COMMENT ON TRANSMOUNTAIN WEST ENVIRONMENTAL ASSESSMENT

March 30, 2011

By

Susie Byrd

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SERVICE SOLUTIONS SUCCESS

March 31, 2011

Texas Department of Transportation-Loop 375
(Transmountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr., P.E.,
District Design,
13301 Gateway Blvd West
El Paso, Texas 79928

Dear Mr. Uribe:

I am writing regarding the proposed Transmountain West freeway project and the Environmental Assessment. Please note that these comments are my own and do not represent the majority opinion on City Council. On May 30, 2011, the City Council voted 7 to 1 to support the project as proposed by TXDOT.

The proposed freeway will run up the side of the Franklin Mountains. The Franklin Mountains define our city. The mountains are a place just minutes from our homes where we can go to relax and exercise and enjoy being outside. That is why generations of El Pasoans have fought to preserve and protect the mountains. And that is why thousands of El Pasoans have mobilized to advocate for alternatives to the proposed freeway that will mitigate the harm to precious open space.

According to the Federal Highway's guidance on the National Environmental Protection Act process, It is FHWA's policy that (23 CFR § 771.105):

- To the fullest extent possible, all environmental investigations, reviews, and consultations be coordinated as a single process, and compliance with all applicable environmental requirements be reflected in the environmental document required by this regulation.

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- Alternative courses of action be evaluated and decisions be made in the best overall public interest based upon a balanced consideration of the need for safe and efficient transportation; of the social, economic, and environmental impacts of the proposed transportation improvement; and of national, state, and local environmental protection goals.
- Public involvement and a systematic interdisciplinary approach be essential parts of the development process for proposed actions.
- Measures necessary to mitigate adverse impacts be incorporated into the action.

TXDOT DID NOT FOLLOW FHWA'S NEPA POLICY.

1. Alternative courses of action were eliminated for further environmental analysis and public consideration based on outdated traffic estimates not supported by the current Metropolitan Transportation Plan and on inaccurate data used to evaluate safety concerns.

2. An alternative that had been promoted by the public for at least eight months was not included for consideration in the Environmental Assessment.

3. Throughout the process, TXDOT made it clear that the dollars committed to this project would be put at risk if any changes were made to the project. Because of this City Council was reluctant to work with the public to mitigate adverse environmental impacts based on a fear of losing the funding. This action by TXDOT had the effect of providing only two real alternatives to the public and City Council: build the freeway as proposed with no changes or no build.

4. The failure to consider a transit alternative is based on false logic.

ALTERNATIVES ANALYSIS. In the Needs and Purpose Statement, TXDOT stated that a roadway solution is needed to accommodate mobility concerns and to resolve safety concerns both regionally and locally. TXDOT evaluated five alternatives to determine whether they met the need and purpose for the project. Based on their analysis, only two alternatives, TXDOT's preferred freeway alternative and No Build alternative were carried forward for further environmental review and for consideration by the public.

1. Alternative courses of action were eliminated for further environmental analysis and public consideration based on outdated traffic estimates not supported by the current Metropolitan Transportation Plan and on inaccurate data used to evaluate safety concerns.

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MOBILITY

OUTDATED INFORMATION. During a the City Council public hearing on the Environmental Assessment on March 5, 2010, TXDOT indicated that the current traffic volumes on Transmountain today is 17,000 cars per day. TXDOT estimated that in 2015 when the project is completed the car volume would increase to 40,000, a 57% increase in traffic volumes. TXDOT estimates that in 2035 the car trips per day would increase to 71,000. This information can be found on page 11 of the Environmental Assessment. These were also the numbers that TXDOT reported to us at the public hearing. The basis for their estimates is the Transborder Metropolitan Plan which was adopted by the Transportation Policy Board on November 16, 2007. The Transborder MTP has been replaced by the Mission MTP which was adopted on August 10, 2010.

