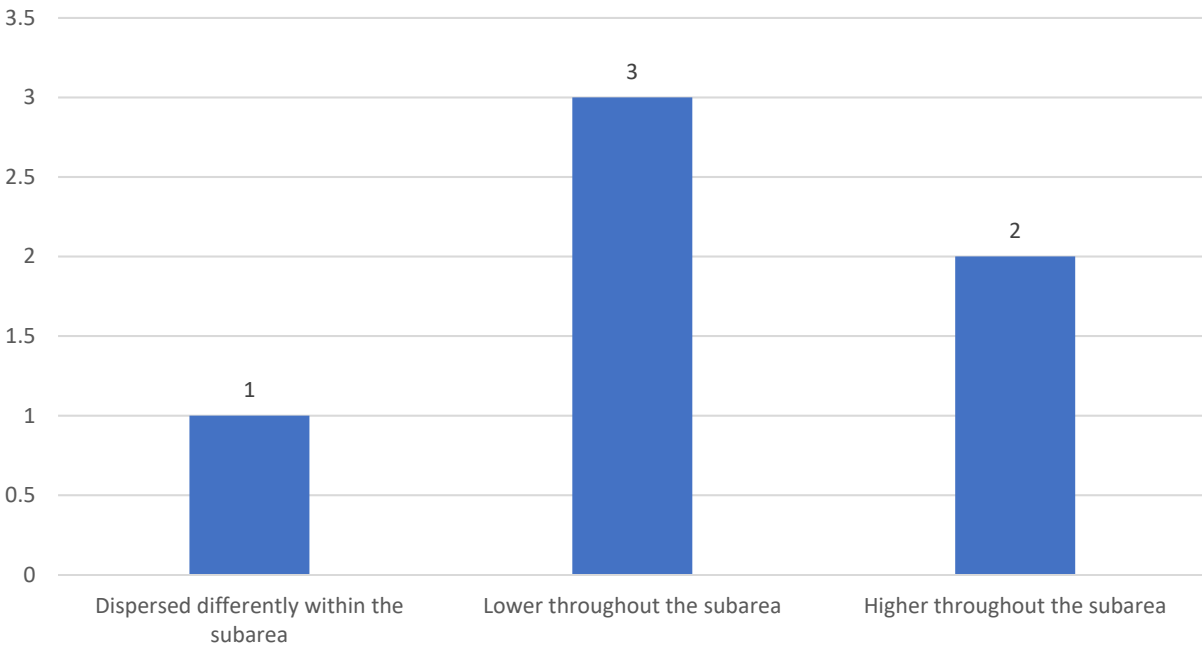
Exercise 4 Population Trends



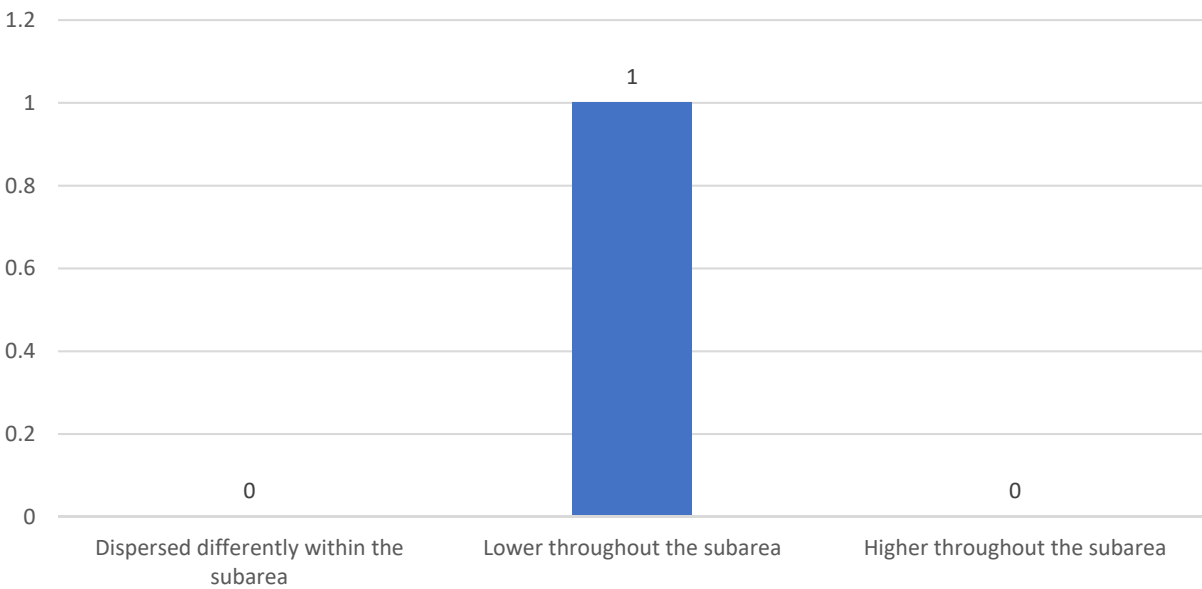
All questions in the workshop, including the following subarea questions, were optional for respondents to give a response. In other words, responses were not required in order for respondents to advance through the workshop and submit at the end.



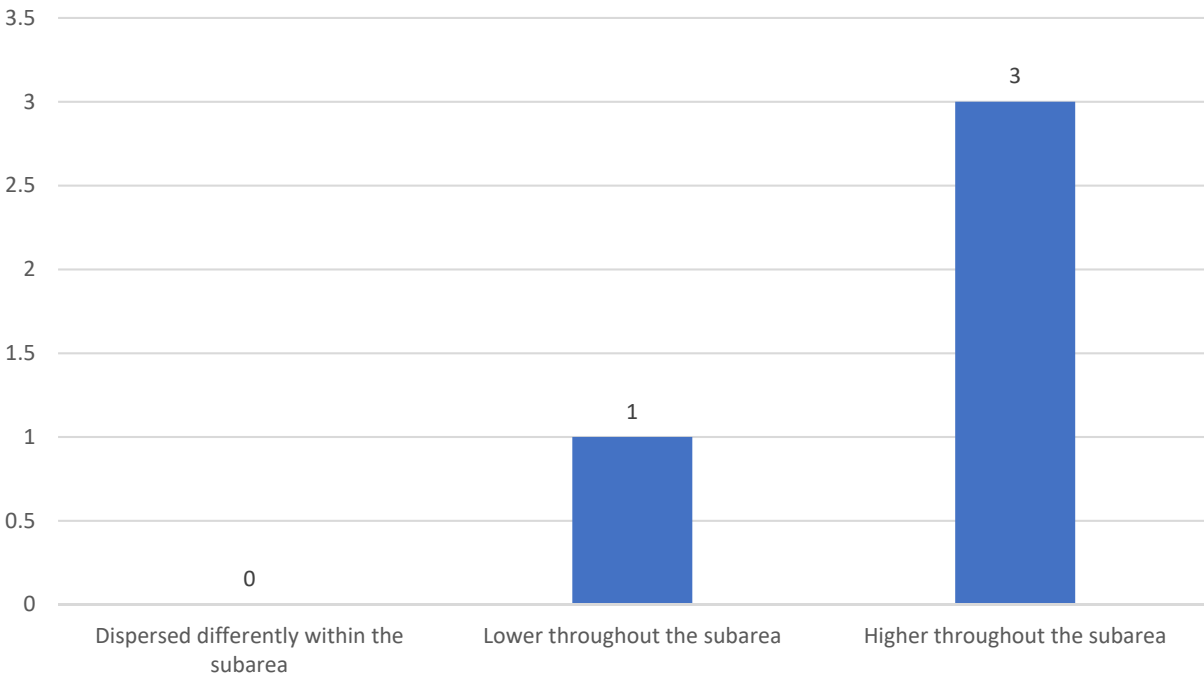
If you choose "West Valley", for the West Valley subarea, which of the following trends do you think best reflects future population growth?



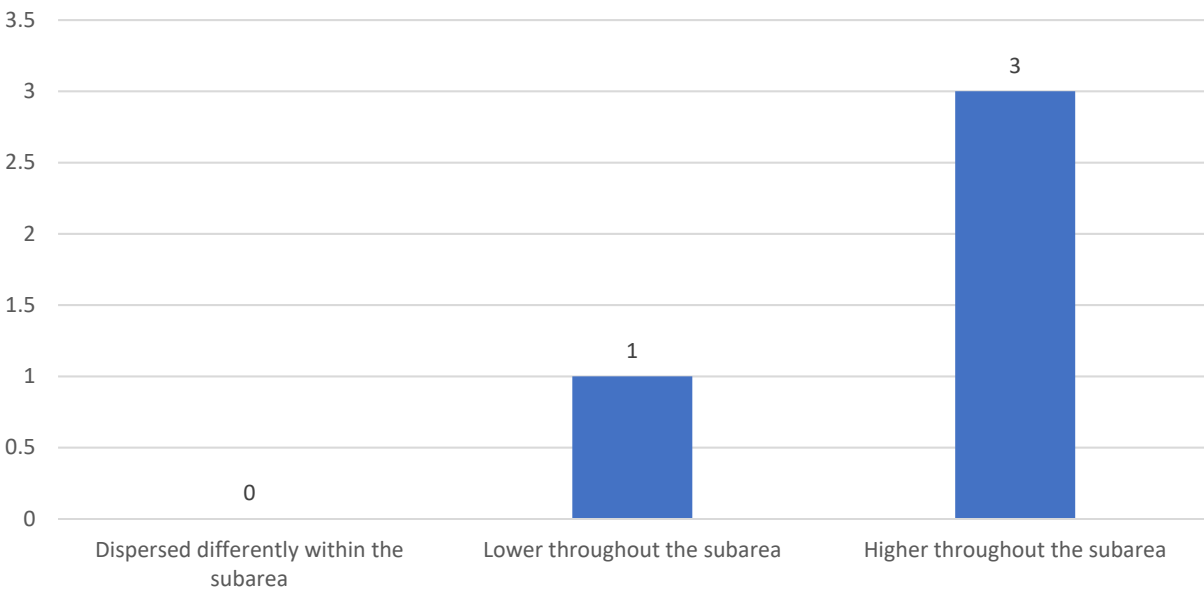
If you choose "Northeast El Paso", for the Northeast El Paso subarea, which of the following trends do you think best reflects future population growth?



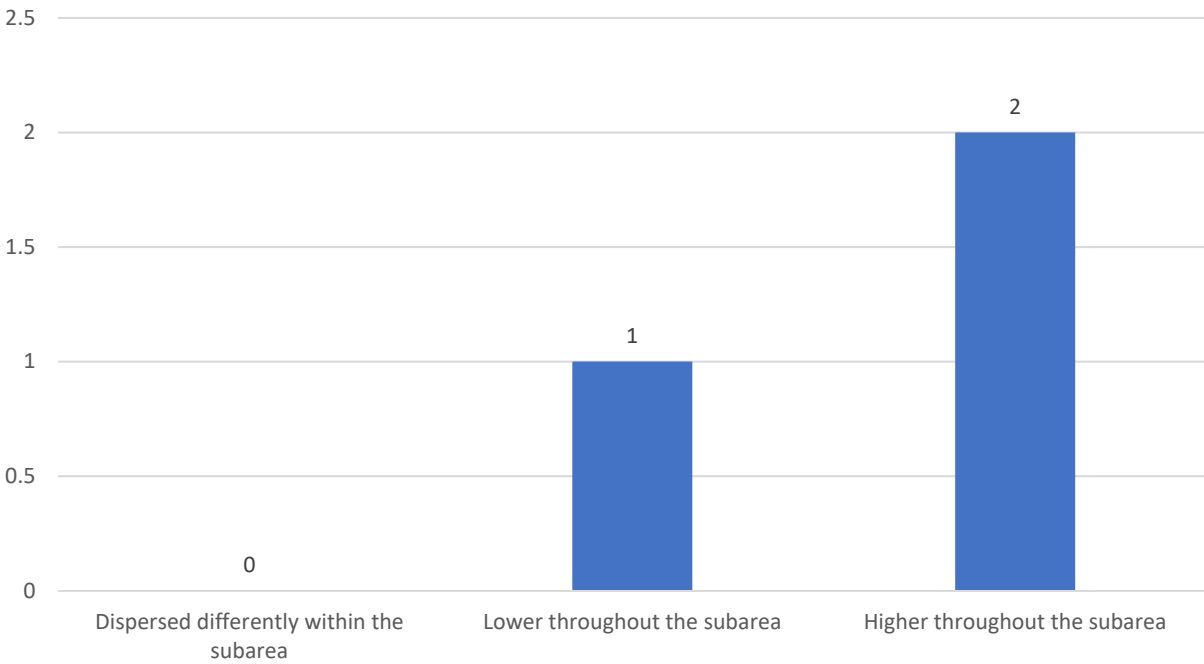
If you choose "Central El Paso", for the Central El Paso subarea, which of the following trends do you think best reflects future population growth?



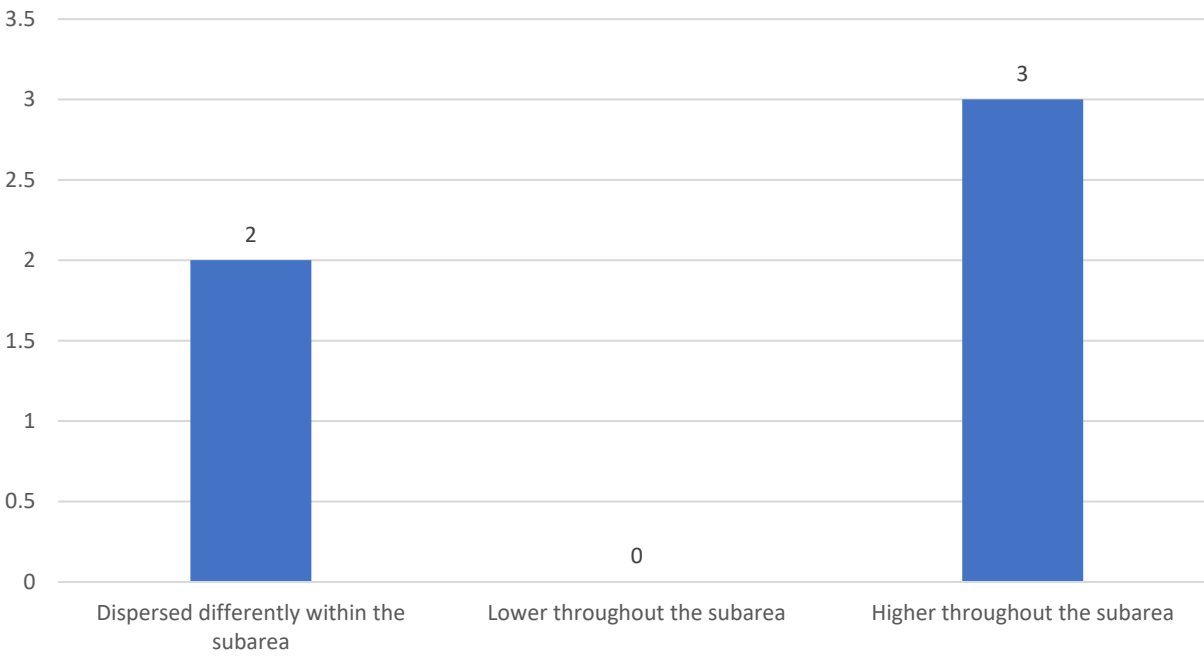
If you choose "Central East El Paso", for the Central East El Paso subarea, which of the following trends do you think best reflects future population growth?



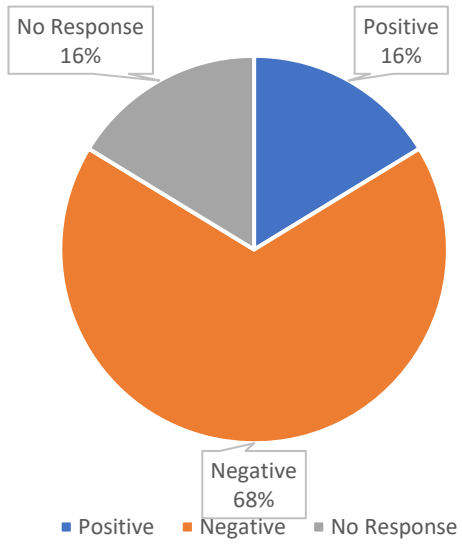
If you choose "Mission Valley", for the Mission Valley subarea, which of the following trends do you think best reflects future population growth?



If you choose "Far East El Paso / El Paso County", for the Far East El Paso / El Paso County subarea, which of the following trends do you think best reflects future population growth?

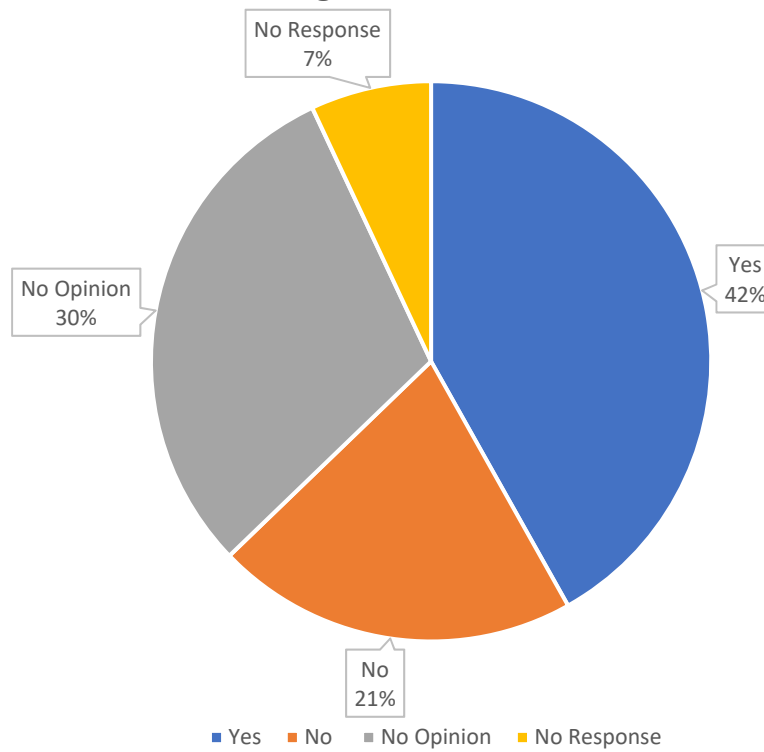


In your opinion, do you believe that population changes in the region will have a positive or negative effect on the transportation system?

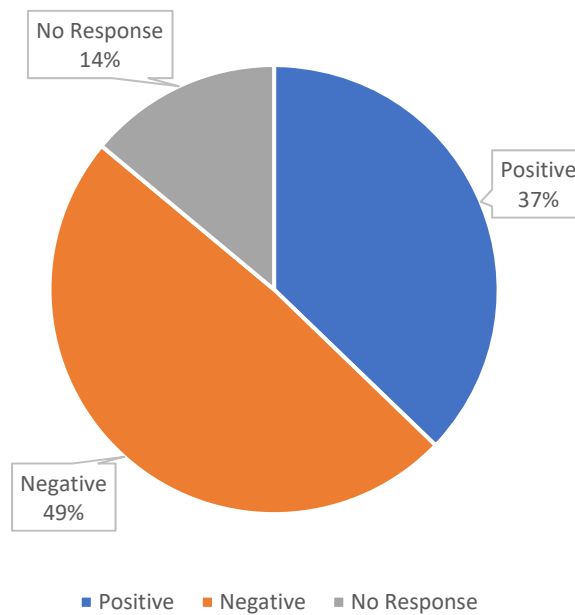


Exercise 4 Employment Trends

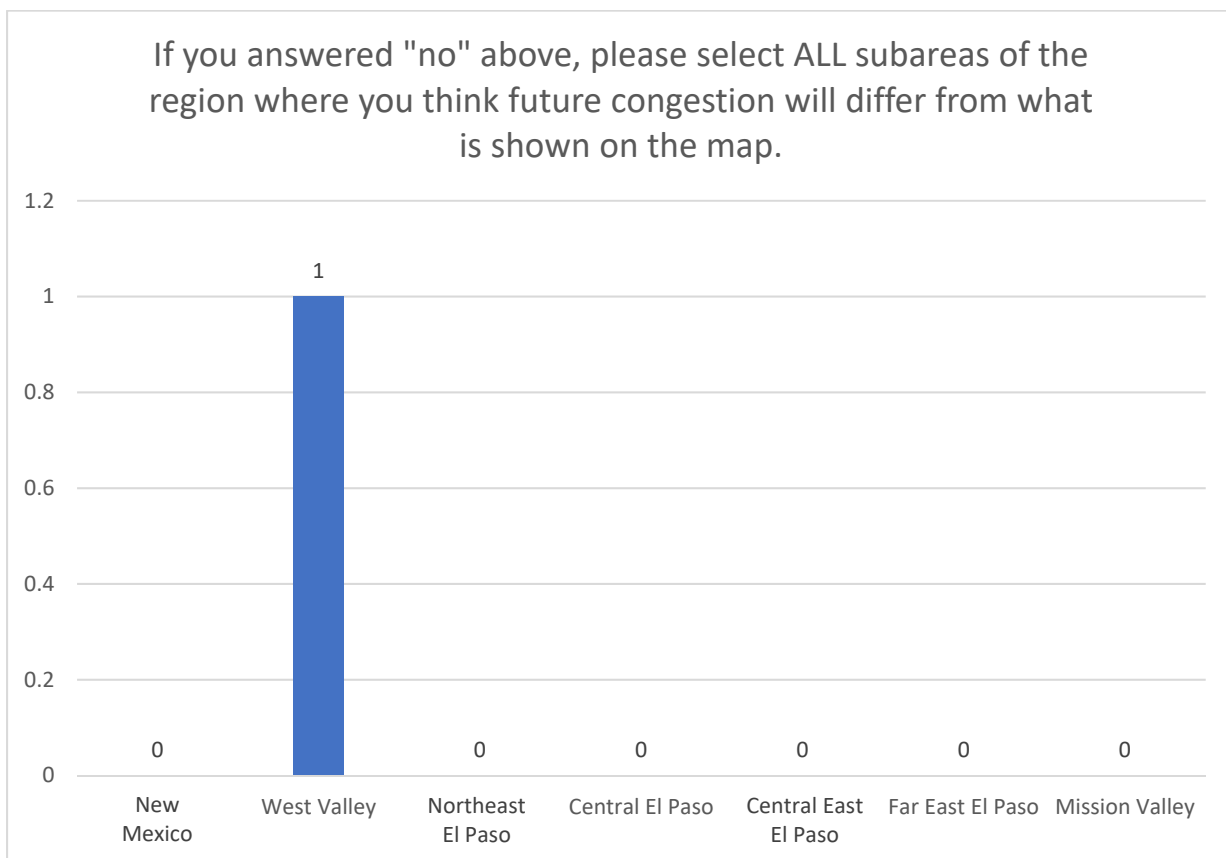
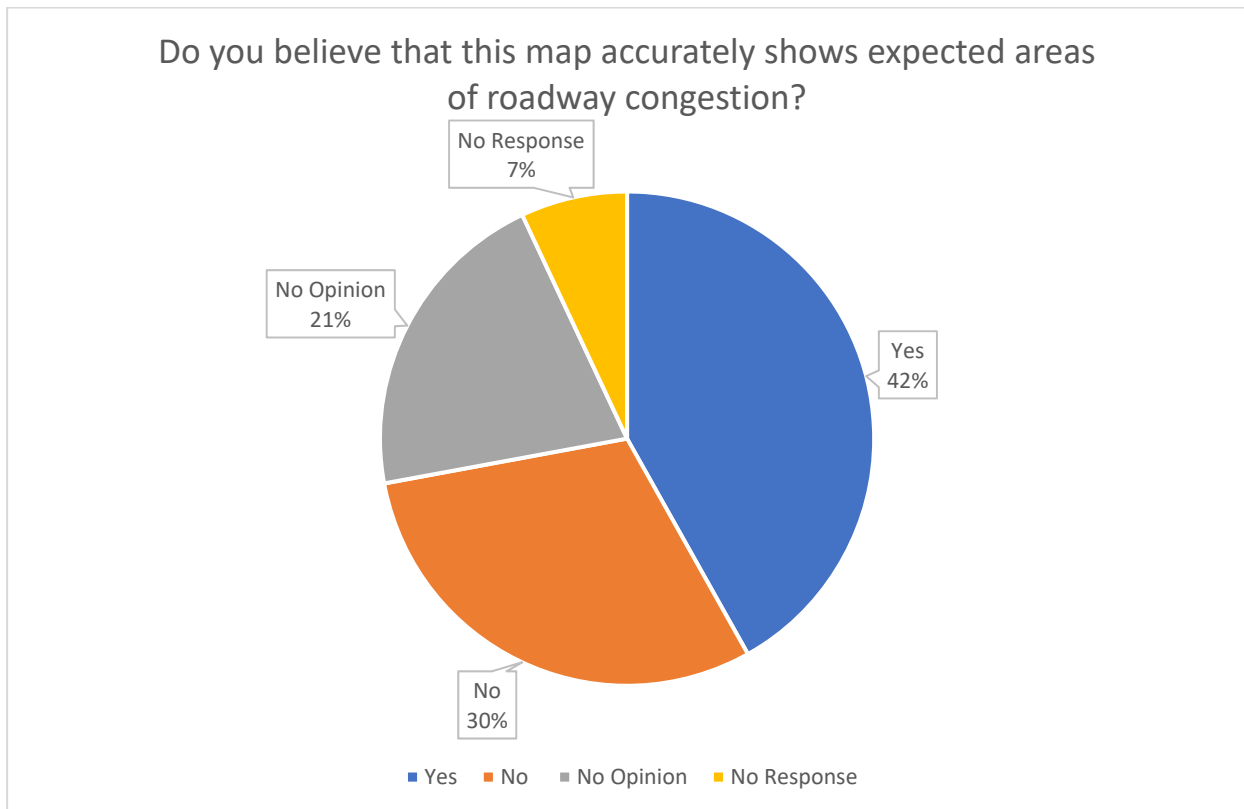
In your opinion, does this map accurately display employment growth trends?

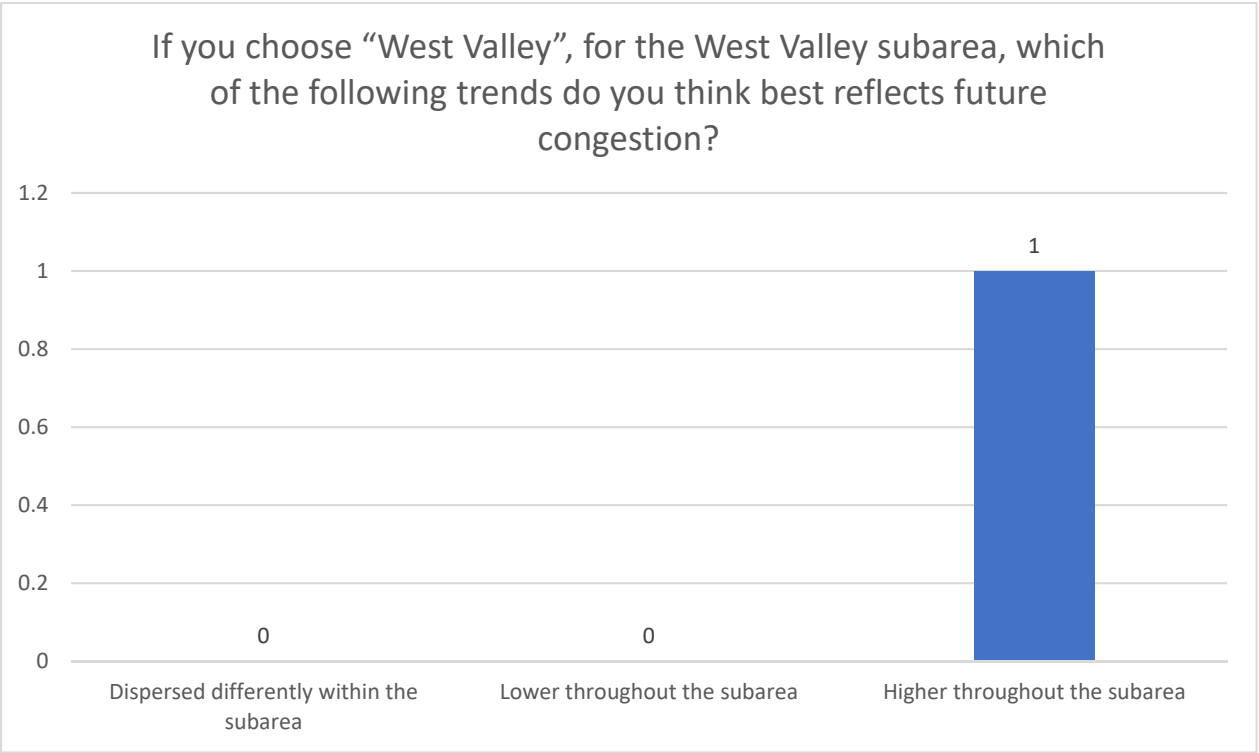


In your opinion, do you believe that employment changes in the region will have a positive or negative effect on the transportation system?



