Documentation of Public Hearing

Project Location
El Paso County, Texas
City of El Paso Bicycle Connectivity Infrastructure Project Phase II
CSJ : 0924-06-543

Project Limits
• Lomaland Drive from Pellicano Drive to Trawood Drive.
• Mosswood Street from Trawood Drive to Montwood Drive.
• Murchison Drive from Brown Street to Arizona Avenue.
• Magnolia Street from Murchison Drive to Arizona Avenue.
• Arizona Avenue from Murchison Drive to Alabama Street.
• Pellicano Drive from George Dieter Drive to Lomaland Drive.
• Tierra Este Road from RC Poe road to Pebble Hills Boulevard.
• Pendale Road from Yermoland Drive to North Loop Drive.

Hearing Location
Marty Robbins Recreation Center
11620 Vista Del Sol Dr., El Paso, TX 79936

Hearing Date and Time
Wednesday, February 5, 2020 at 6:00 PM

Translation Services
Spanish

Presenters
Marty Boyd, Advanced Transportation Planning Director, TxDOT
Obed Cano, Project Manager C.I.D., City of El Paso
Ismael Cepeda, P.E., Project Manager C.I.D., City of El Paso

Elected Official in Attendance
Lauren Jones, representing State Representative Art Fierro, District 79

Total Number of Attendees
17

Total Number of Commenters
18
Contents

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Comment Response Matrix
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<tr>
<td>1</td>
<td>Jackson Hurst</td>
<td>1/20/2020</td>
<td>Email</td>
<td>Hi I would like to be added to the mailing list for the Bicycle Connectivity Infrastructure Phase II Project. My mailing address is sent from [REDACTED] in accordance with Texas Government Code 552.137(a); any email addresses provided by members of the public must be redacted if documentation will be disclosed to the public.</td>
<td>Comment Noted.</td>
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<td>2</td>
<td>Meghan Curry</td>
<td>1/20/2020</td>
<td>Email</td>
<td>I just received notice about the Phase II plans for several eastside bike zones. I may have missed earlier notices, but was wondering if / when a route connecting Mesa will planned. I frequently commute via back roads and bike lanes on the Westside with little issue unless I have to travel north, beyond Executive. There is currently no safe way to travel north, toward Sunland Park. I've even been hit by a car riding on the side walk on Mesa and will not ride in traffic on that road despite riding in most other section of the city. With the mountains on the West and queries on the East - there is no other route North currently besides Mesa. The PDN trail will be decades away for this section. Please consider a safe cycle zone from executive to Sunland park on Mesa. Thank you. -- Meghan Curry</td>
<td>• The City has plans delineated on the City of El Paso Bike Plan 2016 for future bike improvements on the Westside of town, please see bike plan for future improvements. <a href="https://www.elpasotexas.gov/~/media/files/coep/capital-improvement/bike%20plan/081616%20bep%20plan_august%202016.ashx?la=en">https://www.elpasotexas.gov/~/media/files/coep/capital-improvement/bike%20plan/081616%20bep%20plan_august%202016.ashx?la=en</a></td>
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<td>3</td>
<td>Marshall Carter-Tripp</td>
<td>1/20/2020</td>
<td>Email</td>
<td>With regard to bicycle connectivity. As the City moves to increase bicycle enhancements on roadways, I would offer the following comment: I am increasingly reluctant to drive at night, and one reason is the growing number of bicycle riders (and joggers and walkers) who are out after dark in all-black outfits, no lights on their bikes or helmets, not even a white sock or scarf. Do they think that because they can see my car I can see them? I understand that the Texas Department of Transportation has published rules requiring for night bicycle riding that there be a headlamp on the front of the bicycle with a white light visible for 500 feet, and a red reflector or lamp on the rear visible for 300 feet (reflector) or 500 feet (lamp). May I urge the City to publish these rules - they are for the safety of both riders and drivers!! Thank you. -- Marshall Carter-Tripp</td>
<td>Comment Noted.</td>
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<td>4</td>
<td>Matthew Duran</td>
<td>2/6/2020</td>
<td>Email</td>
<td>I do not think painted bicycle lanes adequately address El Pasans traffic safety concerns. An 18 or 24 inch painted buffer will not keep me safe from drivers who are: speeding, on their cell phones, and/or under the influence. Painted bicycle lanes erode and decay quickly and will require frequent repainting. See our local news article detailing this: <a href="https://cbs4local.com/%E2%80%A6/city-says-green-boxes-on-resler-dri%E2%80%A6">https://cbs4local.com/…/city-says-green-boxes-on-resler-dri…</a> The current state of the painted bicycle lanes throughout El Paso show the failure of this design’s longevity and practicality; if you can’t even see the paint, what was the point? I would encourage the design team to consider other design options. Boulder, CO and Tucson, AZ are some of the leaders in city bicycle infrastructure and can offer great examples of urban design prioritizing vulnerable road-users (bicycle highways, separated bicycle paths, hike/bike trails). Drivers regularly and illegally use painted bicycle lanes as street parking, forcing a rider to merge into car lanes. But a design with a bicycle/multi-use path completely separated from motorized vehicles by a physical barrier will alleviate safety concerns and save lives. Thank you and I look forward to reading your official response. Matthew Duran</td>
<td>• Bicycle facility designations follow the City of El Paso Bike Plan.</td>
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This email is in response to the public hearing on new bicycle lanes held on February 5, 2020 at Marty Robbins Recreational Center. Overall, I am very happy to see the city of El Paso adding new bicycle lanes. However, I have a few reservations about the plans as unveiled at the February 5 meeting.

Oppportunity for Public Comment

One of the most worrisome things to me at the meeting was that the widths of the lanes and buffer areas for multiple proposed bike lanes were shown to be larger on the posters than in the power point - and people had the option to examine the posters at their leisure while the power point was sped through quickly. I did not request a copy of the posters and power point as I had intended to prior to writing this comment, but as I recall in every instance in which the widths were different the bike lane and buffer widths were smaller in the power point than on the posters, and I was told the power point contained the more updated plans. I believe most attendees did not notice the discrepancies and therefore are basing their comments and acceptance/nonacceptance of the bike plan based on the information provided on the posters, meaning they likely did not have a chance to object to the smaller lane sizes listed on the power point.

Lane and Buffer Widths

I am concerned that the bike lane and buffer width is being reduced as planning moves forward, especially for the faster moving roads. While I commute in central, often on roads with no bike lanes (due to the lack of availability of such lanes), there are a number of bike lanes in town I will not use. These include the bike lanes on Shadow Mountain / Westwind and George Dieter. The reason that these bike lanes are terrifying is because they are small unbuffered/unprotected bike lanes on fast moving busy wide roads - meaning cars are generally going too fast and paying to little attention to ensure any sort of safety for cyclists. I worry that the building more narrow unprotected bike lanes on busy roads like that will allow the city to say that there are more miles of bike lanes without providing cyclists with a safer option on the ground. This is of particular concern to the proposed Pellicano and Lomaland routes, where out of respect for the speed and quantity of traffic bike lanes should be a minimum of 4' with a 2' buffer (for a one way bike lane), but the general principal is true throughout the plan. El Paso Municipal Code 12.80.220(b) calls for cars and light trucks to give cyclists 3 feet of space and for trucks larger than light trucks to give cyclists 6 feet of space, and bike lanes should be build with a 2' buffer (for a one way bike lane), but the general principal is true throughout the plan. El Paso Municipal Code 12.80.220(b) calls for cars and light trucks to give cyclists 3 feet of space and for trucks larger than light trucks to give cyclists 6 feet of space, and bike lanes should be build so that a cyclist can ride at or near the center of the bike lane and receive that prescribed amount of safety buffering without traffic next to the bicycle lane needing to change their driving patterns.

Signs

I am concerned about the city's performative use of the term 'bicycle boulevard.' Where a sharrow is used to designate that bikes are supposed to use a specific route, signage should indicate "Bikes may use full lanes" or similar rather than "Share the Road," as "share the road" signs illustrate bikes cowering on one side of the road while vehicles pass close by. I have personally been yelled at more than once on an El Paso road when I am as reasonably to the side of the road as I can be while providing for my safety and cars feel they have been momentarily delayed; signs which tell drivers cyclists are allowed to use as much of the lane as we want for our safety would be amicably helpful. Connectivty

Obviously we do not have a fully connected bike lane system in El Paso yet. I would love to see a full citywide system of protected bike lanes in the future, but I think bike lanes that consist of no more than paint and signage are generally a step in the right direction. They must, however, be wide enough to ensure for cyclist safety. Narrow bike lanes on busy or fast moving roads are actively unsafe for cyclists and are, in my opinion, far worse than no bike lane at all.

Please give cyclists adequate safe space and protective signage when creating bike lanes. Respectfully,
Margaret Barnes

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In accordance with Texas Government Code 552.137(a), any email addresses provided by members of the public must be redacted if documentation will be disclosed to the public.
Dear Capitol Improvement Department,

I am an avid cyclist who uses streets and bike lanes as a primary mode of transportation and to commute to work. I am writing in regard to the public hearing on the Bicycle Connectivity Phase II plan held on February 5th, 2020. I would like to thank the department and all project staff who attended the meeting for the time and effort invested in holding a public hearing. This plan takes some important steps toward increasing bike lane connectivity throughout the city of El Paso and leaves a number of places for critical improvement. The ideal for every community is to have fully protected bike lanes that optimize cyclist and vehicle safety by completely separating cyclists from the flow of traffic. Protected bike lanes are undoubtedly the safest and most inclusive way to develop bicycle infrastructure in a city. However, given limited resources, safety must still remain a priority. It is insufficient to simply paint lines on roads with no regard to the specific road conditions and needs of cyclists. Based on close examination of the materials presented at the public hearing I have a number of suggestions that must be considered to truly advance bicycle infrastructure and cyclist safety in El Paso.

Proposed bike lanes at Lomaland Dr. as well as at Mosswood Corridor were presented with a fixed 4-ft width, which is not sufficient for safe cycling. The plans and the street design schematics. Again, this creates doubt that the plans are honest and transparent.

I would like to restate my thanks to the Department for holding a public hearing and making it possible to submit comment via many channels. The plans and the street design schematics. Again, this creates doubt that the plans are honest and transparent.

Intersections are a major location for bicycle accidents and fatalities and it should be considered that a bicycle navigates an intersection completely differently from a car. Traffic light timing should be adjusted to ensure that a slow cyclist can clear an intersection before the lights turn green for crossing traffic. Intersections should be marked to give priority and increase visibility for cyclists (eg: green boxes that move cyclists ahead of traffic and position them for a head start when lights change). A number of things remain unclear, even after the public hearing, and I urge the planning team to consider these as they finalize the bicycle lane designs:

- How will the plan facilitate and make left turns safer for cyclists?
- At the planning meeting it was stated in multiple instances that parking will not be affected. Does that mean that parking will be allowed to obstruct bike lanes? During the meeting some information that is crucial to assess the bicycle plan was omitted. This includes:
  - The speed limits of roads with planned bike lanes must be displayed to properly assess the appropriateness of proposed bike lane widths.
  - There were a number of contradictions between different information sources (eg: the Mosswood Corridor bike lane was stated to be 4’ on the information boards and 3’ wide in the presentation). This undermines public trust of the planning committee and reduces confidence that information has been shared honestly and transparently.
  - Information was inconsistent across different types of displays, particularly the start and end of each bike lane was unclear between the street plans and the street design schematics. Again, this creates doubt that the plans are honest and transparent.
  - I was never stated how public comments will be taken into consideration, nor how comments will be evaluated and added to improve the existing plans.
  - I would like to restate my thanks to the Department for holding a public hearing and making it possible to submit comment via many channels. The opportunity for public comment is invaluable to community development projects. I would urge the department to consider that “something is not better than nothing”, and it is insufficient to simply paint lines on roads. Bike lanes must be designed with cyclist safety as the main priority, consider parking and speed-limit conditions of each road, assert the rights of cyclists to use the road, and extend the safety of cyclists to intersections which are highly dangerous situations for every cyclist.

Marguerite Mauritz.

Bicycle Connectivity Infrastructure Project Phase II
El Paso County, Texas
CSJ: 0924-06-543
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| 7              | Melissa Lugo   | 2/11/2020     | Email  | Obed Cano,  
El Pasoans need a connected & protected bicycle infrastructure network that begins with phase I & II. I recently attended the city Bicycle Connectivity Phase II public meeting and was disappointed to find that none of the designs were much needed protected bike lanes, especially those on higher speed arterials and connectors like Lomaland, Murchison, Pelicano, and Tierra Este. I typically bike Edgemere which has a painted lane that ends at intersections making it unsafe while motorists may be texting or distracted. Painted bike lanes and sharrows simply is not enough to save lives and encourage all ages and abilities to be active and ride, this includes infrastructure appropriate for children. Not everyone has a choice whether they ride or not, even in harsh conditions. Most bicycle commuters ride because they have no other transportation choices. So it's on City and staff to design safe bike lanes appropriate for all ages and abilities.  
The design standards as proposed do nothing to improve safety and inclusivity for all ages and abilities for biking in El Paso. Installing "May Use Full Lane" signage on bike friendly infrastructure vs. "Share the Road" has been shown to improve understanding and decrease driver aggression toward cyclists. Bicycle lane design should be specific to the traffic conditions, crash data, and speed limits (this info was not provided at the public hearing) of the current road infrastructure and should not be a cookie-cutter solution as was seen of the proposed designs. According to the project presentation current parking conditions will not be affected. Does this mean there will be no accountability for parking and obstructing bike lanes? Protected bike lanes will also ensure that motorists do not park in bike lanes, obstruct cyclists travel and forcing them to ride in traffic. Murchison will be getting buffered, door zone bike lanes. Riding directly adjacent to parked cars, in their door zone (the space adjacent to cars where when motorists open their door, they obstruct the bike lane and the door and rider will collide with potentially deadly results). The safer option would be to move the parking lane out, creating a parking protected bike lane where the parked cars provide physical protection for riders. For phase III please include the entire bicycle lane network displayed at public meetings to make it accessible to see the where bike lanes are connecting to. Invite more staff and community members who ride bicycles to travel these routes by bike to collect accurate information before planning in order to implement safe design appropriate for all ages. Thank you for considering my input.  
Melissa M. Lugo | • Bicycle facility designations follow the City of El Paso Bike Plan.  
• This project follows National Association of City Transportation Officials (NACTO) design standards to promote the safety of both motor vehicle drivers and bicyclists.  
• This project does not propose "Share the Road" signs, instead "May Use Full Lane" signs have been implemented.  
• Improvements for all signalized intersections will include green colorized intersection crossing markings, while non-signalized intersections will include dotted line extension crossings.  
• Where existing, parking spaces will not be eliminated. This does not mean that bike lanes are intended for parking. Parking spaces and Bike lanes will not conflict, they are design as separated facilities. Existing enforcement exists by Municipal Code 12.44.020.  
• The possibility of moving the parking lane out to create a parking-protected bike lane was explored. After critical review, this idea was not implemented to avoid cars parking at the bike lane as they are used to parking next to the curb. |
| 8              | Trinidad Agosto| 2/11/2020     | Email  | Painted bicycle lanes erode and decay quickly and will require frequent repainting. See our local news article detailing this: https://cbs4local.com/…/city-says-green-boxes-on-resler-dri… The current state of the painted bicycle lanes throughout El Paso show the failure of this design’s longevity and practicality; if you can’t even see the paint, what was the point? I would encourage the design team to consider other design options. Boulder, CO and Tucson, AZ are some of the leaders in city bicycle infrastructure and can offer great examples of urban design prioritizing vulnerable road-users (bicycle highways, separated bicycle paths, hike/bike trails). | Comment Noted. |
Dear Mr. Cano,

I am in receipt of your notice regarding the proposal for "bicycle enhancements". These enhancement proposals are for various parts of the city but I have some comments to make as regards, specifically, the Murchison Corridor, beginning on Brown Street and ending on Arizona Avenue. For your consideration, I point out the following:

1. Beginning on the North side of Brown and Murchison ALL structures are private residences. On the corner of Brown and Murchison (north side) are condos. These properties have exits only onto Murchison. All other properties on the North side of Murchison can exit only onto Murchison, including two "cul-de-sacs"; one across Murchison from Georgia and the other is Guss. In summary, all traffic from these homes exit onto Murchison.