TXDOT used these traffic estimates in the Environmental Assessment to determine that the only alternative that could handle these volumes of traffic was a freeway (The Alternatives Analysis is described on pages 11-23 of the Environmental Assessment).

TXDOT did not use the most current traffic estimates available for Transmountain Road in the alternatives analysis for the Environmental Assessment.

NEW INFORMATION. Below is the information provided to me by Roy Gilyard, the director of the El Paso Metropolitan Planning Organization. The most current data available is from the Mission MTP which was adopted by the Transportation Policy Board on August 5, 2010.

TRAFFIC ESTIMATES FOR TRANSMOUNTAIN WEST

TRANSBORDER METROPOLITAN PLAN			
Adopted by the Transportation Policy Board on November 16, 2007			
Network year	2015	2025	2035
Total flow	33,000	47,000	60,000

TXDOT ESTIMATES USED IN THE ENVIRONMENTAL ASSESSMENT			
EA indicates that these numbers were developed in 2009			
Network year	2015	2025	2035
Total flow	40,000	na	71,000

MISSION METROPOLITAN PLAN			
Adopted by the Transportation Policy Board on August 5, 2010			
Network year	2020	2025	2035
Total flow	18,000	19,000	31,000

The new numbers are half of what TXDOT used in their alternatives analysis. TXDOT is proposing to build a freeway to accommodate 71,000 car trips when the latest traffic estimates indicate that there will only by 31,000 car trips by 2035.

TOO MUCH ROAD FOR DEMAND? TXDOT is required by federal law to consider alternatives. In their alternatives analysis, they compared the performance of a freeway to the performance four other alternatives, including

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an arterial and a boulevard. TXDOT analyzed the difference between these alternatives in terms of travel time, average speed, and levels of service for the corridor as well as for the intersections. (A summary of this analysis is on page 20 of the Environmental Assessment.) The problem with their analysis is that they use numbers twice the size of recent estimates to determine that the only alternative that should be considered is a freeway. Using 71,000 car trips per day, TXDOT eliminated all of the alternatives as inadequate to the task of moving that many cars.

If they had used the more recent numbers, both the arterial and the boulevard would perform well, as arterials and boulevards are routinely built to successfully handle these volumes. When I became aware of this discrepancy on March 9, 2011, I asked Mr. Berry with TXDOT to redo the analysis with the most recent numbers in order to give City Council, the public and FWHA a more accurate analysis of the

alternatives. Mr. Berry committed to trying to update the information at a City Council Meeting on March 15, 2011. As of March 30, 2011, an updated alternatives analysis using the most recent data has not been made available for public review or consideration.

AIR QUALITY. The El Paso region is in non attainment for particulate matter (PM10) and in some areas of the city for carbon monoxide (CO). Under the federal air quality rules this means that the City cannot build any transportation facility which would add more pollutants than what has been budgeted by the Environmental Protection Agency (EPA). It also means that every four years, the El Paso Metropolitan Planning Organization (MPO) has to update our Metropolitan Transportation Plan (MTP), which is a document that reviews current demographic data and its impact on transportation demand. As part of the MTP process, the MPO models the air quality based on all of the planned transportation projects. The MPO has to prove that completing these new transportation projects will not add additional pollutants beyond what has been budgeted for the region.

The proposed project was listed in the Transborder MTP but had a different scope. The scope in the old MTP included building a climbing lane in the eastbound direction. In order to pursue the full blown freeway project, TXDOT had to make sure the project was current with the MTP and the Transportation Improvement Plan (TIP) to ensure that it was in compliance

with air quality standards. The most current MTP is the Mission MTP adopted on August 5, 2010. That MTP only shows 31,000 car trips per day on Transmountain. 31,000 car trips per day was modeled for conformity with our air quality budget. From page 36 of the Environmental Assessment, "With the January 28, 2011 conformity determination, FHWA determined that the existing transportation network, **plus the planned projects** in the 2035 MTP, would not exceed the emission budgets in the SIP."