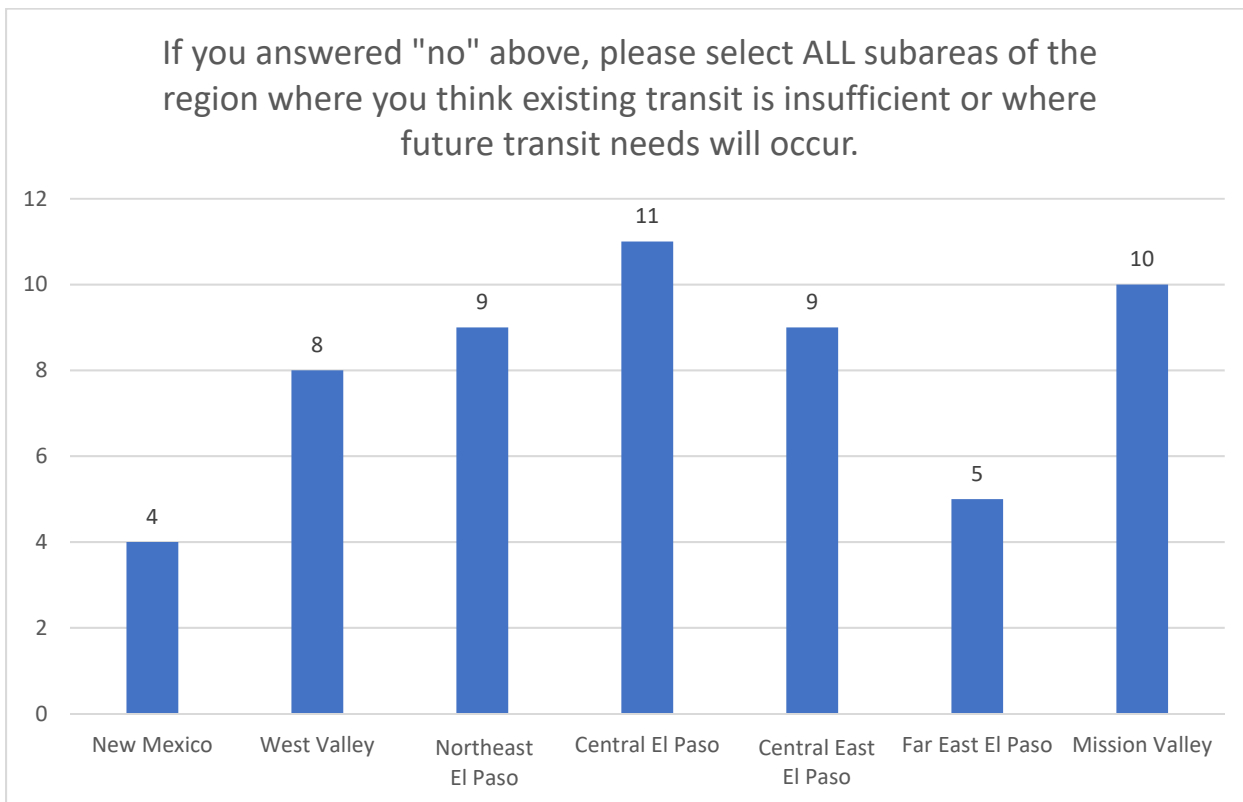
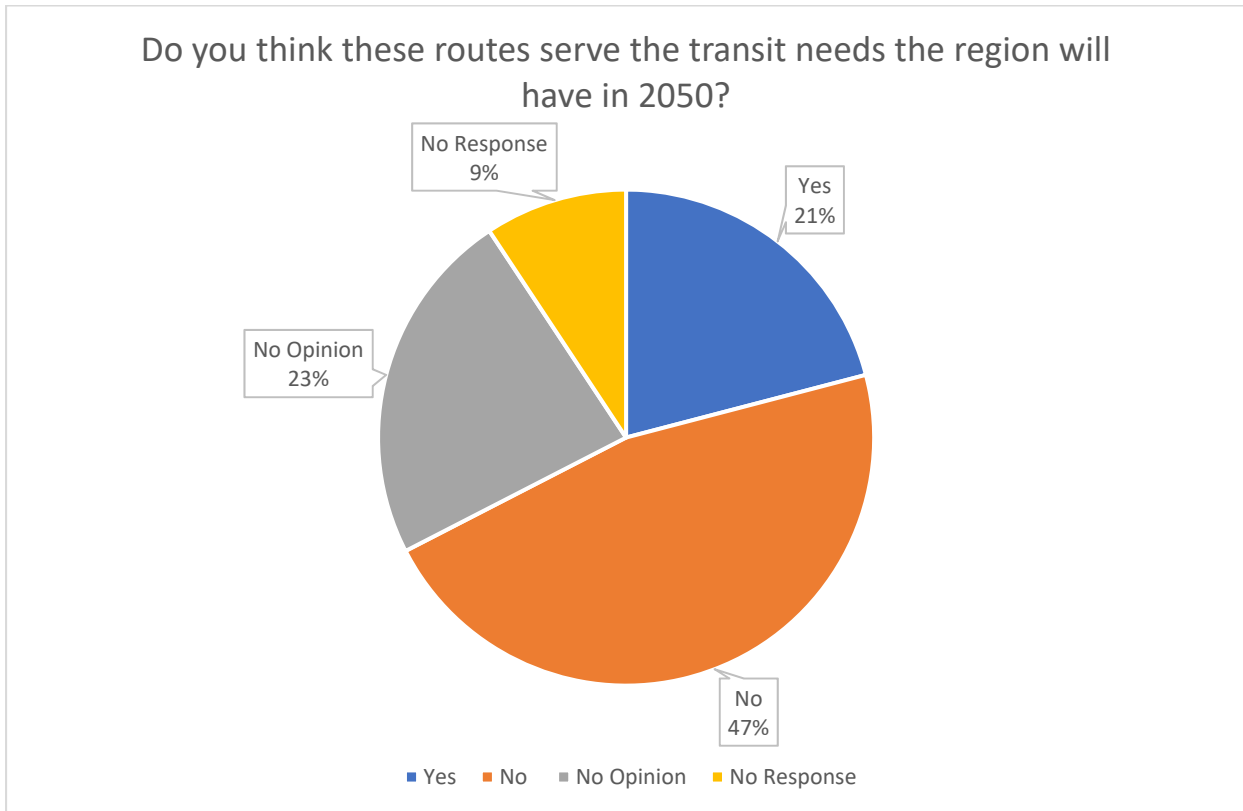
Exercise 4 Traffic Volumes



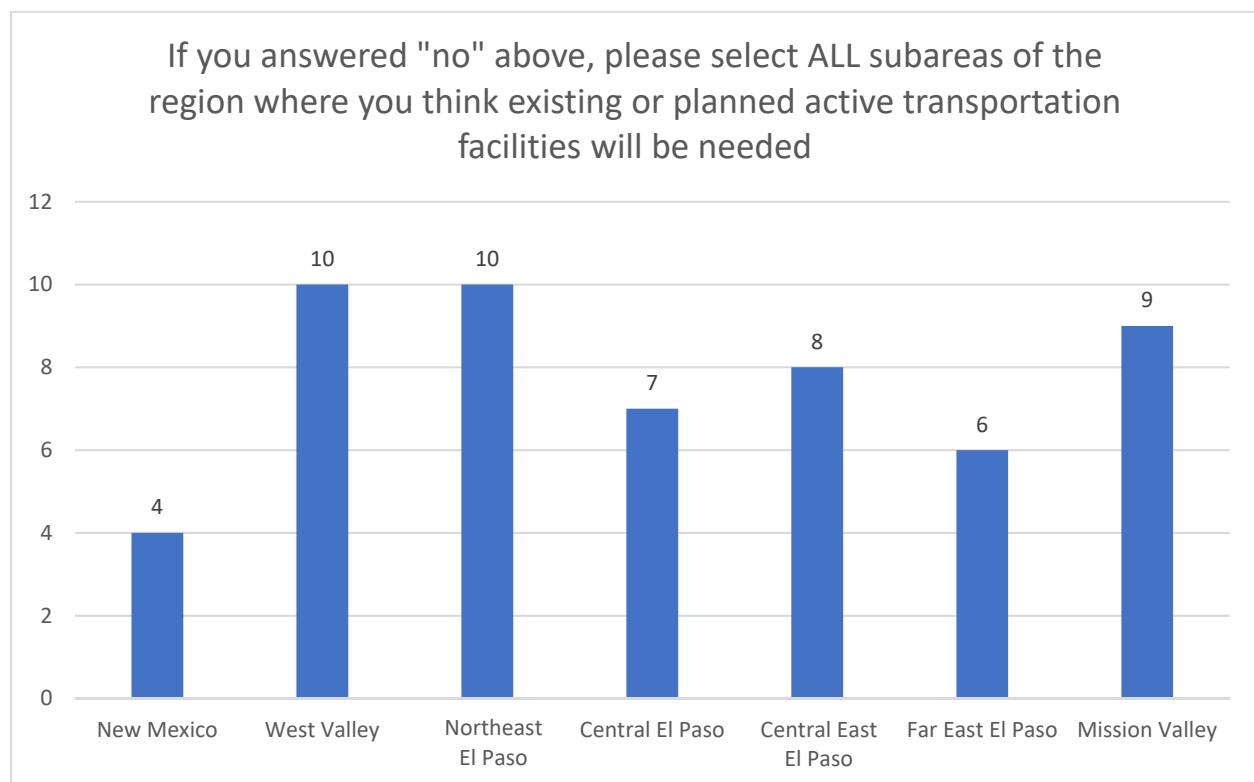
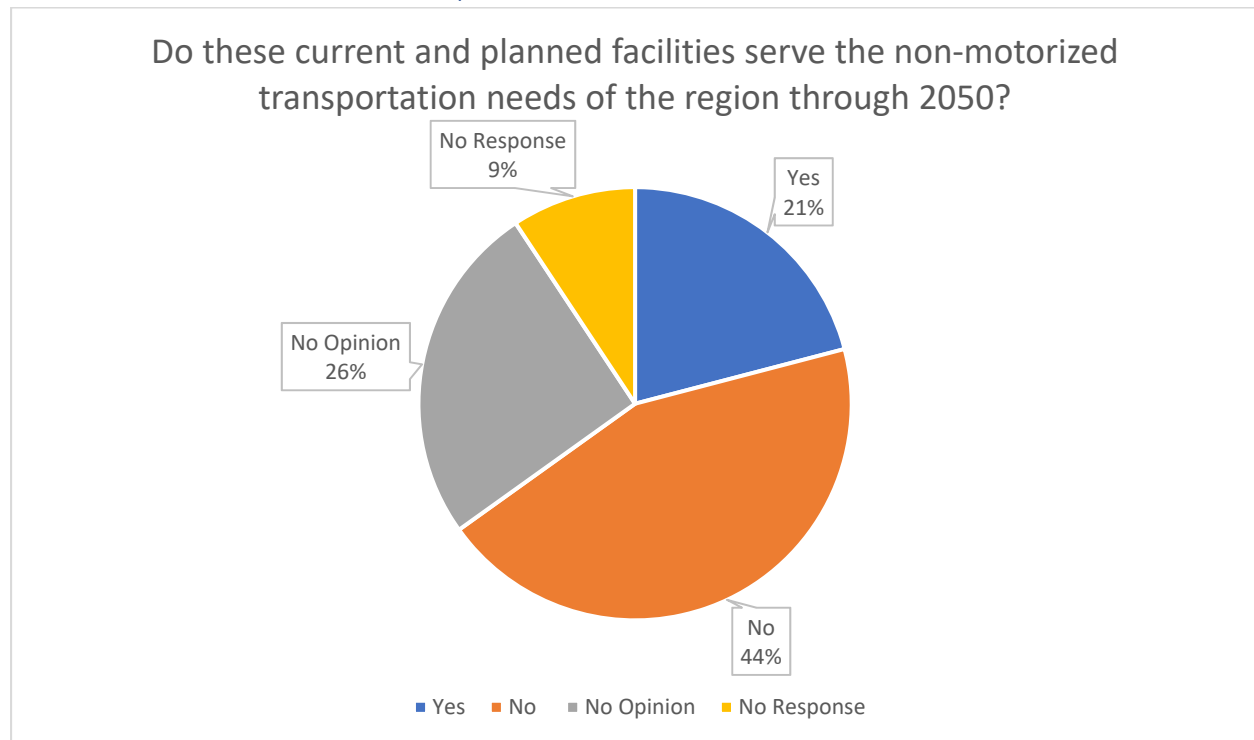


For the above two subarea questions, even though people selected "no" to the initial congestion question, only one person selected a subarea in the two subsequent questions. The rest were left blank.

Exercise 4 Transit Routes



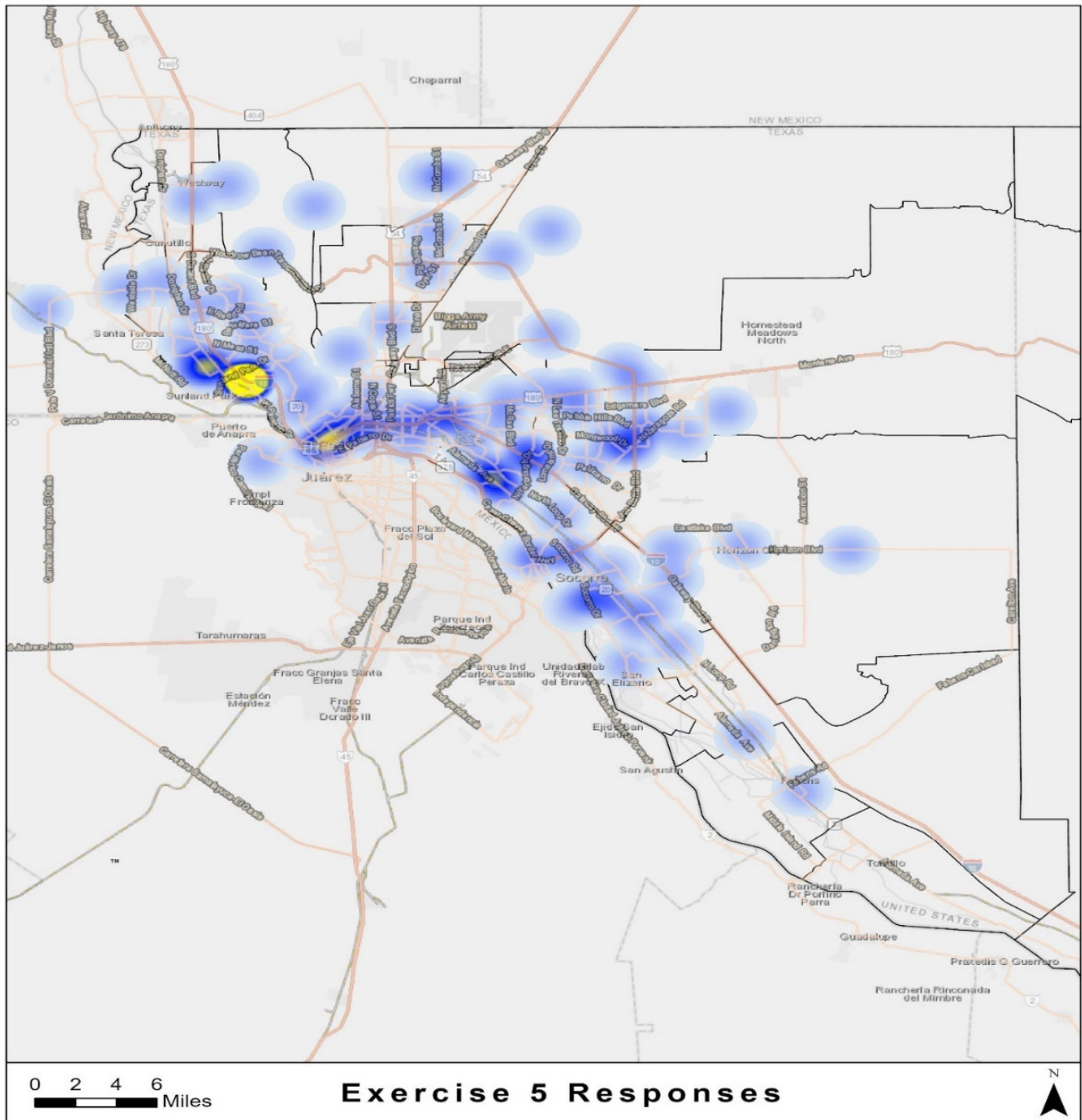
Exercise 4 Non-Motorized Transportation



Exercise 5 – Areas of Need

Exercise 5 Comment Location Heat Map

Prompt: Please mark the map to identify area of need that should be addressed over the next 27 years.



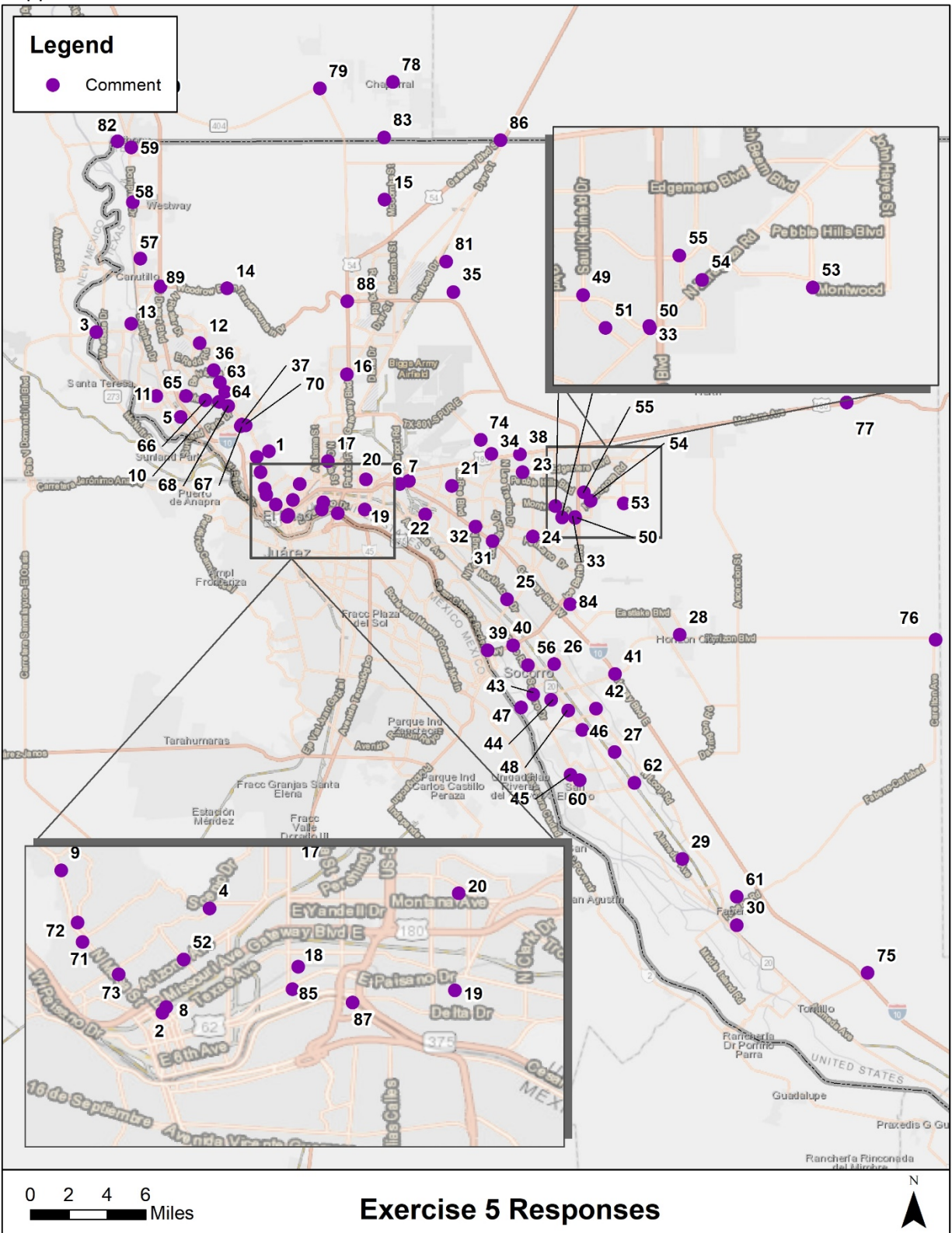
Exercise 5 Word Cloud

The following word cloud is a simple visualization of data that displays the kinds of words used by workshop participants when they wrote comments associated with the interactive pin map in Exercise 5. The varying sizes of words depends on how often that word was used, with the most prevalent words displaying in the largest font. Use the cloud to spot trends, interests, or patterns.

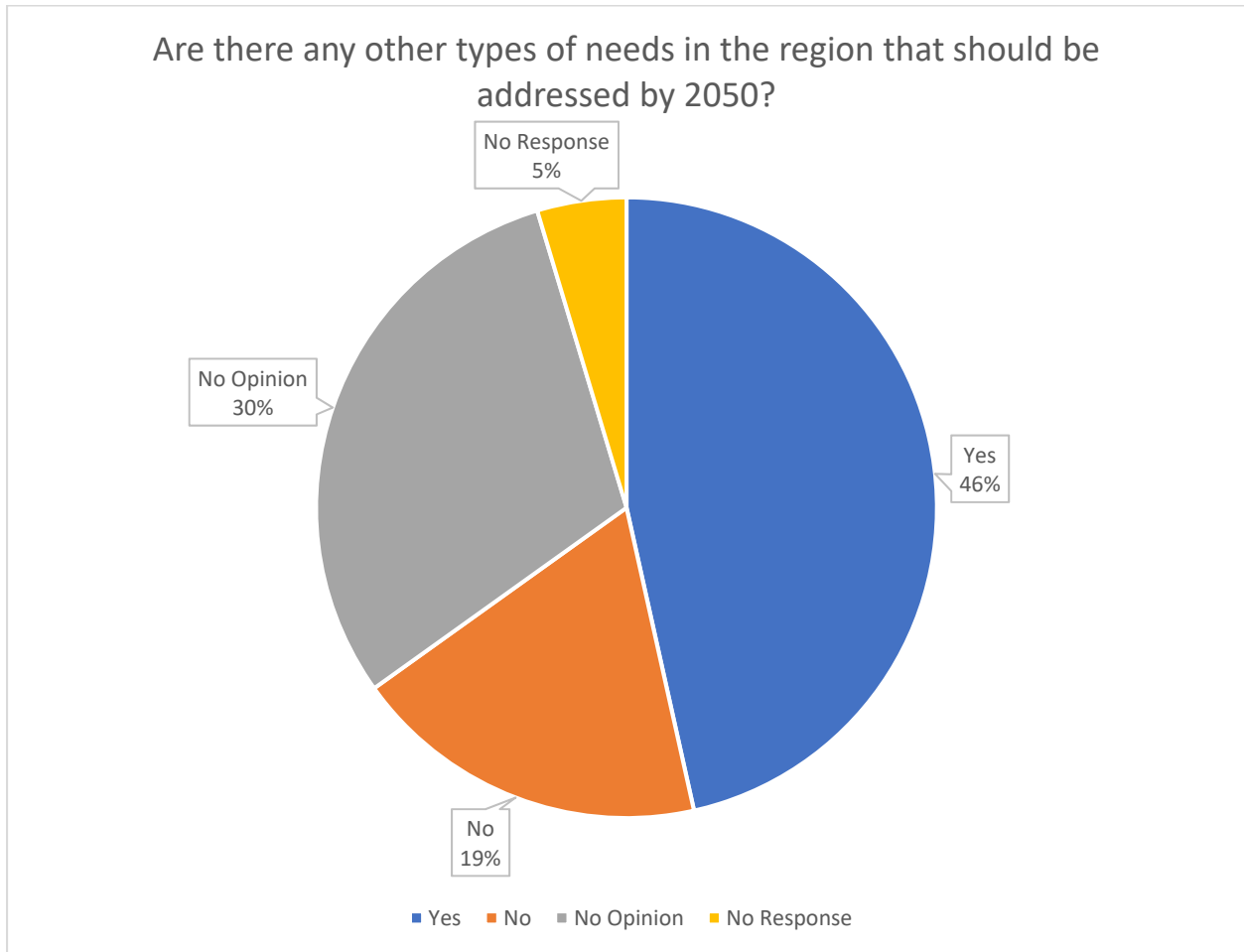


Exercise 5 Pin Locations

Prompt: Please mark the map to identify an area of need that should be addressed over the next 27 years. Each dot represents a pin placed on the interactive map. Comments associated with each pin are in Appendix B.