2. On the South side of Murchison, beginning on Brown, are the following: One out-patient Surgical Center and a Dialysis Center; both very busy. Next is a church; busy every day of the week. All the traffic enters and exits through Murchison. Continuing East, all are residential homes, all the way to Georgia. Before Georgia is Lazy Lane. Lazy Lane is a Dead End street with approximately 20 homes, and all traffic exits and enters Lazy Lane from Murchison. Georgia, east of Lazy Lane, is one of two two-way streets. Before Medical Center Dr. is a Long-term Care facility which also draws a lot of traffic.

3. The next street is Medical Center Drive which runs North-South. After Brown and Murchison, this is the only traffic light on Murchison. Medical Center Dr. is one of two two-way streets which leads to Cliff.

4. Occasionally, I see patients in walkers or wheel chairs, accompanied by staff, walking down Murchison within the white line that designates parking in front of homes up and down Murchison. I can say that these white lines that allow parking in front of homes are a tremendous benefit, especially for ambulances, healthcare providers, fire engines, police cars, etc., that need to park in front of one of these homes on Murchison.

5. After Medical Center Drive there is a cluster of medical buildings that border Murchison, including a hospital and further East on Murchison and Cotton is another Long Term Care facility. All the medical buildings bordered by Medical Center Drive, Murchison Dr., Cliff and Laurel are extremely busy buildings.

6. Currently, Murchison Dr. is a two-lane street. Although the speed is monitored electronically, regular traffic doesn't run at the speed limit of 30MPH. Consider the number of ambulances and other emergency vehicles that need access to three different hospitals and three long-term care facilities. Also consider the number of employees working at all these facilities that have to use Murchison Dr. to get to their place of employment. It was previously proposed to make Murchison a ONE-LANE street. This change would NOT be wise as we have frequent emergency vehicles that need fast access to several of these medical facilities. The current proposal is to promote bicycling on this street. Bicycling on a residential street NOT inhabited or encumbered by so many medical facilities and medical services can accommodate bicycle lanes but NOT Murchison Dr. The other change that would NOT be of benefit is converting Murchison into a ONE-LANE street. Another problem that I brought up before is the fact that we have NO crosswalks on Murchison until we get to Cotton and Murchison which happens to be approx. ½ mile away. We have families that live across the street from each other. I've seen a Dad carrying a baby running across Murchison to get to his parents' house across the street. To cross Murchison I have to walk a distance of two blocks west to the traffic light or east, approx. ½ blocks to the traffic light at Medical Center Dr. Mr. Cano, a few years ago when Murchison didn't have enough lighting and the lane markings were indistinguishable, I circulated a petition on Murchison between Medical Center Dr. and Brown calling attention to these two problems. We got very positive results. I am offering to circulate another petition to address the bicycle lanes. I believe we have the right to voice our opinion regarding bicycles on our street. Adding bicycle lanes would reduce regular traffic lanes to one instead of two. One lane cannot handle the amount of regular plus emergency traffic on Murchison.

Please contact me to give me a response. P.S. We need police to monitor speed limits and enforce the 30MPH.

Thank you!

(MRS.) Evangeline (Vangie) De Luna

P.P.S. Traffic going to the Northeast from the Westside tend to use Murchison Dr. as a quicker route.
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<td>10</td>
<td>Matthew Duran</td>
<td>2/5/2020</td>
<td>Court Reporter Transcript</td>
<td>Hello, everyone. My name is Matthew Duran. And I represent -- well, I live in the Lower Valley but I ride a bicycle every single day for two -- about two years now and I'm very familiar with it. I guess, the dangers, inherent dangers of riding a bicycle in El Paso. Statistically, one person will die on our roadways once a week. And that's just fact of -- that's just the fear of riding a bicycle. And my main concern with this design is that we're buffering the cyclist and the car with paint. And if we all take a quick minute to look at the ground, two of those squares is a two-foot buffer and it just -- it just doesn't, in my opinion, it just doesn't feel safe. It doesn't feel like something I can encourage other people to use. Like I wouldn't put my kid on this buffer. It doesn't feel -- it just isn't -- I mean, I think that's the main concern with everyone here in El Paso, is the reason why we have such -- so few cyclists, is because they just don't feel safe. And I'm not aware of the funding or the you know, the economical obstacles as to why we can't perhaps find a better design. I was mentioning that there's that design behind the Fountains of Farah on Viscount. And that is completely safe. It's completely away from traffic. And I would, I guess, hope that you-all would look for a design that would hopefully keep safety in mind as much as possible. Thank you.</td>
<td>• Bicycle facility designations follow the City of El Paso Bike Plan. • This project follows National Association of City Transportation Officials (NACTO) design standards to promote the safety of both motor vehicle drivers and bicyclists.</td>
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<td>11</td>
<td>Mariana Villalobos</td>
<td>2/5/2020</td>
<td>Court Reporter Transcript</td>
<td>Hi. I'm a cyclist. I ride a lot. Not every day, but three days a week at least. I want to touch on what the young man said earlier, about families. I do have two little kids. They're seven and nine. I would -- we do often ride our bikes to the park, and it isn't safe. And what I would really like for you as City folks is to maybe find some ways to let the public become more aware that there are people and kids on the streets. And pedestrian safety. Maybe do some public outreach to cyclists to other people. And let them know, &quot;Listen, people are on the roads. Let's watch out for them.&quot; Some sort of campaign, you know, like the Walk El Paso walk campaign. Do something like that, but for the bikes. And it would be very nice to be able to safely ride with my kids down the block. I wouldn't take them on these buffered bike lines. I, myself, would definitely take them. I love a buffered bike lane. To me they're really nice, versus just riding on the road without a lane. I feel a lot safer that way. But for me, I think the ultimate goal would be to be able to see more families on their bikes. I see a lot of families on their bikes along Montwood, which is very awesome. But I'm kind of a ways away from Montwood, so I wouldn't necessarily take my kids all the way down there. And I guess that was it. I think public education and I think this is really nice. I think more of this should continue. And buffered bike lanes. And more signage, too. More signs along the road. I mean, I can go for 15, 20 miles, 30 miles and only see a few signs that say &quot;Share the Road&quot; and I'm like, &quot;Well, there's a curve over ahead. There's no sign that says Share the Road. How would somebody know I'm out here if I'm not wearing a neon green sweater you know?&quot; And sometimes that neon green sweater isn't always clean so I've got to wear the black one, you know. public outreach. I think that would help the cycling community feel safer. And El Pasanos know. Because a lot of people do -- I mean, it's one way or another. Some people are very kind and polite and they'll move out of your way. And some people don't. But I think if that were the case, if there were more public just outreach in regards to. &quot;Look, we're going to do this and we're going to do it in your neighborhood, and we're letting you know about it and there might be more traffic, more bicycle traffic. We want to encourage that.&quot; I think it's good to get some help.</td>
<td>• Bicycle facility designations follow the City of El Paso Bike Plan. • This project follows National Association of City Transportation Officials (NACTO) design standards to promote the safety of both motor vehicle drivers and bicyclists. • Improvements for this project include bike related signs every 300-ft to 600ft to promote cyclist awareness. • This project does not propose &quot;Share the Road&quot; signs, instead &quot;May Use Full Lane&quot; signs have been implemented where appropriate.</td>
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Good evening, everybody. My name is Elizabeth Ramirez, and I came here from east El Paso. It's taken me a couple of years to get back out here to talk about this, but in 2014 I got hit by a car riding my bicycle. I came here to represent east El Paso. And first of all I want to thank the City of El Paso and TxDOT for doing this, because I will tell you that I've been riding since I was seven years old, and we never had anything like this. So I have a different outlook than some of you may have about what we are doing. Predominantly because it's a lot from what we've had. I did talk to some of the representatives here to speak about some of the rumble – rumble dots that we can do, maybe some of the sticks, to do a little bit of what you spoke of with regard to the blocking. It's a design. It's a design process. But the bigger thing is, is some of the personal responsibility that we as riders have to take, because at the end of the day we have to be on the lookout for our own personal safety as well, right? That's one of the things that you know, I as a rider was accused of, as not doing – when I went into a traffic light that was green when I entered and red when I exited. At the end of the day the biggest piece that I shared with the City management office or the City Traffic Management office is that I would like to see the traffic cycles get worked into this plan. Because the traffic cycling of the lights is geared for vehicles that are moving at additional speed. And that's throughout the State. And so, for obvious reasons, that's like a water trickle effect that needs to get adjusted throughout the design plans. Because bicycles can only travel so fast and vehicles can travel a lot faster than we can. But, you know, things that have to be designed into the plan, right? It's a plan in process. And so we can't get it right the first time, right? We've got to be conscious of that.

But I will tell you that, having grown up in El Paso, it's been a long time coming and something that we could definitely improve on. And I think that it's a step in the right direction from where we've been to where we are now. I love to see this grow and, you know, it's taken me a long time to get here, mostly because I was really angry for a very long time. I don't ride anymore. My bicycle's hanging in the garage and I ride a Peloton inside because it's a lot safer. But at the end of the day it is what it is. I suffered a full hamstring avulsion from a vehicle that hit me from a complete stop when the light changed and he decided it was time for him to go. It is what it is, right? But here's the deal, guys. As riders we all just have to have a lot of personal responsibility when we go into the road. And we've got to understand that the plan's not going to survive first contact, okay? It's a plan. It's not meant to be perfect. But as riders we've got to be out there and we've got to do the thing that's safe for us. Because we're a bicycle and they're a car. So understand that, when you get out into the road, it's your life. Okay? I got lucky. But I'm sure you've all read about the riders who don't get so lucky. Okay? So wear your personal protective gear. Pay attention to those lights. Don't play with them. And when the weather's bad – I talked to them about the inclement weather – plan for that. I didn't need to plan's not going to survive first contact, okay? It's a plan. It's not meant to be perfect. But as riders we've got to be out there and we've got to do the thing that's safe for us. Because we're a bicycle and they're a car. So understand that, when you get out into the road, it's your life. Okay? I got lucky. But I'm sure you've all read about the riders who don't get so lucky. Okay? So wear your personal protective gear. Pay attention to those lights. Don't play with them. And when the weather's bad – I talked to them about the inclement weather – plan for that. I didn't need to be riding in that wind. But I thought I could. It happens. Think about that. And I talked to the City planners about that as well.

Good evening, I'm Victor A. Ito. I am a resident on the Murchison Drive, so I'm here mostly talk about that border on Murchison Street. And my concern is that is a curvy street and slightly hilly, so the visibility factor is a major concern there. Cars, unfortunately, tend to speed on that street. I know they probably speed everywhere, but on that street it is a major concern because of the visibility factor. One of the things that really grabbed my attention on this is that that cross-section over there indicating Murchison Drive is a misrepresentation of the actual conditions of that street. On the north side of Murchison Street there is no sidewalk whatsoever. From the very corner of Brown Street almost all the way to Sierra Medical drive or – I don't know what it's called, Medical Center drive, not exactly Medical Center drive, but across from that nursing home that's there, it's called Mountain View nursing home, there are no sidewalks whatsoever on that stretch of Murchison Drive. So I'm sorry, but that's a misrepresentation. Okay? So now, with the proposed lanes for the bicyclists, obviously that's going to need allocation or space taken away from Murchison Drive. Plus the buffer zone. It's a dangerous street. Ten years ago a lady pedestrian was killed. She was hit right there on 1325 Murchison walking the street. She was killed. Two years ago another car on one of those curves by First Presbyterian Church went over the sidewalk and hit a house. They -- I didn't take photos at that time, but the house was hit. One of the rooms in the front of the house was hit. So speed is a major concern there. Safety of the people. Lives of people is a huge concern. So I think this really needs to be addressed and considered over again before these bike lanes are done on Murchison Drive. Basically, that's it. I'll submit some photographs later to the City. Thank you very much.

Timing for existing traffic signals follow American Association of State Highway and Transportation Officials (AASHTO) and Manual on Uniform Traffic Control Devices (MUTCD) standards. Timing for existing traffic signals within the project limits will be evaluated.

Sidewalks along Murchison vary in dimension, the typical section presented at the Public Hearing depicted an specific area where sidewalk is present on both sides. Project plans with specific sidewalk and parkway dimensions were available at the hearing.

Improvements for this project will not reduce vehicular capacity, the number of vehicular lanes will remain the same.

Improvements for this project will not include modification to existing sidewalks.
Hello, everyone. I'm an avid bicyclists. I ride mostly for transportation. So it's not really just for fun but to get to work, to get to -- buy groceries, things like that that are essential. And overall coming to the meeting and seeing the designs, very disappointed just to see that it's paint buffer when national statistics of safety show that when it's a protected bike lane and there's a connected network of protected bike lanes more people will use it and it's inclusive for all ages and all abilities to get where they need to go without the need for personal cars. And I know it's not always the case, paint and buffer while people are testing or distracted, does not save lives like protective bike lanes do. So whatever the limitations are for those types of designs -- I understand, you know, designers are limited to those in funding with City leadership and everything else that comes into play for funding protected bike lane infrastructure. We can go more into that in terms of, like, all of the new freeways that have been constructed, for eight miles of freeway would fund, you know, an entire city network of protected bike lanes. So that's something to consider. I also had some questions about the -- the Murchison -- the Murchison section where there is the -- parking is on the side of the residential section and then you have the bike lane in the door zone. So I don't know if that can be flipped to have the parking protected bike lane design in that so that the cyclists are -- are on the safer section of the intersection. And then also going through the presentation, when you-all were presenting and said that the parking wouldn't be affected. I don't know if that's interpreted as -- as that cars can still park in the bike lane and they would not be, like, accountable to parking citations or law enforcement that would say you can't park in the bike lane as an obstruction for people traveling by bike. And then I'd also like to see some crash data along with the speed limits and maybe a health impact assessment as part of that public announcement that the reason we want to have a network of connected bike lanes is because it's better for people's health and it's a positive image that people can get out and feel safe, all ages, all abilities, and stick to that main theme that we're positive about our vision for El Paso being an active city. And lastly, just to clarify on that signage about Share the Road, it's been shown statistically that drivers have better -- like, less aggression if it's -- the signage says Full [indiscernible] Use Full Lane versus Share the Road. Because Share the Road, they may still feel inclined to yell at the cyclist and say, you know, "You're not sharing," versus the cyclist can occupy the full lane. And then overall, just -- I forget who was addressing it, but I think it was your comments (indicating). Just overall, in terms of the -- the intersection treatments or having the lights for cycling, that's definitely saying to cyclists that you're putting people's safety over level of service. Because when we see a design that's made to prioritize vehicular traffic versus, you know, pedestrian and cycling, we're still saying what -- our biggest concern and our biggest priority right now is just to maintain level of service versus people's safety.

**Comment Number** | **Commenter Name** | **Date Received** | **Source** | **Comment** | **Response**
--- | --- | --- | --- | --- | ---
14 | Melissa Lugo | 2/5/2020 | Court Reporter Transcript | After returning to El Paso, we were pleased to see our city act more like the city we moved from. Encouraging an active lifestyle by promoting bike paths & rightways. The infrastructure looks amazing. We pray these efforts continue for safer roads and lifesaving drive awareness. Some of the small sections become great alerts for drivers many drivers need to be reminded to remain alert even in non-bike path sections... so for this, I'd like to thank y'all. | Comment Noted

15 | Ephram Vivar | 2/5/2020 | Received at Public Hearing | In review of the proposed plan, I would like to ask the City Traffic Management Office consider developing information within the current Bicycle Connectivity Infrastructure Phase II CSJ No. 0924-06-543, plan, that illustrate how traffic lights (more specifically light cycles) will be adjusted, to account for, or account for bicyclist speeds -- which may vary depending on rider abilities. Current light cycles account for vehicle-car/truck, speeds crossing traffic -- not bicycles. Please consider making provisions to account for light cycle speeds -- in my case, this matter resulted in a vehicle departing from full stop and hitting me as I crossed a 3 lane street when the light cycle to red. The need exist. | • Timing for existing traffic signals follow American Association of State Highway and Transportation Officials (AASHTO) and Manual on Uniform Traffic Control Devices (MUTCD) standards. Timing for existing traffic signals within the project limits will be evaluated.

16 | Elizabeth Ramirez | 2/5/2020 | Received at Public Hearing | In reviewing City of El Paso Bicycle Connectivity Infrastructure project Phase II CSJ No. 0924-06-543, will city police receive refresh training in relation to cycles TRC guidance related to roadway changes in their respective areas and be afforded visibility regarding changes in the traffic management as they pertain to these areas? Affording revenue/planning and consideration as the city implements this project is instrumental to its success, the safety of the cyclist and the drivers of El Paso. | • Ongoing efforts to educate city staff are currently in effect. Please see City of El Paso Bike Plan, under "Law Enforcement Training and Education" for more information.