Since TXDOT is proposing to build a road that will accommodate twice the traffic that is projected and that will therefore have twice the impact on air quality, I am concerned that we do not know the full impact on air quality.

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SAFETY

INACCURATE DATA. In his public comments to the media, Mr. Berry indicated that he did not believe the new information, with the lower traffic projections, would change the state's recommendation because of safety concerns. "The freeway gives fewer opportunities for people to crash into each other," said Chuck Berry, the department's district engineer."

The only measure that TXDOT used to measure safety was the number of conflict points at intersections. Based on this measure, TXDOT said that none of the alternatives was safe except for the freeway because it contained the fewest conflict points at intersections. (Page 20 of the EA summarizes TXDOT's findings from the alternatives analysis.)

TXDOT has since admitted that they did not provide an accurate number of conflict points for the freeway. They only counted half of the freeway intersection for their model thus significantly underestimating the number of conflict points. TXDOT has since revised those numbers indicating that at the full interchanges there are 10 vehicle to vehicle conflict points and 14 vehicle to pedestrian conflict points. This is a total of 24 conflict points. Based on the new numbers and TXDOT's logic that conflict points are the only measure for safety to be considered, the freeway is the 2nd most dangerous option after the boulevard.

If accurate numbers had been provided, other alternatives might emerge to be considered for further analysis and to be considered by the public.

INADEQUATE MEASURES TO ASSESS SAFETY. In TXDOT's Need and Purpose section, the following was determined to be a local safety concerns resolved by the proposed freeway:

- Safety concerns at intersections and driveways, as well as unprotected turning and passing movements

Other alternatives could resolve the need provided as stated in the Environmental Assessment and might have had better safety outcomes for roadway users, especially vulnerable road users such as pedestrians and bicyclists, had other safety measures been included in the alternatives analysis.

For example, speed and traffic volumes were not measured in considering the best safety outcomes for roadway users. Traffic volumes are the primary determinants of crash frequency, while traffic speeds are the primary determinants of crash severity.

In the proposed freeway option, all of the conflict points occur at the intersection of major arterials and frontage roads. These roads tend to carry traffic at high volumes and high speeds. The proposed boulevard option would have local access roads that would function in much the same way as frontage roads, however they tend to carry less volumes of traffic and at much slower speeds than freeway frontage. These local roads are slower because they are narrower and often accommodate parked cars which can further slow traffic. Since either the frontage roads or the local access roads are the areas where

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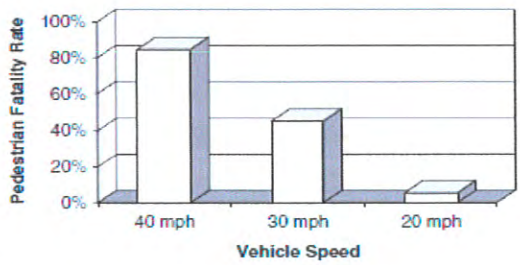
there is the most conflict with pedestrians and bicyclists, it is important to make this area the safest by slowing traffic.

The following boulevard concept for Transmountain was developed by the City of El Paso's consultants working on updating the City's Comprehensive Plan. As you can see the local roads are narrower with short distances across to accommodate pedestrian movements. They are also built to accommodate street parking.

Analyzing speeds and the impact on safety is particularly important for this roadway as it is currently used as recreational path for bikers, runners and walkers and is projected to be built to accommodate these roadway users, regardless of the alternative. Higher speeds result in very poor outcomes for vulnerable road users such as pedestrians. (See graph below.) In crashes between pedestrians and vehicles at 40 miles per hour, the likelihood that the pedestrian will die is 85%.