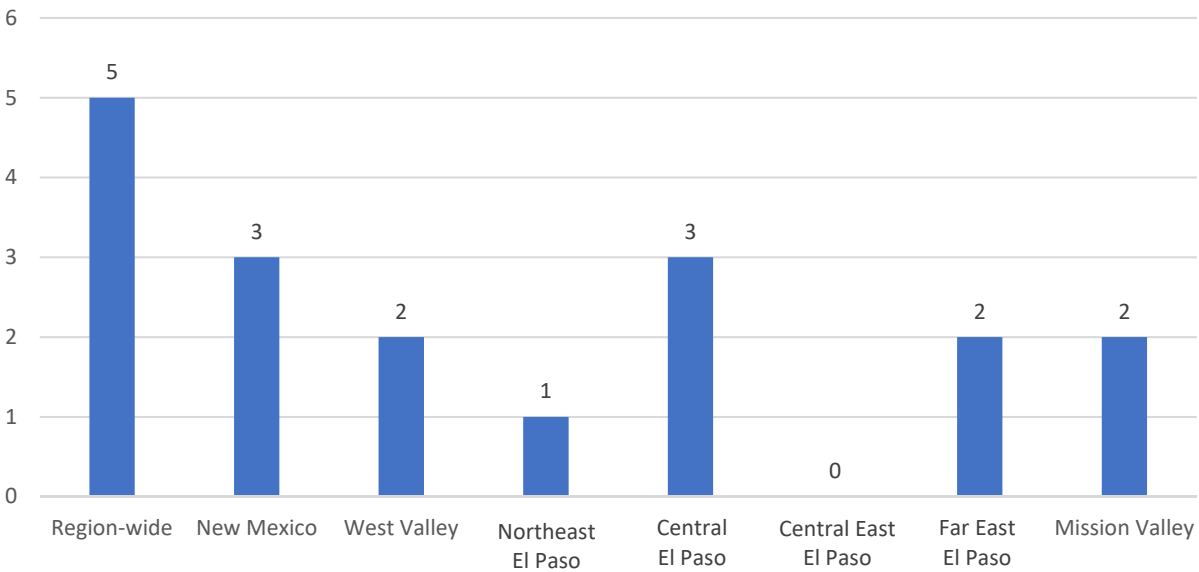


Exercise 5 Region Needs by Subarea

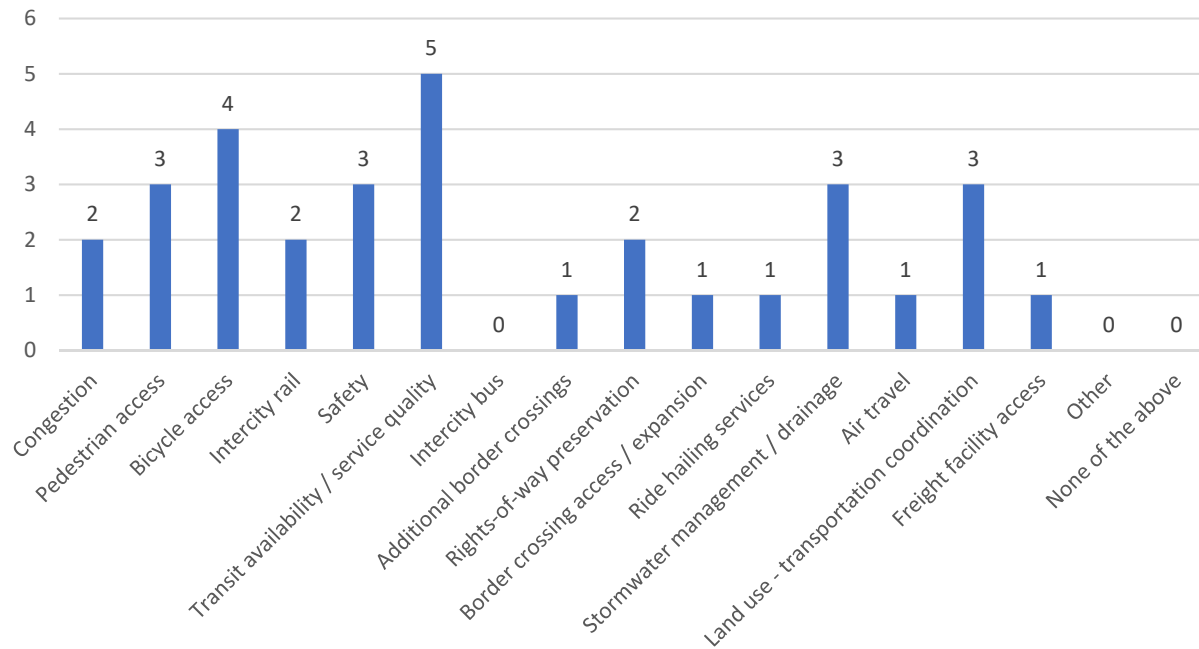


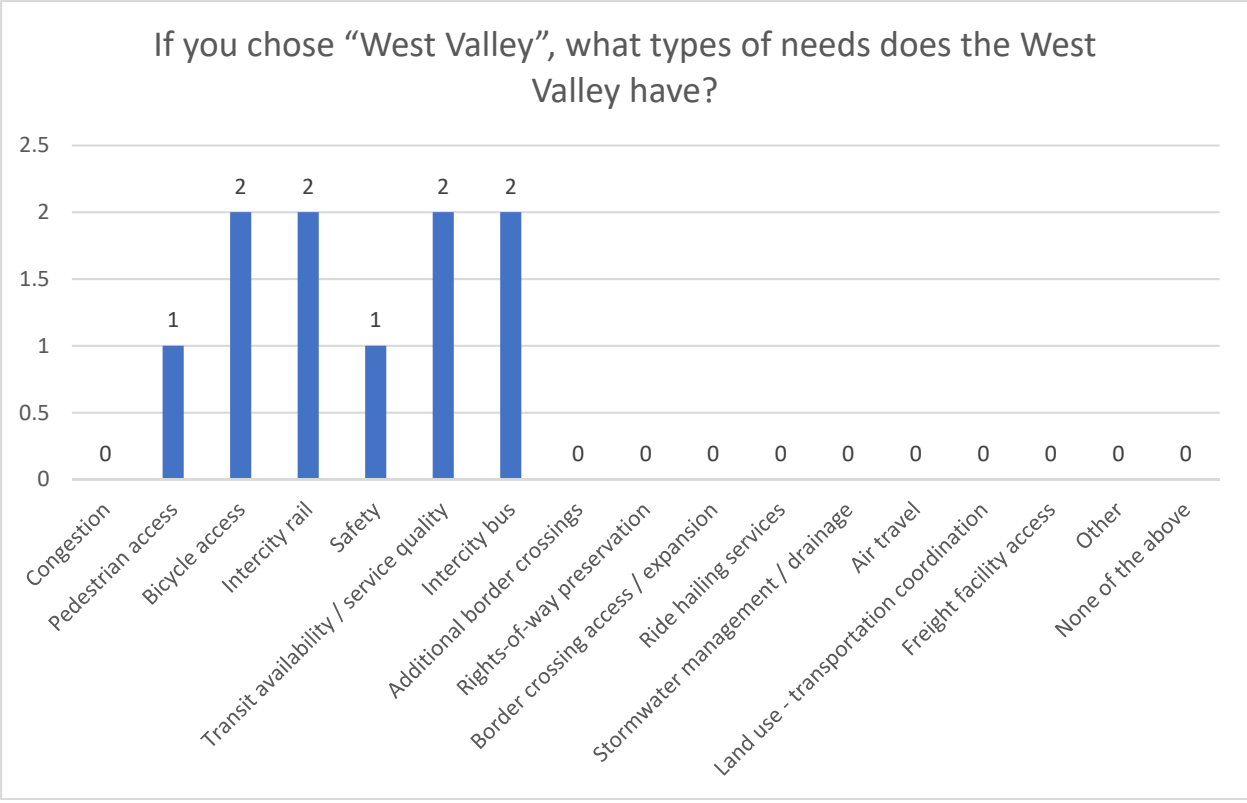
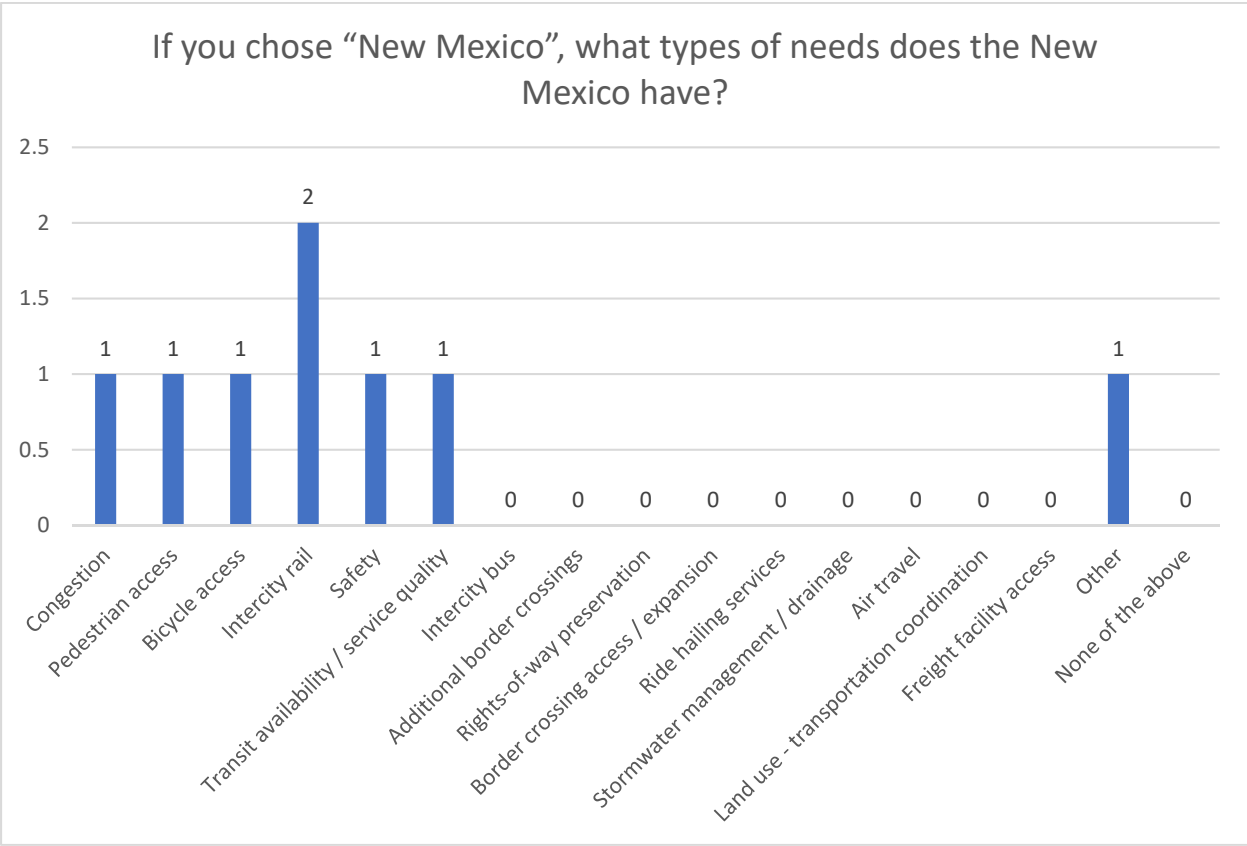
In the ensuing questions, respondents were allowed to select more than one answer choice. As with the entire workshop's questions, responses were optional.

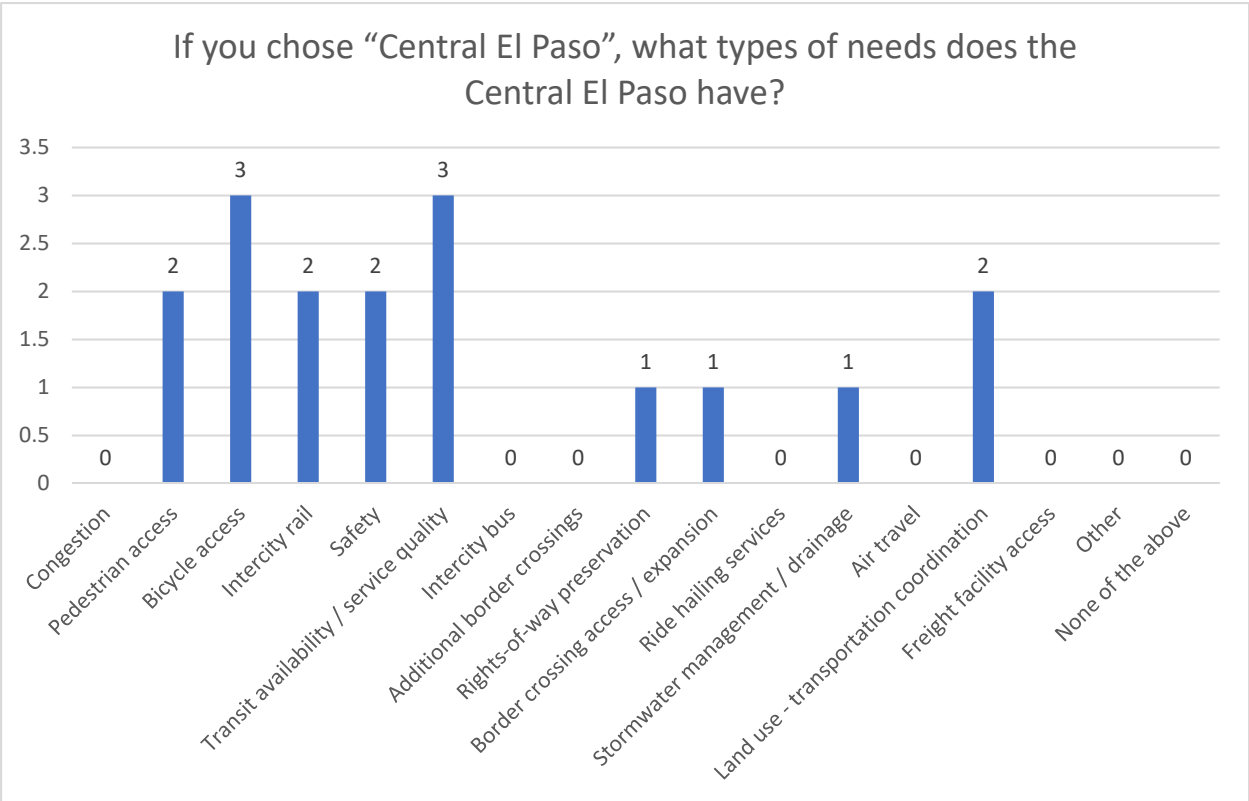
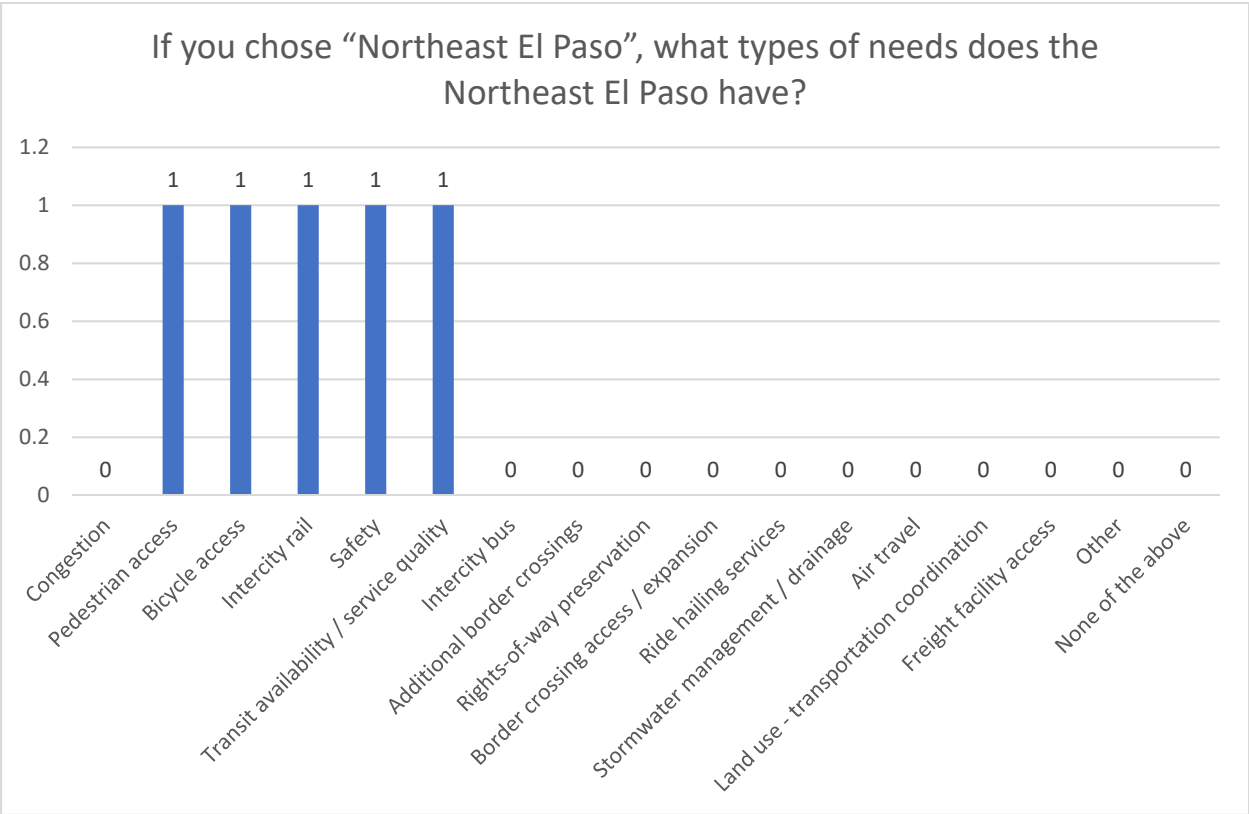
If you answered "yes" above, please select ALL the subareas of the region where you think have needs that should be addressed by 2050.

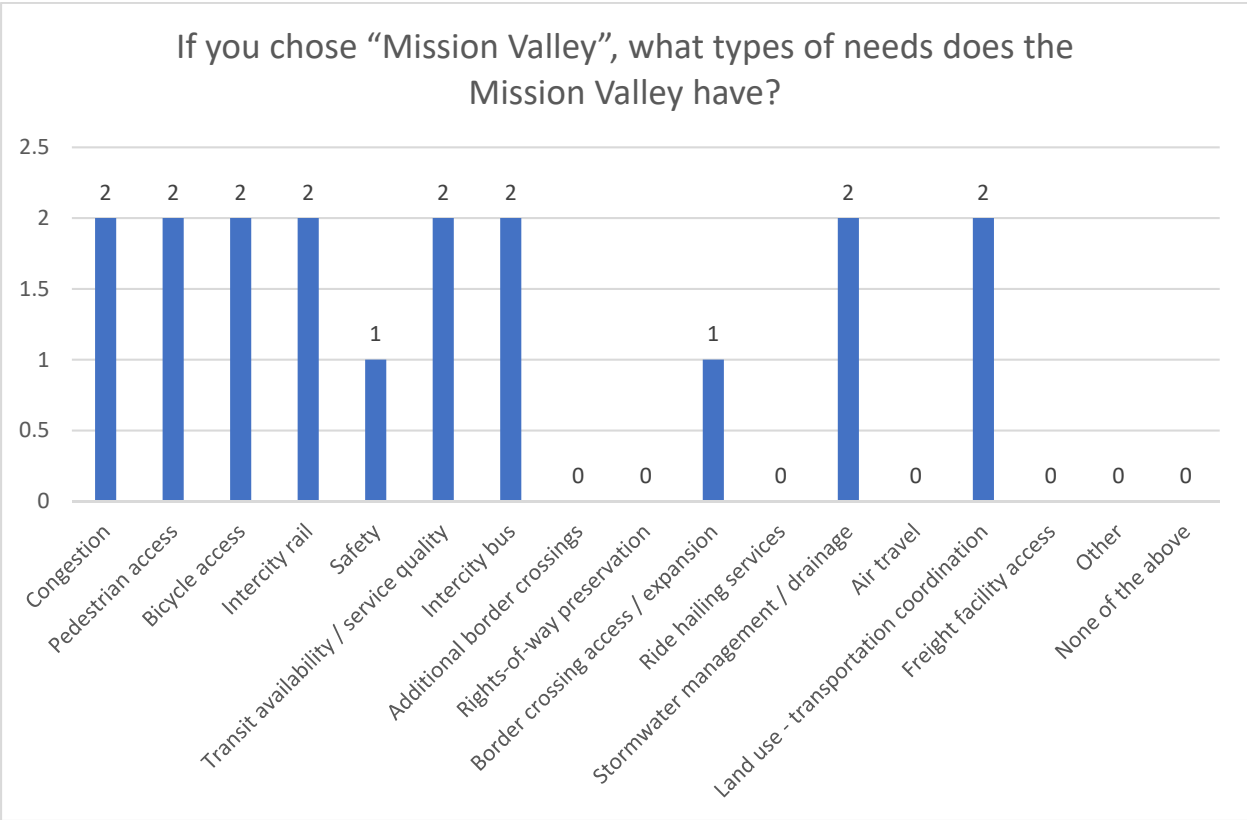


If you chose "Region-wide", what types of needs should be addressed region-wide?

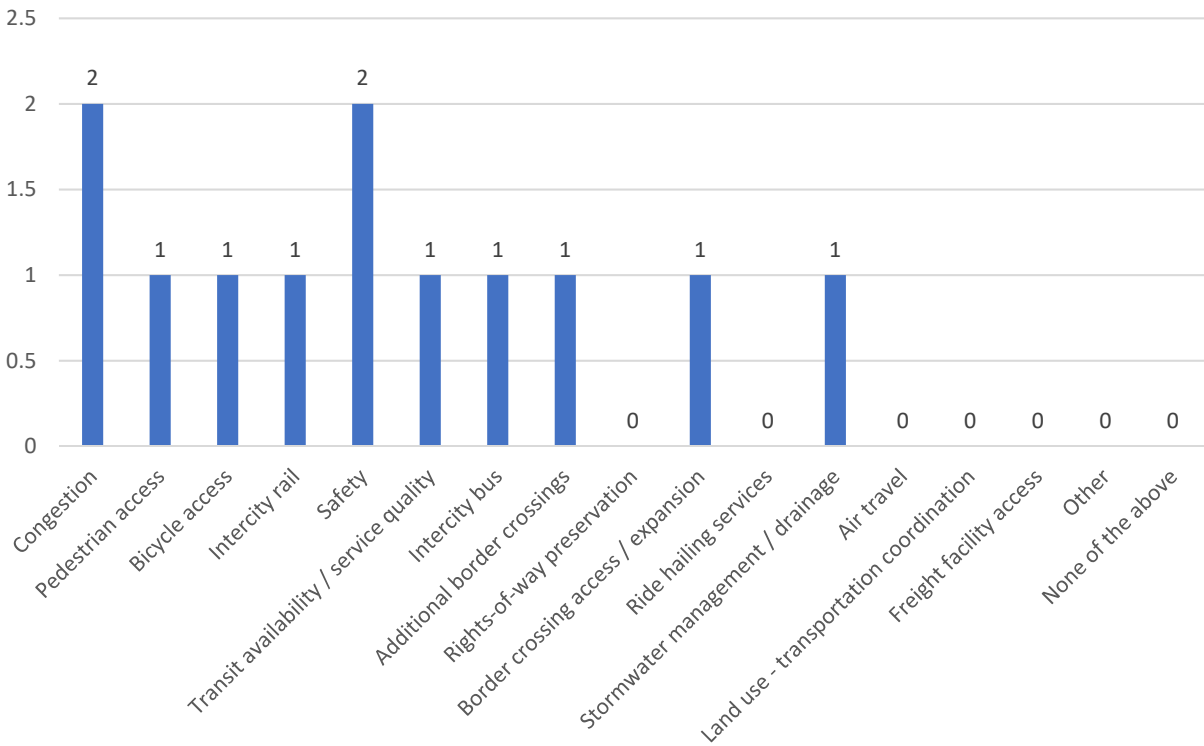








If you chose "Far East El Paso / El Paso County", what types of needs does the Far East El Paso / El Paso County have?





APPENDICES



APPENDIX A

Exercise 2

Comments associated with pin locations

Pin	Point Comment
1	sidewalks along Mesa are narrow, feel unsafe with fast traffic
2	concerned with I-10 downtown. Needs reconstruction and widening to support future growth
3	all the ports of entry need investment. The delays are a lost economic opportunity. Do everything we can to reduce delay and maximize flow of people and goods
4	local city streets in central El Paso are aging, cracking and lack curb ramps. Much reinvestment is needed
5	To and from work is slow and congested.
6	To and from shopping or dining on the east side is slow getting back to the west side.
7	Montana ave: Still not sure why a train was constructed with the intention of taking drunks to and fro barsFromThe downtown to the Cincinnati district. It was expensive and it is not even used . A light rail that ran ALL ALONG MONTANA WITH ARTERIAL BUS LINES THAT RUN DOWN THE MAJOR North south roads would actually be useful.
8	Downtown
9	UTEP
10	EPIA
11	Fort Bliss
12	Socorro
13	Horizon
14	Zaragoza POE
15	BOTA POE
16	Santa Teresa POE
17	Too many crashes and fatalities on I-10 near Lomaland.
18	Too many near side-swipes of passenger vehicles by speeding freight trucks on I-10 near Yarbrough.
19	I-10 is aging at its overpasses, including the McRae overpass.
20	There have been too many re-configurations of the exits at I-10 and Hawkins. It makes the city/TXDOT seem incompetent and it seems as though the city/TxDOT are catering to developers. Dog wagging the tail.
21	This area needs major review and total overhaul to zoning. The area is currently a dangerous situation due to heavy concentration of freight trucks that intermingle with passenger vehicles carrying children on their way to soccer/volleyball/basketball/martial arts practice.
22	I-10 at Hawkins is a major center of activity due to shopping, industrial trucks, sports centers, a nearby college, a nearby public library, and several parks and rec centers. The interchange is dangerous, congested and puts too much burden on Hawkins Boulevard between Viscount and Market streets. Hawkins Blvd get worn out and ages before its time.
23	Traffic flow on I-10 Westbound - starting at approximately this point - often slows down abruptly. It seems to be due to too many exit ramps and too many entrance ramps between Bassett Place Mall and US 54. Development of the Medical Center of the Americas campus, which contains the county hospital (UMC), El Paso Children's Hospital, Texas Tech University Health Sciences Center, various clinics and colleges has contributed to congestion on I-10 and on surface streets. This corridor segment of I-10 needs to be updated with careful attention paid to the medical center.

Pin	Point Comment
24	Traffic flow on I-10 Eastbound - starting at approximately this point - often slows down abruptly due what seems to be a bottleneck on I-10, exacerbated by merging eastbound traffic from US 54 South. There seems to be due to too many exit ramps and too many entrance ramps between Piedras Street and Bassett Center Mall. Development of the Medical Center of the Americas campus, which contains the county hospital (UMC), El Paso Children's Hospital, Texas Tech University Health Sciences Center, various clinics and colleges has contributed to congestion on I-10 (as well as on surface streets). This corridor segment of I-10 needs to be updated with careful attention paid to the medical center.
25	this area is growing and there is no easy way to get from the west side to this area
26	very congested area during peak time, even though the flow of cars is okay, this road needs a relief
27	need access from downtown to tx 365 loop, both east and west bound. the existing access toward west bound has been closed and not sure if it was permanently closed
28	Hiking and biking trails in the NE
29	Keeping the Lost Dog trail network open.
30	Improving the access to the Rio Bosque wetland.
31	New housing subdivisions currently being developed here. This will increase traffic on N. Loop. North Loop needs to be upgraded to increase areas for biking, walking, and public transit in order to accommodate population growth here.
32	New housing subdivisions currently being developed here. This will increase traffic on N. Loop. North Loop needs to be upgraded to increase areas for biking, walking, and public transit in order to accommodate population growth here.
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35	New housing subdivisions currently being developed here. This will increase traffic on N. Loop. North Loop needs to be upgraded to increase areas for biking, walking, and public transit in order to accommodate population growth here.
36	New subdivisions here means more kids will need to cross Alameda Ave, to get to Ernesto Serna School. Bike and walking path improvements, as well as pedestrian crosswalks need to be made on Alameda Ave. around the Passmore intersection area.
37	New subdivisions here means more kids will need to cross Alameda Ave, to get to Ernesto Serna School. Bike and walking path improvements, as well as pedestrian crosswalks need to be made on Alameda Ave. around the Passmore intersection area.
38	We need a safer intersection here to accomodate kids walking to Ernesto serna school across Alameda
39	A hike/bike trail is needed here to connect neighborhoods to public transit, employment centers, and shopping centers on Socorro Rd. and Alameda Ave.
40	A hike/bike trail is needed here to connect neighborhoods to public transit, employment centers, and shopping centers on Socorro Rd. and Alameda Ave.
41	Nuevo Hueco Tanks Rd should be extended to future BHE to accommodate increase in population growth in this area.
42	New subdivisions being developed here means connecting Nuevo Hueco Tanks Rd to Alameda and Socorro Rd is crucial

Pin	Point Comment
43	Lack of improvements along Socorro Rd and the lack of alternate routes of travel for commercial vehicles (such as the future BHE) are holding back economic development on our historic Mission Trail.
44	Lack of improvements along Socorro Rd and the lack of alternate routes of travel for commercial vehicles (such as the future BHE) are holding back economic development on our historic Mission Trail.
45	Lack of improvements along Socorro Rd and the lack of alternate routes of travel for commercial vehicles (such as the future BHE) are holding back economic development on our historic Mission Trail.
46	Lack of improvements along Socorro Rd and the lack of alternate routes of travel for commercial vehicles (such as the future BHE) are holding back economic development on our historic Mission Trail.
47	The future Border Highway East is crucial in connecting disadvantaged, low-income, historically designated neighborhoods to the region. The BHE will spur economic development along it, as well as on Socorro Rd.
48	Need to provide bicyclist and pedestrian amenities on Horizon Blvd.
49	Access to IH-10 is needed here for the expected population boom due to new subdivisions currently being built in this area.
50	We need more connectivity to the National Highway system from IH-10 to the future Border Highway East
51	Saul Kleinfeld Dr is rough. My vehicle vibrates hard north and south of Montwood.
52	Brown St is rough. My vehicle vibrates long the street at low speeds.
53	This is one of the main arteries into the far east housing areas. It is very congested, especially during peak commuting hours. This area becomes a bottle neck during the rush hours because it is the main way to get into the entire housing area along Zaragoza and east of loop 375. It needs to be widened or more access to the area needs to be created.
54	This traffic circle is dangerous. Many residents of the area do not know how to use one and are not likely to seek information on how to use one. Additionally, the signage creates its own danger due to it being counter to the needs of the traveler when a business on one of the corners is the final destination. I have been told that accidents are down at this intersection, but I believe that is due to fewer people going through the intersection rather than it actually being safer. Furthermore, this adds to the problems that exist in the first location I mentioned because it has further limited the access to the housing communities east of Joe Battle.
55	This portion of Montwood does not connect to the portion that intersects with Joe Battle. The city should have secured the rights to this land for this extension before it allowed more housing developments.
56	This portion of Rich Beem Blvd. does not actually exist. It does, however, make it look as though there are more ways to access the far east housing communities than there actually are.
57	Always congested with insufficient infrastructure
58	This needs to be connected to alleviate the already overwhelming amount of traffic in our area.
59	This can also be opened to help provide further relief and to help to actually plan ahead of all the new voting residents that will be moving into the area in the very near future.
60	Why is this not a left turn yield on green? It used to be. You have a line of sight nearly 400 meters all the way to Montwood. So many times I've had to wait at that light to turn left and there are no vehicles heading south on Zaragoza.
61	Poor bike and pedestrian infrastructure in the uptown/downtown area
62	Traffic safety on Dyer for cars and pedestrians - the safety issues on this corridor need to be addressed

Pin	Point Comment
63	pedestrian connectivity on Sunland Park dr needs to be improved along with safety at the Mesa/Sunland Park intersection
64	Ysleta POE - need more pedestrian/transit options at this POE
65	Concern around pedestrian and cyclists safety or injury for recreational and active transport
66	Concern around pedestrian and cyclists safety or injury for recreational and active transport
67	Concern around pedestrian and cyclists safety or injury for recreational and active transport
68	Concern around pedestrian and cyclists safety or injury for recreational and active transport
69	Concern around pedestrian and cyclists safety or injury for recreational and active transport
70	Concern around pedestrian and cyclists safety or injury for recreational and active transport
71	Concern around pedestrian and cyclists safety or injury for recreational and active transport
72	Concern around pedestrian and cyclists safety or injury for recreational and active transport
73	I10 entrance still closed after years
74	Getting very crowded
75	Union Station <> Spur 1966: exceptionally hazardous for bicyclists and especially pedestrians. I have observed Westbound peds clinging to the outside white line with speeding (motor) vehicles narrowly passing them; Eastbound, the narrow sidewalk ends, thus forcing peds to cross the eastbound lanes, climb over the concrete barrier, cross the Westbound lanes to access the sidewalk. For bicyclists, we HAVE to take the right lane in either direction while speeding motor vehicles pass on the left. On 02OCT2019, I was biketouring West and when passing Union Station, a superb SunMetro supervisor Motored behind me, 4-ways flashing. Excellent safety, gracias! BUT that was only once; regardless of the direction I cycle, I'm VERY CONSCIOUS of the (motor)vehicles bearing down upon me.
76	Spur 1966 <> Ruhlen: the Northwest sidewalk is World-class wheelchair-accessible. But there is nothing else! Bicyclists must continue "taking the lane". Access to the historic sites at Ruhlen is reasonable.
77	Executive Center <> Spur 1966: NO sidewalks/NO shoulder; extremely hazardous for bicyclists & peds. While returning home from my biketour in early October 2019, a speeding motorist "close shaved" me while Eastbound close to where the ASARCO chimney used to stand. I STRINGLY URGE TxDOT to erect several speed bumps to slow (motor) vehicles!
78	Canterbury Drive <> Executive Center: slightly improved Westbound but Eastbound, especially on the bridge West of the cement office building, is hazardous for peds & cyclists—NO sidewalk, poor visibility for bikes! Also, terminus for bike/hike trail near this intersection but poorly marked.
79	Canterbury Drive <> Racetrack: terminus to bike/hike trail near, but not well marked. Shoulder stripe on Canterbury varies (both directions), but it is Reasonable for single-file cycling.
80	Doniphan Drive/TX20 <> NM478/Main Street: Doniphan Drive is signposted as a "bike route"; I always take the entire outside lane when cycling. NM478 is a superb World-class cycling or pedestrian route, there is a broad slightly rough paved shoulder in both directions to Las Cruces! Thank you! ¡Gracias!
81	Socorro road cannot keep hold all the traffic with the all the new subdivisions
82	Alameda in Socorro cannot hold all the traffic with the new subdivisions
83	NE Borderland Expressway

Pin	Point Comment
84	Northeast Borderland Expressway
85	Northeast Borderland Expressway
86	Pedestrian traffic from UTEP to downtown and the Bridge to Juarez is essential and must not be blocked or reduced or altered to make students go out of their way or endanger their safety by using illegal shortcuts. Keep Prospect Street for pedestrian traffic and bicycles.
87	You must allow pedestrian and bicycle traffic on Stanton Street.
88	Another major pedestrian route must be kept open.