17 | Elizabeth Ramirez | 2/5/2020 | Received at Public Hearing | • The possibility of moving the parking lane out to create a parking-protected bike lane was explored. After critical review, this idea was not implemented to avoid cars parking at the bike lane as they are used to parking next to the curb.

• Bicycle facility designations follow the City of El Paso Bike Plan.

• This project follows National Association of City Transportation Officials (NACTO) design standards to promote the safety of both motor vehicle drivers and bicyclists.

• Where existing, parking spaces will not be eliminated. This does not mean that bike lanes are intended for parking. Parking spaces and Bike lanes will not conflict, they are design as separated facilities. Existing enforcement exists by Municipal Code 12.44.020.

• This project does not propose "Share the Road" signs, instead "May Use Full Lane" signs have been implemented.

• Improvements for all signalized intersections will include green colored intersection crossing markings, while non-signalized intersections will include dotted line extension crossings.

• Timing for existing traffic signals follow American Association of State Highway and Transportation Officials (AASHTO) and Manual on Uniform Traffic Control Devices (MUTCD) standards. Timing for existing traffic signals within the project limits will be evaluated.

• Ongoing efforts to educate city staff are currently in effect. Please see City of El Paso Bike Plan, under "Law Enforcement Training and Education" for more information.

https://www.epalloytoxas.gov/-/media/files/coep/capital improvement/bike%20plan/081616%20epbpl_plan_august%202016.ashx?la=en
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| 18             | Victor A. Ito        | 2/5/2020      | Received at Public Hearing | The City of El Paso is neglecting misrepresenting the existing conditions for a large portion (corner of Brown St., all the way to the area across from mountain view nursing home (before Medical Ctr. Dr.)) on our "Engineering" & "Street" Dept. Cross-section plans/drawings, you falsely indicate that there is a Sidewalk on the northern portion of Murchison Dr. FALSE. There exists no sidewalks on that side of Murchison! This is a huge Safety concern due to the fact that too many citizens need to go to the medical Offices & hospital facilities along this corridor. In addition, a corner park on Brown/Murchison, demands the need for Sidewalks First, & in a sense of urgency. In Dec 20, 2009, a pedestrian was killed by a car right there on ≈ 1325 Murchison.  
• The street (Murchison) is curvy and slightly hilly.  
• Thus, visibility of street sight is limited.  
• Speed is a major factor; too challenging for enforcement by the city.  
• Prioritize the lives of residents by first addressing and constructing the necessary sidewalks. There is barely enough space or this (not bike lanes).  
• This is a high-traffic street... and the dangers/risks of having people get run over, will be a major factor.  
• Cars frequently have driven onto properties along Murchison. | • Sidewalks along Murchison vary in dimension, the typical section presented at the Public Hearing depicted an specific area where sidewalk is present on both sides. Project plans with specific sidewalk and pathway dimensions were available at the hearing.  
• Improvements for this project will not reduce vehicular capacity, the number of vehicular lanes will remain the same.  
• Improvements for this project will not include modification to existing sidewalks. |
| X              | Member of the public | 2/5/2020      | Received at Public Hearing | Right and what I meant by that is that they need to be modified to account for slow riders. Because levels are not the same. A fast rider can get across at 20 miles an hour and a slow rider's going to ride 10 -- 10 miles an hour. | **Comment was spoken out of standard protocol and was documented by court reporter. This comment was spoken out loud from within the audience. Comment noted.** |
Attachment B
Public Hearing Certification
Public Hearing Certification

Project Name: City of El Paso Bicycle Connectivity Phase II
County Name: El Paso
Control Section Job Numbers (CSJ): 0924-06-543
Project Limits From: Lomaland Drive from Pellicano Drive to Trawood Drive.
- Mosswood Street from Trawood Drive to Montwood Drive.
- Murchison Drive from Brown Street to Arizona Avenue.
- Magnolia Street from Murchison Drive to Arizona Avenue.
- Arizona Avenue from Murchison Drive to Alabama Street.
- Pellicano Drive from George Dieter Drive to Lomaland Drive.
- Tierra Este Road from RC Poe road to Pebble Hills Boulevard.
- Pendale Road from Yermoland Drive to North Loop Drive.

Project Limits To:

I certify that the following statements are true and apply to the project identified above.

A. A public hearing was held on February 5, 2020 at Marty Robbins Recreation Center in El Paso, Texas.

B. The economic and social effects of the project location and design and its impacts on the environment have been considered.

C. In determining economic, social, and environmental effects, the statutory provisions of the Civil Rights Act of 1964 have been considered.

D. The project consistency with the goals and objectives of urban planning, as dictated by the community has been considered.

E. Requirements of Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, Section 2.107 have been met.

Select if assigned under NEPA Assignment MOU.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.
Public Hearing Certification

[Signature]

TxDOT Representative Name

2/12/2020

Date
Attachment C

Notices

- Legal Notices
- Published in the *El Paso Times* on Tuesday, January 21, 2020
- Published in the *El Diario de El Paso* on Tuesday, January 21, 2020
- Mailed to Adjacent Property Owners on January 15, 2020
- Mailed to 93 Elected Officials on Friday, January 15, 2020

Contents

1. Public Notice
2. Newspaper Publication Tear Sheets
3. Elected Officials Notification Letters
4. Elected Officials Mailing List
5. Abutting Landowners Mailing List
6. City of El Paso - Capital Improvement Dept. web page Publication
7. TxDOT web page Publication
8. Capital Improvement Dept. Facebook web page Publication
The City of El Paso, in conjunction with the Texas Department of Transportation, will be conducting a public hearing on proposed bicycle enhancements to various roadways. The City is proposing to restripe the existing roadways to accommodate buffered bicycle lanes and bicycle boulevard travel lanes in various locations. The locations of improvements would include:

1. **Lomaland Corridor**  
   - Lomaland Drive from Pellicano Drive to Trawood Drive.

2. **Mosswood Corridor**  
   - Mosswood Street from Trawood Drive to Montwood Drive.

3. **Murchison Corridor**  
   - Murchison Drive from Brown Street to Arizona Avenue.  
   - Magnolia Street from Murchison Drive to Arizona Avenue.  
   - Arizona Avenue from Murchison Drive to Alabama Street.

4. **Pellicano Corridor**  
   - Pellicano Drive from George Dieter Drive to Lomaland Drive.

5. **Tierra Este Corridor**  
   - Tierra Este Road from RC Poe road to Pebble Hills Boulevard.

6. **Pendale Corridor**  
   - Pendale Road from Yermoland Drive to North Loop Drive.

The total project length would be approximately 7 miles and would be constructed within the existing right-of-way (ROW). The hearing will take place on **Wednesday, February 5, 2020** with an open house starting at **6 p.m.** and the formal presentation commencing at **7 p.m.** The hearing will be held at the **Marty Robbins Recreation Center** located at **11620 Vista Del Sol Dr., El Paso, TX 79936**.

The purpose of the proposed project is to improve bicyclist mobility in the project area. The project would not require the acquisition of additional right-of-way. The proposed project is not anticipated to impact any waters of the U.S. or floodplains.

The purpose of the hearing is to provide information about the proposed project and gather input from the public on the proposed project. Persons interested in attending the public hearing that have special communication or accommodation needs should contact the City of El Paso Public Information Office, Russel Williams at (915) 212-1079 at least two days prior to the hearing. Because the public hearing will be conducted in English, any requests for language interpreters or other special communication needs should also be made at least two days prior to the public hearing. The City will make all reasonable efforts to accommodate these needs.

Maps of the project study area and layouts of the project, as well as environmental documents will be available for review and comment during the hearing. Project staff will be available to answer questions. The same information will also be available for review 15 days prior to the hearing at the City of El Paso Capital Improvement Department Office, 218 N. Campbell Street, Second Floor, El Paso, TX 79901, from 7:30 a.m. to 4:30 p.m.

Verbal and written comments from the public regarding this project are encouraged. Comments may be submitted either at the public hearing or within 15 days after the hearing. Written comments may be mailed to the following address: **Capital Improvement Department, Attn: Bicycle Connectivity Infrastructure Phase II, 218 N. Campbell, Second Floor, El Paso, Texas 79901**. Comments may also be e-mailed to **CanoOA@elpasotexas.gov**. Comments must be postmarked on or before **Thursday February 20, 2020** to be included as part of the public hearing record. If you have any questions or would like to discuss the project in more detail, please contact Obed A. Cano, Project manager, at (915)212-1872.
La ciudad de El Paso, en conjunto con el Departamento de Transporte de Texas, llevará a cabo una Audiencia Pública sobre las mejoras propuestas para vías ciclistas. La ciudad propone pintar franjas en la carretera existente para acomodar ciclovías con zona de amortiguamiento y bulevares para bicicletas en varias ubicaciones. Los límites de las mejoras incluirían:

1. **Lomaland Corredor**
   - Lomaland Drive de Pellicano Drive hasta Trawood Drive.

2. **Mosswood Corredor**
   - Mosswood Street de Trawood Drive hasta Montwood Drive.

3. **Murchison Corredor**
   - Murchison Drive de Brown Street hasta Arizona Avenue.
   - Magnolia Street de Murchison Drive hasta Arizona Avenue.
   - Arizona Avenue de Murchison Drive hasta Alabama Street.

4. **Pellicano Corredor**
   - Pellicano Drive de George Dieter Drive hasta Lomaland Drive.

5. **Tierra Este Corredor**
   - Tierra Este Road de RC Poe road hasta Pebble Hills Boulevard.

6. **Pendele Corredor**
   - Pendale Road de Yermolandal Drive hasta North Loop Drive.

La distancia total del proyecto será de aproximadamente 7 millas y será construido dentro del derecho de vía (ROW, por sus siglas en inglés) existente. La Audiencia Pública tomará lugar el **miércoles, 5 de febrero de 2020** iniciando con un foro informal a las **6 p.m.** y una presentación formal iniciando a las **7 p.m.** La audiencia se llevará a cabo en el **Centro Recreativo Marty Robbins** ubicado en, **11620 Vista Del Sol Dr., El Paso, TX 79936**.

El propósito del proyecto propuesto es mejorar la movilidad de ciclistas en el área del proyecto. El proyecto no requiere derecho de vía adicional. El proyecto propuesto no impactará las aguas de Estados Unidos o llanuras de inundación.

El propósito de la audiencia es proveer información y recibir información del público. Las personas interesadas en atender la audiencia pública con dificultades de comunicación o que requieran acomodo especial deben comunicarse con la Oficina de Información Pública de la ciudad de El Paso, llamando a Russell Williams al (915) 212-1079 por lo menos dos días antes de la audiencia. Dado a que la audiencia pública será llevada a cabo en inglés, peticiones de interpretación o alguna otra necesidad especial de comunicación debe de hacerse por lo menos dos días antes de la audiencia. La Ciudad hará todo esfuerzo razonable para acomodar necesidades especiales.

Mapas del área de estudio, planes del proyecto, y documentos ambientales estarán disponibles para su revisión y comentarios durante la audiencia. El equipo de trabajo estará disponible para contestar preguntas. La misma información estará disponible 15 días antes de la audiencia en las oficinas del Departamento Capital Improvements, ubicado en el segundo piso del 218 N. Campbell Street, El Paso, TX 79901, de 7:30 a.m. a 4:30 p.m.

Comentarios verbales y por escrito son altamente recomendados. Los comentarios pueden ser entregados durante la audiencia pública o hasta 15 días posteriores a la audiencia. Los comentarios por escrito pueden ser enviados por correo postal a la siguiente dirección: **Capital Improvement Department, Attn: Bicycle Connectivity Infrastructure Phase II, 218 N. Campbell, Second Floor, El Paso, Texas 79901**. Los comentarios también pueden ser enviados por correo electrónico a **CanoOA@elpasotexas.gov**. Los comentarios deben ser fechados antes del **jueves, 20 de febrero de 2020** para ser incluidos en el registro oficial de la audiencia pública. Si tiene preguntas o le gustaría discutir el proyecto en más detalle, por favor comuníquese con **Obed A. Cano** al (915) **212-1872**.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevadas a cabo por TxDOT conforme con la Ley 23 U.S.C. 327 y un Memorándum de Entendimiento publicado el 9 de diciembre del 2019, y realizado por la FHWA y el TxDOT.
AFFIDAVIT OF PUBLICATION

Ad No.
GCI0347040

CITY OF EL PASO, CITY CLERK DEPT
300 N CAMPBELL 1ST FLOOR
EL PASO, TX 79901

I, being duly sworn say: EL PASO TIMES, a daily newspaper of general circulation published in the City and County El Paso, State of Texas, which is a newspaper of general circulation and which has been continuously and regularly published for the period of not less than one year in the said County of El Paso, and that he/she was upon the dates herein mentioned in the EL PASO TIMES.

That the LEGAL copy was published in the EL PASO TIMES and online for the date(s) of such follows 1 DAY(s) to wit

January 21, 2020

Legal Clerk

Subscribed and sworn before me this 21st of January 2020.

State of WI, County of Brown
NOTARY PUBLIC

My Commission Expires

Ad#: GCI0347040
P O :  
# of Affidavits : 1
El Censo comienza en Alaska: esto es lo que tiene que saber

El recuento puede traer muchas dudas, pero también soluciones

A

El nuevo Censo 2020 comienza el martes en la ciudad de Dillingham, en el suroeste de Alaska. Pero no porque las oficinas del Censo, dirigidas por Kenneth Prewitt, llegaron por primera vez al pueblo de Dillingham como pasajeros en un avión de pasajeros. Nuestros recortes muestran el uso del teléfono en esas medidas. La Oficina del Censo planifica enviar una primera ronda de aviso explicando cómo participar por línea y por correo, en el segundo y tercer trimestre. Si la persona no responde en línea, por correo o por teléfono, la Oficina del Censo hará una segunda ronda de recuentos, y en el tercer trimestre, la Oficina del Censo enviará un tercer aviso. Ya antes los cruces ilegales en el oeste de Arizona habían sufrido abruptos altibajos, y hay diversas razones para explicar la reciente disminución. Los residentes en el resto de los Estados Unidos pueden comenzar a responder en línea y por teléfono a los cuestionarios de la Oficina del Censo. El formulario pregunta cuántas personas viven en el hogar, el tamaño de escaños en el Congreso, dónde pueden construir sus escuelas locales durante las próximas décadas y si las carreteras estarán sus escuelas locales desde hace tres meses.

En el vecino sector Tucson, donde la Oficina del Censo de EU, Kenneth Prewitt, informó a los residentes de la Oficina del Censo de que el gobierno de Donald Trump implementa una política según la cual los solicitantes de asilo desde México pueden encontrar la oficina de inmigración y en las oficinas del Censo, dirigidas por Kenneth Prewitt, llegaron por primera vez al pueblo de Dillingham como pasajeros en un avión de pasajeros. Nuestros recortes muestran el uso del teléfono en esas medidas. La Oficina del Censo planifica enviar una primera ronda de aviso explicando cómo participar por línea y por correo, en el segundo y tercer trimestre. Si la persona no responde en línea, por correo o por teléfono, la Oficina del Censo hará una segunda ronda de recuentos, y en el tercer trimestre, la Oficina del Censo enviará un tercer aviso. Ya antes los cruces ilegales en el oeste de Arizona habían sufrido abruptos altibajos, y hay diversas razones para explicar la reciente disminución. Los residentes en el resto de los Estados Unidos pueden comenzar a responder en línea y por teléfono a los cuestionarios de la Oficina del Censo. El formulario pregunta cuántas personas viven en el hogar, el tamaño de escaños en el Congreso, dónde pueden construir sus escuelas locales durante las próximas décadas y si las carreteras estarán sus escuelas locales desde hace tres meses.

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ALTERNATIVE LANGUAGE AFFIDAVIT OF PUBLICATION

STATE OF TEXAS §
COUNTY OF EL PASO §

Before me, the undersigned authority, on this day personally appeared

Ivonne Rodriguez
(name of newspaper or publication representative)

deposes and says that (s)he is the Marketing and Sales
(title of newspaper or publication representative)
of the El Diario de El Paso
(name of newspaper or publication)
circulated in El Paso, Texas
(municipally or same county as the location of the facility or the proposed facility)

were published in said newspaper or publication on the following date(s):


CITY OF EL PASO- CAPITAL IMPROVEMENT

(Newsprint or publication representative's signature)

Subscribed and sworn to before me this the 21 day of January, 2020.
to certify which witness my hand and seal of office.