APPENDIX B

Exercise 5

Comments associated with pin locations

Pin Point Comment	
1	tourism - people stop in El Paso while traveling thru. They want to see the border, the state park (Franklin and Hueco) and eat or shop. We should prioritize access to these features. Make it easy to get to border, with signage and parking. Make it easy to find trails into the mountains. Connect these features to nearby dining and shopping.
2	downtown investment has been a priority, with sports venues, hotels, and offices. Ensure that I-10 exits and frontage roads can support this.
3	at all ports of entry including Santa Teresa, make investments to promote flow of people and goods. If we don't do this, we are missing out on economic opportunity.
4	again, old City streets in central el paso, and in outlying areas such as mission valley. These streets need upgrade and repair for all users.
5	I could not use the pin to mark the locations.
6	Improvements may need to be done on connecting the airport to heavily used roadways.
7	Adding other modes of transportation besides single person cars would have a great impact on the community. Not only would it reduce traffic, but it would also help the environment. El Paso should consider in the long term the possibility of adding a Light Rail system, along I-10.
8	Another way to encourage and increase the amount of people who use other modes besides just their single use cars would be to add bike infrastructure downtown. People could use buses/light rail system to leave their homes and take their bike with them to get around town. This could also lead to a more vibrant downtown area. El Paso needs to follow the role of other metro areas by encouraging bike and bus travel. It's time to step into the the 21st century!
9	Insufficient active transportation infrastructure
10	Insufficient active transportation infrastructure
11	Insufficient active transportation infrastructure
12	Insufficient active transportation infrastructure
13	Insufficient active transportation infrastructure
14	Insufficient active transportation infrastructure
15	Insufficient active transportation infrastructure
16	Insufficient active transportation infrastructure
17	Insufficient active transportation infrastructure
18	Insufficient active transportation infrastructure
19	Insufficient active transportation infrastructure
20	Insufficient active transportation infrastructure
21	Insufficient active transportation infrastructure
22	Insufficient active transportation infrastructure
23	Insufficient active transportation infrastructure
24	Insufficient active transportation infrastructure
25	Insufficient active transportation infrastructure
26	Insufficient active transportation infrastructure

Pin	Point Comment
27	Insufficient active transportation infrastructure
28	Insufficient active transportation infrastructure
29	Insufficient active transportation infrastructure
30	Everywhere on the map there is insufficient active transportation infrastructure
31	Safety at I-10 and Lomaland needs to be improved.
32	Safety at I-10 and Yarbrough needs to be improved
33	N. Zaragoza Road at Montwood Drive is a mess in terms of roadway configuration. Congestion is ridiculous. Road rage can flare up in this area. This is a safety and security issue.
34	Development of East Bliss and construction of Global Reach Drive has had a negative ripple affect on older, more established roads like Yarbrough Drive. Yarbrough is too congested now, and the pavement deteriorates faster than it used to. This trend toward growth in the area, such as the conversion of Montana Avenue into a highway and the opening of the new military hospital, will make matters worse. Therefore, more money needs to go toward upgrades of Yarbrough Drive for the sake of safety for drivers as well as for the safety of residents and schools that line the corridor of Yarbrough between Montana Avenue and I-10.
35	Creation of the Borderland Expressway seems to be a good idea if it can draw freight away from I-10 (through the city core) and offer through-traffic a streamlined, more efficient loop around the city and around the steep grades of the Franklin Mountains.
36	westwind will need improvement
37	mesa from Resler to downtown will need improvement
38	montana has to become a highway, maybe tollway
39	improve the intersections at 375 and zaragoza
40	improve the intersections of 375 and alameda and socorro road
41	improve ramps at the Horzon blvd, its a nightmare today
42	This area is currently being platted into several subdivisions along North Loop road all the way to the Clint cut-off Rd. This area is not served by a public transit route. This area needs to be served
43	Improvements along Socorro Rd. are needed for economic development, to increase pedestrian and bicyclist safety and to improve connectivity of these underserved neighborhoods to the rest of the region.
44	Trail improvements are needed to enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
45	Improvements along Socorro rd are needed to enhance travel and tourism, economic development and benefit the underserved residents of these areas
46	Improvements are needed on Alameda for pedestrians and bicyclists to increase safety for motorized and nonmotorized users
47	When development is proposed here, it should only happen when all alternative options have been weighed to ensure that the Rio Bosque natural area is conserved.
48	When trails are incorporated into our existing canal and waterways system, projects should explore urban wildlife habitat components to protect urban wildlife present as a result of our proximity to Rio Bosque

Pin Point Comment	
49	Resurface street and paint lines
50	Severe congestion makes me not want to go into that area to shop the businesses that are in the area
51	Resurface street and paint lines
52	Resurface street and paint lines
53	Connect this portion of Montwood to the portion that ends at Shreya St.
54	Make Zaragoza Rd. wider with three lanes in each direction for motorized vehicle traffic.
55	Reconsider the traffic management situations along Pebble Hills Blvd. If the intersections were managed better to allow better flow of traffic along the road then more commuters might use it and this would ease the congestion on Zaragoza Rd.
56	The following points are specifically around schools/school districts. These are areas that are major employers for townships within the area and are underserved. Ensuring these locations have adequate infrastructure to walk and bike is essential.
57	The following points are specifically around schools/school districts. These are areas that are major employers for townships within the area and are underserved. Ensuring these locations have adequate infrastructure to walk and bike is essential.
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62	The following points are specifically around schools/school districts. These are areas that are major employers for townships within the area and are underserved. Ensuring these locations have adequate infrastructure to walk and bike is essential.
63	Needs protected cycling
64	Needs protected cycling
65	Needs protected cycling
66	Needs protected cycling
67	Needs protected cycling
68	Needs protected cycling
69	Needs protected cycling
70	Needs protected cycling

Pin	Point Comment
71	Needs protected cycling
72	Needs protected cycling
73	Needs protected cycling
74	Bike lanes on global reach
75	This is where the Eastern Terminus of a new outer multi-modal Loop, which will connect far Eastern connect far Eastern Horizon City <>
76	Far Eastern Horizon <> I-10: new outer loop/El Paso Muti-modal bypass continues Through this major interchange
77	Montana Avenue/US62-180/Hueco Tanks Road <> far Eastern Horizon City: major interchange on the new multi-modal outer loop
78	ChaparralNM/Lisa Street <> Montana Avenue/US62-180/Hueco Tanks Road: manor interchange for the new multi-modal El Paso bypass loop
79	NM404/NM213 <> ChaparralNM/Lisa Street: major interchange of the new multi-modal outer loop El Paso bypass.
80	Major intersection/Western terminus of new multi-modal outer loop E Paso bypass.
81	This is a general point but we need a bypass around the city for interstate truck traffic originating outside the area, and to get traffic originating in the area outside of the City core without using I-10 between the Spaghetti Bowl and Northeast El Paso
82	This is a general point but we need a bypass around the city for interstate truck traffic originating outside the area, and to get traffic originating in the area outside of the City core without using I-10 between the Spaghetti Bowl and Northeast El Paso
83	This is a general point but we need a bypass around the city for interstate truck traffic originating outside the area, and to get traffic originating in the area outside of the City core without using I-10 between the Spaghetti Bowl and Northeast El Paso
84	This is a general point but we need a bypass around the city for interstate truck traffic originating outside the area, and to get traffic originating in the area outside of the City core without using I-10 between the Spaghetti Bowl and Northeast El Paso
85	This is a general point in Central El Paso, which has a connected street grid that must be maintained. Where possible, lanes should be dedicated for bicycle. Streetscapes should be softened with low water use, low maintenance desert plants.
86	Need to route traffic to access roads over mount franklin without having to go through El Paso Central and Downtown area of I-10.
87	Traffic coming from Juarez, Mexico should not be allowed to enter the downtown area (I-10)
88	Traffic, especially trucks, must use an alternate rote than I-10 to get from East El El Paso to East 1-10 without going through I-10 downtown.
89	Make sure truck traffic can enter and leave route 375 from both east and west as traffic from Santa Terresa and Northwest Jarez should not be permitted on I-10 going through downtown El Paso.



APPENDIX C

Workshop Questions



Appendix C-1

Digital Survey / Online Workshop Questions



Public Visioning On-Demand Workshop June 14 through July 19

Tell us your thoughts for the future of transportation in the El Paso region.
Enable your audio to hear the host

The following browsers are recommended for the workshop:
Chrome, Firefox, Safari, or Edge

Internet Explorer is NOT recommended

If you are experiencing technical issue and unable to fully participate in the virtual workshop, or if you have special accommodations or language needs, please contact us no later than July 1, 2020. Every reasonable effort will be made to accommodate your needs.

ONE REGION. ONE VOICE. ONE STRATEGY.



You are currently using English. Click the button to change the language.

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ESPAÑOL



A Message from the Executive Director

June 14 through July 19 - Access to on-demand workshop
July 19 - Comment period ends at 11:59 pm MT on July 19, 2020.

Instead of participating in a workshop, the survey is an alternate way for giving input. People should participate in a workshop or complete the survey (not both).

[SURVEY](#)



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A Message from the Executive Director

June 14 through July 19 - Access to on-demand workshop
July 19 - Comment period ends at 11:59 pm MT on July 19, 2020.

Instead of participating in a workshop, the survey is an alternate way for giving input. People should participate in a workshop or complete the survey (not both).

x

Survey

[DOWNLOAD SURVEY PDF](#)

[GO TO DIGITAL SURVEY](#)





Public Visioning On-Demand Workshop

June 14 through July 19

Tell us your thoughts for the future of transportation in the El Paso region.

Enable your audio to hear the host

The following browsers are recommended for the workshop:
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Background

Click on the "More Info" button to learn more about the El Paso MPO and about the RMS 2050 MTP. Or, click the "Workshop" button to advance to the visioning workshop exercises.

MORE INFO

WORKSHOP

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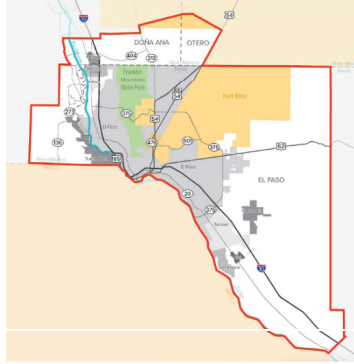


About the El Paso MPO

- An MPO is a “forum for cooperative transportation decision-making for the metropolitan area.”
- The El Paso MPO serves El Paso County, southern Dona Ana County and a portion of Otero County
- The El Paso MPO strives to meet regional transportation needs, while being responsive to community interests and local policies.
- Every four years, the MPO is required to develop a long-range metropolitan Transportation Plan (MTP).



El Paso MPO Jurisdictional Map



MTP Background

- The current MTP was completed in May 2018 and includes approximately \$6 billion of transportation improvements through the life of the plan. The MTP’s name is Destino 2045.
- This MTP update will evaluate how the current plan is working and provide revisions and additions to extend the horizon of the plan to the year 2050. The new MTP name is RMS 2050 (Regional Mobility Strategy)
- The RMS 2050 could be approved by February of 2022. The MPO’s Transportation Policy Board is the approving body.



Workshop Format

This workshop is setup in five parts:

1. Tell us about yourself.
2. Tell us your thoughts about the current state of the transportation system.
3. Tell us your transportation priorities.
4. Tell us how you think the region is growing.
5. Tell us what your needs will be over the next several decades.

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Exercise 1 Tell us about yourself.

What is your zip code?

Zip Code

Are you a user of any of the following transportation modes and services?

Transportation modes and services

Are you a representative of any of the following types of agencies?

Agencies

Are you a member of the following types of interest groups?

Interest groups

Are you a transportation service / freight provider?

Transportation service / freight provider

Are you a government employee / official?

Government employee / official

Do you belong to any of these other stakeholder types?

Other stakeholder types

CONTINUE

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What is your zip code?

Zip Code

Are you a user of any of the following transportation modes and services?

- Private car / SUV / pickup user
- Pedestrian facility user (sidewalks, hike, and bike trails)
- Airport User
- Bicycle User
- Public Transit user of Sun Metro
- Intercity bus or rail user

Government employee / official

Are you a representative of any of the following types of agencies?

Agencies

Are you a transportation service / freight provider?

Transportation service / freight provider

Do you belong to any of these other stakeholder types?

Other stakeholder types

What is your zip code?

Are you a user of any of the following transportation modes and services?

- Bicycle User
- Public Transit user of Sun Metro
- Intercity bus or rail user
- User of transit for the elderly or disabled
- Public transit user of El Paso County Transit or SCRTD
- None of the above

Are you a representative of any of the following types of agencies?

Representative of a transportation service / freight provider

Representative of a transportation service / freight provider

Do you belong to any of these other stakeholder types?

Government employee / official

Other stakeholder types

What is your zip code?

Are you a user of any of the following transportation modes and services?

Transportation modes and services

Are you a member of the following types of interest groups?

Interest groups

Are you a government employee / official?

Government employee / official

Are you a representative of any of the following types of agencies?

- Representative of agency responsible for transportation safety
- Representative of a law enforcement agency
- Representative of agency responsible for environmental protection
- Representative of agency responsible for traffic control
- Representative of agency responsible for land use management
- Representative of agency supporting ride-sharing

Do you belong to any of these other stakeholder types?

Other stakeholder types

What is your zip code?

Are you a user of any of the following transportation modes and services?

Transportation modes and services

Are you a member of the following types of interest groups?

Interest groups

Are you a government employee / official?

Government employee / official

Are you a representative of any of the following types of agencies?

- Representative of agency supporting ride-sharing
- Representative of agency responsible for historic preservation
- Representative of agency responsible for natural resources
- Representative of agency responsible for energy conservation
- Representative of agency that regulates public parking
- None of the above

Do you belong to any of these other stakeholder types?

Other stakeholder types

What is your zip code?

Are you a user of any of the following transportation modes and services?

Are you a representative of any of the following types of agencies?

Are you a member of the following types of interest groups?
 Member of community group (neighborhood association, civic club)
 Member of environmental protection organization
 Member of historic or cultural preservation organization
 None of the above

Are you a transportation service / freight provider?

Do you belong to any of these other stakeholder types?

transportation modes and services?

types of agencies?


Are you a member of the following types of interest groups?

Are you a government employee / official?

Are you a transportation service / freight provider?
 Transit Operator
 Private Transportation Provider (taxis, bus, etc.)
 Freight handler or company owner
 Airport operator
 None of the above

CONTINUE

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transportation modes and services?

types of agencies?

Are you a member of the following types of interest groups?


Are you a government employee / official?
 City or County elected official
 Planning organization member
 Tribal Official
 None of the above

Are you a transportation service / freight provider?

Do you belong to any of these other stakeholder types?

CONTINUE

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transportation modes and services? types of agencies?

Transportation modes and services Agencies

Are you a member of the following types of interest groups? Are you a transportation service / freight provider?

Interest groups Transportation service / freight provider

Are you a government employee / official? Do you belong to any of these other stakeholder types?

Government employee / official

CONTINUE

- Business owner
- Responsible for transportation of children
- Member of population that is traditionally under-served by transportation system
- None of the above

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El Paso MPO On-Demand Virtual Workshop

Travel along a transportation system relies heavily on where people live, work, go to school and play.

Please click the icon (do not drag), then click on map to place:

Home | Work | School | Play

City of El Paso, Texas Parks & Wildlife, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS Powered by Esri

CONTINUE

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Exercise 2

Tell us your thoughts about the current state of the transportation system.

If the existing transportation system remains the same over the next 27 years, will it be able to meet the needs created by physical, economic, and / or social changes by 2050?

Yes No

What types of modes will NOT be served well by the transportation system in 2050 if it remains the same over the next 27 years?

Types of Modes

What types of trip purposes within the region will NOT be served well by the transportation system if it remains the same over the next 27 years?

Trip Purposes

Which types of users will NOT be served well by the transportation system if it remains the same over the next 27 years?

Types of Users

CONTINUE

Exercise 2

Tell us your thoughts about the current state of the transportation system.

If the existing transportation system remains the same over the next 27 years, will it be able to meet the needs created by physical, economic, and / or social changes by 2050?

Yes No

What types of modes will NOT be served well by the transportation system in 2050 if it remains the same over the next 27 years?

- Bicycles
- Pedestrians
- Personal automobiles
- Buses
- Freight trucks
- Airplanes

What types of trip purposes within the region will NOT be served well by the transportation system if it remains the same over the next 27 years?

Trip Purposes

CONTINUE

Exercise 2

Tell us your thoughts about the current state of the transportation system.

If the existing transportation system remains the same over the next 27 years, will it be able to meet the needs created by physical, economic, and / or social changes by 2050?

Yes No

What types of modes will NOT be served well by the transportation system in 2050 if it remains the same over the next 27 years?

Types of Modes

- Job commutes
- Trips to/from schools and universities
- Trips for everyday errands (e.g. grocery, childcare, etc.)
- Recreational trips
- Medical trips (doctor's appointments)
- Entertainment trips

What types of users will NOT be served well by the transportation system if it remains the same over the next 27 years?

Types of Users

If the existing transportation system remains the same over the next 27 years, will it be able to meet the needs created by physical, economic, and / or social changes by 2050?

Yes No

What types of modes will NOT be served well by the transportation system in 2050 if it remains the same over the next 27 years?

Types of Modes

What types of trip purposes within the region will NOT be served well by the transportation system if it remains the same over the next 27 years?


Trip Purposes

- Emergency response trips (police, EMS)
- Social trips
- Cross-border trips
- Business trips (meetings, conferences)
- Service trips (plumbers, electricians)
- None of the above

Which types of users will NOT be served well by the transportation system if it remains the same over the next 27 years?

Types of Users

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If the existing transportation system remains the same over the next 27 years, will it be able to meet the needs created by physical, economic, and / or social changes by 2050?

Yes No

What types of modes will NOT be served well by the transportation system in 2050 if it remains the same over the next 27 years?

Types of Modes

What types of trip purposes within the region will NOT be served well by the transportation system if it remains the same over the next 27 years?

Trip Purposes

CONTINUE

Which types of users will NOT be served well by the transportation system if it remains the same over the next 27 years?

- Elderly people
- Low income individuals / families
- Disabled people
- Bicycle users
- Pedestrians
- People with medical needs

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If the existing transportation system remains the same over the next 27 years, will it be able to meet the needs created by physical, economic, and / or social changes by 2050?

Yes No

What types of modes will NOT be served well by the transportation system in 2050 if it remains the same over the next 27 years?

Types of Modes

What types of trip purposes within the region will NOT be served well by the transportation system if it remains the same over the next 27 years?

Trip Purposes

CONTINUE

Which types of users will NOT be served well by the transportation system if it remains the same over the next 27 years?

- Car / SUV / pickup drivers
- Children
- Transit users
- Minorities
- Tourists / new community members
- Unemployed people

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If the existing transportation system remains the same over the next 27 years, will it be able to meet the needs created by physical, economic, and / or social changes by 2050?

Yes No

What types of modes will NOT be served well by the transportation system in 2050 if it remains the same over the next 27 years?

Types of Modes

What types of trip purposes within the region will NOT be served well by the transportation system if it remains the same over the next 27 years?

Trip Purposes

Which types of users will NOT be served well by the transportation system if it remains the same over the next 27 years?

- Tourists / new community members
- Unemployed people
- International visitors
- Freight carriers
- None of the above
- Other

CONTINUE

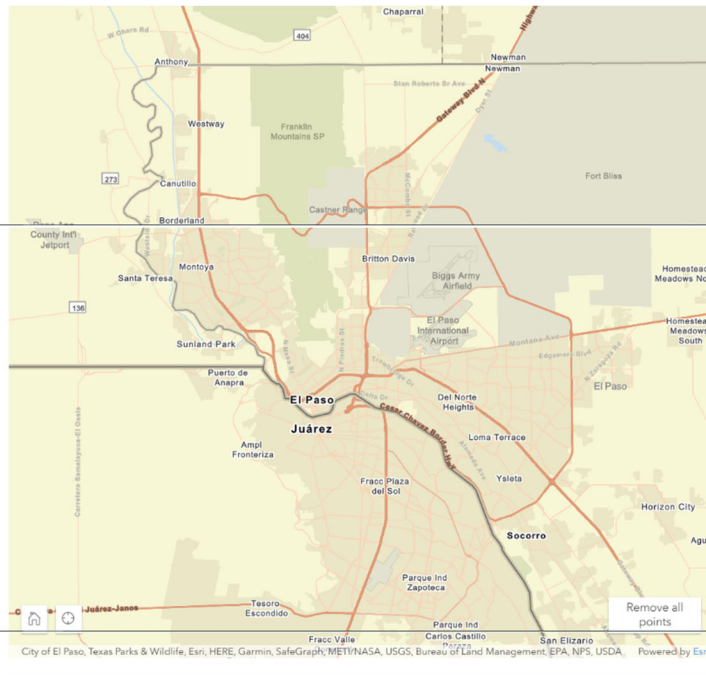
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El Paso MPO On-Demand Virtual Workshop

Tell us your thoughts about the current state of the transportation system. Part 2.

Use the map on this page tell us about your concerns or give an idea. The map is interactive and allows you to place a pin at the location or locations that you want to give input about.



If you have a comment that is not specific to any place on the map, then check this box and add your general comment into the appropriate text field

CONTINUE

Exercise 3

The following is a list of 14 visioning evaluation criteria that will help the El Paso MPO establish priorities for transportation improvements and chart a course for meeting the community's vision.

(1: Least important, 5: Most important)

You can view the 14 criteria and the FAST Act Planning Factors by clicking the respective buttons below.

[14 CRITERIA](#)

Improve Safety



EVALUATION CRITERIA

- **IMPROVE SAFETY:** Safety is defined as protection against unintentional harm, such as tripping or falling.
- **PROMOTE EFFICIENCY:** Efficiency is characterized by improved system management, the preservation of the existing transportation system, and the reduction in costs.
- **IMPROVE SECURITY:** Security is defined as protection against intentional harm, such as crime or sabotage.
- **SUPPORT ECONOMIC DEVELOPMENT GOALS:** The economic development goals of the community are defined by the local plans and can be impacted by many factors, one of which is the transportation system. Economic development goals may include enabling global competitiveness, productivity, and efficiency.
- **PROTECT THE ENVIRONMENT:** In the urbanized area, important environmental protection issues are maintenance of clean air and flood protection.
- **SUPPORT LAND USE GOALS:** The land use goals of the community are defined by the comprehensive plans, and by local planning and development ordinances, as well as through a public visioning process.
- **REDUCE CONGESTION:** Congestion is defined as a roadway system operating at speeds below those for which it was designed.
- **INCREASE CONNECTIONS:** The connectivity of the street network and circulation system is measured in terms of ease by which people and goods can move to their desired destinations. Connectivity relates not only to the movement of people and goods within the community, but also to external destinations - regional, national, and international.
- **IMPROVE ACCESS:** Improving access involves control and management of the entrance and exit points to a transportation facility for people and freight. Improved access is based on a balance between the number of access points and the efficient movement of traffic through the transportation facility.

- **PROTECT THE ENVIRONMENT:** In the urbanized area, important environmental protection issues are maintenance of clean air and flood protection.
- **SUPPORT LAND USE GOALS:** The land use goals of the community are defined by the comprehensive plans, and by local planning and development ordinances, as well as through a public visioning process.
- **REDUCE CONGESTION:** Congestion is defined as a roadway system operating at speeds below those for which it was designed.
- **INCREASE CONNECTIONS:** The connectivity of the street network and circulation system is measured in terms of ease by which people and goods can move to their desired destinations. Connectivity relates not only to the movement of people and goods within the community, but also to external destinations - regional, national, and international.
- **IMPROVE ACCESS:** Improving access involves control and management of the entrance and exit points to a transportation facility for people and freight. Improved access is based on a balance between the number of access points and the efficient movement of traffic through the transportation facility.
- **CONNECT MODES OF TRAVEL:** The various modes of travel within the community function best when people and goods can easily move from one mode of travel to another. This inter-modal connectivity is often accomplished by inter-modal transfer facilities.
- **CONSERVE ENERGY:** Energy conservation has become a national priority in recent years and the efficient use of the transportation system can have a dramatic impact on the amount of energy consumed, as well as the corresponding costs - both direct dollar costs and indirect environmental costs - to the community.
- **INCREASE MULTI-MODAL OPTIONS:** Increasing multi-modal options for the movement of people and goods creates choices. To allow people to choose a more energy efficient or convenient mode of travel, there has to be more than one mode of travel available.
- **IMPROVE QUALITY OF LIFE:** The quality of life within a community is a term that the community must define for itself. The transportation system can have both positive and negative impacts on the quality of life.
- **PRESERVE RIGHTS-OF-WAY:** Preservation of rights-of-way refers to purchasing land before development occurs in anticipation of future expansion of the transportation system.

Exercise 3

The following is a list of 14 visioning evaluation criteria that will help the El Paso MPO establish priorities for transportation improvements and chart a course for meeting the community's vision.

(1: Least important, 5: Most important)

You can view the 14 criteria and the FAST Act Planning Factors by clicking the respective buttons below.

14 CRITERIA

Improve Safety



Protect Environment



Reduce Congestion



Promote Efficiency



Support Economic Development Goals



Support Land Use Goals



Increase Connection



Improve Access



Connect Travel



Conserve Energy



Improve Quality of Life

1 2 3 4 5

Increase Multi-Modal Options


1 2 3 4 5

Preserve Rights-of-Way

1 2 3 4 5

CONTINUE

ONE REGION. ONE VOICE. ONE STRATEGY.



El Paso Metropolitan Planning Organization

You are currently using English. Click the button to change the language.

ESPAÑOL

One Region. One Voice. One Strategy.

 **El Paso MPO On-Demand Virtual Workshop**


Exercise 4

The next 5 slides will display what the data tells us of recent growth trends. The data presented has been developed through the year 2045. Please answer the questions that accompany each display.

After the displays, there will be an interactive map that will allow you to give your opinion on where you think growth is taking place in the region.

CONTINUE

ONE REGION. ONE VOICE. ONE STRATEGY.



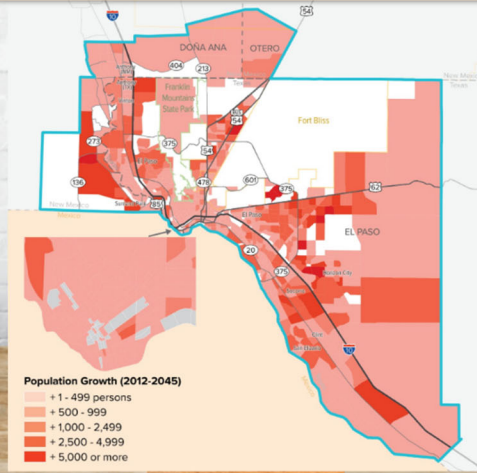
The El Paso MPO planning area is expected to gain an additional 400,000 people through the year 2045. This map displays where that population growth is expected to be concentrated.

In your opinion, does this map accurately display population growth trends?

Yes No I have no opinion

In your opinion, do you believe that population changes in the region will have a positive or negative effect on the transportation system?

Positive Negative



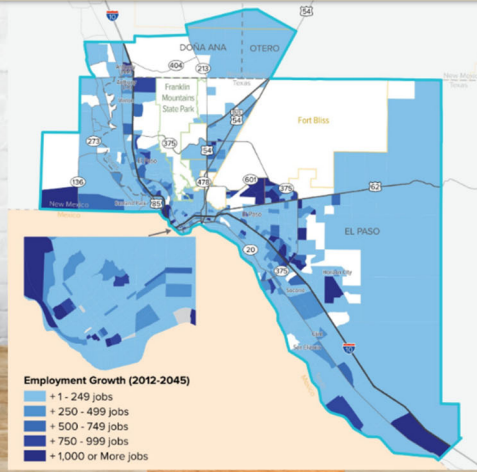
The El Paso MPO planning area is expected to gain an additional 160,000 jobs through the year 2045. This map displays where that employment growth is expected to be concentrated.

In your opinion, does this map accurately display employment growth trends?

Yes No I have no opinion

In your opinion, do you believe that employment changes in the region will have a positive or negative effect on the transportation system?