Notary Public in and for the State of Texas
(Seal)

Print or Type Name of Notary Public

My Commission Expires

01/10/2023
January 14, 2020

The Honorable Dee Margo
Mayor, City of El Paso
300 N. Campbell St.
El Paso, TX 79901

City of El Paso
Bicycle Connectivity Infrastructure Phase II Project
CSJ: 0924-06-543
County: El Paso

RE: Public Hearing for Proposed Bicycle Connectivity Infrastructure Phase II Project

Dear Mayor Dee Margo,

The City of El Paso will be conducting a public hearing to present proposed bicycle enhancements to the following locations:

Lomaland Corridor
• Lomaland Drive from Pellicano Drive to Trawood Drive.
Mosswood Corridor
• Mosswood Street from Trawood Drive to Montwood Drive.
Murchison Corridor
• Murchison Drive from Brown Street to Arizona Avenue.
• Magnolia Street from Murchison Drive to Arizona Avenue.
• Arizona Avenue from Murchison Drive to Alabama Street.
Pelicano Corridor
• Pellicano Drive from George Dieter Drive to Lomaland Drive.
Tierra Este Corridor
• Tierra Este Road from RC Poe road to Pebble Hills Boulevard.
Pendale Corridor
• Pendale Road from Yermoland Drive to North Loop Drive.

You are cordially invited to attend the public hearing on Wednesday, February 5, 2020 at the Marty Robbins Recreation Center located at 11620 Vista Del Sol Dr., El Paso, TX 79936. Displays will be available for viewing at 6 p.m. with the formal presentation commencing at 7 p.m.

The purpose of the proposed project is to improve bicyclist mobility in the project area. No additional right-of-way would be needed for the proposed project. No residential or commercial displacements would occur.

We invite you or a representative from your office to attend the public hearing. The enclosed Public Hearing Notice will be published in the El Paso Times and El Diario de El Paso on Tuesday, January 21, 2020 and will be mailed to abutting landowners within the project limits.

If you have any questions, please feel free to contact Obed A. Cano, Project Manager, at (915) 212-1872.

Sincerely,

Yvette Hernandez, P.E.
City of El Paso C.I.D. Grant Funded Programs Director
Elected Officials Mailing List

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<tr>
<th>GREETING</th>
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<td>Dee</td>
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<td>Mr.</td>
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<td>Jay</td>
<td>Banasiak</td>
<td>Mass Transit Department Director</td>
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<td>City of El Paso</td>
<td>10151 Montana</td>
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<td>Mr.</td>
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<td>Tommy</td>
<td>Gonzalez</td>
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<td>Ms.</td>
<td>Ms.</td>
<td>Laura</td>
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<td>Mr.</td>
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<td>Richard</td>
<td>Bristol</td>
<td>Director, Streets &amp; Maintenance</td>
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<td>City of El Paso</td>
<td>7968 San Palo Drive</td>
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<td>The Honorable</td>
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<td>Carlos</td>
<td>Leon</td>
<td>County Commissioner</td>
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<td>Patricia D.</td>
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<td>Mr.</td>
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<td>Betsy C.</td>
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<td>Dr.</td>
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The City of El Paso's Capital Improvement Department (CID) includes more than a billion dollars worth of investment in public infrastructure.

The city's CID includes unprecedented investments in quality of life infrastructure, complete streets, standard-setting municipal facilities, and mobility infrastructure which includes Sun Metro facilities and the El Paso International Airport.

It's all in service of the department's mission statement: To provide capital project management services to city staff, residents, and visitors to El Paso so they can use and enjoy improved infrastructure, facilities, and amenities for enhanced health, safety, and welfare.

**COMMUNITY OUTREACH**
- **Project Updates**
- Public Hearing Notice for Bicycle Connectivity Infrastructure Phase II
  - Reimagining Cohen Stadium
  - Neighborhood Water Parks
  - Chamizal, Lomaland and Alameda Rec Centers
  - Eastside Regional Park
  - El Paso Bike Plan
- **Private Property Information**
  - Landowner's Bill of Rights
  - Derechos de los Propietarios

**INDUSTRY INFORMATION**
- Participate in city projects
- Bid on city construction projects
- Professional Selection Services Program
- Design and Construction Information
- NACTO Design Guidelines
- Pavement Cut Information
- Design Standards for Construction
- General Conditions
- Office of Accessibility
PUBLIC HEARING NOTICE
Bicycle Connectivity Infrastructure Phase II
El Paso County, Texas
CSU: 0924-06-543

The City of El Paso, in conjunction with the Texas Department of Transportation, will be conducting a public hearing on proposed bicycle enhancements to various roadways. The City is proposing to realign the existing roadways to accommodate bicycle lanes and bicycle boulevard travel lanes in various locations. The locations of improvements would include:

1. Lomaland Corridor
   - Lomaland Drive from Pelican Drive to Traylor Drive.
2. Meswood Corridor
   - Meswood Street from Traylor Drive to Montwood Drive.
3. Marrunch Corridor
   - Marrunch Drive from Brown Street to Arizona Avenue.
   - Arizona Street from Marrunch Drive to Arizona Avenue.
4. Pelabano Corridor
   - Pelabano Drive from George Dieter Drive to Lomaland Drive.
5. Tierra Este Corridor
   - Tierra Este Road from PC-Poe road to Pebble Hills Boulevard.
6. Pendale Corridor
   - Pendale Road from Yermandale Drive to North Loop Drive.

The total project length would be approximately 7 miles and would be constructed within the existing right-of-way (ROW). The hearing will take place on Wednesday, February 5, 2020, with an open house starting at 6 p.m. and the formal presentation commencing at 7 p.m. The hearing will be held at the Marty Robbins Recreation Center located at 11800 Vista Del Sol Dr., El Paso, TX 79936.

The purpose of the proposed project is to improve bicyclist mobility in the project area. The project would not require the acquisition of additional right-of-way. The proposed project is not anticipated to impact any waters of the U.S. or floodplains.

The purpose of the hearing is to provide information about the proposed project and gather input from the public on the proposed project. Persons interested in attending the public hearing that have specific communication or accommodation needs should contact the City of El Paso Public Information Office, Russell Williams at (915) 212-1079, at least two days prior to the hearing. Because the public hearing will be conducted in English, any requests for language interpreters or other special communication needs should also be made at least two days prior to the public hearing.

The City will make all reasonable efforts to accommodate these needs.

Maps of the project study area and layouts of the project, as well as environmental documents will be available for review and comment during the hearing. Project staff will be available to answer questions. The same information will also be available for review 10 days prior to the hearing at the City of El Paso Capital Improvement Department Office, 218 N. Campbell Street, 2nd Floor, El Paso, TX 79901, from 7:30 a.m. to 4:30 p.m.

Verbal and written comments from the public regarding this project are encouraged. Comments may be submitted either at the public hearing or within 30 days after the hearing. Written comments may be mailed to the following address: Capital Improvement Department, Alt. Bicycle Connectivity Infrastructure Phase II, 218 N. Campbell, Second Floor, El Paso, Texas 79901. Comments may also be e-mailed to CIP@elpasotexas.gov. Comments must be postmarked on or before Wednesday, February 20, 2020 to be included as part of the public hearing record. If you have any questions or would like to discuss the project in more detail, please contact Obed A. Cano, Project Manager, at (915)212-1872.

AVISO DE AUDIENCIA PÚBLICA
Infraestructura de Conectividad Bicicleta, Fase II
Conado de El Paso, Texas
CSU: 0924-06-543

La ciudad de El Paso, en conjunto con el Departamento de Transporte de Texas, llevará a cabo una Audiencia Pública sobre las mejores propuestas para vías ciclistas. La ciudad propone probar franjas en la carretera existente para acomodar ciclistas con zona de amortiguamiento y bulines para bicicletas en varias ubicaciones. Los límites de las mejora instauran:

1. Lomaland Corredor
   - Lomaland Drive desde Pelican Drive hasta Traylor Drive.
2. Meswood Corredor
   - Meswood Street desde Traylor Drive hasta Montwood Drive.
3. Marrunch Corredor
   - Marrunch Drive desde Brown Street hasta Arizona Avenue.
   - Arizona Street desde Marrunch Drive hasta Arizona Avenue.
4. Pelabano Corredor
   - Pelabano Drive desde George Dieter Drive hasta Lomaland Drive.
5. Tierra Este Corredor
   - Tierra Este Road desde PC-Poe road a Pebble Hills Boulevard.
6. Pendale Corredor
   - Pendale Road desde Yermandale Drive hasta North Loop Drive.

La distancia total del proyecto será de aproximadamente 7 millas y será construido dentro de los derechos de vía (ROW), por sus siglas en inglés existente. La Audiencia Pública tendrá lugar mañana miércoles, 5 de febrero de 2020 iniciando con un horario informal a las 6 p.m. y una presentación formal iniciando a las 7 p.m. La audiencia se llevará a cabo en el Centro Recreativo Martín Robinson ubicado en 11800 Vista Del Sol Dr., El Paso, TX 79936.

El propósito del proyecto propuesto es mejorar la movilidad de ciclistas en el área del proyecto. El proyecto no requiere derechos de vía adicional. El proyecto propuesto no impactará las aguas de Estados Unidos o lluvias de inundación.

El propósito de la audiencia es proveer información y recoger información del público. Las personas interesadas en asistir a la audiencia pública con dificultades de comunicación o que requieran acomodaciones especiales deben comunicarse con el Departamento de Información Pública de la ciudad de El Paso, llamando a Russell Williams al (915) 212-1076 para las mismas dos semanas antes de la audiencia. Debe a que la audiencia pública será llevada a cabo en inglés, personas que no tienen una interpretación o alguna otra necesidad especial de comunicación debe hacerlo por lo menos dos días antes de la audiencia. La Ciudad hará todo esfuerzo razonable para acomodar necesidades especiales.

Mapas del área de estudio, planes del proyecto, y documentos ambientales estarán disponibles para su revisión y comentarios durante la audiencia. Ensayos de trabajo estarán disponibles para contestar preguntas. La misma información estará disponible 15 días antes de la audiencia en las oficinas del Departamento de Obras Públicas, ubicado en el segundo piso del 218 N. Campbell, El Paso, TX 79901, de 7:30 a.m. a 4:30 p.m.

Comentarios verbales y por escrito son altamente recomendables. Los comentarios pueden ser entregados durante la audiencia pública hasta 15 días posteriores a la audiencia. Los comentarios por escrito pueden ser enviados por correo postal a la siguiente dirección: Capital Improvement Department, Alt. Bicycle Connectivity Infrastructure Phase II, 218 N. Campbell, Second Floor, El Paso, Texas 79901. Los comentarios también pueden ser enviados por correo electrónico a CIP@elpasotexas.gov. Los comentarios deben ser hechos antes del jueves, 20 de febrero de 2020 para ser incluidos en el registro oficial de la audiencia pública. Si tiene preguntas o le gustaría discutir el proyecto en más detalle, por favor comuníquese con Obed A. Cano en (915) 212-5879. La ciudad de El Paso, Texas, garantiza la disponibilidad de bienes y servicios necesarios para que los proyectos estén en caminos para su realización. Llevados a cabo por NODT conforme a la Ley 23 U.S.C. 327 y a la Reglamentación de Enmiendas Públicas 195 del 15 de diciembre del 2019, realizadas por la...
Public Hearing - Bicycle Connectivity Infrastructure Phase II

Where: Marty Robbins Recreation Center
11620 Vista Del Sol Dr.
El Paso, Texas 79936 (Map)

When: Wednesday, February 5, 2020
Open House: 6 p.m. - 7 p.m.
Public Hearing: 7 p.m.

Purpose: The purpose of the proposed project is to improve bicyclist mobility in the project area. The project would not require the acquisition of additional right-of-way. The purpose of the hearing is to provide information about the proposed project and gather input from the public on the proposed project. An open house will be starting at 6 p.m. and a formal presentation commencing at 7 p.m. Verbal and written comments from the public regarding this project are encouraged. Comments may be submitted either at the public hearing or within 15 days after the hearing. Written comments may be mailed to the following address: Capital Improvement Department, Attn: Bicycle Connectivity Infrastructure Phase II, 218 N. Campbell, Second Floor, El Paso, Texas 79901. Comments must be postmarked on or before Thursday February 20, 2019 to be included as part of the public hearing record.

Description: The City is proposing to restripe the existing roadways to accommodate buffered bicycle lanes and bicycle boulevard travel lanes in various locations.

The locations of improvements would include:
Lomaland Drive from Pellicano Drive to Trawood Drive
Mosswood Street from Trawood Drive to Montwood Drive
Murchison Drive from Brown Street to Arizona Avenue
Magnolia Street from Murchison Drive to Arizona Avenue
Arizona Avenue from Murchison Drive to Alabama Street
Pellicano Drive from George Dieter Drive to Lomaland Drive
Tierra Este Road from RC Poe road to Pebble Hills Boulevard
Pendale Road from Yermoland Drive to North Loop Drive

The total project length would be approximately 7 miles and would be constructed within the existing right-of-way (ROW).

Special Accommodations: Persons interested in attending the public hearing that have special communication or accommodation needs should contact (915) 212-1079 at least two days prior to the hearing. Because the public hearing will be conducted in English, any requests for language interpreters or other special communication needs should also be made at least two days prior to the public hearing. All reasonable efforts will be made to accommodate these needs.

Memorandum of Understanding: The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Downloads:
- Notice
- Notice (Espanol)

Contact: TxDOT El Paso District
13301 Gateway Blvd. West
El Paso, TX 79928

(915) 790-4359
Email

Posted January 7, 2020
The City of El Paso, in conjunction with the Texas Department of Transportation, will be conducting a public hearing on proposed bicycle enhancements to various roadways. The City is proposing to restripe the existing roadways to accommodate buffered bicycle lanes and bicycle boulevard travel lanes in various locations. The locations of improvements would include:

1. Lomaland Corridor
   - Lomaland Drive from Pellicano Drive to Trawood Drive.
   - Mosswood Street from Trawood Drive to Montwood Drive.
   - Murchison Corridor
   - Murchison Drive from Brown Street to Arizona Avenue.
   - Magnolia Street from Murchison Drive to Arizona Avenue.
   - Arizona Avenue from Murchison Drive to Alabama Street.

2. Mosswood Corridor
   - Mosswood Street from Trawood Drive to Montwood Drive.

3. Murchison Corridor
   - Pellicano Corridor
   - Pellicano Drive from George Dieter Drive to Lomaland Drive.

4. Pellicano Corridor
   - Tierra Este Corridor
   - Tierra Este Road from RC Poe road to Pebble Hills Boulevard.
   - Pendale Corridor
   - Pendale Road from Yermoland Drive to North Loop Drive.

5. Tierra Este Corridor

The total project length would be approximately 7 miles and would be constructed within the existing right-of-way (ROW). The hearing will take place on Wednesday, February 5, 2020 with an open house starting at 6 p.m. and the formal presentation commencing at 7 p.m. The hearing will be held at the Marty Robbins Recreation Center located at 11620 Vista Del Sol Dr., El Paso, TX 79936.

The purpose of the proposed project is to improve bicyclist mobility in the project area. The project would not require the acquisition of additional right-of-way. The proposed project is not anticipated to impact any waters of the U.S. or floodplains.

The purpose of the hearing is to provide information about the proposed project and gather input from the public on the proposed project. Persons interested in attending the public hearing that have special communication or accommodation needs should contact the City of El Paso Public Information Office, Russel Williams at (915) 212-1079 at least two days prior to the hearing.

Because the public hearing will be conducted in English, any requests for language interpreters or other special communication needs should also be made at least two days prior to the public hearing. The City will make all reasonable efforts to accommodate these needs.

Maps of the project study area and layouts of the project, as well as environmental documents will be available for review and comment during the hearing. Project staff will be available to answer questions. The same information will also be available for review 15 days prior to the hearing at the City of El Paso Capital Improvement Department Office, 218 N. Campbell Street, 2nd Floor, El Paso, TX 79901, from 7:30 a.m. to 4:30 p.m.

Verbal and written comments from the public regarding this project are encouraged. Comments may be submitted either at the public hearing or within 15 days after the hearing. Written comments may be mailed to the following address: Capital Improvement Department, Attn: Bicycle Connectivity Infrastructure Phase II, 218 N. Campbell, Second Floor, El Paso, Texas 79901. Comments may also be mailed to CanoOA@elpasoelstexas.gov. Comments must be postmarked on or before Thursday February 20, 2020 to be included as part of the public hearing record. If you have any questions or would like to discuss the project in more detail, please contact Obed A. Cano, Project manager, at (915)212-1872.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

AVISO DE AUDIENCIA PÚBLICA
Infraestructura de Conectividad Ciclista, Fase II
Condado de El Paso, Texas
CSJ: 0924-06-543
La ciudad de El Paso, en conjunto con el Departamento de Tránsito de Texas, lleva a cabo una Audiencia Pública sobre las mejoras propuestas para vías ciclistas. La ciudad propone pintar franjas en la carretera existente para acomodar ciclovías con zona de amortiguamiento e bicicletas en varias ubicaciones. Los límites de las mejoras incluirían:

1. Lomaland Corredor
   - Lomaland Drive de Pellicano Drive hasta Trawood Drive.

2. Mosswood Corredor
   - Mosswood Street de Trawood Drive hasta Montwood Drive.

3. Murchison Corredor
   - Murchison Drive de Brown Street a Arizona Avenue.

4. Pellicano Corredor
   - Pellicano Drive de George Dieter Drive a Lomaland Drive.

5. Tierra Este Corredor

La audiencia se llevará a cabo el miércoles 5 de febrero de 2020 a las 6:00 p.m. con una charla informacional a las 7:00 p.m. La audiencia se realizará en el Centro de Realizaciones Marty Robbins ubicado en 11620 Vista Del Sol, El Paso, TX 79936.

La audiencia tiene como objetivo proporcionar información sobre el proyecto propuesto y recoger la opinión pública sobre el mismo. Las personas interesadas en asistir a la audiencia que tengan necesidades de comunicación especial o de acocomodación deben contactar a la Oficina de Información Pública de la Ciudad de El Paso, a Russel Williams por el número (915) 212-1079 al menos dos días antes de la audiencia. Porque la audiencia se llevará a cabo en inglés, cualquier solicitud de intérpretes de idiomas o otras necesidades de comunicación especial también deben hacerse al menos dos días antes de la audiencia.

Las mismas informaciones también estarán disponibles para su revisión y comentario 15 días antes de la audiencia en la Oficina de Mejoramiento de los Proyectos de la Ciudad de El Paso, Departamento de Mejoramiento, Atención: Infraestructura de Conectividad Ciclista, Fase II, 218 N. Campbell, 2ª. Planta, El Paso, TX 79901, de 7:30 a.m. a 4:30 p.m. Las observaciones verbales y escritas de la audiencia pueden ser presentadas durante la audiencia o en un plazo de 15 días a partir de la audiencia. Las observaciones escritas pueden ser enviadas por correo a la siguiente dirección: Departamento de Mejoramiento de los Proyectos de la Ciudad de El Paso, Atención: Infraestructura de Conectividad Ciclista, Fase II, 218 N. Campbell, 2ª. Planta, El Paso, TX 79901. Las observaciones también pueden ser enviadas por correo a CanoOA@elpasoelstexas.gov. Las observaciones deben ser remitidas a la ciudad de El Paso, Texas 79901, el jueves 20 de febrero de 2020 para su inclusión como parte de la audiencia pública. Si tiene alguna pregunta o desea discutir el proyecto en más detalle, puede contactar a Obed A. Cano, gerente del proyecto, en el (915)212-1872.

El proyecto requiere una revisión ambiental, consulta y otras acciones como lo requiere la ley ambiental federal para este proyecto que está en curso, o ha sido llevado a cabo por TxDOT conforme a los 23 U.S.C. 327 y un Memorando de Entendimiento firmado el 9 de diciembre de 2019, y ejecutado por FHWA y TxDOT.

Notas de Audiencia Pública
Infraestructura de Conectividad Ciclista, Fase II
Condado de El Paso, Texas
CSJ: 0924-06-543
La ciudad de El Paso, en conjunto con el Departamento de Transporte de Texas, llevará a cabo una Audiencia Pública sobre las mejoras propuestas para vías ciclistas. La ciudad propone pintar franjas en la carretera existente para acomodar ciclovías con zona de amortiguamiento y bicicletas en varias ubicaciones. Los límites de las mejoras incluirían:

1. Lomaland Corredor
   - Lomaland Drive de Pellicano Drive hasta Trawood Drive.

2. Mosswood Corredor
   - Mosswood Street de Trawood Drive hasta Montwood Drive.

3. Murchison Corredor
   - Murchison Drive de Brown Street a Arizona Avenue.

4. Pellicano Corredor
   - Pellicano Drive de George Dieter Drive a Lomaland Drive.

5. Tierra Este Corredor

La audiencia se llevará a cabo el miércoles 5 de febrero de 2020 a las 6:00 p.m. con una charla informacional a las 7:00 p.m. La audiencia se realizará en el Centro de Realizaciones Marty Robbins ubicado en 11620 Vista Del Sol, El Paso, TX 79936.

La audiencia tiene como objetivo proporcionar información sobre el proyecto propuesto y recoger la opinión pública sobre el mismo. Las personas interesadas en asistir a la audiencia que tengan necesidades de comunicación especial o de acocomodación deben contactar a la Oficina de Información Pública de la Ciudad de El Paso, a Russel Williams por el número (915) 212-1079 al menos dos días antes de la audiencia. Porque la audiencia se llevará a cabo en inglés, cualquier solicitud de intérpretes de idiomas o otras necesidades de comunicación especial también deben hacerse al menos dos días antes de la audiencia.

Las mismas informaciones también estarán disponibles para su revisión y comentario 15 días antes de la audiencia en la Oficina de Mejoramiento de los Proyectos de la Ciudad de El Paso, Departamento de Mejoramiento, Atención: Infraestructura de Conectividad Ciclista, Fase II, 218 N. Campbell, 2ª. Planta, El Paso, TX 79901, de 7:30 a.m. a 4:30 p.m. Las observaciones verbales y escritas de la audiencia pueden ser presentadas durante la audiencia o en un plazo de 15 días a partir de la audiencia. Las observaciones escritas pueden ser enviadas por correo a la siguiente dirección: Departamento de Mejoramiento de los Proyectos de la Ciudad de El Paso, Atención: Infraestructura de Conectividad Ciclista, Fase II, 218 N. Campbell, 2ª. Planta, El Paso, TX 79901. Las observaciones también pueden ser enviadas por correo a CanoOA@elpasoelstexas.gov. Las observaciones deben ser remitidas a la ciudad de El Paso, Texas 79901, el jueves 20 de febrero de 2020 para su inclusión como parte de la audiencia pública. Si tiene alguna pregunta o desea discutir el proyecto en más detalle, puede contactar a Obed A. Cano, gerente del proyecto, en el (915)212-1872.

El proyecto requiere una revisión ambiental, consulta y otras acciones como lo requiere la ley ambiental federal para este proyecto que está en curso, o ha sido llevado a cabo por TxDOT conforme a los 23 U.S.C. 327 y un Memorando de Entendimiento firmado el 9 de diciembre de 2019, y ejecutado por FHWA y TxDOT.
La audiencia pública tomará lugar el miércoles, 5 de febrero de 2020 iniciando con un foro informal a las 6 p.m. y una presentación formal iniciando a las 7 p.m. La audiencia se llevará a cabo en el Centro Recreativo Marty Robbins ubicado en, 11620 Vista Del Sol Dr., El Paso, TX 79936.

El propósito del proyecto propuesto es mejorar la movilidad de ciclistas en el área del proyecto. El proyecto no requiere derecho de vía adicional. El proyecto propuesto no impactará las aguas de Estados Unidos o llanuras de inundación.

El propósito de la audiencia es proveer información y recibir información del público.

Las personas interesadas en atender la audiencia pública con dificultades de comunicación o que requieran acomodo especial deben comunicarse con la Oficina de Información Pública de la ciudad de El Paso, llamando a Russell Williams al (915) 212-1079 por lo menos dos días antes de la audiencia. Dado a que la audiencia pública será llevada a cabo en inglés, peticiones de interpretación o alguna otra necesidad especial de comunicación debe de hacerse por lo menos dos días antes de la audiencia. La Ciudad hará todo esfuerzo razonable para acomodar necesidades especiales.

Mapas del área de estudio, planes del proyecto, y documentos ambientales estarán disponibles para su revisión y comentarios durante la audiencia. El equipo de trabajo estará disponible para contestar preguntas. La misma información estará disponible 15 días antes de la audiencia en las oficinas del Departamento Capital Improvements, ubicado en el segundo piso del 218 N. Campbell Street, El Paso, TX 79901, de 7:30 a.m. a 4:30 p.m.

Comentarios verbales y por escrito son altamente recomendados. Los comentarios también pueden ser enviados por correo electrónico a CanoOA@elpasotexas.gov. Los comentarios deben ser fechados antes del jueves, 20 de febrero de 2020 para ser incluidos en el registro oficial de la audiencia pública. Si tiene preguntas o le gustaría discutir el proyecto en más detalle, por favor comuníquese con Obed A. Cano al (915) 212-1872.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido llevadas a cabo por TxDOT conforme con la Ley 23 U.S.C. 327 y un Memorándum de Entendimiento publicado el 9 de diciembre del 2019, y realizado por la FHWA y el TxDOT.
## Attachment D
### Sign-in Sheets

#### Attendance

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#### Contents

1. Sign-in Sheets
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<td>Melissa Lupe</td>
<td>Velo Paso Bicycle-Pedestrian Coalition</td>
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<td>Marguerite Mauritz</td>
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<td>Elizabeth Ramirez</td>
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<td>Travis White +</td>
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<td>Jo Ann Underwood</td>
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<td>Diana B. Esquivel</td>
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<td>Mariana Villalobos</td>
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<td>Matthew J. Duenas</td>
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<td>Sergio Reyes</td>
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<td>Lety Perez</td>
<td>Raspberry &amp; Assoc (Court Reporter)</td>
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<tr>
<td>Ellis Austin</td>
<td>clancy Austin <a href="mailto:AJ@elpaso-texas.gov">AJ@elpaso-texas.gov</a></td>
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<tr>
<td>Yulie Humandar</td>
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<td>Margaret Schroeder</td>
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<td>Alex Pedra</td>
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Attachment E
Verbatim Transcript

Content
1. Verbatim Transcript
PUBLIC HEARING

CITY OF EL PASO BICYCLE CONNECTIVITY
INFRASTRUCTURE PROJECT
PHASE II
CSJ No. 0924-06-543
MARTY ROBBINS RECREATION CENTER
11620 VISTA DEL SOL DRIVE
EL PASO, TEXAS 79936
FEBRUARY 5, 2020

Stenographically reported by:
Leticia Perez, CSR/RMR/CRR
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2. Comments by Mr. Cano ................................ 6
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PUBLIC HEARING

MS. BOYD: Good evening, ladies and gentlemen. My name is Marty Boyd, and I am the Advanced Transportation Planning Director with the El Paso District of the Texas Department of Transportation, TxDOT, and the Public Hearing Officer for today's proceeding.

The City of El Paso and TxDOT welcome you to this public hearing at the Marty Robbins Recreation Center. The Public Hearing is for the Phase II of the Bicycle Connectivity Infrastructure in El Paso, Texas. Today's date is February 5, 2020 and the time is now 7:01.

We have simultaneous interpretation available for any individuals that would like to hear the presentation and comments in Spanish. Please see the desk located at the back of the room for your headsets.

(Interpreter speaking in Spanish.)

MS. BOYD: Thank you.

So before we begin our presentation, I would like to mention a few things. In consideration of the presenters and fellow attendees, please take a moment to silence your cell phones. I would also like to point out emergency exits in the room. There's one
there (indicating) and one over here (indicating), to my
left.

If you have not already done so, please
sign in before you leave this evening. The sign-in
sheets allow us to record today tonight's participants.

The City of El Paso and TxDOT are
conducting this Public Hearing for the Bicycle
Connectivity Infrastructure Phase II Project. The
Hearing is being held in order to present the proposed
improvements, to receive public feedback, and to comply
with the Texas Transportation Code requiring a Public
Hearing for projects that add bicycle lanes.

After the presentation and intermission,
there will be an opportunity for you to present verbal
comments for the official record. Those of you who wish
to make verbal comments, please complete a
speaker-registration card and return it to the sign-in
table.

When your name is announced, please come
to the microphone and state your name and who you
represent, if applicable. Each speaker will be limited
to a period of three minutes. It is standard protocol
at a Public Hearing for us to not allow questions during
the formal presentation -- to not answer questions
during the formal presentation or comment period.
However, project team members will be available to answer project-related questions during the intermission or following the formal verbal comment period.

If you would like to present comments but do not wish to make them verbally, you may submit them in written form. There are comment forms available in English and Spanish at the sign-in table, and they may be placed in any of our comment boxes available, emailed or mailed to the address on the form. All written comments must be postmarked or emailed no later than Thursday, February 20th, 2020, in order to be included in the public record.

We appreciate your interest in the Bicycle Connectivity Infrastructure Phase II Project.


Invitations to elected officials were mailed on January 15, 2020.

Also on January 15, 2020, invitation announcements were mailed to landowners abutting the roadway within the proposed project limits and other interested parties.

This Public Hearing is being recorded by a
certified court reporter for the formal public record.

I will now pass the presentation to Mr. Obed Cano with the City of El Paso, who will discuss the project in more detail.

MR. CANO:  Thank you, Ms. Boyd. Before proceeding further I would like to introduce the elected officials who are in attendance tonight.

We have Laurie Jones with the State Rep Art Fierro. We have him here? Raise your hand. Okay. We appreciate your attendance and thank you for your interest in this project. If I missed anyone, please take a moment to stand and introduce yourself.

Okay. Now I would like to ask the members of the project team to please stand. These individuals are here to assist you and will be available during the intermission to answer your particular questions regarding the proposed improvements. If you have not done so already, please take an opportunity at that time to view the exhibits and the environmental documents and bring forward questions you might have to the project team.

Tonight's Public Hearing will present the proposed project improvements, followed by a discussion of the proposed project schedule and the environmental investigations that have been completed for the project.
Afterwards, we will have a 15-minute intermission. After the intermission, the formal public comment period will begin.

The proposed bicycle improvements will be located on:

- Lomaland Drive to Trawood Drive.
- Mosswood Street from Trawood Drive to Montwood Drive.
- Murchison Drive from Brown Street to Arizona Avenue.
- Magnolia Street from Murchison Drive to Arizona Avenue.
- Arizona Avenue from Murchison Drive to Alabama Street.
- Pellicano Drive from George Dieter Drive to Lomaland Drive.
- Tierra Este Road from RC Poe Road to Pebble Hills Boulevard.
- And Pendale Road from Yermoland Drive to North Loop Drive.

The City is proposing to restripe the existing roadways to accommodate buffered bicycle lanes and bicycle boulevard travel lanes in various locations, as described in the previous slide.

The total project length will be
approximately seven miles and all work will be completed within the City's existing right-of-way.

The following slides depict the typical cross-sections at each of the proposed project locations.

This slide shows the proposed layout along Lomaland Drive.

The existing design currently holds a two-lane roadway in each direction and one center turning lane for motor vehicles only. The proposed improvements will allow the addition of three-foot bicycle lanes protected by a 1.5-foot buffer area, while maintaining two traffic lanes in each direction and one center turning lane for motor vehicles as shown on the layout.

This slide shows the proposed layout along Mosswood Street.

The existing design currently holds a one-lane roadway in each direction for motor vehicles only. The proposed improvements transform the existing lanes into bicycle boulevards/share lanes.

The proposed improvements do not eliminate existing parking.

This slide shows the proposed layout along Murchison Drive, from Brown to Cotton Street:
The existing design currently holds a two-lane roadway in each direction for motor vehicles only. The proposed improvements will allow the addition of a single three-foot bicycle lane protected by a two-foot buffer area, while maintaining two traffic lanes for motor vehicles in each direction as shown in the layout.

The proposed improvements do not eliminate existing parking.

This slide shows the proposed layout along Murchison Drive, from Cotton Street to Magnolia Street.

The existing design currently holds a one-lane roadway in each direction for motor vehicles only. The proposed improvements will allow the addition of four-foot bicycle lane protected by a two-foot buffer area, while maintaining two traffic lanes for motor vehicles in each direction as shown on the layout.

The proposed improvements do not eliminate existing parking.

This slide shows the proposed layout along Magnolia Street.

The existing design currently holds a one-lane roadway in each direction for motor vehicles only. The proposed improvements will allow the addition of a single four-foot bicycle lane protected by a
two-foot buffer area, while maintaining two traffic lanes for motor vehicles in each direction as shown on the layout.