Positive Negative

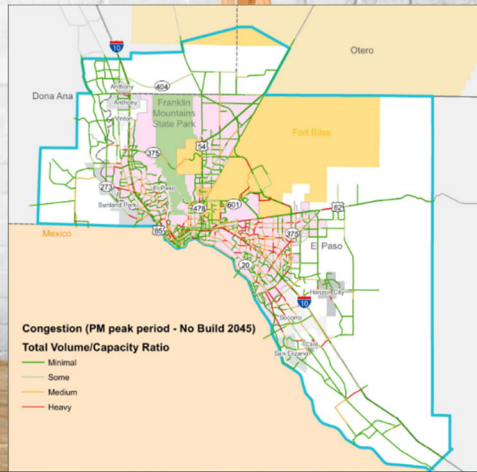


The following map shows expected traffic volumes compared to the capacity of current streets and highways if the population and employment growth shown in the previous two maps is realized.

Do you believe that this map accurately shows expected areas of roadway congestion?

Yes No I have no opinion

CONTINUE



El Paso MPO On-Demand Virtual Workshop

The following map shows existing and planned transit routes for Sun Metro, El Paso County Transit, and South Central Regional Transit District.

Do you think these routes serve the transit needs the region will have in 2050?

Yes No I have no opinion

CONTINUE

BRIO - Operating Routes
 BRIO - Planned
 Sun Metro Routes
 Sun Metro Service Area
 SCRTD Bus Routes
 SCRTD Service Area
 EP County Bus Routes
 EP County Service Area

El Paso MPO On-Demand Virtual Workshop

The following map shows existing bicycle and major pedestrian facilities, as well as the planned active transportation network.

Do these current and planned facilities serve the non-motorized transportation needs of the region through 2050?

Yes No I have no opinion

CONTINUE

Active Transportation System
 AVENIDA DE ESTRELLAS
 INTERNATIONAL BELTWAY
 MISSION TRAIL
 PASO DEL ESTE
 SOLSTICE TRACK
 TRANS MOUNTAIN TRAIL
 WARRIOR WAY
 TXDOT Bike Lanes
 El Paso Bike Lanes
 TXDOT Bike Lanes (Proposed)
 El Paso Bike Lanes (Proposed)

El Paso MPO On-Demand Virtual Workshop

Exercise 5

Tell us where you think the region is in need.

Please mark on the map to identify any areas of need that you believe should be addressed as the transportation system changes over the next 27 years. As you are marking the map, please review the list of 14 criteria and look at a list of the established FAST Act Planning Factors to ensure you have considered all possible aspects.

14 CRITERIA **PLANNING FACTORS**

FAST ACT PLANNING FACTORS

Fixing America's Surface Transportation Act (FAST Act), signed into law in 2015, requires the metropolitan transportation planning process to be continuous, cooperative, and comprehensive, and provide for the consideration and implementation of projects, strategies, and services that will address the following planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

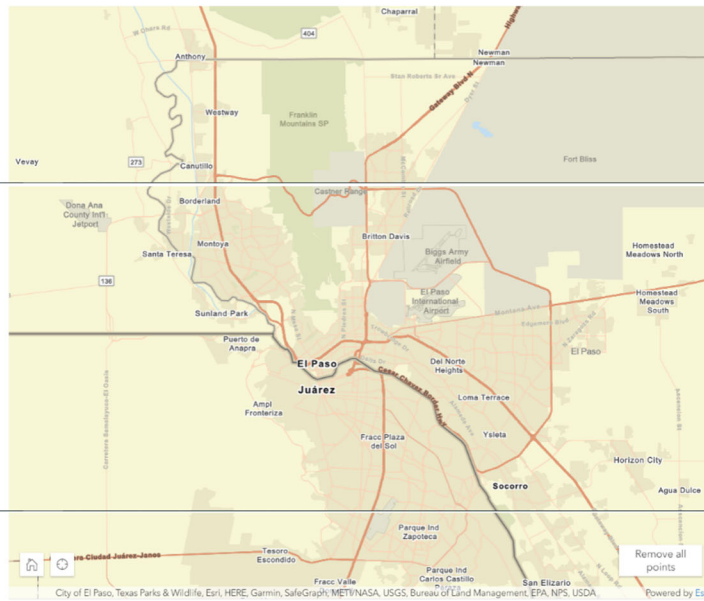
Exercise 5

Tell us where you think the region is in need.

Please mark on the map to identify any areas of need that you believe should be addressed as the transportation system changes over the next 27 years. As you are marking the map, please review the list of 14 criteria and look at a list of the established FAST Act Planning Factors to ensure you have considered all possible aspects.

14 CRITERIA

PLANNING FACTORS



CONTINUE



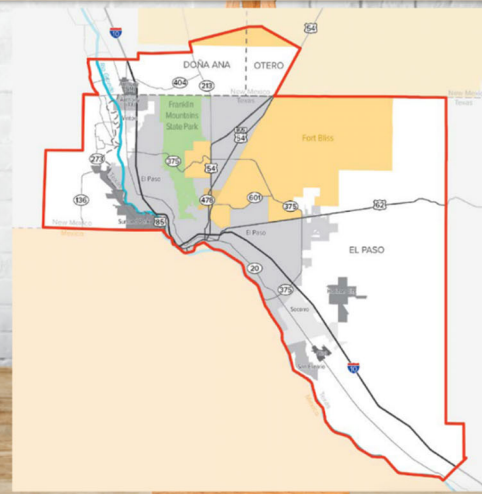
The following map shows the overall El Paso region.

Are there any other types of needs in the region that should be addressed by 2050?

Yes No I have no opinion

CONTINUE

ONE REGION. ONE VOICE. ONE STRATEGY.



You are finished!

To submit your input, please click "Complete Workshop."

COMPLETE WORKSHOP

Let us know how the workshop experience was for you.

HOW WAS YOUR EXPERIENCE

Submit Other Comments or Questions

- Email - rwilliams@elpasompo.org
- Mail - El Paso MPO, Attention: RMS 2050 MTP, 211 N. Florence, Suite 202, El Paso, Texas 79901
- Phone - (915) 212-0258
- Or, submit your comment/question using the text field below.

Comment

SUBMIT

I would like to provide my information to be contacted in the future by the El Paso MPO.

Information you provide will not be shared.

ONE REGION. ONE VOICE. ONE STRATEGY.



You are currently using English. Click the button to change the language.

One Region. One Voice. One Strategy.

ESPAÑOL

RMS 2050 MTP El Paso MPO On-Demand Virtual Workshop

1. Technical issues were a problem and inhibited my participation.

Yes No

2. Workshop format was easy to follow. (1: Strongly Disagree, 5: Strongly Agree)

1 2 3 4 5

3. Purpose for this workshop was made clear to me. (1: Strongly Disagree, 5: Strongly Agree)

1 2 3 4 5

4. How did you find out about this workshop?

5. Information and data provided during the workshop was helpful. (1: Strongly Disagree, 5: Strongly Agree)

1 2 3 4 5

6. Do you have a suggestion that can improve our outreach for public participation or that can improve the workshop itself?

Yes No

• Email - rwilliams@elpasompo.org
 • Mail - El Paso MPO, Attention: RMS 2050 MTP, 211 N. Florence, Suite 202, El Paso, Texas 79901
 • Phone - (915) 212-0258
 • Or, submit your comment/question



Appendix C-2

Printable Survey Questions



El Paso Survey

What is your zip code? (optional)

Are you a representative of any of the following types of agencies?

- Representative of agency responsible for transportation safety
- Representative of a law enforcement agency
- Representative of agency responsible for environmental protection
- Representative of agency responsible for traffic control
- Representative of agency responsible for land use management
- Representative of agency supporting ride-sharing
- Representative of agency responsible for historic preservation
- Representative of agency responsible for natural resources
- Representative of agency responsible for energy conservation
- Representative of agency that regulates public parking
- None of the above

Are you a transportation service / freight provider?

- Transit Operator
- Private Transportation Provider (taxi, bus, etc)
- Freight handler or company owner
- Airport operator
- None of the above

Do you belong to any of these other stakeholder types?

- Business owner
- Responsible for transportation of children
- Member of population that is traditionally under-served by transportation system
- None of the above





Are you a user of any of the following transportation modes and services?

- Private car / SUV / pickup user
- Pedestrian facility user (sidewalks, hike, and bike trails)
- Airport User
- Bicycle User
- Public Transit user of Sun Metro
- Intercity bus or rail user
- User of transit for the elderly or disabled
- Public transit user of El Paso County Transit or SCRTD
- None of the above

Are you a member of the following types of interest groups?

- Member of community group (neighborhood association, civic club)
- Member of environmental protection organization
- Member of historic or cultural preservation organization
- None of the above

Are you a government employee / official?

- City or County elected official
- Planning organization member
- Tribal Official
- None of the above

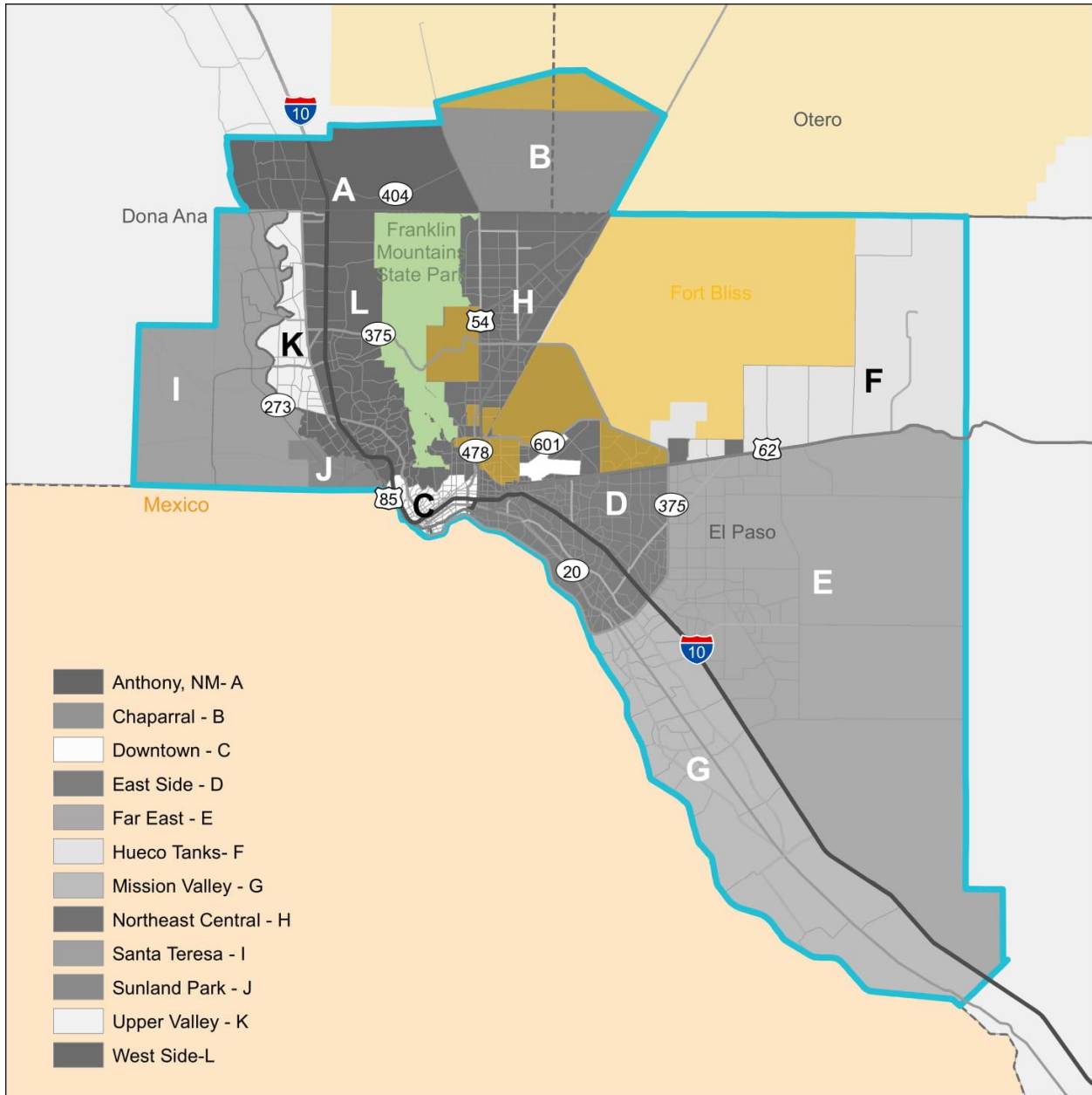
Please refer to the map below. Use the letters associated with each area for your response

What area do you live in?

What area do you enjoy recreation in?

What area do you go to work and/or school?





If the existing transportation system remains the same over the next 27 years, will it be able to meet the needs created by physical economic, and / or social changes by 2050?

- Yes
- No





What types of trip purposes within the region will NOT be served well by the transportation system if it remains the same over the next 27 years?

- Job commutes
- Trips to/from schools and universities
- Trips for everyday errands (e.g. grocery, childcare, etc.)
- Recreational trips
- Medical trips (doctor's appointments)
- Entertainment trips
- Emergency response trips (police, EMS)
- Social trips
- Cross-border trips
- Business trips (meetings, conferences)
- Service trips (plumbers, electricians)
- None of the above

What types of modes will NOT be served well by the transportation system in 2050 if it remains the same over the next 27 years?

- Bicycles
- Pedestrians
- Personal automobiles
- Buses
- Freight trucks
- Airplanes
- Freight rail
- None of the above
- Other: _____





Which types of users will NOT be served well by the transportation system if it remains the same over the next 27 years?

- Elderly people
- Low income individuals / families
- Disabled people
- Bicycle users
- Pedestrians
- People with medical needs
- Car / SUV / pickup drivers
- Children
- Transit users
- Minorities
- Tourists / new community members
- Unemployed people
- International visitors
- Freight carriers
- None of the above
- Other: _____

Please share your thoughts on the current state of the transportation system





The following is a list of 14 visioning evaluation criteria that will help the El Paso MPO establish priorities for transportation improvements and chart a course for meeting the community's vision. Please rate each evaluation criteria from 1 (least important) to 5 (most important).

Improve Safety



Improve Security



Protect the Environment



Reduce Congestion



Promote Efficiency



Support Economic Development Goals





Support Land Use Goals



Increase Connections



Improve Access



Connect Modes of Travel



Conserve Energy



Improve Quality of Life



Increase Multi-Modal Options

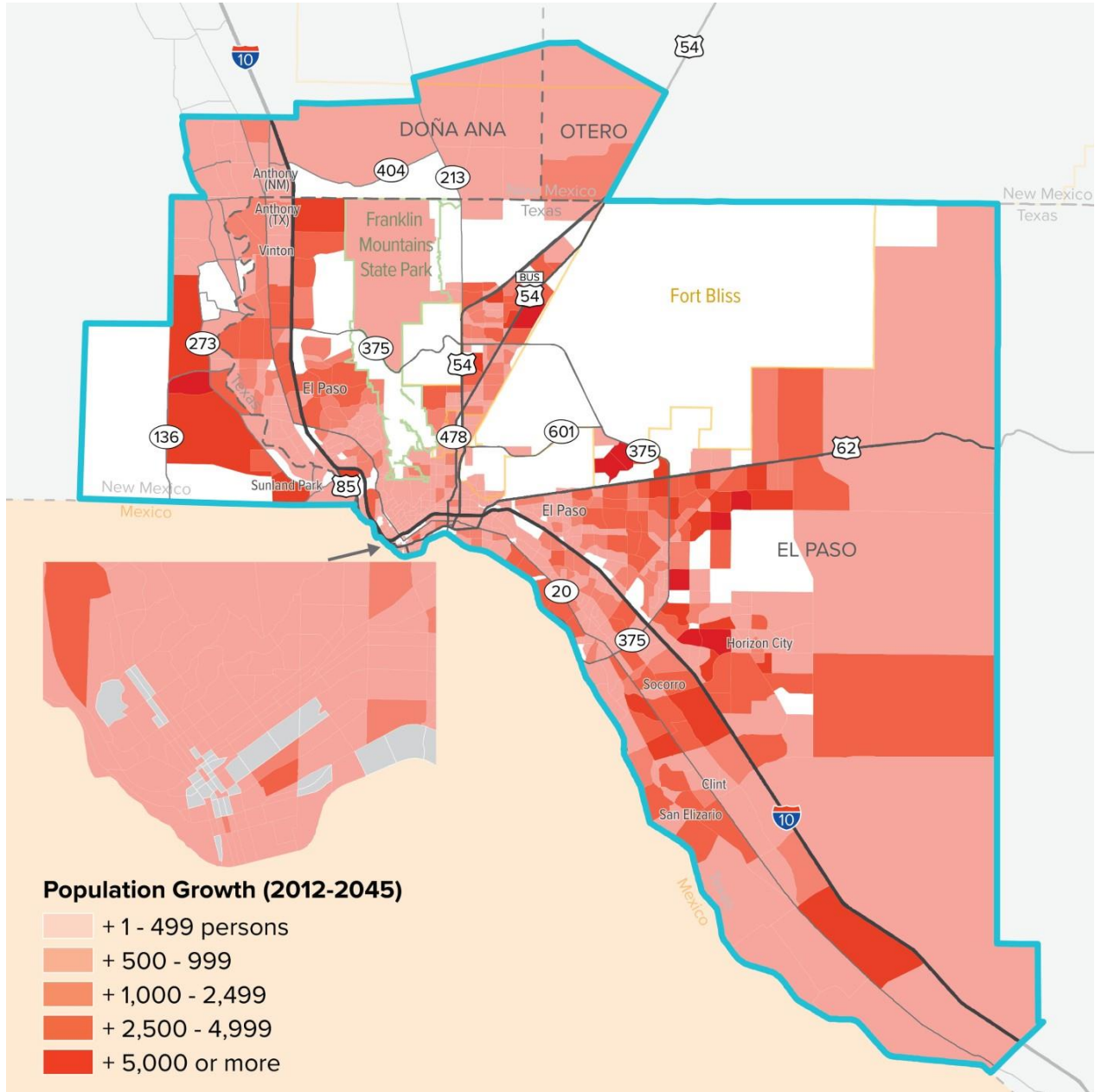


Preserve Rights-of-Way





The El Paso MPO planning area is expected to gain an additional 400,000 people through the year 2050. This map displays where that population growth is expected to be concentrated.



In your opinion, does this map accurately display population growth trends?

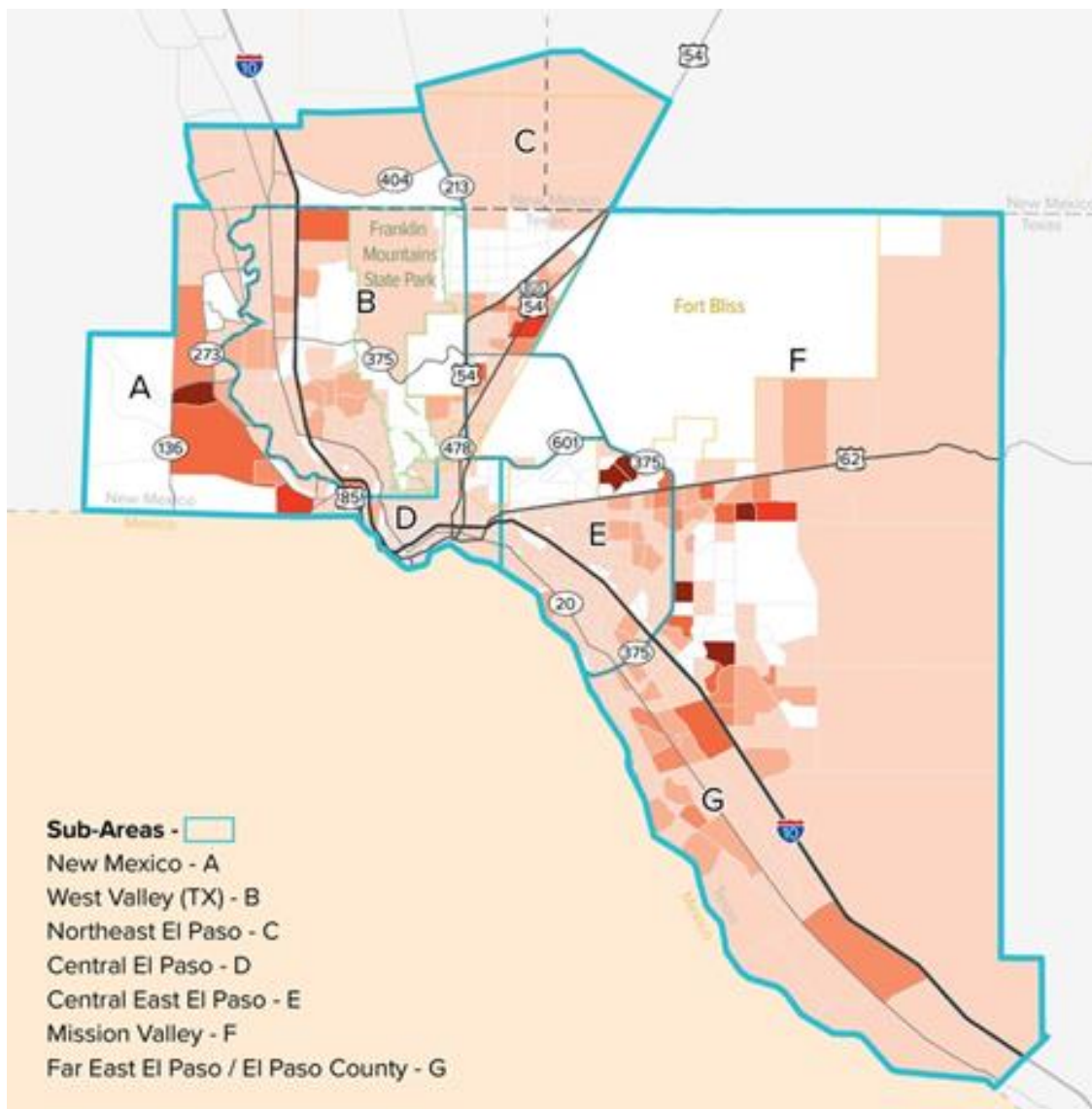
- Yes
- No
- I have no opinion





If you answered "no" above, please select all subareas of the region where you think population growth is inaccurate from the map below.

- New Mexico,
- West Valley,
- Northeast El Paso,
- Central El Paso,
- Central East El Paso,
- Mission Valley,
- Far East El Paso / El Paso County





If you chose “New Mexico”, for the New Mexico subarea, which of the following trends do you think best reflects future population growth?

- Greater throughout the subarea
- Less throughout the subarea
- Dispersed differently within the subarea.

If you chose “West Valley”, for the West Valley subarea, which of the following trends do you think best reflects future population growth?

- Greater throughout the subarea
- Less throughout the subarea
- Dispersed differently within the subarea

If you chose “Northeast El Paso”, for the Northeast El Paso subarea, which of the following trends do you think best reflects future population growth?

- Greater throughout the subarea
- Less throughout the subarea
- Dispersed differently within the subarea

If you chose “Central El Paso”, for the Central El Paso subarea, which of the following trends do you think best reflects future population growth?

- Greater throughout the subarea
- Less throughout the subarea
- Dispersed differently within the subarea

If you chose “Central East El Paso”, for the Central East El Paso subarea, which of the following trends do you think best reflects future population growth?

- Greater throughout the subarea
- Less throughout the subarea
- Dispersed differently within the subarea





If you chose “Mission Valley”, for the Mission Valley subarea, which of the following trends do you think best reflects future population growth?

- Greater throughout the subarea
- Less throughout the subarea
- Dispersed differently within the subarea

If you chose “Far East El Paso / El Paso County”, for Far East El Paso / El Paso County subarea, which of the following trends do you think best reflects future population growth?

- Greater throughout the subarea
- Less throughout the subarea
- Dispersed differently within the subarea

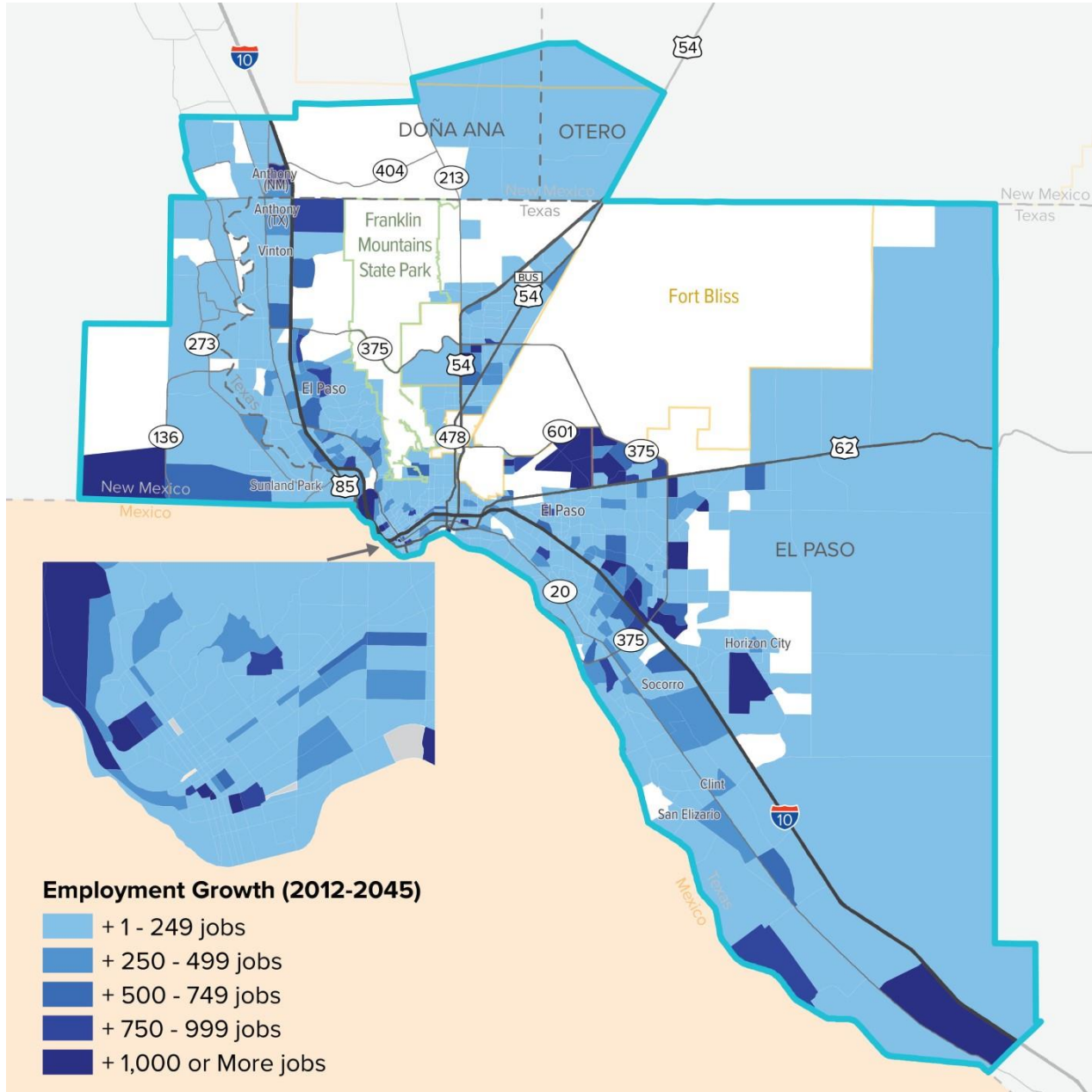
In your opinion, do you believe that population changes in the region will have a positive or negative effect on the transportation system?

- Positive
- Negative





The El Paso MPO planning area is expected to gain an additional 160,000 jobs through the year 2050. This map displays where that employment growth is expected to be concentrated.



In your opinion, does this map accurately display employment growth trends?