This slide shows the proposed layout along Arizona Avenue.

The existing design currently holds a three-lane roadway for motor vehicles only. The proposed improvements will allow the addition of a single four-foot bicycle lane protected by a two-foot buffer area, while maintaining three traffic lanes for motor vehicles as shown on the layout.

This slide shows the proposed layout along Pellicano Drive.

The existing design currently holds a two-lane roadway in each direction and one center turning lane for motor vehicles only. The proposed improvements will allow the addition of three-foot bicycle lanes protected by a 1.5-foot buffer area, while maintaining two traffic lanes in each direction and one center turning lane for motor vehicles as shown on the layout.

This slide shows the proposed layout along Tierra Este Road.

The existing design currently holds a two-lane roadway in each direction and one center
turning lane for motor vehicles only. The proposed
improvements will allow the addition of a four-foot
bicycle lane protected by a 1.5-foot buffer area. While
eliminating the center turning lane, improvements will
maintain two traffic lanes for motor vehicles in each
direction as shown on the layout.

And finally, this slide shows the proposed
layout along Pendale Road.

The existing design currently holds a
one-lane roadway in each direction for motor vehicles
only. The proposed improvements will allow the addition
of four-foot bicycle lanes protected by a two-foot
buffer area, while maintaining one traffic lane for
motor vehicles in each direction as shown on the layout.

The proposed improvements do not eliminate
existing parking.

The total construction cost for the
project would be approximately 1.5 million and would
include federal and local funds.

The project construction is expected to
begin in fall of 2020 and end in summer of 2021, lasting
approximately six months.

I will now pass the presentation to
Mr. Cepeda with the City of El Paso, to provide a
summary of the environmental investigations that were
This project was processed as a categorical exclusion. Technical reports were prepared to assess potential impacts on the natural and human environment.

These reports determined that the project would not result in impacts to threatened or endangered species, historical resources, archeological resources, community features, hazardous materials, air quality, or result in traffic noise impacts. The proposed project is not anticipated to impact any waters of the U.S. or floodplains.

The project would not require the acquisition of additional right-of-way. And the project would not reduce roadway capacity.

Access will be maintained to adjacent properties throughout the project area.

I will now pass the presentation back to Ms. Boyd.

The proposed project plans and environmental reports are available for your review tonight. The project plans and documents can also be reviewed at the City of El Paso Capital Improvement Program office.
Department office, at 218 North Campbell Street, Second Floor, El Paso, Texas 79901, until Thursday, February 20, 2020.

This concludes tonight's presentation. If you would like to make a verbal comment tonight and have not registered, please take a moment to do so now. Once again, we will not address your questions while you have the floor during the comment period. This procedure will allow everyone an opportunity to speak and is standard protocol for public hearings. All verbal and written comments and questions presented tonight will be addressed in and made part of the Public Hearing summary report.

Please remember if you choose to submit your comments later by mail, they must be postmarked or emailed no later than Thursday, February 20, 2020. All of your statements, comments and questions will be given careful consideration where final design features are determined.

We will now take a 15-minute intermission. During the Intermission, please feel free to review the exhibits set up in the room. And if you have any questions, ask one of the project team members during this time. These individuals will address your questions.
(Intermission.)

MS. BOYD: We will now start the verbal comments. First we will hear from Matthew Duran, or -- Mr. Duran, please come here. You can have the mic.

PUBLIC COMMENT: Hello, everyone. My name is Matthew Duran. And I represent -- well, I live in the Lower Valley but I ride a bicycle every single day for two -- about two years now and I'm very familiar with with, I guess, the dangers, inherent dangers of riding a bicycle in El Paso.

Statistically, one person will die on our roadways once a week. And that's just fact of -- that's just the fear of riding a bicycle. And my main concern with this design is that we're buffering the cyclist and the car with paint.

And if we all take a quick minute to look at the ground, two of those squares is a two-foot buffer and it just -- it just doesn't, in my opinion, it just doesn't feel safe. It doesn't feel like something I can encourage other people to use. Like I wouldn't put my kid on this buffer. It doesn't feel -- it just isn't -- I mean, I think that's the main concern with everyone here in El Paso, is the reason why we have such -- so few cyclists, is because they just don't feel safe.

And I'm not aware of the funding or the --
you know, the economical obstacles as to why we can't perhaps find a better design. I was mentioning that there's that design behind the Fountains of Farah on Viscount. And that is completely safe. It's completely away from traffic. And I would, I guess, hope that you-all would look for a design that would hopefully keep safety in mind as much as possible.

Thank you.

MS. BOYD: Thank you, Mr. Duran. We will now hear from Mariana Villalobos.

PUBLIC COMMENT: Hi. I'm a cyclist. I ride a lot. Not every day, but three days a week at least. I want to touch on what the young man said earlier, about families.

I do have two little kids. They're seven and nine. I would -- we do often ride our bikes to the park, and it isn't safe. And what I would really like for you as City folks is to maybe find some ways to let the public become more aware that there are people and kids on the streets. And pedestrian safety.

Maybe do some public outreach to cyclists to other people. And let them know, "Listen, people are on the roads. Let's watch out for them." Some sort of campaign, you know, like the Walk El Paso walk campaign. Do something like that, but for the bikes.
And it would be very nice to be able to safely ride with my kids down the block. I wouldn't take them on these buffered bike lines. I, myself, would definitely take them. I love a buffered bike lane. To me they're really nice, versus just riding on the road without a lane. I feel a lot safer that way.

But for me, I think the ultimate goal would be to be able to see more families on their bikes. I see a lot of families on their bikes along Montwood, which is very awesome. But I'm kind of a ways away from Montwood, so I wouldn't necessarily take my kids all the way down there.

And I guess that was it. I think public education and I think this is really nice. I think more of this should continue. And buffered bike lanes.

And more signage, too. More signs along the road. I mean, I can go for 15, 20 miles, 30 miles and only see a few signs that say "Share the Road" and I'm like, "Well, there's a curve over ahead. There's no sign that says Share the Road. How would somebody know I'm out here if I'm not wearing a neon green sweater you know?" And sometimes that neon green sweater isn't always clean so I've got to wear the black one, you know.

So I think definitely more signage and
public outreach. I think that would help the cycling community feel safer. And El Pasoans know. Because a lot of people do -- I mean, it's one way or another. Some people are very kind and polite and they'll move out of your way. And some people don't.

But I think if that were the case, if there were more public just outreach in regards to, "Look, we're going to do this and we're going to do it in your neighborhood, and we're letting you know about it and there might be more traffic, more bicycle traffic. We want to encourage that." I think it's good to get some help.

MS. BOYD: Thank you.

PUBLIC COMMENT: Mm-hmm.

MS. BOYD: Thank you. We will now hear from Elizabeth Ramirez.

PUBLIC COMMENT: Good evening, everybody.

So my name's Elizabeth Ramirez and I came here from east El Paso. It's taken me a couple of years to get back out here to talk about this, but in 2014 I got hit by a car riding my bicycle. I came here to represent east El Paso. And first of all I want to thank the City of El Paso and TxDOT for doing this, because I will tell you that I've been riding since I was seven years old, and we never had anything like this.
So I have a different outlook than some of you may have about what we are doing. Predominantly because it's a lot from what we've had.

I did talk to some of the representatives here to speak about some of the rumble -- rumble dots that we can do, maybe some of the sticks, to do a little bit of what you spoke of with regard to the blocking.

It's a design. It's a design process.

But the bigger thing is, is some of the personal responsibility that we as riders have to take, because at the end of the day we have to be on the lookout for our own personal safety as well, right? That's one of the things that, you know, I as a rider was accused of, as not doing -- when I went into a traffic light that was green when I entered and red when I exited.

At the end of the day the biggest piece that I shared with the City management office or the City Traffic Management office is that I would like to see the traffic cycles get worked into this plan. Because the traffic cycling of the lights is geared for vehicles that are moving at additional speed. And that's throughout the State. And so, for obvious reasons, that's like a water trickle effect that needs to get adjusted throughout the design plans. Because bicycles can only travel so fast and vehicles can travel
a lot faster than we can.

But, you know, things that have to be designed into the plan, right? It's a plan in process. And so we can't get it right the first time, right? We've got to be conscious of that.

But I will tell you that, having grown up in El Paso, it's been a long time coming and something that we could definitely improve on. And I think that it's a step in the right direction from where we've been to where we are now.

I love to see this grow and, you know, it's taken me a long time to get here, mostly because I was really angry for a very long time. I don't ride anymore. My bicycle's hanging in the garage and I ride a Peloton inside because it's a lot safer. But I'd love to be able to be out there again.

But at the end of the day it is what it is. I suffered a full hamstring avulsion from a vehicle that hit me from a complete stop when the light changed and he decided it was time for him to go. It is what it is, right?

But here's the deal, guys. As riders we all just have to have a lot of personal responsibility when we go into the road. And we've got to understand that the plan's not going to survive first contact,
okay? It's a plan. It's not meant to be perfect.

But as riders we've got to be out there
and we've got to do the thing that's safe for us.
Because we're a bicycle and they're a car. So
understand that, when you get out into the road, it's
your life. Okay? I got lucky. But I'm sure you've all
read about the riders who don't get so lucky. Okay?

So wear your personal protective gear.
Pay attention to those lights. Don't play with them.
And when the weather's bad -- and I talked to them about
the inclement weather -- plan for that. I didn't need
to be riding in that wind. But I thought I could. It
happens. Think about that. And I talked to the City
planners about that as well.

MS. BOYD: Thank you. Thank you,
Ms. Ramirez.

We will now hear from Victor A. Ito.

PUBLIC COMMENT: Good evening. I'm Victor
Ito. I am a resident on the Murchison Drive, so I'm
here mostly talk about that border on Murchison Street.
And my concern is that is a curvy street and slightly
hilly, so the visibility factor is a major concern
there. Cars, unfortunately, tend to speed on that
street. I know they probably speed everywhere, but on
that street it is a major concern because of the
visibility factor.

One of the things that really sparked my attention on this is that that cross-section over there indicating Murchison Drive is a misrepresentation of the actual conditions of that street.

On the north side of Murchison Street there is no sidewalk whatsoever. From the very corner of Brown Street almost all the way to Sierra Medical drive or -- I don't know what it's called, Medical Center drive, not exactly Medical Center drive, but across from that nursing home that's there, it's called Mountain View nursing home, there are no sidewalks whatsoever on that stretch of Murchison Drive. So I'm sorry, but that's a misrepresentation. Okay?

So now, with the proposed lanes for the bicyclists, obviously that's going to need allocation or space taken away from Murchison Drive. Plus the buffer zone. It's a dangerous street.

Ten years ago a lady pedestrian was killed. She was hit right there on 1325 Murchison walking the street. She was killed. Two years ago another car on one of those curves by First Presbyterian Church went over the sidewalk and hit a house.

They -- I didn't take photos at that time, but the house was hit. One of the rooms in the front of
the house was hit. So speed is a major concern there.

Safety of the people. Lives of people is a huge concern. So I think this really needs to be addressed and considered over again before these bike lanes are done on Murchison Drive.

Basically, that's it. I'll submit some photographs later to the City. Thank you very much.

MS. BOYD: Thank you, Mr. Ito. Thank you.

Okay. We will now hear from [indiscernible]. I think he left. He's not here anymore. [Indiscernible]. I think he left his written comments.

We will now hear from Melissa Lugo.

PUBLIC COMMENT: Hello, everyone. I'm an avid bicyclists. I ride mostly for transportation. So it's not really just for fun but to get to work, to get to -- buy groceries, things like that that are essential.

And overall coming to the meeting and seeing the designs, very disappointed just to see that it's paint buffer when national statistics of safety show that when it's a protected bike lane and there's a connected network of protected bike lanes more people will use it and it's inclusive for all ages and all abilities to get where they need to go. So,
unfortunately, paint and buffer while people are texting
or distracted, does not save lives like protective bike
lanes do.

So whatever the limitations are for those
types of designs -- I understand, you know, designers
are limited to those in funding with City leadership and
everything else that comes into play for funding
protected bike lane infrastructure.

We can go more into that in terms of,
like, all of the new freeways that have been
constructed, for eight miles of freeway would fund, you
know, an entire city network of protected bike lanes.
So that's something to consider.

I also had some questions about the --
like the Murchison -- the Murchison section where there
is the -- parking is on the side of the residential
section and then you have the bike lane in the door
zone. So I don't know if that can be flipped to have
the parking protected bike lane design in that so that
the cyclists are -- are on the safer section of the
intersection.

And then also going through the
presentation, when you-all were presenting and said that
the parking wouldn't be affected. I don't know if
that's interpreted as -- as that cars can still park in
the bike lane and they would not be, like, accountable to parking citations or law enforcement that would say you can't park in the bike lane as an obstruction for people traveling by bike.

And then I'd also like to see some crash data along with the speed limits and maybe a health impact assessment as part of that public announcement that the reason we want to have a network of connected bike lanes is because it's better for people's health and it's a positive image that people can get out and feel safe, all ages, all abilities, and stick to that main theme that we're positive about our vision for El Paso being an active city.

And lastly, just to clarify on that signage about Share the Road, it's been shown statistically that drivers have better -- like, less aggression if it's -- the signage says Full [indiscernible] Use Full Lane versus Share the Road. Because Share the Road, they may still feel inclined to yell at the cyclist and say, you know, "You're not sharing," versus the cyclist can occupy the full lane, by law.

And then overall, just -- I forget who was addressing it, but I think it was your comments (indicating). Just overall, in terms of the -- like the
intersection treatments or having the lights for
cycling, that's definitely saying to cyclists that
you're putting people's safety over level of service.
Because when we see a design that's made to prioritize
vehicular traffic versus, you know, pedestrian and
cycling, we're still saying what -- our biggest concern
and our biggest priority right now is just to maintain
level of service versus people's safety.

PUBLIC COMMENT: Right and what I meant by
that is that they need to be modified to account for
slow riders. Because levels are not the same. A fast
rider can get across at 20 miles an hour and a slow
rider's going to ride 10 -- 10 miles an hour.

MS. BOYD: I want to thank you, Ms. Lugo,
for your comments.

This concludes this evening's Public
Hearing. We don't have any more speakers. Correct? So
thank you for attending. The time now is 7:45. Thank
you.

(Public Hearing concluded at 7:45 p.m.)
CERTIFICATE

I, Leticia D. Perez, Certified Shorthand Reporter in and for the State of Texas, do hereby certify that the above and foregoing contains a true and correct record, produced to the best of my ability via machine shorthand and computer-aided transcription, of the proceedings had in this matter.

Certified to by me on February 7, 2020.

[Signature]

Leticia D. Perez, 5023
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El Paso, Texas 79901
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**Rasberry & Associates**

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Comments Received

Deadline for public comments
Thursday, February 20, 2020

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Contents
1. Comments Received
Hi I would like to be added to the mailing list for the Bicycle Connectivity Infrastructure Phase II Project. My mailing address is [REDACTED].

sent from [REDACTED]
With regard to bicycle connectivity. As the City moves to increase bicycle enhancements on roadways, I would offer the following comment:

I am increasingly reluctant to drive at night, and one reason is the growing number of bicycle riders (and joggers and walkers) who are out after dark in all-black outfits, no lights on their bikes or helmets, not even a white sock or scarf. Do they think that because they can see my car I can see them?

I understand that the Texas Department of Transportation has published rules requiring for night bicycle riding that there be a headlamp on the front of the bicycle with a white light visible for 500 feet, and a red reflector or lamp on the rear visible for 300 feet (reflector) or 500 feet (lamp). May I urge the City to publish these rules - they are for the safety of both riders and drivers!!

Thank you.

Marshall Carter-Tripp
I just received notice about the Phase II plans for several eastside bike zones. I may have missed earlier notices, but was wondering if/when a route connecting Mesa will planned. I frequently commute via back roads and bike lanes on the westside with little issue unless I have to travel north, beyond Executive. There is currently no safe way to travel north, toward Sunland Park. I've even been hit by a car riding on the side walk on Mesa and will not ride in traffic on that road despite riding in most other section of the city. With the mountains on the West and queries on the East - there is no other route North currently besides Mesa. The PDN trail will be decades away for this section. Please consider a safe cycle zone from executive to Sunland park on Mesa.

Thank you,

--

Meghan Curry
I do not think painted bicycle lanes adequately address El Pasoans traffic safety concerns. An 18 or 24 inch painted buffer will not keep me safe from drivers who are: speeding, on their cell phones, and/or under the influence.

Painted bicycle lanes erode and decay quickly and will require frequent repainting. See our local news article detailing this: https://cbs4local.com/.../city-says-green-boxes-on-resler-dri... The current state of the painted bicycle lanes throughout El Paso show the failure of this design’s longevity and practicality; if you can’t even see the paint, what was the point? I would encourage the design team to consider other design options. Boulder, CO and Tucson, AZ are some of the leaders in city bicycle infrastructure and can offer great examples of urban design prioritizing vulnerable road-users (bicycle highways, separated bicycle paths, hike/bike trails).

Drivers regularly and illegally use painted bicycle lanes as street parking, forcing a rider to merge into car lanes. But a design with a bicycle/multi-use path completely separated from motorized vehicles by a physical barrier will alleviate safety concerns and save lives.

Thank you and I look forward to reading your official response.

Matthew Duran
Obed Cano,

El Pasoans need a connected & protected bike infrastructure network that begins with phase I & II.

I recently attended the city Bicycle Connectivity Phase II public meeting and was disappointed to find that none of the designs were much needed protected bike lanes, especially those on higher speed arterials and connectors like Lomaland, Murchison, Pelicano, and Tierra Este. I typically bike Edgemere which has a painted lane that ends at intersections making it unsafe while motorists may be texting or distracted. Painted bike lanes and sharrow simply is not enough to save lives and encourage all ages and abilities to be active and ride, this includes infrastructure appropriate for children.

Not everyone has a choice whether they ride or not, even in harsh conditions. Most bicycle commuters ride because they have no other transportation choices. So its on City and staff to design safe bike lanes appropriate for all ages and abilities.

The design standards as proposed do nothing to improve safety and inclusivity for all ages and abilities for biking in El Paso. Installing “May Use Full Lane” signage on bike friendly infrastructure vs. “Share the Road” has been shown to improve understanding and decrease driver aggression toward cyclists.

Bicycle lane design should be specific to the traffic conditions, crash data, and speed limits (this info was not provided at the public hearing) of the current road infrastructure and should not be a cookie-cutter solution as was seen of the proposed designs.

According to the project presentation current parking conditions will not be affected. Does this mean there will be no accountability for parking and obstructing bike lanes? Protected bike lanes will also ensure that motorists do not park in bike lanes, obstruct cyclists travel and forcing them to ride in traffic.

Murchison will be getting buffered, door zone bike lanes. Riding directly adjacent to parked cars, in their door zone (the space adjacent to cars where when motorists open their door, they obstruct the bike lane and the door and rider will collide with potentially deadly results). The safer option would be to move the parking lane out, creating a parking protected bike lane where the parked cars provide physical protection for riders.

For phase III please include the entire bicycle lane network displayed at public meetings to make it accessible to see the where bike lanes are connecting to.

Invite more staff and community members who ride bicycles to travel these routes by bike to collect accurate information before planning in order to implement safe design appropriate for all ages.
Thank you for considering my input.

--

Melissa M. Lugo,
Painted bicycle lanes erode and decay quickly and will require frequent repainting. See our local news article detailing this: https://cbs4local.com/.../city-says-green-boxes-on-resler-dri... The current state of the painted bicycle lanes throughout El Paso show the failure of this design’s longevity and practicality; if you can’t even see the paint, what was the point? I would encourage the design team to consider other design options. Boulder, CO and Tucson, AZ are some of the leaders in city bicycle infrastructure and can offer great examples of urban design prioritizing vulnerable road-users (bicycle highways, separated bicycle paths, hike/bike trails).
Dear Capitol Improvement Department,

I am an avid cyclist who uses streets and bike lanes as a primary mode of transportation and to commute to work. I am writing in regard to the public hearing on the Bicycle Connectivity Phase II plan held on February 5th, 2020. I would like to thank the department and all project staff who attended the meeting for the time and effort invested in holding a public hearing. This plan takes some important steps toward increasing bike lane connectivity throughout the city of El Paso and leaves a number of places for critical improvement.

The ideal for every community is to have fully protected bike lanes that optimize cyclist and vehicle safety by completely separating cyclists from the flow of traffic. Protected bike lanes are undoubtedly the safest and most inclusive way to develop bicycle infrastructure in a city. However, given limited resources, safety must still remain a priority. It is insufficient to simply paint lines on roads with no regard to the specific road conditions and needs of cyclists. Based on close examination of the materials presented at the public hearing I have a number of suggestions that must be considered to truly advance bicycle infrastructure and cyclist safety in El Paso.

Suggested improvements to the current plan:

- As per National Association of Transport Officials (NACTO) guidelines the size of the entire bike lane and the buffer margin must be scaled to the traffic condition of each road. This means a road with a faster speed limit for cars needs a wider bike lane and a wider buffer to provide adequate protection to cyclists.
- Buffering against parked cars should also be considered as people exiting parked vehicles, reversing, or parking improperly become substantial hazards for cyclists.
- All bike lines should be accompanied by frequently placed signs that are visible to car traffic and assert the rights of cyclists on the road. Language such as ‘Cyclist has right of way’ or ‘Cyclist may use full lane’ creates a safer atmosphere for cyclists as it affirms the right of the cyclist to vehicular road users.
- Where road geography creates unsafe conditions such as the blind corner on Murchison Dr. mirrors can be placed strategically to improve visibility for both cyclists and motorists.
- The plan for intersections is currently unclear and the entire public hearing omitted any information for how intersections will be designed. Intersections are a major location for bicycle accidents and fatalities and it should be considered that a bicycle navigates an intersection completely differently from a car.
Traffic light timing should be adjusted to ensure that a slow cyclist can clear an intersection before the light turns green for crossing traffic.

Intersections should be marked to give priority and increase visibility for cyclists (e.g., green boxes that move cyclists ahead of traffic and position them for a head start when lights change).

A number of things remain unclear, even after the public hearing, and I urge the planning team to consider these as they finalize the bicycle lane designs:

- How will the plan facilitate and make left turns safer for cyclists?
- At the planning meeting it was stated in multiple instances that parking will not be affected. Does that mean that parking will be allowed to obstruct bike lanes?

During the meeting some information that is crucial to assess the bicycle plan was omitted. This includes:

- It would be extremely helpful to show proposed lanes in the context of existing lanes to give a better sense of connectivity.
- The speed limits of roads with planned bike lanes must be displayed to properly assess the appropriateness of proposed bike lane widths.
- There were a number of contradictions between different information sources (e.g., the Mosswood Corridor bike lane was stated to be 4’ on the information boards and 3’ wide in the presentation). This undermines public trust of the planning committee and reduces confidence that information has been shared honestly and transparently.
- Information was inconsistent across different types of displays, particularly the start and end of each bike lane was unclear between the street plans and the street design schematics. Again, this creates doubt that the plans are honest and transparent.
- It was never stated how public comments will be taken into consideration, nor how comments will be evaluated and added to improve the existing plans.

I would like to restate my thanks to the Department for holding a public hearing and making it possible to submit comment via many channels. The opportunity for public comment is invaluable to community development projects. I would urge the department to consider that ‘something is not better than nothing’, and it is insufficient to simply paint lines on roads. Bike lanes must be designed with cyclist safety as the main priority, consider parking and speed-limit conditions of each road, assert the rights of cyclists to use the road, and extend the safety of cyclists to intersections which are highly dangerous situations for every cyclist.

Many thanks for taking the time to read my comments.

Sincerely,
Marguerite Mauritz.
This email is in response to the public hearing on new bicycle lanes held on February 5, 2020 at Marty Robbins Recreational Center.

Overall, I am very happy to see the city of El Paso adding new bicycle lanes. However, I have a few reservations about the plans as unveiled at the February 5 meeting.

**Opportunity for Public Comment**

One of the most worrisome things to me at the meeting was that the widths of the lanes and buffer areas for multiple proposed bike lanes were shown to be larger on the posters than in the power point - and people had the option to examine the posters at their leisure while the power point was sped through quickly. I did not request a copy of the posters and power point as I had intended to prior to writing this comment, but as I recall in every instance in which the widths were different the bike lane and buffer widths were smaller in the power point than on the posters, and I was told the power point contained the more updated plans. I believe most attendees did not notice the discrepancies and therefore are basing their comments and acceptance/nonacceptance of the bike plan based on the information provided on the posters, meaning they likely did not have a chance to object to the smaller lane size listed on the power point.

**Lane and Buffer Widths**

I am concerned that the bike lane and buffer width is being reduced as planning moves forward, especially for the faster moving roads. While I commute in central, often on roads with no bike lanes (due to the lack of availability of such lanes), there are a number of bike lanes in town I will not use. These include the bike lanes on Shadow Mountain / Westwind and George Dieter. The reason that these bike lanes are terrifying is because they are small unbuffered/unprotected bike lanes on fast moving busy wide roads - meaning cars are generally going too fast and paying to little attention to ensure any sort of safety for cyclists. I worry that the building more narrow unprotected bike lanes on busy roads like that will allow the city to say that there are more miles of bike lanes without providing cyclists with a safer option on the ground. This is of particular concern on the proposed Pellicano and Lomaland routes, where out of respect for the speed and quantity of traffic bike lanes should be a minimum of 4' with a 2' buffer (for a one way bike lane), but the general principal is true throughout the plan.

El Paso Municipal Code 12.80.220(b) calls for cars and light trucks to give cyclists 3 feet of space and for trucks larger than light trucks to give cyclists 6 feet of space, and bike lanes should be build so that a cyclist can ride at or near the center of the bike lane and receive that prescribed amount of safety buffering without traffic next to the bicycle lane needing to change their driving patterns.

**Signs**

I am concerned about the city's performative use of the term 'bicycle boulevard.' Where a sharrow is used to designate that bikes are supposed to use a specific route, signage should indicate "Bikes may use full lanes" or similar rather than "Share the Road," as "share the road" signs illustrate bikes cowering on one side of the road...
while vehicles pass close by. I have personally been yelled at more than once on El Paso roads when I am as reasonably to the side of the road as I can be while providing for my safety and cars feel they have been momentarily delayed; signs which tell drivers cyclists are allowed to use as much of the lane as we want for our safety would be amazingly helpful.

**Connectivity**

Obviously we do not have a fully connected bike lane system in El Paso yet. I would love to see a full citywide system of protected bike lanes in the future, but I think bike lanes that consist of no more than paint and signage are generally a step in the right direction. They must, however, be wide enough to ensure for cyclist safety. Narrow bike lanes on busy or fast moving roads are actively unsafe for cyclists and are, in my opinion, far worse than no bike lane at all.

Please give cyclists adequate safe space and protective signage when creating bike lanes.

Respectfully,
Margaret Barnes
AUDIENCIA PÚBLICA
Infraestructura de Conectividad Ciclista, Fase II
Condado El Paso, Texas
CSJ: 0924-06-543

miércoles, 5 de febrero del 2020 - 6:00 PM
Marty Robbins Recreation Center
11620 Vista Del Sol Dr., El Paso, TX 79936

(POR FAVOR USE LETRA MOLDE)

NOMBRE: EPHRAIM VIVAR
DIRECCIÓN: 
REPRESENTANDO: TRAVIS WHITE / TEXAS MYRTLE

HOJA DE COMENTARIOS

Esta hoja ha sido proporcionada para recibir sus comentarios con respecto al proyecto. Por favor utilice el espacio proporcionado abajo, e incluya páginas adicionales en caso necesario. Sus comentarios se pueden depositar en la “Caja de Comentarios” o ser enviados por correo a la dirección indicada abajo. Comentarios por escrito deben estar matasellos por las oficinas de correo postal a más tardar el jueves, 20 de febrero del 2020. Gracias por sus comentarios.

COMENTARIO: AFREZ: RETURNING TO EL PASO, WE WERE PLEASED TO SEE OUR CITY ADR MORE LIKE THE CITY WE MOVED FROM, ENCOURAGING AN ACTIVE LIFESTYLE BY PROVIDING BIKE PATHS RIGHT AWAY. THE INFRASTRUCTURE LOOKS AMAZING. WE PRAY THESE EFFORTS CONTINUE FOR SAFER ROADS AND LIFESAVING DRIVER AWARENESS. SOME OF THOSE SMALL SECTIONS BECOME GREAT ALERTS FOR DRIVERS. MANY OF THE DRIVERS NEED TO BE REMINDED TO REMAIN ALERT EVEN IN NON BIKE PATH SECTIONS.... SO FOR THIS, I'D LIKE TO THANK Y'ALL.

Todos los comentarios por escrito mandados por correo deben tener el sello postal a más tardar el jueves, 20 de febrero de 2020 y enviados a:
Capital Improvement Department
Attn: City of El Paso Bicycle Connectivity Infrastructure, Phase II
218 N. Campbell – Second Floor
El Paso, TX 79901
CanoOA@elpasotexas.gov
PUBLIC HEARING
City of El Paso
Bicycle Connectivity Infrastructure, Phase II
El Paso County, Texas
CSJ: 0924-06-543

Wednesday, February 5, 2020 - 6:00 PM
Marty Robbins Recreation Center
11620 Vista Del Sol Dr., El Paso, TX 79936

(PLEASE PRINT)

NAME: Elizabeth Ramirez

ADDRESS: [Redacted]

REPRESENTING: Self / El Paso Cyclist

COMMENT FORM

This form is provided to receive your comments regarding the proposed bicycle enhancements. Please use the space below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by Thursday, February 20, 2020. Thank you for your comments.

COMMENTS: In review of this proposal plan, I would like to ask the City Traffic Management Office consider developing information within the current Bicycle Connectivity Infrastructure Phase II CSJ No 0924-06-543 plan that illustrates how traffic lights (more specifically light cycles) will be adjusted to account for or account for bicyclist speeds—which may vary depending on rider abilities. Current light cycles account for vehicle-剧/taxi, speeds crossing traffic—not bicycles. Please consider making provisions to account for light cycle speeds. In my case, this matter resulted in a vehicle decelerating from a full stop and hitting me as I crossed a 3 lane street when the light cycled to red. The need exist.

Written comments submitted by mail must be postmarked by Thursday, February 20, 2020 and sent to:
Capital Improvement Department
Attn: City of El Paso Bicycle Connectivity Infrastructure, Phase II
218 N. Campbell – Second Floor
El Paso, TX 79901
CanoOA@elpasotexas.gov
Audiencia Pública
Infraestructura de Conectividad Ciclista, Fase II
Condado El Paso, Texas
CSJ: 0924-06-543

miércoles, 15 de mayo del 2018 - 6:00 PM
Marty Robbins Recreation Center
11620 Vista Del Sol Dr., El Paso, TX 79936

(POR FAVOR USE LETRA MOLDE)

NOMBRE: VICTOR A. ITO

DIRECCIÓN: ________________________________

REPRESENTANDO: CITIZEN'S SAFETY CONCERNS (MURCHISON CORRIDOR)

HOJA DE COMENTARIOS

Esta hoja ha sido proporcionada para recibir sus comentarios con respecto al proyecto. Por favor utilice el espacio proporcionado abajo, e incluya páginas adicionales en caso necesario. Sus comentarios se pueden depositar en la “Caja de Comentarios” o ser enviados por correo a la dirección indicada abajo. Comentarios por escrito deben estar matasellado por las oficinas de correo postal a más tardar el jueves, 20 de febrero del 2020. Gracias por sus comentarios.

COMENTARIO: The City of El Paso is negligently misrepresenting the existing conditions of a large portion (Corner of Brown St. all the way to the area across from Mountainview Nursing Home) of a medical center. On your Engineering & Street Dept. cross-section plans/drawings, you falsely indicate that there is a sidewalk on the northern portion of Murchison Street. This is false. There exists no sidewalks on that side of Murchison! This is a huge safety concern due to the fact that too many citizens need to go to the medical offices & hospital facilities along this corridor. In addition, a corner park on Brown/Murchison, demands the need for sidewalks. First, it is in a sense of urgency. In Dec 20, 2009, a pedestrian was killed by a near collision on the 1325 Murchison.