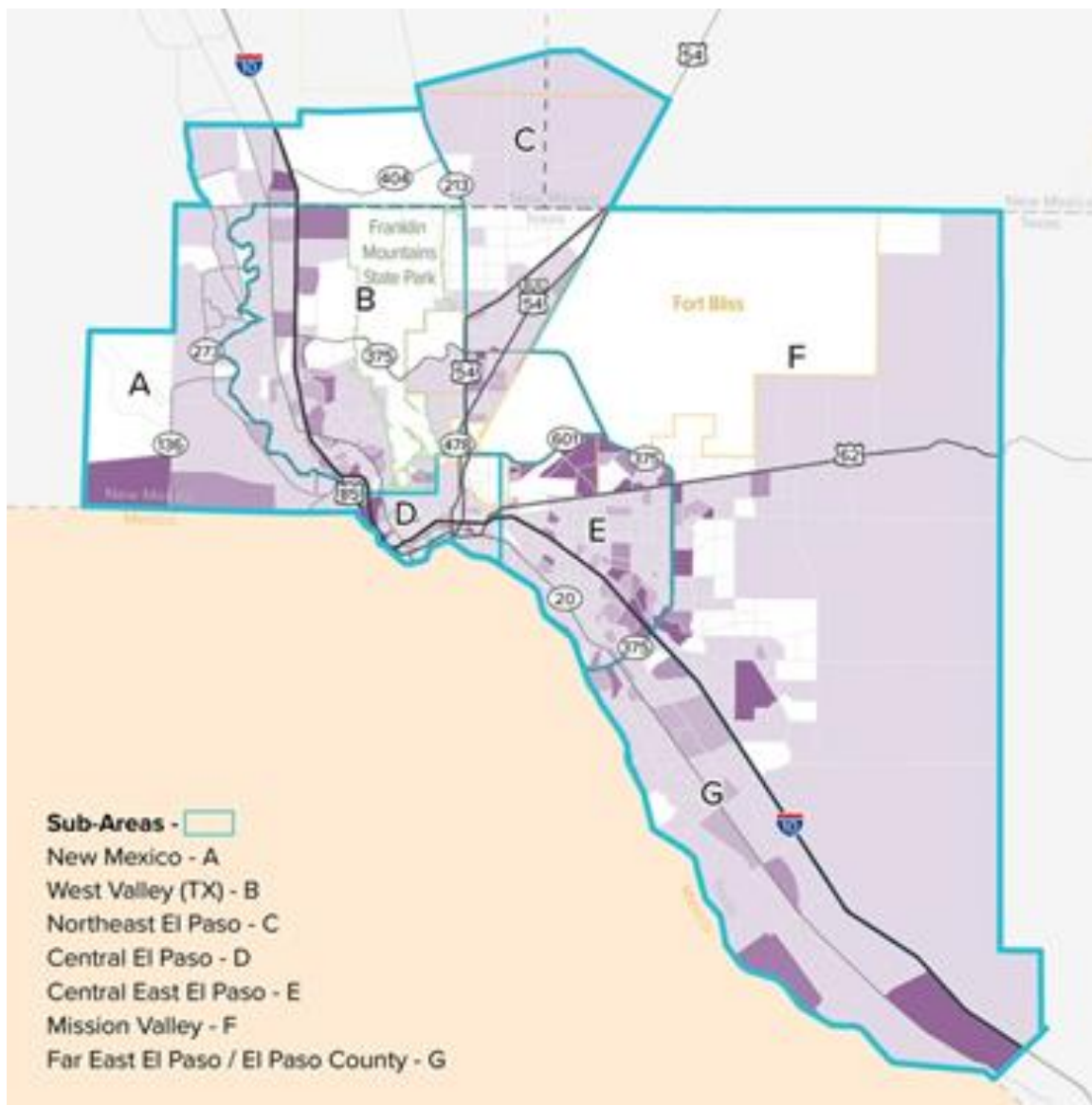
- Yes
- No
- I have no opinion





If you answered "no" above, please select all subareas of the region where you think employment growth is inaccurate

- New Mexico,
- West Valley,
- Northeast El Paso,
- Central El Paso,
- Central East El Paso,
- Mission Valley,
- Far East El Paso / El Paso County





If you chose “New Mexico”, for the New Mexico subarea, which of the following trends do you think best reflects future employment growth?

- Greater throughout the subarea
- Less throughout the subarea
- Dispersed differently within the subarea.

If you chose “West Valley”, for the West Valley subarea, which of the following trends do you think best reflects future employment growth?

- Greater throughout the subarea
- Less throughout the subarea
- Dispersed differently within the subarea

If you chose “Northeast El Paso”, for the Northeast El Paso subarea, which of the following trends do you think best reflects future employment growth?

- Greater throughout the subarea
- Less throughout the subarea
- Dispersed differently within the subarea

If you chose “Central El Paso”, for the Central El Paso subarea, which of the following trends do you think best reflects future employment growth?

- Greater throughout the subarea
- Less throughout the subarea
- Dispersed differently within the subarea

If you chose “Central East El Paso”, for the Central East El Paso subarea, which of the following trends do you think best reflects future employment growth?

- Greater throughout the subarea
- Less throughout the subarea
- Dispersed differently within the subarea





If you chose “Mission Valley”, for the Mission Valley subarea, which of the following trends do you think best reflects future employment growth?

- Greater throughout the subarea
- Less throughout the subarea
- Dispersed differently within the subarea

If you chose “Far East El Paso / El Paso County”, for Far East El Paso / El Paso County subarea, which of the following trends do you think best reflects future employment growth?

- Greater throughout the subarea
- Less throughout the subarea
- Dispersed differently within the subarea

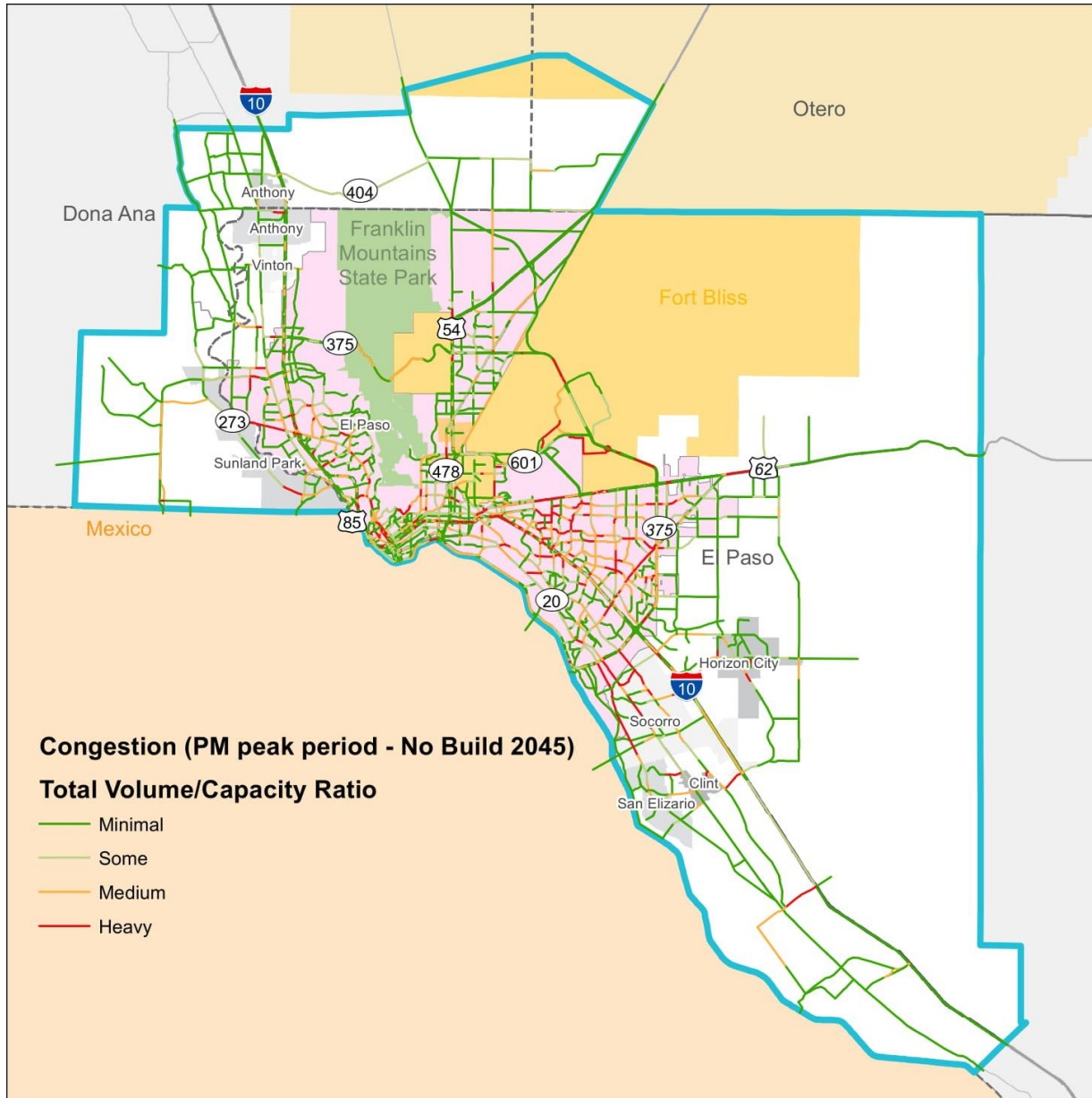
In your opinion, do you believe that population changes in the region will have a positive or negative effect on the transportation system?

- Positive
- Negative





The following map shows expected traffic volumes compared to the capacity of current streets and highways if the population and employment growth shown in the previous two maps is realized.



Do you believe that this map accurately shows expected areas of roadway congestion?

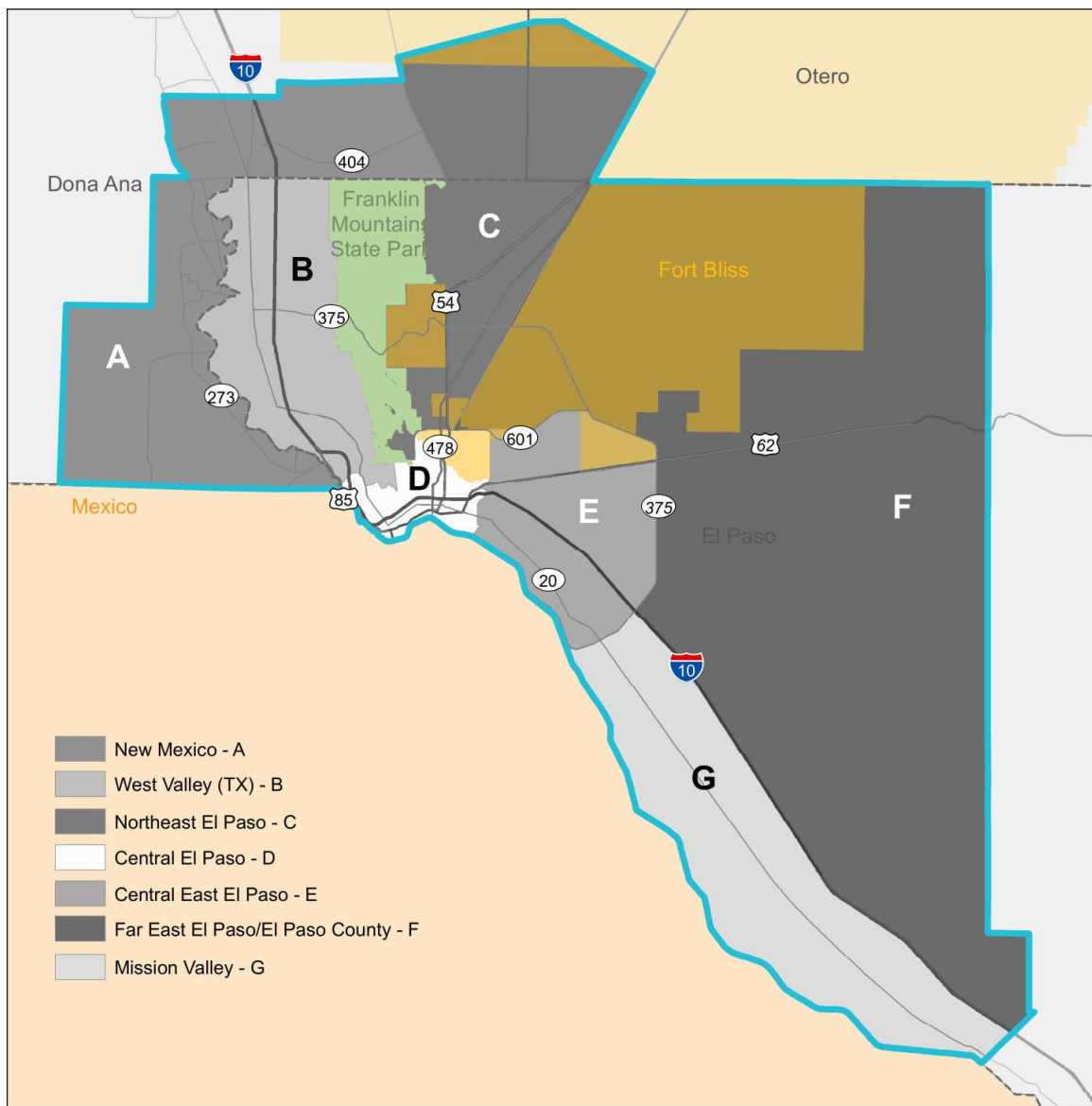
- Yes
- No
- I have no opinion





If you answered "no" above, please select ALL subareas of the region where you think future congestion will differ from what is shown on the map.

- New Mexico,
- West Valley,
- Northeast El Paso,
- Central El Paso,
- Central East El Paso,
- Mission Valley,
- Far East El Paso / El Paso County





If you chose “New Mexico”, for the New Mexico subarea, which of the following trends do you think best reflects future congestion?

- Greater throughout the subarea
- Less throughout the subarea
- Dispersed differently within the subarea.

If you chose “West Valley”, for the West Valley subarea, which of the following trends do you think best reflects future congestion?

- Greater throughout the subarea
- Less throughout the subarea
- Dispersed differently within the subarea

If you chose “Northeast El Paso”, for the Northeast El Paso subarea, which of the following trends do you think best reflects future congestion?

- Greater throughout the subarea
- Less throughout the subarea
- Dispersed differently within the subarea

If you chose “Central El Paso”, for the Central El Paso subarea, which of the following trends do you think best reflects future congestion?

- Greater throughout the subarea
- Less throughout the subarea
- Dispersed differently within the subarea

If you chose “Central East El Paso”, for the Central East El Paso subarea, which of the following trends do you think best reflects future congestion?

- Greater throughout the subarea
- Less throughout the subarea
- Dispersed differently within the subarea





If you chose “Mission Valley”, for the Mission Valley subarea, which of the following trends do you think best reflects future congestion?

- Greater throughout the subarea
- Less throughout the subarea
- Dispersed differently within the subarea

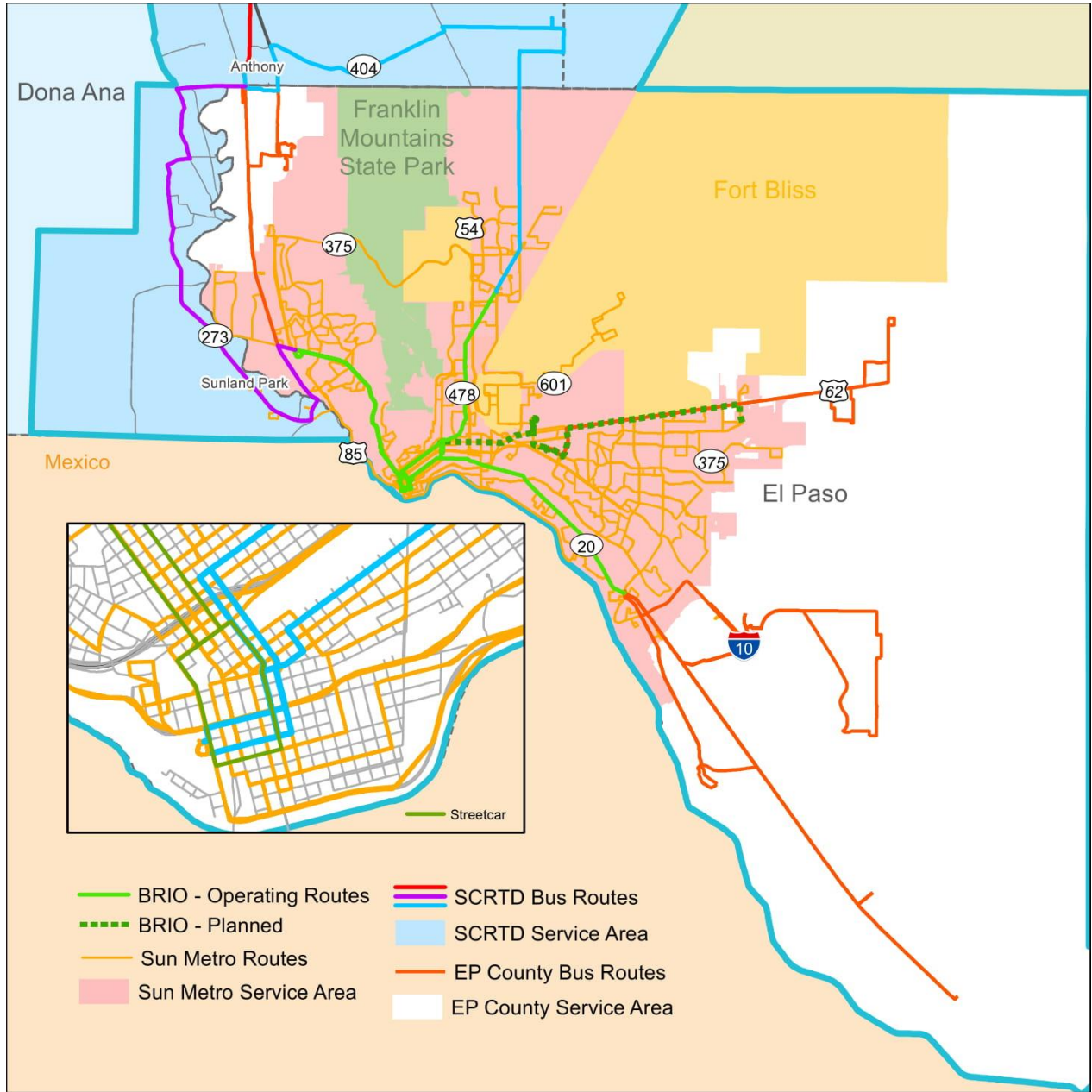
If you chose “Far East El Paso / El Paso County”, for Far East El Paso / El Paso County subarea, which of the following trends do you think best reflects future congestion?

- Greater throughout the subarea
- Less throughout the subarea
- Dispersed differently within the subarea





The following map shows existing and planned transit routes for Sun Metro, El Paso County Transit, and South Central Regional Transit District.



Do you think these routes serve the transit needs the region will have in 2050?

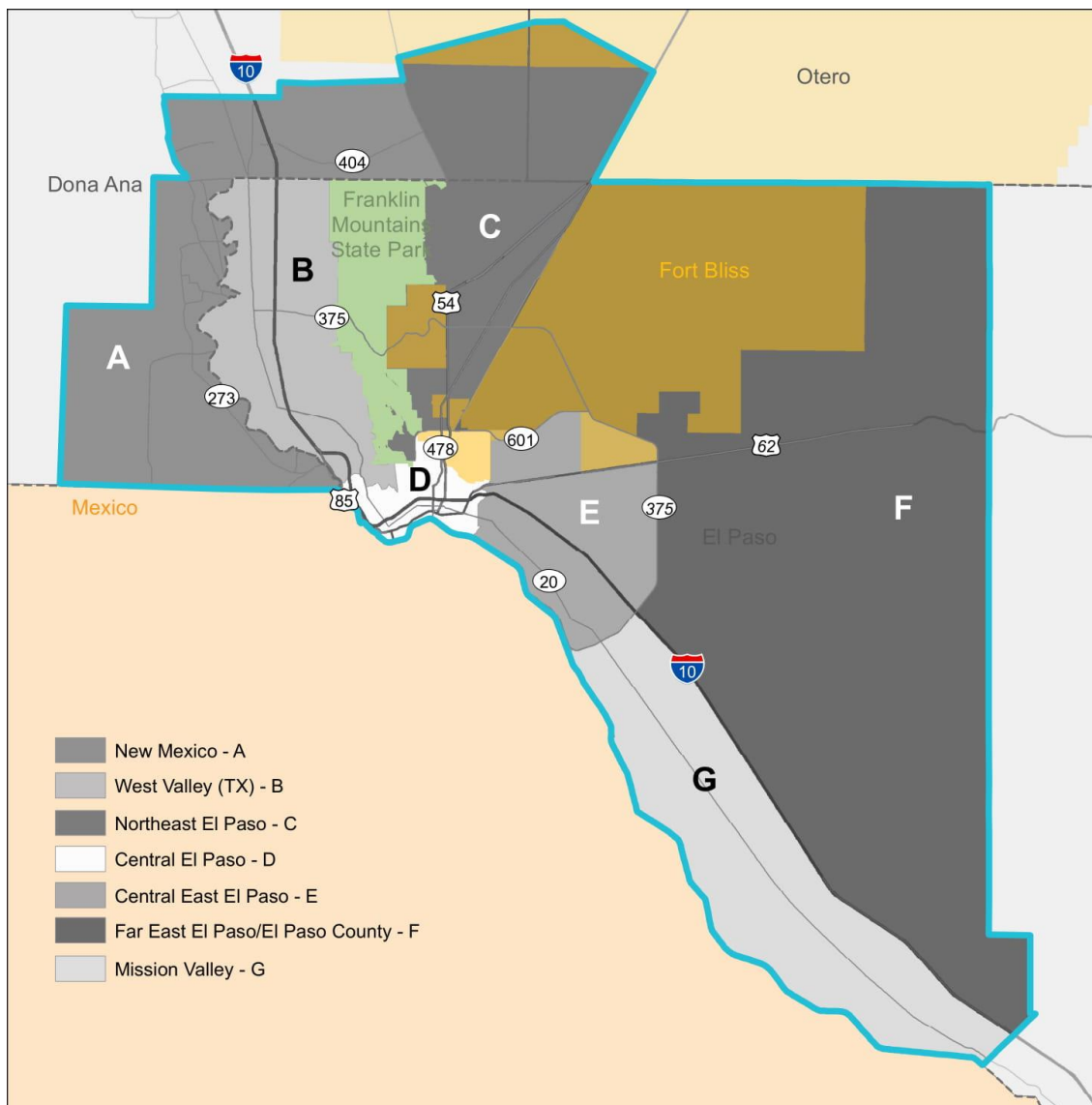
- Yes
- No
- I have no opinion





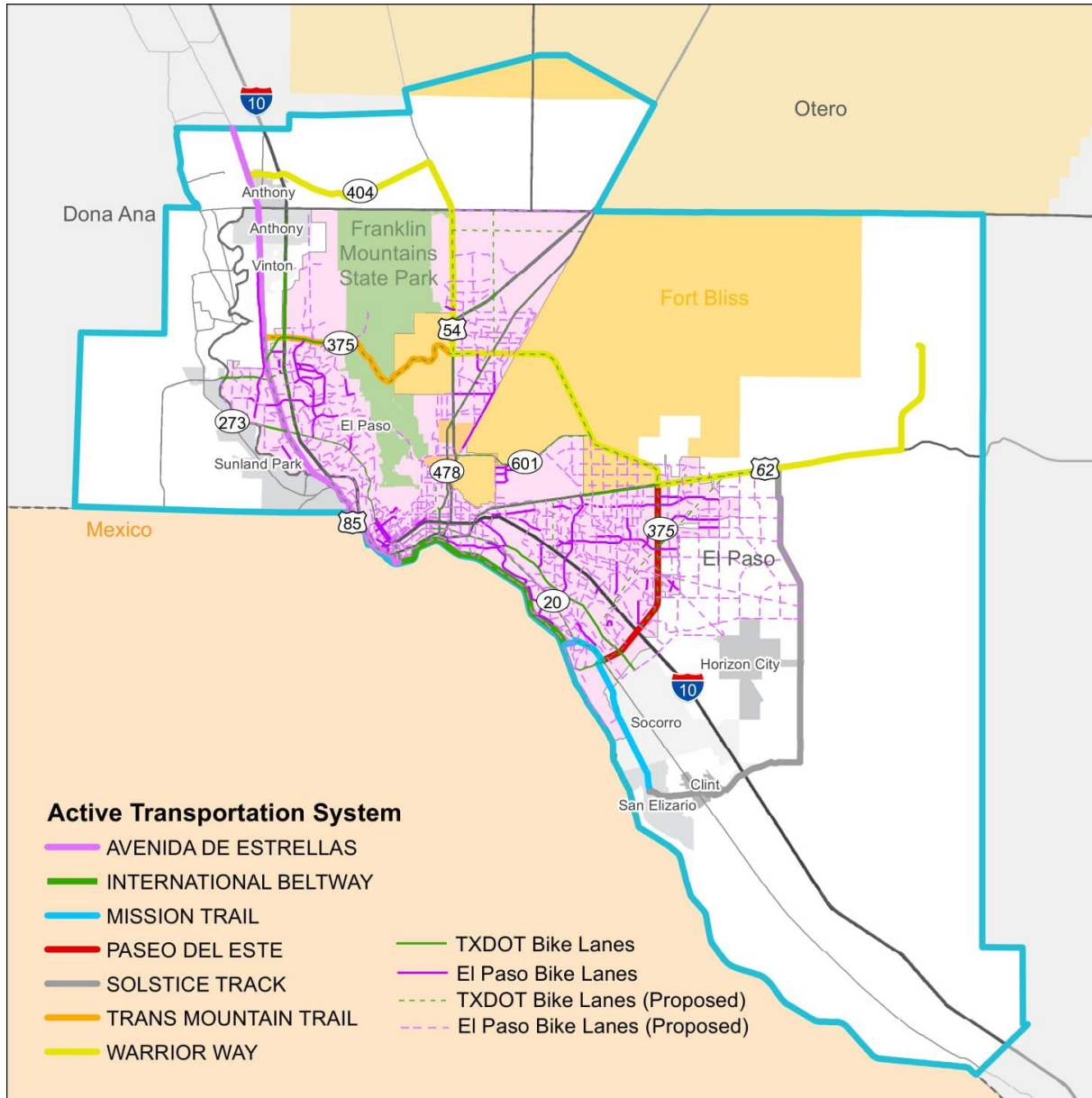
If you answered "no" above, please select ALL subareas of the region where you think existing transit is insufficient or where future transit needs will occur.

- New Mexico,
- West Valley,
- Northeast El Paso,
- Central El Paso,
- Central East El Paso,
- Mission Valley,
- Far East El Paso / El Paso County





The following map shows existing bicycle and major pedestrian facilities, as well as the planned active transportation network.



Do these current and planned facilities serve the non-motorized transportation needs of the region through 2050?

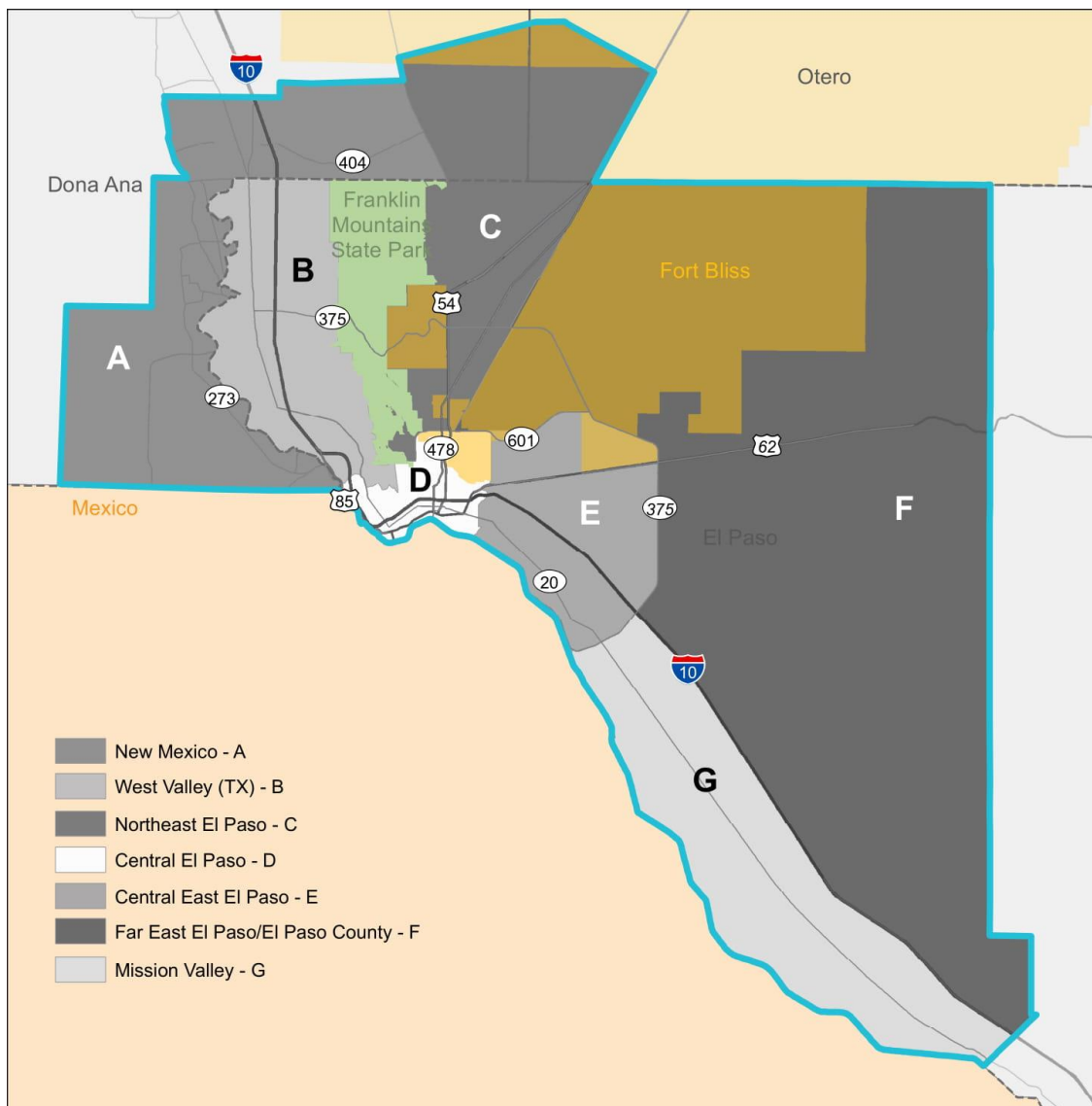
- Yes
- No
- I have no opinion





If you answered "no" above, please select ALL subareas of the region where you think existing or planned active transportation facilities will be needed.

- New Mexico,
- West Valley,
- Northeast El Paso,
- Central El Paso,
- Central East El Paso,
- Mission Valley,
- Far East El Paso / El Paso County



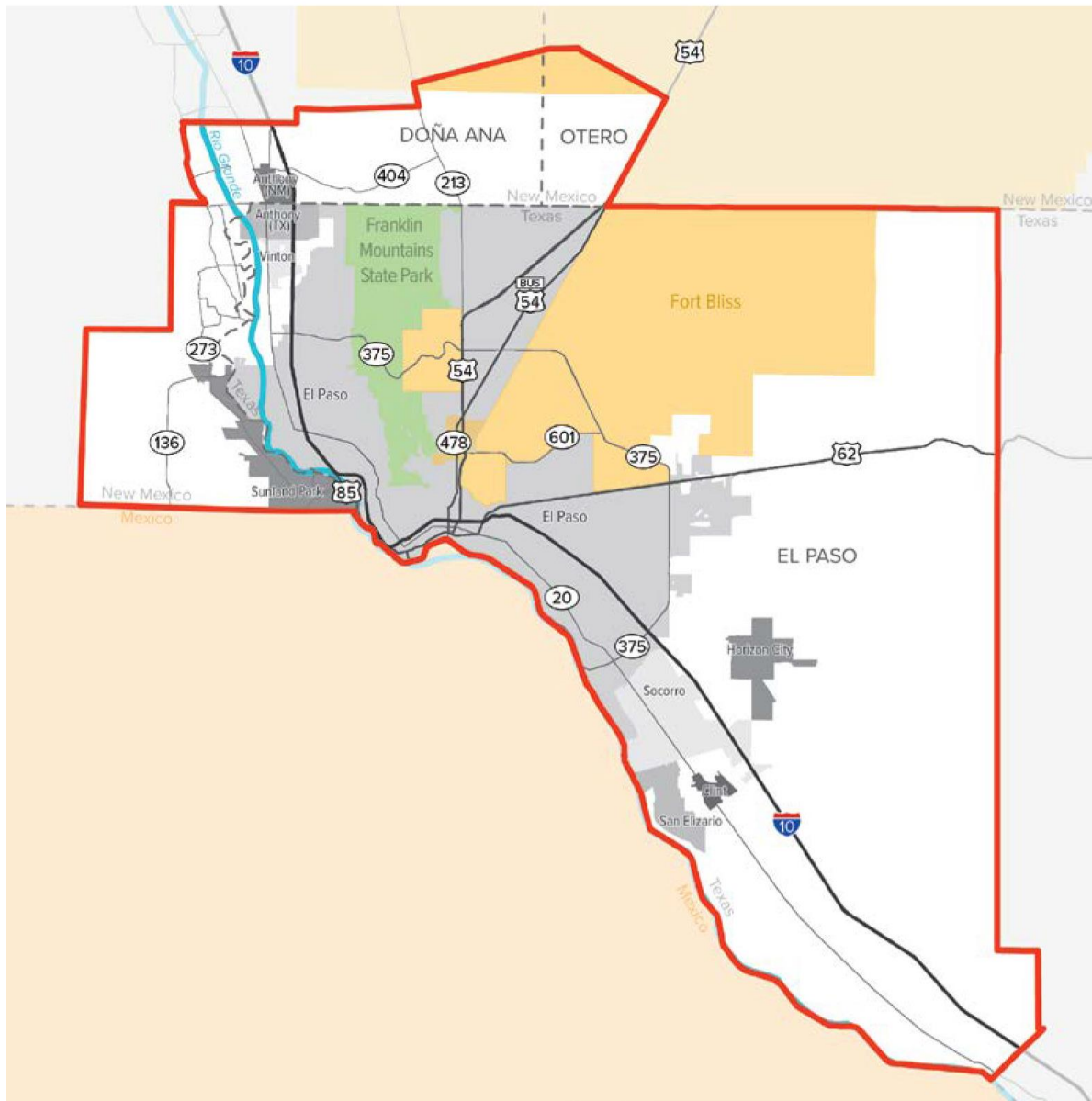


Please share your thoughts on where you think the region is in need. You can use this opportunity to address any thoughts or concerns regarding any areas of need that you believe should be addressed as the transportation system changes over the next 27 years.





The following map shows the overall El Paso region



Are there any other types of needs in the region that should be addressed by 2050?

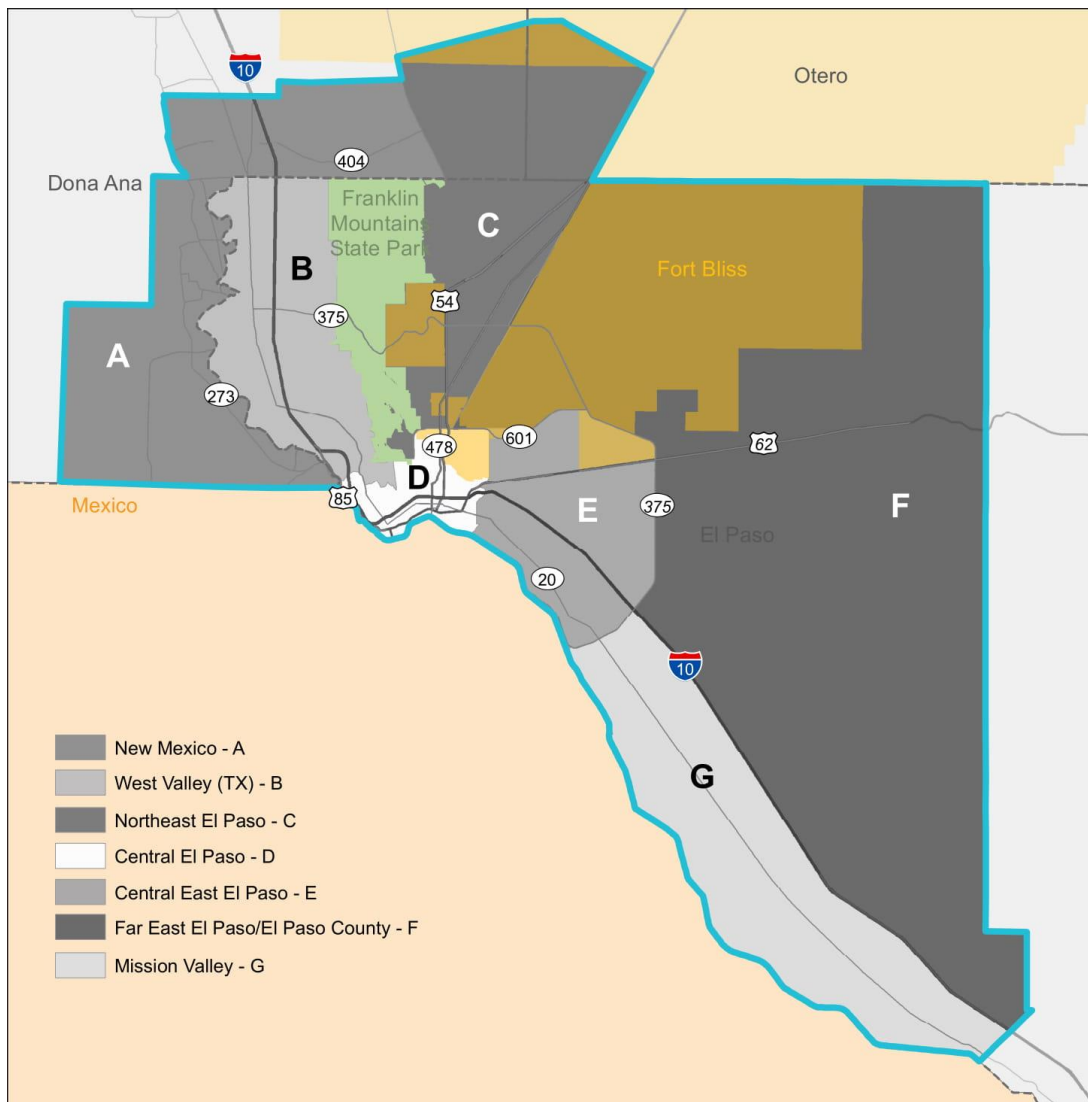
- Yes
- No
- I have no opinion





If you answered "yes" above, please select ALL the subareas of the region where you think have needs that should be addressed by 2050.

- Region-wide
- New Mexico subarea
- West Valley subarea
- Northeast El Paso subarea
- Central El Paso subarea
- Central East El Paso subarea
- Mission Valley subarea
- Far East El Paso / El Paso County subarea





If you chose “Region-wide”, what types of needs should be addressed region-wide?

- | | |
|---|---|
| <input type="checkbox"/> Congestion | <input type="checkbox"/> Border crossing access / expansion |
| <input type="checkbox"/> Pedestrian access | <input type="checkbox"/> Ride hailing services |
| <input type="checkbox"/> Bicycle access | <input type="checkbox"/> Stormwater management / drainage |
| <input type="checkbox"/> Intercity rail | <input type="checkbox"/> Air travel |
| <input type="checkbox"/> Safety | <input type="checkbox"/> Land use - transportation coordination |
| <input type="checkbox"/> Transit availability / service quality | <input type="checkbox"/> Freight facility access |
| <input type="checkbox"/> Intercity bus | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Additional border crossings | <input type="checkbox"/> None of the above |
| <input type="checkbox"/> Right-of-way preservation | |

If you chose “New Mexico”, what types of needs does the New Mexico subarea have?

- | | |
|---|---|
| <input type="checkbox"/> Congestion | <input type="checkbox"/> Border crossing access / expansion |
| <input type="checkbox"/> Pedestrian access | <input type="checkbox"/> Ride hailing services |
| <input type="checkbox"/> Bicycle access | <input type="checkbox"/> Stormwater management / drainage |
| <input type="checkbox"/> Intercity rail | <input type="checkbox"/> Air travel |
| <input type="checkbox"/> Safety | <input type="checkbox"/> Land use - transportation coordination |
| <input type="checkbox"/> Transit availability / service quality | <input type="checkbox"/> Freight facility access |
| <input type="checkbox"/> Intercity bus | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Additional border crossings | <input type="checkbox"/> None of the above |
| <input type="checkbox"/> Right-of-way preservation | |

If you chose “West Valley”, what types of needs does the West Valley subarea have?

- | | |
|---|---|
| <input type="checkbox"/> Congestion | <input type="checkbox"/> Border crossing access / expansion |
| <input type="checkbox"/> Pedestrian access | <input type="checkbox"/> Ride hailing services |
| <input type="checkbox"/> Bicycle access | <input type="checkbox"/> Stormwater management / drainage |
| <input type="checkbox"/> Intercity rail | <input type="checkbox"/> Air travel |
| <input type="checkbox"/> Safety | <input type="checkbox"/> Land use - transportation coordination |
| <input type="checkbox"/> Transit availability / service quality | <input type="checkbox"/> Freight facility access |
| <input type="checkbox"/> Intercity bus | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Additional border crossings | <input type="checkbox"/> None of the above |
| <input type="checkbox"/> Right-of-way preservation | |





If you chose “Northeast El Paso”, what types of needs does the Northeast El Paso subarea have?

- | | |
|---|---|
| <input type="checkbox"/> Congestion | <input type="checkbox"/> Border crossing access / expansion |
| <input type="checkbox"/> Pedestrian access | <input type="checkbox"/> Ride hailing services |
| <input type="checkbox"/> Bicycle access | <input type="checkbox"/> Stormwater management / drainage |
| <input type="checkbox"/> Intercity rail | <input type="checkbox"/> Air travel |
| <input type="checkbox"/> Safety | <input type="checkbox"/> Land use - transportation coordination |
| <input type="checkbox"/> Transit availability / service quality | <input type="checkbox"/> Freight facility access |
| <input type="checkbox"/> Intercity bus | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Additional border crossings | <input type="checkbox"/> None of the above |
| <input type="checkbox"/> Right-of-way preservation | |

If you chose “Central El Paso”, what types of needs does the Central El Paso subarea have?

- | | |
|---|---|
| <input type="checkbox"/> Congestion | <input type="checkbox"/> Border crossing access / expansion |
| <input type="checkbox"/> Pedestrian access | <input type="checkbox"/> Ride hailing services |
| <input type="checkbox"/> Bicycle access | <input type="checkbox"/> Stormwater management / drainage |
| <input type="checkbox"/> Intercity rail | <input type="checkbox"/> Air travel |
| <input type="checkbox"/> Safety | <input type="checkbox"/> Land use - transportation coordination |
| <input type="checkbox"/> Transit availability / service quality | <input type="checkbox"/> Freight facility access |
| <input type="checkbox"/> Intercity bus | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Additional border crossings | <input type="checkbox"/> None of the above |
| <input type="checkbox"/> Right-of-way preservation | |

If you chose “Central East El Paso”, what types of needs does the Central East El Paso subarea have?

- | | |
|---|---|
| <input type="checkbox"/> Congestion | <input type="checkbox"/> Border crossing access / expansion |
| <input type="checkbox"/> Pedestrian access | <input type="checkbox"/> Ride hailing services |
| <input type="checkbox"/> Bicycle access | <input type="checkbox"/> Stormwater management / drainage |
| <input type="checkbox"/> Intercity rail | <input type="checkbox"/> Air travel |
| <input type="checkbox"/> Safety | <input type="checkbox"/> Land use - transportation coordination |
| <input type="checkbox"/> Transit availability / service quality | <input type="checkbox"/> Freight facility access |
| <input type="checkbox"/> Intercity bus | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Additional border crossings | <input type="checkbox"/> None of the above |
| <input type="checkbox"/> Right-of-way preservation | |





If you chose “Mission Valley”, what types of needs does the Mission Valley subarea have?

- | | |
|---|---|
| <input type="checkbox"/> Congestion | <input type="checkbox"/> Border crossing access / expansion |
| <input type="checkbox"/> Pedestrian access | <input type="checkbox"/> Ride hailing services |
| <input type="checkbox"/> Bicycle access | <input type="checkbox"/> Stormwater management / drainage |
| <input type="checkbox"/> Intercity rail | <input type="checkbox"/> Air travel |
| <input type="checkbox"/> Safety | <input type="checkbox"/> Land use - transportation coordination |
| <input type="checkbox"/> Transit availability / service quality | <input type="checkbox"/> Freight facility access |
| <input type="checkbox"/> Intercity bus | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Additional border crossings | <input type="checkbox"/> None of the above |
| <input type="checkbox"/> Right-of-way preservation | |

If you chose “Far East El Paso / El Paso County”, what types of needs does the Far East El Paso / El Paso County subarea have?

- | | |
|---|---|
| <input type="checkbox"/> Congestion | <input type="checkbox"/> Border crossing access / expansion |
| <input type="checkbox"/> Pedestrian access | <input type="checkbox"/> Ride hailing services |
| <input type="checkbox"/> Bicycle access | <input type="checkbox"/> Stormwater management / drainage |
| <input type="checkbox"/> Intercity rail | <input type="checkbox"/> Air travel |
| <input type="checkbox"/> Safety | <input type="checkbox"/> Land use - transportation coordination |
| <input type="checkbox"/> Transit availability / service quality | <input type="checkbox"/> Freight facility access |
| <input type="checkbox"/> Intercity bus | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Additional border crossings | <input type="checkbox"/> None of the above |
| <input type="checkbox"/> Right-of-way preservation | |





Please share your thoughts on any other changes you think are needed to the transportation system

Completed surveys may be submitted by any of the following means:

- **Email:** rwilliams@elpasompo.org
- **Postal Mail** (*with a postmark of no later than July 19, 2020*): El Paso MPO, Attention: RMS
2050 MTP, 211 N. Florence, Suite 202, El Paso, Texas 79901

Deadline to submit is July 19, 2020.





APPENDIX D

User Experience



RMS 2050 MTP Virtual Workshop User Experience Feedback

Overview of Results

At the conclusion of the online workshop, a survey to gather feedback on user experience was offered. A total of 17 responses were received.

Overall, nearly 1/3rd of respondents who took the survey encountered technical issues.

Close to 18% of respondents did not agree/strongly disagreed the workshop format was easy to follow. Approximately 82% of respondents did agree/strongly agreed the workshop format was easy to follow.

47% of respondents strongly agreed the workshop purpose was made clear to them. 18% of respondents agreed that the workshop purpose was clear to them. 35% of the respondents were neutral on the purpose being clear to them.

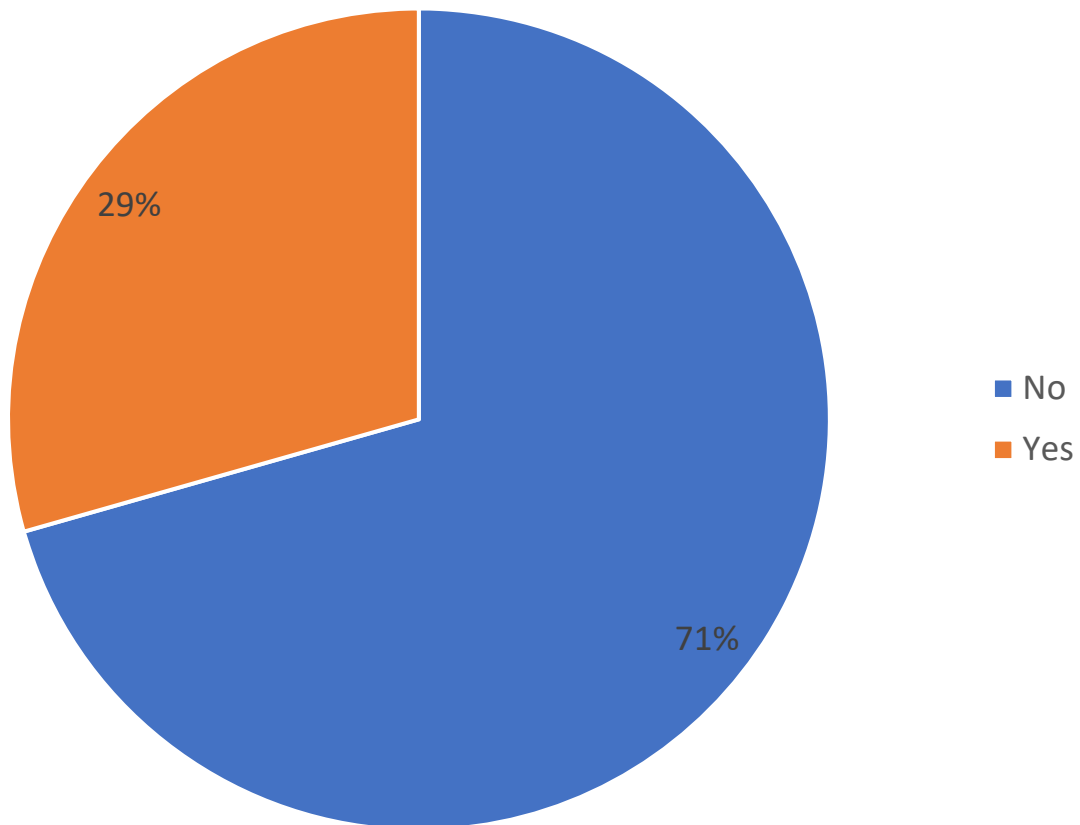
Most respondents heard about the RMS 2050 MTP workshop through email, followed by “word of mouth.”

6% of respondents thought the information and data provided during the workshop was not helpful. About 59% thought the information and data provided was helpful.

Finally, 47% of respondents had suggestions for improving the workshop experience and provided suggestions relating to outreach, length of survey, map user-friendliness, and definition of terms used in the survey.

The following section provides details on responses received. Respondent comments are provided verbatim, including misspellings and typos.

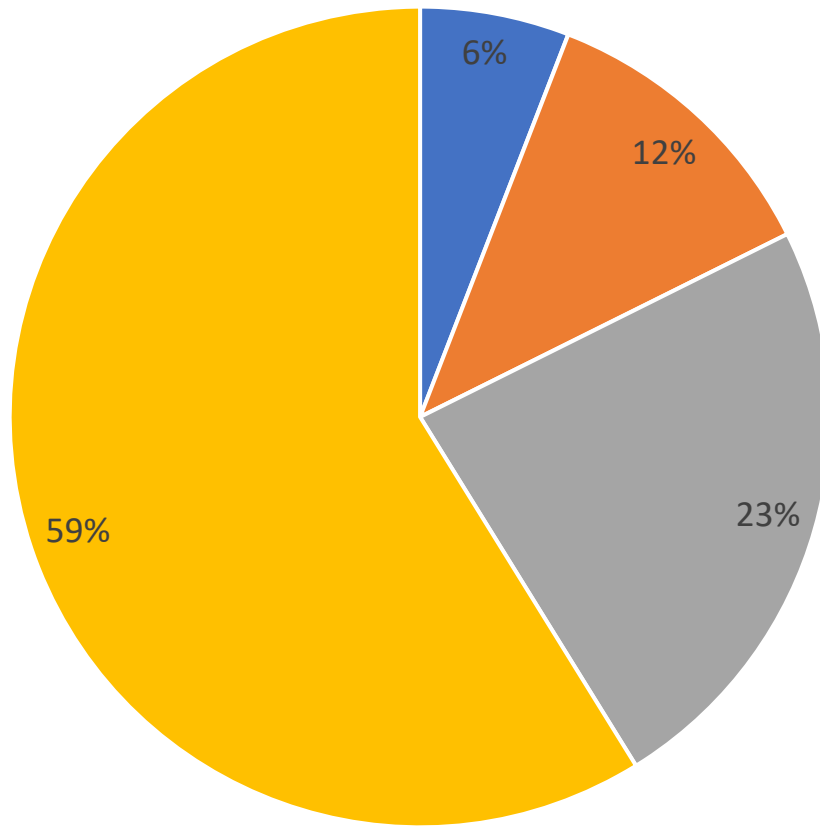
1. Technical issues were a problem and inhibited my participation.



Technical Issue Comments:

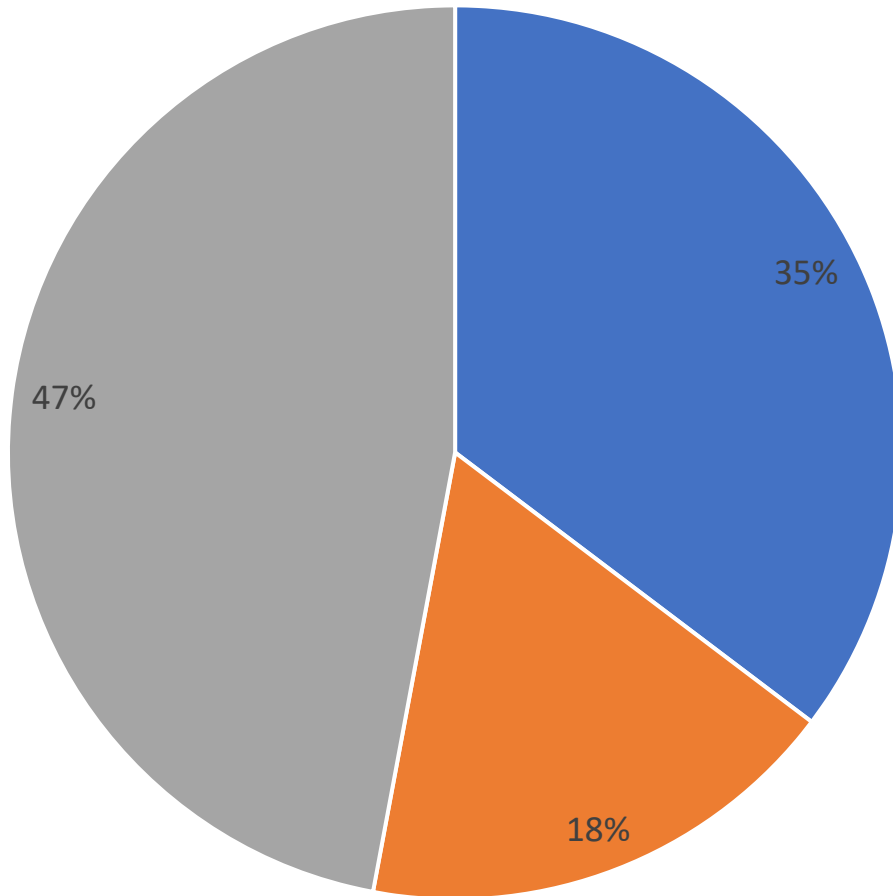
1. The survey does not play nice with mobile browsers
2. Tried by mobile didn't work as well. Went online through computer no issues.
3. Answers would cut off
4. It took me some 3 or 4 starts to complete the survey, which I attribute to my being a "Digital Dinosaur".
5. I like the content and idea to make this workshop online and I demand. The application's map features would work in my computer. The workshop was frustrating to complete on my iPhone. Given that most ppl use their phones for everything, I think it's important that the next online workshop to be mobile friendly. Overall, I appreciate the opportunity to share feedback using this online workshop

2. Workshop format was easy to follow:



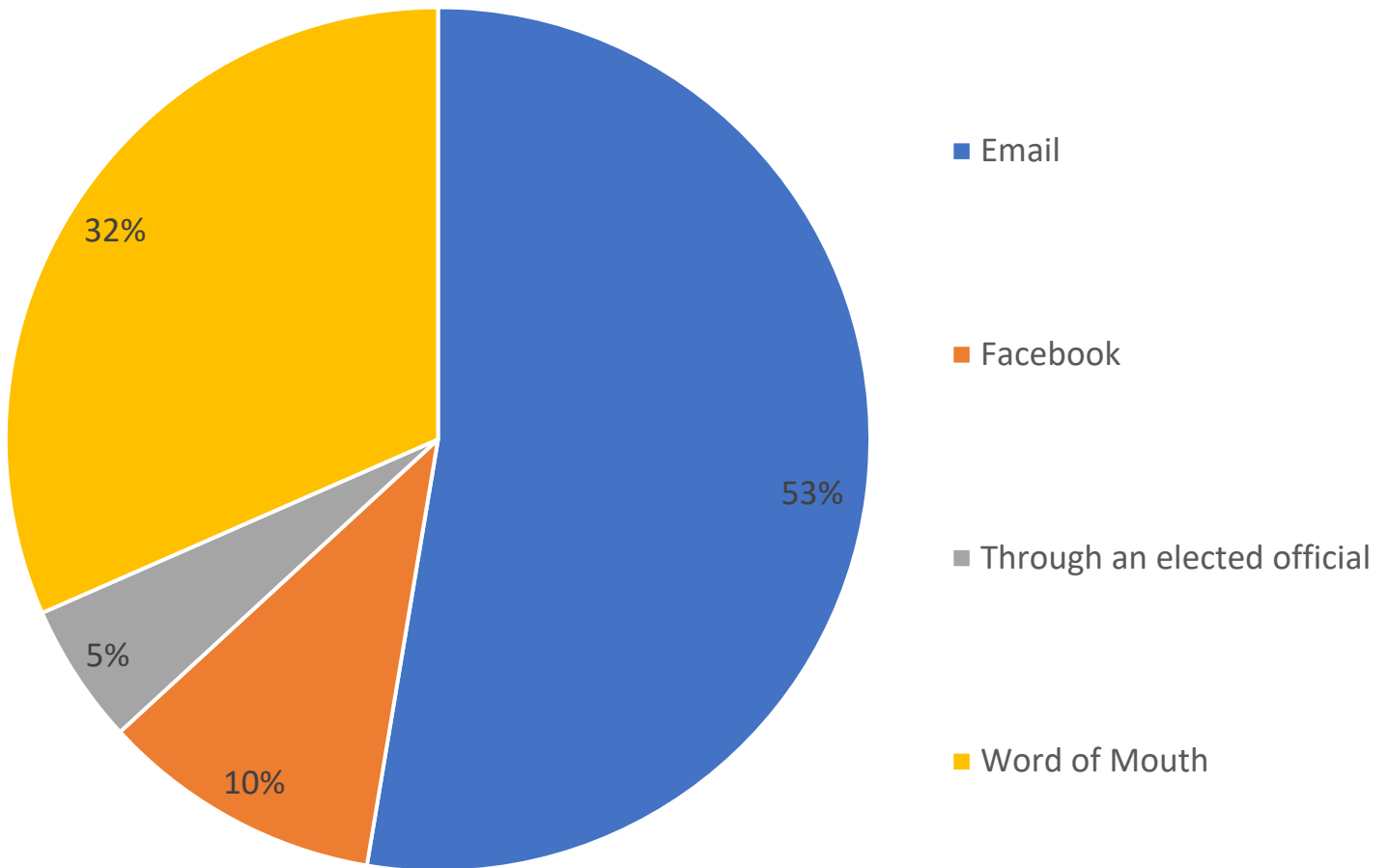
■ Strongly Disagree ■ Disagree ■ Agree ■ Strongly Agree

3. Purpose for this workshop was made clear to me:



■ Neutral ■ Agree ■ Strongly Agree

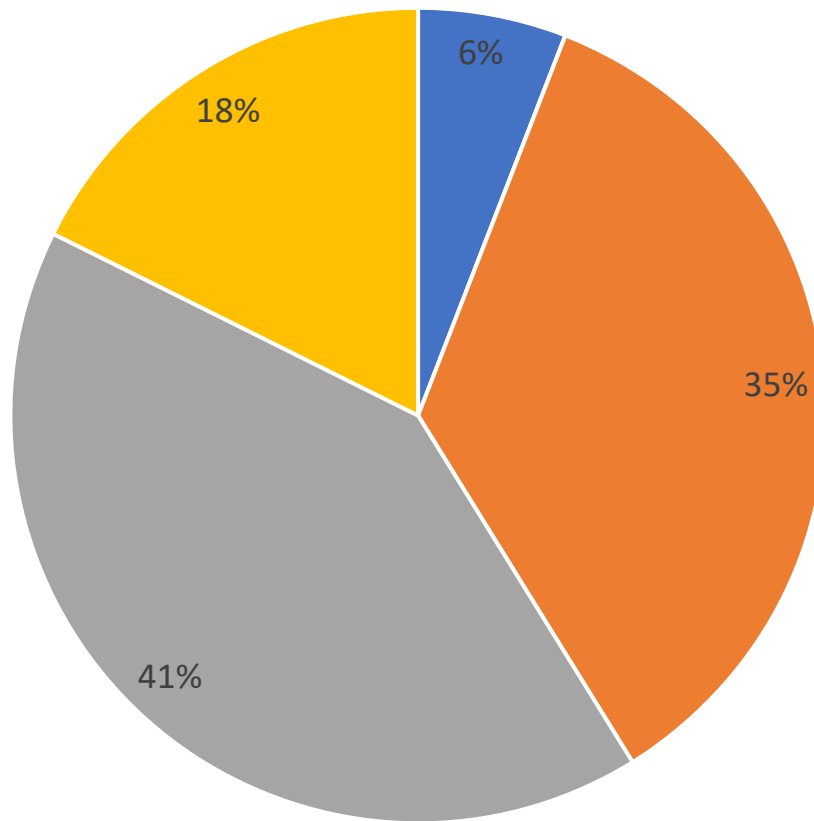
4. How did you hear about this workshop?