Todos los comentarios por escrito mandados por correo deben tener el sello postal a más tardar el jueves, 20 de febrero de 2020 y enviados a:

Capital Improvement Department
Attn: City of El Paso Bicycle Connectivity Infrastructure, Phase II
218 N. Campbell - Second Floor
El Paso, TX 79901
CanoOA@elpasotexas.gov

* The street (Murchison) is curvy and slightly narrow.
* Speed is a major factor; poor challenges for enforcement by the City.
* Cars frequently drive onto properties along Murchison.
* Prioritize the lives of residents by first addressing and constructing the necessary sidewalks. There is barely enough space for this.
* This is a high-traffic street... and not bike lanes. The dangers and risks of having people get run over, will
* This is a high-traffic street... and not bike lanes. The dangers and risks of having people get run over, will
PUBLIC HEARING
City of El Paso
Bicycle Connectivity Infrastructure, Phase II
El Paso County, Texas
CSJ: 0924-06-543

Wednesday, February 5, 2020 - 6:00 PM
Marty Robbins Recreation Center
11620 Vista Del Sol Dr., El Paso, TX 79936

(PLEASE PRINT)
NAME: Elizabeth Ramirez
ADDRESS: 
REPRESENTING: East El Paso Tx

COMMENT FORM
This form is provided to receive your comments regarding the proposed bicycle enhancements. Please use the space below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by Thursday, February 20, 2020. Thank you for your comments.

COMMENTS: In reviewing City of El Paso Bicycle Connectivity Infrastructure Project Phase II, CSJ 0924-06-543, will city police receive any refresher training in relation to cyclist T&I guidance related to roadway changes in their respective areas and be afforded visibility regarding changes in the traffic management that will pertain to these areas? Affording proper planning and coordination as the city implements this project is instrumental to its success. The safety of the cyclist and the driver of El Paso.

Written comments submitted by mail must be postmarked by Thursday, February 20, 2020 and sent to:
Capital Improvement Department
Attn: City of El Paso Bicycle Connectivity Infrastructure, Phase II
218 N. Campbell – Second Floor
El Paso, TX 79901
CanoOA@elpasotexas.gov
Dear Mr. Cano,

I am in receipt of your notice regarding the proposal for “bicycle enhancements”. These enhancement proposals are for various parts of the city but I have some comments to make as regards, specifically, the Murchison Corridor, beginning on Brown Street and ending on Arizona Avenue.

For your consideration, I point out the following:

1. Beginning on the North side of Brown and Murchison ALL structures are private residences. On the corner of Brown and Murchison (north side) are condos. These properties have exits only onto Murchison. All other properties on the North side of Murchison can exit only onto Murchison, including two “culdesacs”; one across Murchison from Georgia and the other is Gurss. In summary, all traffic from these homes exit onto Murchison.

2. On the South side of Murchison, beginning on Brown, are the following: One out-patient Surgical Center and a Dialysis Center; both very busy. Next is a church; busy every day of the week. All the traffic enters and exits through Murchison. Continuing East, all are residential homes, all the way to Georgia. Before Georgia is Lazy Lane. Lazy Lane is a Dead End street with approximately 20 homes, and all traffic exits and enters Lazy Lane from Murchison. Georgia, east of Lazy Lane, is one of two two-way streets. Before Medical Center Dr. is a Long-Term Care facility which also draws a lot of traffic.

3. The next street is Medical Center Drive which runs North-South. After Brown and Murchison, this is the only traffic light on Murchison. Medical Center Dr is one of two two-way streets which leads to Cliff.

4. Occasionally, I see patients in walkers or wheel chairs, accompanied by staff, walking down Murchison within the white line that designates parking in front of homes up and down Murchison. I can say that these white lines that allow parking in front of homes are a tremendous benefit, especially for ambulances, healthcare providers, fire engines, police cars, etc., that need to park in front of one of these homes on Murchison.

5. After Medical Center Drive there is a cluster of medical buildings that border Murchison, including a hospital and further East on Murchison and Cotton is another Long Term Care facility. All the medical buildings bordered by Medical Center Drive, Murchison Dr., Cliff and Laurel are extremely busy buildings.

6. Currently, Murchison Dr. is a two-lane street. Although the speed is monitored electronically, regular traffic doesn’t run at the speed limit of 30MPH. Consider the number of ambulances and other emergency vehicles that need access to three different hospitals and three long-term care facilities. Also consider the number of employees working at all these facilities that have to use Murchison Dr. to get to their place...
of employment.

It was previously proposed to make Murchison a ONE-LANE street. This change would NOT be wise as we have frequent emergency vehicles that need fast access to several of these medical facilities. The current proposal is to promote bicycling on this street. Bicycling on a residential street NOT inhabited or encumbered by so many medical facilities and medical services can accommodate bicycle lanes but NOT Murchison Dr. The other change that would NOT be of benefit is converting Murchison into a ONE-LANE street.

Another problem that I brought up before is the fact that we have NO crosswalks on Murchison until we get to Cotton and Murchison which happens to be approx. ½ mile away. We have families that live across the street from each other. I've seen a Dad carrying a baby running across Murchison to get to his parents' house across the street. To cross Murchison I have to walk a distance of two blocks west to the traffic light or east, approx. 1 ½ blks to the traffic light at Medical Center Dr.

Mr. Cano, a few years ago when Murchison didn't have enough lighting and the lane markings were indistinguishable, I circulated a petition on Murchison between Medical Center Dr. and Brown calling attention to these two problems. We got very positive results. I am offering to circulate another petition to address the bicycle lanes. I believe we have the right to voice our opinion regarding bicycles on our street. Adding bicycle lanes would reduce regular traffic lanes to one instead of two. One lane cannot handle the amount of regular plus emergency traffic on Murchison. Please contact me to give me a response.

P.S. We need police to monitor speed limits and enforce the 30MPH.

Thank you!

(MRS.) Evangeline (Vangie) De Luna

P.S. Traffic going to the Northeast from the West side tend to use Murchison Dr. as a quicker route.
Attachment G
Public Hearing Presentation Materials

Presentation
   PowerPoint Presentation
   Display Boards

Handouts at the Public Hearing
   Agenda
   Comment Card
   Speaker Registration Card

Contents
   1. PowerPoint Presentation
   2. Public Hearing Displays
   3. Public Hearing Handouts
PowerPoint Presentation
• **Purpose of the Public Hearing:** To present the proposed improvements, to receive public feedback, and to comply with the Texas Transportation Code.

• **Options for Commenting:**
  1) Verbal comments for the official record will commence after the intermission
  2) Written comments can be placed in the comment box
  3) E-Mail comments to: CanoOA@elpasotexas.gov
  4) Mail comments to: Capital Improvement Department  
                 Attn: Bicycle Connectivity Infrastructure Phase II  
                 218 N. Campbell, Second Floor  
                 El Paso, Texas 79901

• **Deadline for comments:** Thursday, February 20, 2020

***Public Hearing Report will be posted at https://www.elpasotexas.gov/capital-improvement and TxDOT website when analysis is complete.***
Public Hearing Notices

- El Paso Times – El Diario English and Spanish legal notices were published on Tuesday January 21, 2020.

- Invitations Invitations were mailed to elected officials and adjacent property owners on January 15, 2020.
Introductions

• Elected Officials

• Project Team Members
Hearing Agenda

1. Welcome
2. Project Overview
3. Environmental Overview
4. Intermission
5. Public Comments
Project Locations

1. Lomaland Drive
2. Mosswood Street
3. Murchison Drive
   I. Arizona Ave.
   II. Magnolia
4. Magnolia Street
5. Arizona Avenue
6. Pellicano Drive
7. Tierra Este Road
8. Pendale Road
- Restriping existing roadways to accommodate bicycle lanes
- Approximately 7 miles combined project length
- All constructed within City of El Paso right-of-way
Lomaland Dr - from Pellicano Dr to Trawood Dr
Proposed Cross Section
MOSSWOOD ST.

Mosswood St - from Trawood Dr to Montwood Dr
Proposed Cross Section
MURCHISON DR.

Murchison Dr - from Brown St to Cotton St
Proposed Cross Section
Murchison Dr - from Cotton St to Magnolia St
Proposed Cross Section
Magnolia St - from Murchison Dr to Arizona Ave
Proposed Cross Section
Arizona Ave - from Murchison Dr to Alabama St
Proposed Cross Section
PELICCANO AVE.

Pellicano Dr - from George Dieter Dr to Lomaland Dr
Proposed Cross Section
Proposed Cross Section

TIERRA ESTE RD.

1.5' BUFFER

11' LANE

10' LANE

10' LANE

11' LANE

1.5' BUFFER

4' BIKE LANE

4' BIKE LANE

Tierra Este Rd - from RC Poe Rd to Pebble Hills Blvd
Proposed Cross Section
• Total Estimated construction Cost: approximately $1.5 million

• Funding Source: Federal and local funds
Schedule

• Project initiated: Fall 2020
• Project completed: Summer 2021
Environmental Overview

- The project was processed as a categorical exclusion (CE)
- Technical reports evaluated impacts to the human and natural environment
- Project would not result in impacts to threatened or endangered species, water resources, historic resources, archeological resources, community features, hazardous materials, air quality, or traffic noise
- Access would be maintained to adjacent businesses throughout the project area
• Project plans and environmental reports are available for viewing tonight

• These documents can also be viewed at the City of El Paso Capital Improvement Department Office 218 N. Campbell Street, 2nd Floor, El Paso, TX 79901, until Thursday February 20, 2020.
**Intermission**

- **Intermission**: A 15-minute intermission will begin
- **Options for Commenting**:
  1) Verbal comments for the official record will commence after the intermission
  2) Written comments can be placed in the comment box here tonight
  3) E-Mail comments to: CanoOA@elpastotexas.gov
  4) Mail comments to: Capital Improvement Department  
     Attn: Bicycle Connectivity Infrastructure Phase II  
     218 N. Campbell, Second Floor  
     El Paso, Texas 79901

- **Deadline for comments**: Thursday, February 20, 2020

***Public Hearing Report will be posted at https://www.elpasotexas.gov/capital-improvement and TxDOT website when analysis is complete.
Verbal Comments
Thank You for Attending
Display Boards
Lomaland Dr - from Pellicano Dr to Trawood Dr
Proposed Cross Section

CORRECTED
Mosswood St - from Trawood Dr to Montwood Dr
Proposed Cross Section
Murchison Dr - from Brown St to Cotton St
Proposed Cross Section
Murchison Dr - from Cotton St to Magnolia St
Proposed Cross Section
Magnolia St - from Murchison Dr to Arizona Ave
Proposed Cross Section

- 25' LANE
- 17' LANE
- 2' BUFFER
- 4' BIKE LANE
Arizona Ave - from Murchison Dr to Alabama St
Proposed Cross Section
Proposed Cross Section

- 3' BIKE LANE
- 1.5' BUFFER
- 11' LANE
- 10' LANE
- 10' TWL TL
- 11' LANE
- 1.5' BUFFER
- 3' BIKE LANE

Pellicano Dr - from George Dieter Dr to Lomaland Dr
Proposed Cross Section
Tierra Este Rd - from RC Poe Rd to Pebble Hills Blvd
Proposed Cross Section
Pendale Rd - from Yermoland Dr to North Loop Dr
Proposed Cross Section

- 4' BIKE LANE
- 11' LANE
- 11' LANE
- 2' BUFFER
- 2' BUFFER
- 4' BIKE LANE
City of El Paso

Welcomes you to the Open House and Public Hearing
For the Proposed

Bicycle Connectivity Infrastructure Phase II Project

CSJ: 0924-06-543

Date: February 5, 2020
Time: 6:00 PM

Location: Marty Robbins Recreation Center
11620 Vista Del Sol Dr, El Paso, Texas 79936

“Delivering Outstanding Services”
LOMALAND DRIVE CORRIDOR AND TYPICAL SECTIONS
MOSSWOOD STREET CORRIDOR AND TYPICAL SECTIONS

EXISTING SECTION
MOSSWOOD ST FROM
TRAWOOD DR TO MONTWOOD DR
SCALE 1"=10'

PROPOSED SECTION
MOSSWOOD ST FROM
TRAWOOD DR TO MONTWOOD DR
SCALE 1"=10'
MURCHISON DRIVE AND TYPICAL SECTIONS
PELLICANO DRIVE AND TYPICAL SECTIONS
City of El Paso
Bicycle Connectivity Infrastructure Project, Phase II
CSJ: 0924-06-543

Public Hearing / Audiencia Pública
Wednesday, February 5, 2020 / miércoles, 5 de febrero de 2020

Marty Robbins Recreation Center
11620 Vista Del Sol Dr., El Paso, TX 79936.

AGENDA / PROGRAMA

Open House and Exhibit Viewing 6:00 p.m. – 7:00 p.m.
Casa Abierta y Exposición

Presentation and Public Comment Period 7:00 p.m. – 7:30 p.m.
Presentación y Período de Comentarios Públicos

- Welcome and Introduction
  Bienvenida e introducción
  TxDOT El Paso District

- Project Design
  Diseño del Proyecto
  City of El Paso

- Environmental Presentation
  Presentación ambiental
  City of El Paso

RECESS (15 MINTUES) / RECESO (15 MINUTOS)

- Opportunity for Public Comment
  Oportunidad para comentarios del público
  TxDOT El Paso District

Please limit your speaking time to 3 minutes so that everyone who wishes to speak may have an opportunity to do so.

Favor de limitar sus comentarios a 3 minutos, para darle oportunidad a todos los que desean hacerlo.
PUBLIC HEARING
City of El Paso
Bicycle Connectivity Infrastructure, Phase II
El Paso County, Texas
CSJ: 0924-06-543

Wednesday, February 5, 2020 - 6:00 PM
Marty Robbins Recreation Center
11620 Vista Del Sol Dr., El Paso, TX 79936

(PLEASE PRINT)

NAME: ____________________________________________________________

ADDRESS: _________________________________________________________

REPRESENTING: _____________________________________________________

COMMENT FORM

This form is provided to receive your comments regarding the proposed bicycle enhancements. Please use the space below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by Thursday, February 20, 2020. Thank you for your comments.

COMMENTS:_________________________________________________________

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Written comments submitted by mail must be postmarked by Thursday, February 20, 2020 and sent to:
Capital Improvement Department
Attn: City of El Paso Bicycle Connectivity Infrastructure, Phase II
218 N. Campbell – Second Floor
El Paso, TX 79901
CanoOA@elpasotexas.gov
Capital Improvement Department
Attn: City of El Paso Bicycle Connectivity Infrastructure, Phase II
218 N. Campbell – Second Floor
El Paso, TX 79901
AUDIENCIA PÚBLICA
Infraestructura de Conectividad Ciclista, Fase II
Condado El Paso, Texas
CSJ: 0924-06-543

miércoles, 5 de febrero del 2020 - 6:00 PM
Marty Robbins Recreation Center
11620 Vista Del Sol Dr., El Paso, TX 79936

(POR FAVOR USE LETRA MOLDE)

NOMBRE: __________________________________________

DIRECCIÓN: ________________________________________

REPRESENTANDO: __________________________________

HOJA DE COMENTARIOS
Esta hoja ha sido proporcionada para recibir sus comentarios con respecto al proyecto. Por favor utilice el espacio proporcionado abajo, e incluya páginas adicionales en caso necesario. Sus comentarios se pueden depositar en la “Caja de Comentarios” o ser enviados por correo a la dirección indicada abajo. Comentarios por escrito deben estar matasellado por las oficinas de correo postal a más tardar el jueves, 20 de febrero del 2020. Gracias por sus comentarios.

COMENTARIO: ______________________________________

________________________________________________________________________________

________________________________________________________________________________

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________________________________________________________________________________

 Todos los comentarios por escrito mandados por correo deben tener el sello postal a más tardar el jueves, 20 de febrero de 2020 y enviados a:
Capital Improvement Department
Attn: City of El Paso Bicycle Connectivity Infrastructure, Phase II
218 N. Campbell – Second Floor
El Paso, TX 79901
CanoOA@elpasotexas.gov
SPEAKER REGISTRATION
City of El Paso - Bicycle Connectivity Infrastructure Phase II
CSJ: 0924-06-543

PLEASE COMPLETE THIS CARD IF YOU WOULD LIKE TO MAKE VERBAL COMMENTS AT TONIGHT'S HEARING.
Please note: speakers will have 3 minutes to complete their comments.

NAME (PLEASE PRINT)       DATE

REPRESENTING (ie: HOA / Neighborhood Group / Business)

REGISTRO DE ORADOR
City of El Paso - Bicycle Connectivity Infrastructure Phase II
CSJ: 0924-06-543

FAVOR DE LLENAR ESTA TARJETA SI DESEA REALIZAR COMENTARIOS VERBALES EN LA AUDIENCIA DE ESTA NOCHE.
El orador estará limitado a 3 minutos para comentarios.

NOMBRE (FAVOR USAR LETRA DE MOLDE)       FECHA

REPRESENTANDO A: (ie HOA / Grupo Vecindario / Negocio)
Attachment H
Photographs