Other “How did you hear about this workshop?” comments:

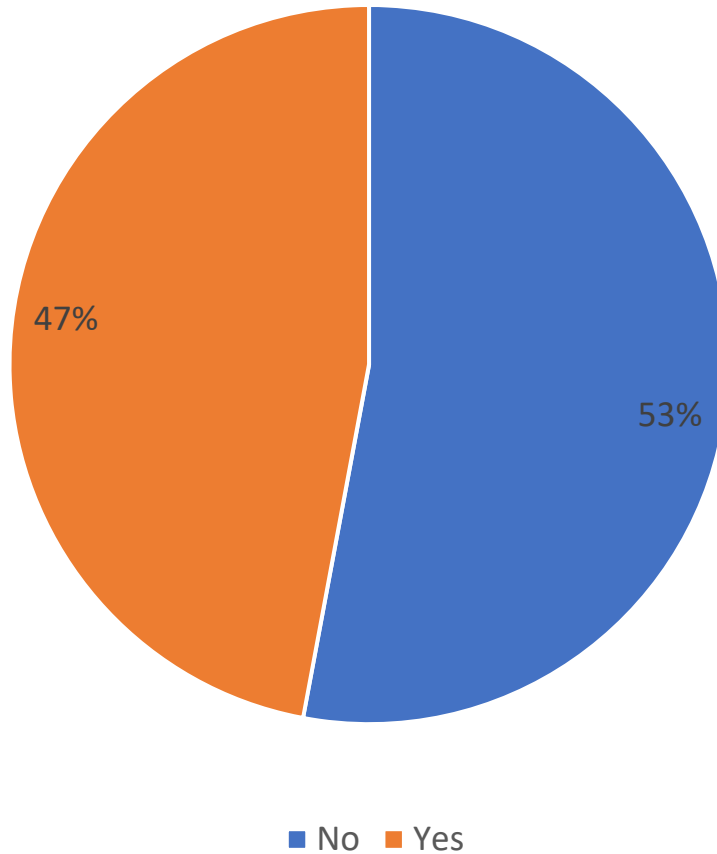
1. From ACEC
2. I greatly appreciate being able to give input, though some of the options were restrictive, i.e., I could not give a response/my interpretation.

5. Information and data provided during the workshop was helpful.



■ Strongly Disagree ■ Neutral ■ Agree ■ Strongly Agree

6. Do you have a suggestion that can improve our outreach for public participation or that can improve the workshop itself?



Suggestions for improvement comments:

1. Find a way to have more publicity on social media.
2. Please engage groups outside those interested in "Transportation" issues
3. The survey was too long. I felt exercise 2 and exercise 5 were asking the same questions.
4. facebook
5. Not all of the maps had the capability to zoom in on specific areas and some of the street names or numbers blocked portions that were important (at least to me).
6. Please clarify what ROW preservation is. Drop down menus were a little hard to find at first. Thanks - the workshop moved really smoothly.
7. Recruit volunteers from the community to be liaisons to help support your efforts in engaging the community. Use an application/software that is mobile friendly.
8. Think about the age group of pedestrian and bicycle users and how you can keep them alive and safe as they will not follow your logical rules.



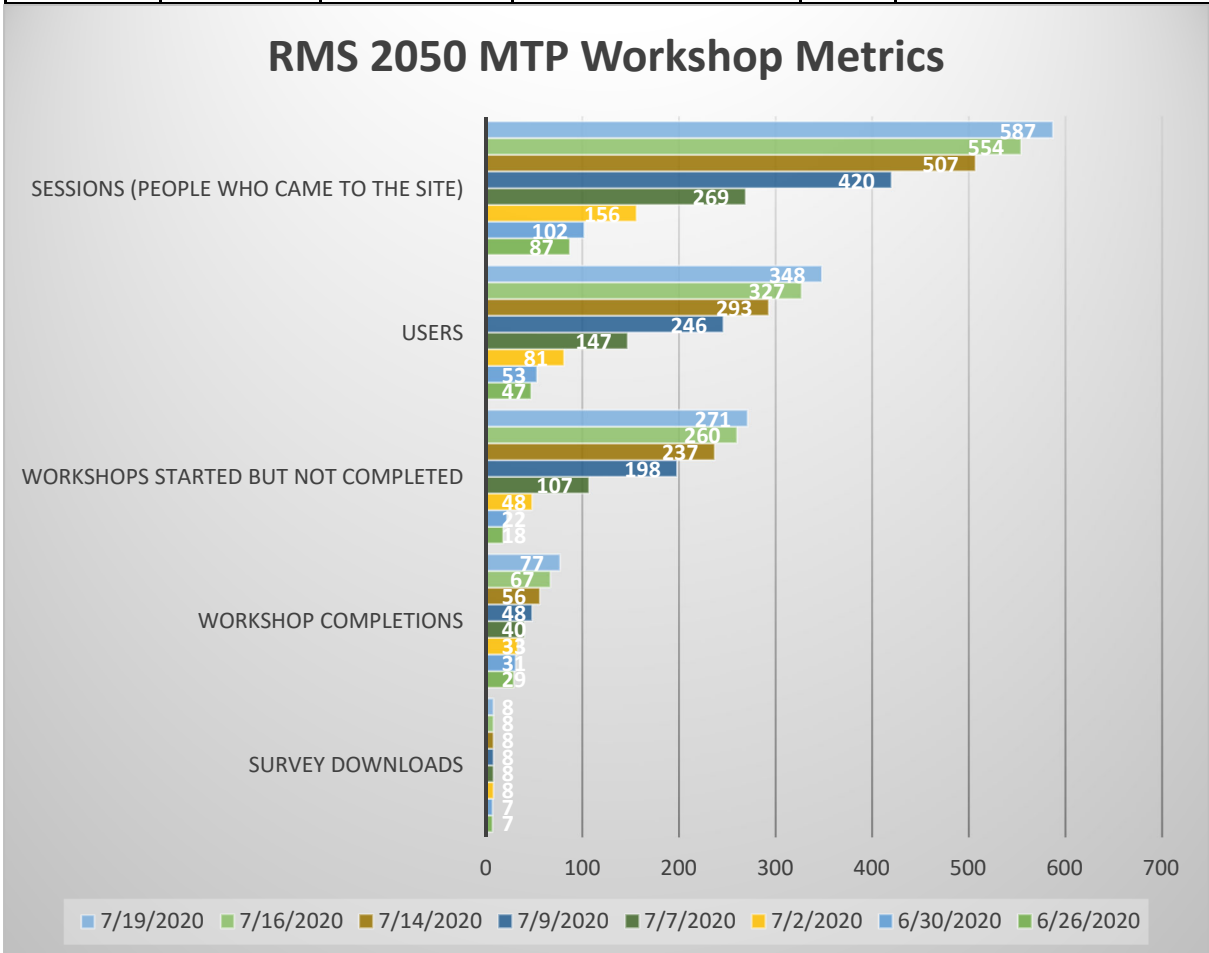
APPENDIX E

Workshop Site Metrics



The El Paso Metropolitan Planning Organization (MPO) created a virtual on-demand workshop site using a platform called SCOUT (Stakeholder and Community Outreach Utility Tool). The workshop site became live and was open to public comment starting at midnight on Sunday, June 14, 2020. The site terminated at 11:59 pm on Sunday, July 19, 2020. The data shown below gives a twice-a-week look at the activity that took place on the workshop site during that period. Numbers in the chart are cumulative.

	Survey downloads	Workshop completions	Workshops started, but not completed	Users	Sessions (people who came to the site)
6/26/2020	7	29	18	47	87
6/30/2020	7	31	22	53	102
7/2/2020	8	33	48	81	156
7/7/2020	8	40	107	147	269
7/9/2020	8	48	198	246	420
7/14/2020	8	56	237	293	507
7/16/2020	8	67	260	327	554
7/19/2020	8	77	271	348	587





APPENDIX F

WebEx Live Event Summary



The El Paso Metropolitan Planning Organization (MPO) held two live WebEx meetings:

Live Workshop #1

Wednesday, July 8, 2020

5:30 to 7:00 pm MST

Location: WebEx (HNTB Hosted)

Live Workshop #2

Monday, July 13, 2020

1:30 to 3:00 pm MST

Location: WebEx (HNTB Hosted)

The purpose of the live meetings was to give the public a chance to interact and communicate in real-time with MPO staff about the RMS 2050 Metropolitan Transportation Plan (MTP). The meetings also served to familiarize the public with the RMS 2050 MTP virtual on-demand workshop.

Both meetings offered the following content:

1. Welcome and WebEx orientation
2. Introduction of Eduardo Calvo, MPO Executive Director, and Roger Williams, MPO Assistant Executive Director
3. Description by Eduardo Calvo about the El Paso MPO and the MTP
4. Overview by Roger Williams about the RMS 2050 MTP virtual workshop
5. Question and answer period

Both meetings were recorded and are on file with the El Paso MPO.

JULY 8 Attendance

22 total participants

8 attendees outside of the RMS 2050 MTP team (MPO, TxDOT and HNTB)

- | | |
|------------------------|------------------------------|
| 1. Sylvia Carreon | 5. Lucilla Najera |
| 2. Veronica Carrillo | 6. City Rep. Henry Rivera |
| 3. Priscilla Contreras | 7. Antonio Santana |
| 4. Gerardo Garcia | 8. City Rep. Peter Svarzbein |

JULY 13 Attendance

17 total participants

3 attendees outside of the RMS 2050 MTP team

1. Raul Escobedo
2. Miguel Fraga
3. Gus Sanchez

The RMS 2050 MTP team consisted of:

Eduardo Calvo, MPO
Roger Williams, MPO
Gabriela Lopez, MPO
Marisol Enriquez, MPO
Lizeth Pena, MPO
Bryan Miskimen, MPO

Sonia Perez, MPO
Claudia Valles, MPO
Thelma Ramirez, TxDOT
Art Estrada, TxDOT
Marty Boyd, TxDOT
Noemi Rojas, HNTB

Emrys Scott-Murrell, HNTB
Kelvin Kroeker, HNTB
Melisa Montemayor, HNTB
Shandrian Ugwuoke, HNTB
Jason Rodriguez, HNTB
Don Flores, HNTB

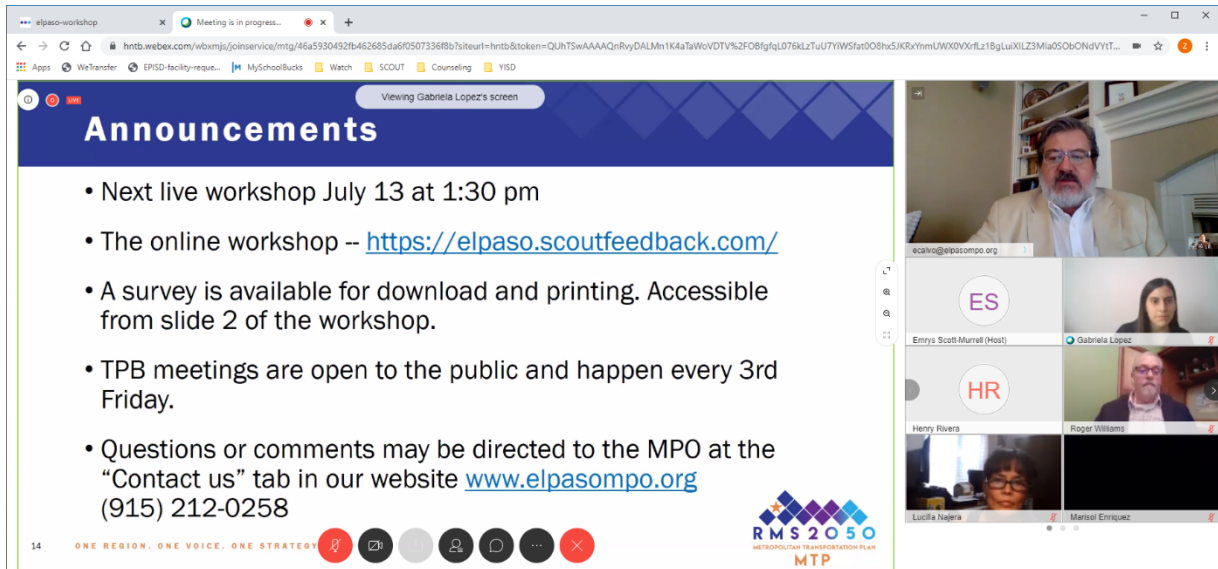


Questions received and answered during the live workshops, as recorded verbatim by MPO staff:

1. Where is phase one from? (City Rep. Henry Rivera)
 - a. Answer - Segment 2 is from Executive Center and west of Spaghetti Bowl. We are in preliminary stages. (Eduardo Calvo)
2. Will MTP be concentrating in transportation as a whole and can you access the workshop after the live meeting? (Lucilla Najera)
 - a. Answer - MPO is a regional planning organization. We plan for interstate, multi modal, freight, pedestrian. When it comes to local streets, you need to get with your municipality, signs and potholes. It is your local municipality. Yes, the workshop will be available through July 19th. (Roger Williams)
3. You mentioned in regards to federal funds is that also for railroad or would that be with local municipality? (Lucilla Najera)
 - a. Answer - As far as railroad goes, they have their own, railroad over pass is something we do get federal funds as it relates to crossing and the need to provided safe crossings. We do work close to railroad and coordinate. (Roger Williams)
4. If we want a quiet zone in our district, whom do I contact? Can I get in contact with the MPO for this or what does the community need to gather? (Lucilla Najera)
 - a. Answer - You need to work with your local municipality and have them submit projects to us, and MPO can look into funding these projects. Safety is a major concern when it comes to railroad. Any concern you have you can submit to us and we can channel your concern to the appropriate entity. (Roger Williams)
5. Question on chat:
How is the MPO and RMS 2050 MTP reconciling the need for transportation and the need to reduce carbon emissions? Is this a central focus at the MPO and for the RMS 2050 MTP?
 - a. Answer - it is a central focus and the development MTP. We need to look how we are getting around downtown, CMP before we add capacity we need to look other process. We look at multimodal. (Roger Willilams)
 - b. Answer - Multiple goals. Need for transportation. There is always a balance within transportation and environmental wellbeing. (Eduardo Calvo)
 - c. Veronica Carrillo - Glad to hear also being reconciled with lower carbon emissions. We need to lower carbon emissions. Hope mass transit is in the MPO's plans.



Screenshot from July 8th live meeting



Meeting is in progress...

Viewing Gabriela Lopez's screen

Announcements

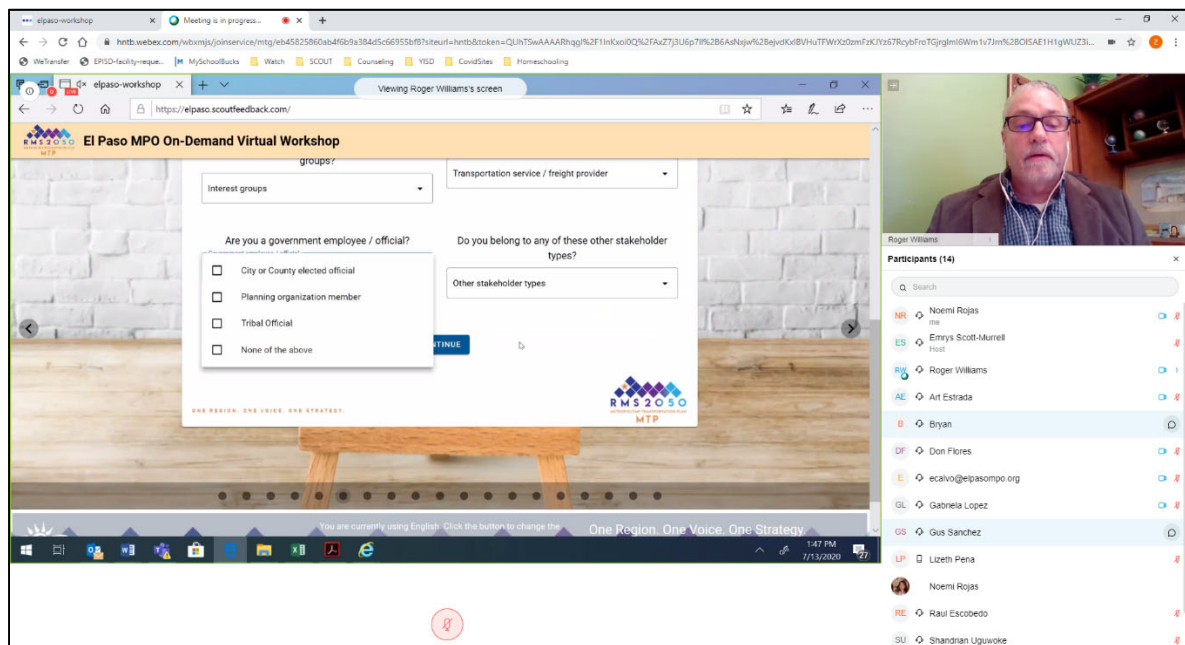
- Next live workshop July 13 at 1:30 pm
- The online workshop -- <https://elpaso.scoutfeedback.com/>
- A survey is available for download and printing. Accessible from slide 2 of the workshop.
- TPB meetings are open to the public and happen every 3rd Friday.
- Questions or comments may be directed to the MPO at the "Contact us" tab in our website www.elpasompo.org (915) 212-0258

14 ONE REGION. ONE VOICE. ONE STRATEGY

RMS 2050
METROPOLITAN TRANSPORTATION PLAN
MTP

Participants: ecalvo@elpasompo.org, Emrys Scott-Murrell (Host), Gabriela Lopez, Henry Rivera, Roger Williams, Lucila Najera, Marisol Enriquez

Screenshot from July 13th live meeting



Meeting is in progress...

Viewing Roger Williams's screen

<https://elpaso.scoutfeedback.com/>

El Paso MPO On-Demand Virtual Workshop

groups:

Interest groups: Transportation service / freight provider

Are you a government employee / official?

- City or County elected official
- Planning organization member
- Tribal Official
- None of the above

Do you belong to any of these other stakeholder types?

Other stakeholder types:

CONTINUE

ONE REGION. ONE VOICE. ONE STRATEGY

RMS 2050
METROPOLITAN TRANSPORTATION PLAN
MTP

Participants (14)

- NR Noemi Rojas
- ES Emrys Scott-Murrell (Host)
- RW Roger Williams
- AE Ari Estrada
- B Bryan
- DF Don Flores
- E ecalvo@elpasompo.org
- GL Gabriela Lopez
- GS Gus Sanchez
- LP Lizeth Pena
- Noemi Rojas
- RE Raul Escobedo
- SU Shandrian Uguwoke

You are currently using English. Click the button to change the language.

One Region. One Voice. One Strategy.

1:47 PM 7/13/2020



APPENDIX G

Social Media



The El Paso MPO implemented public outreach for the RMS 2050 MTP comment period. The following is the activity and feedback, as reported by MPO staff.

FACEBOOK

The pages that shared RMS 2050 MTP posts were:

- Marty Boyd (TxDOT El Paso District)
- Benjamin Romero (Town of Anthony)
- TxDOT Official Page
- Texas State Representative Cesar Blanco
- City of El Paso Representative Henry Rivera
- Paso del Norte Trail

According to Facebook statistics, the El Paso MPO's Facebook Page reached 1,861 people and had 52 engagements for the period of June 14 through July 19, 2020.

TWITTER

The El Paso MPO Twitter Page received 6 likes and 1 comment for the period of June 14 through July 19, 2020.

- Twitter comment: *Let's start by creating a Bullet Train system for the city. Then a Hyperloop system to connect nearby states.*

YOUTUBE

The live WebEx event that took place on July 8 was posted to the MPO's YouTube page.

Audience

- Unique viewers: 5
- Average views per viewer: 1.2
- Views:
 - July 14: 2
 - July 17: 3

Reach

- Impressions: 68
- Impressions click-through rate: 2.9%
- Views: 9
- Unique viewers: 5

PHONE/EMAIL

El Paso MPO staff reported no calls nor emails were received during the comment period.



APPENDIX H

Sign Ups for Future MPO Emails



Regional Mobility Strategy 2050 MTP
 The following stakeholders signed up to be contacted
 in the future by the El Paso MPO.



	A	B	C	D	E	F	G	H
1	First Name	Last Name	Postal Code	Address	City	State	Phone	Email
2	Nathan	Ramirez	79925	8704 Moye Drive	El Paso	TX	(915) 772-3867	nathan.ramirez@utexas.edu
3	Omar	Iglesias	79925	9500 Kilmaltie Dr	El Paso	TX	(915) 309-2254	iglesias_omar@att.net
4	Christa	Madera	79938	2325 Bird Song St	El Paso	TX		mathguru315@outlook.com
5	Andy	Medina	79938	2600 Monica Seles Pl	El Paso	TX	(915) 203-8179	andirain@gmail.com
6	Kristen	Ortega	79928	13039 Wellington	El Paso	TX	(915) 256-2206	kehernandez2@gmail.com
7	John	Eyberg	79935	2912 Archie Drive	El Paso	TX	(915) 355-3126	jeeyberg@netscape.net
8	Vero	Carrillo	79902	1026 E California Ave	El Paso	TX	(915) 701-8974	Veronica.ann.carrillo@gmail.com
9	Paul	Love	79902	700 Prospect Street	El Paso	TX	(915) 474-0136	pabloamour@hotmail.com
10	Marisela	Orozco	79902	1223 W. Main Dr.	El Paso	TX	(915) 630-3994	Marietallo@hotmail.com



APPENDIX I

Other Comments

Other Comments or Questions	
1	Another comment would be that if walking/biking trails are developed and or existing to ensure these modes of transport have adequate space to ensure safety from traffic collisions.
2	The entire region needs more protected cycling infrastructure and traffic calming. If you cannot add cycling infrastructure to Mesa, find a way to add it to adjacent streets in an efficient manner.
3	The montwood connection is in dire need to alleviate congestion in the far east area. Vehicles cut through neighborhoods to go around the traffic and do so in an unsafe manner (i.e. speeding and carelessness). Please do not wait for something unfortunate to happen in our community to act. My family and I have been in the area for 4 years now with no progress. Yet homes and neighborhoods have not halted or slowed down.
4	Thanks for the opportunity to collaborate on the planning phase with MPO.
5	Growing our highway, freight and automobile infrastructure is incredibly important. However, we mustn't do so at the expense of transit, bike, streetcar and intermodal facilities where they made sense to support dense development in the urban core. Important investments have been made in Downtown, Sunset Heights and Five Points. The next logical steps include extending those investments into Five Points, Central El Paso and the Medical Center of the Americas.
6	This is a very difficult survey for someone who is not familiar navigating online programs or long surveys. It excludes people with limited English skills.
7	I would like to recommend that a much denser net of smaller buses be developed, to enable much wider use of the public transportation system....and that there be options for such travel in the evening!!!!
8	We need a regional system that bypasses El Paso for outside truck traffic, and gets internally produced traffic (aside from local deliveries) out of the city as quickly as possible, up US 54 to the Northeast Borderland Expressway. Santa Teresa originating traffic that is eastbound should be directed north to the Anthony Gap and then around the city. The Artcraft Project should have a direct connect to I-10 westbound as well as eastbound.
9	El Paso should develop a good East - West bypass of I-10 to better serve through traffic and especially traffic not destined for the areas between 54 and UTEP

Word Cloud associated with "other comments or questions"

eastbound
cycling east area city manner
ensure add developed system
paso infrastructure
el around
traffic important
investments points neighborhoods



APPENDIX J

Exercise 3

Ranking Criteria



Regional Mobility Strategy 2050 MTP
 Exercise 3 - Rank 14 Visioning Criteria



	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1	Improve Safety	Improve Security	Protect Environment	Reduce Congestion	Promote Efficiency	Economic Goals	Land Goals	Increase Connection	Improve Access	Connect Travel	Conserve Energy	Improve QOL	Modal Options	Preserve ROW
2	4	2	3	4	5	4	3	4	3	5	3	4	3	3
3	5	4	2	5	3	5	2	4	4	5	3	1	3	1
4	2	2	2	1	1	1	1	1	1	1	1	1	1	1
5	3	3	5	4	5	4	3	4	4	4	5	5	5	2
6	5	5	5	5	5	5	5	5	5	5	5	5	5	5
7	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	5	4	4	5	5	5	4	3	3	4	3	5	4	3
9	1	1	1	1	1	1	1	1	1	1	1	1	1	1
10	4	2	1	1	1	1	1	1	1	1	1	1	1	1
11	5	1	5	1	3	3	3	4	4	3	5	5	5	3
12	4	3	5	4	5	5	4	4	4	5	5	5	3	3
13	4	3	3	5	5	4	4	5	5	5	4	3	3	2
14	5	3	5	4	3	4	3	3	4	3	3	3	4	3
15	4	4	4	5	3	4	4	5	4	5	3	4	5	3
16	5	1	4	5	5	4	3	5	5	5	5	5	5	3
17	1	1	4	4	5	5	5	5	4	3	5	5	5	5
18	5	4	2	5	5	2	3	4	4	4	3	3	5	2
19	4	2	5	5	5	5	5	5	5	3	4	5	5	3
20	4	4	5	5	5	4	4	3	3	3	5	5	5	5
21	5	3	3	3	5	5	3	3	5	5	3	5	5	3
22	4	2	3	5	1	4	2	4	4	4	3	5	4	5
23	5	4	4	5	5	4	5	5	5	5	4	5	4	3
24	4	3	2	5	5	3	2	4	4	4	4	5	3	4
25	4	4	5	2	3	5	5	5	5	5	5	5	5	5
26	5	5	5	3	5	4	4	3	3	3	5	5	5	3
27	5	5	5	5	4	4	3	4	4	5	5	5	3	4
28	5	5	4	5	5	4	5	5	5	5	4	5	5	4
29	5	1	4	2	3	2	4	3	3	3	4	4	4	1
30	5	5	5	1	3	1	1	1	4	4	5	5	5	3



Regional Mobility Strategy 2050 MTP
 Exercise 3 - Rank 14 Visioning Criteria



	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1	Improve Safety	Improve Security	Protect Environment	Reduce Congestion	Promote Efficiency	Economic Goals	Land Goals	Increase Connection	Improve Access	Connect Travel	Conserve Energy	Improve QOL	Modal Options	Preserve ROW
31	5	3	5	3	5	1	5	1	5	1	5	5	5	5
32	5	1	5	1	1	4	5	1	5	1	3	5	3	5
33	4	4	5	5	4	3	1	4	5	4	5	5	4	4
34	5	3	5	5	3	4	5	4	4	4	5	5	5	2
35	4	4	5	5	5	4	3	4	5	4	4	4	4	4
36	4	4	5	3	4	4	4	4	4	4	5	3	3	3
37	4	1	4	3	3	3	4	3	4	1	3	4	1	3
38	2	1	3	5	5	1	1	1	3	1	1	4	1	1
39	5	4	5	3	4	4	5	5	5	5	5	5	5	5
40	5	3	1	5	5	4	4	1	1	5	3	5	1	1
41	5	1	5	1	1	1	1	1	1	1	1	1	1	1
42	3	3	5	3	3	4	4	5	4	4	4	5	5	3
43	5	3	4	2	1	1	3	1	1	1	1	1	2	4
44	5	5	5	2	2	5	2	1	1	1	5	5	1	1
45	4.16279	2.953488	3.906976744	3.53488372	3.627907	3.3953488	3.2558	3.25581395	3.60465	3.39535	3.6511628	4.02326	3.55814	2.953488
46														
47	Line 45 displays the average score for each criteria.													