Figure 4
Pedestrian Fatality Rates for Collisions at Different Speeds (Zegeer et al. 2002a, 13)



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Other aspects of safety that were not analyzed in the EA was the length of pedestrians and bicyclists trips across lanes of traffic, and the fact that boulevard creates an opportunity for a bikeway/pedestrian path that is uninterrupted by any vehicle conflicts except at intersections. TXDOT has not yet negotiated a deal with property owners about how many entrances they will have from their property onto the frontage road but each point of access will be a conflict point between vehicles and pedestrians or bicyclists. These many points of conflict for private property access make the hike/bike trail more dangerous for pedestrians and bicyclists and might make it less attractive to use. Because of high speeds and the emphasize on moving many motorists, freeways make for poor and unsafe multimodal facilities. The boulevard would provide an option for bicyclists and pedestrians for a path that is not interrupted by driveways accessing private property.

The following is a picture of the local roads and uninterrupted bike/pedestrian path on a boulevard.

ALTERNATIVES ELIMINATED USING OUTDATED AND INACCURATE INFORMATION. The result of TXDOT using outdated and inaccurate information was that TXDOT failed to meet its obligation to provide alternative courses of action that would be evaluated so that decisions could be made in the best overall public interest based upon a balanced consideration of the need for safe and efficient transportation; of the social, economic, and environmental impacts of the proposed transportation improvement; and of national, state, and local environmental protection goals. If they had used the traffic estimates in the most recent MTP as the basis for their traffic projections and if they had not underestimated the number of conflict points for the freeway, the public and City Council would have had more options to consider to balance concerns about meeting mobility while preserving a very important scenic corridor through our mountain.

2. <u>An alternative that had been promoted by the public for at least eight months was not included for consideration in the Environmental Assessment.</u>

Many community advocates concerned about the impact of the freeway on an important scenic corridor and on the mountain landscape proposed a compromise to TXDOT at least a year ago. Eliminate the final overpass closest to the State Park and preserve the land owned by the City as natural open space.

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The overall impact of this alternative would be to increase the length of the scenic corridor by as much as ¾ of a mile on the eastern end of the project closest to the State Park. This alternative would still be a freeway facility with overpasses but by removing the Paseo del Norte overpass and the frontage roads necessary to accommodate the overpass, it would remain at grade and would only require a minimal right of way until the Plexxar overpass. It would also reduce the number of required overpasses from four to three.

I put forward this compromise to the City Council consideration on October 5, 2010.

Despite the fact that there is overwhelming support (documented in 3 petitions containing more than 1,400 signatures each) for this alternative, TXDOT failed to include it in their EA as an alternative to be considered. They included a boulevard for consideration as a result of public comment but they did not include an alternative that appeared to have huge community support and initially City Council buy in.

The City of El Paso hired a consultant to review the impacts of removing the last overpass and found that removing the last overpass results in less congestion in the service area than if the overpass is built. (The traffic study is attached for your review in Addendum 1.)

As with any project, there are engineering hurdles that would have to be overcome in order to implement this option but it was never considered by TXDOT in their EA and never provided for consideration to the public.

3. Throughout the process, TXDOT made it clear that the dollars committed to this project would be put at risk if any changes were made to the project to mitigate environmental concerns. Because of this City Council was reluctant to work with the public to mitigate adverse environmental impacts based on a fear of losing the funding. This action by TXDOT had the effect of providing only two real alternatives to the public and City Council: build the freeway as proposed with no changes or no build.

No where is this more clear than in the decision made about whether or not to preserve the City's own land as natural open space in order to potentially eliminate the need to build the last overpass. City Council voted to initiate this zoning change and to hire a consultant to evaluate the need for the last overpass in a vote of 6 to 1. The mayor stated on the record that he would also support this action.

TXDOT made it clear that this action would have cost the City the project funds and as a result, City Council reversed its action and voted 5 to 3 to not zone the land as open space and instead to zone it as SmartCode. And the mayor publicly advocated that the council take this action so as not to lose the funding. (In an addendum, I have provided articles and other communication documenting the threat of loss of funds by TXDOT if council were to take this action to mitigate the environmental impacts of the freeway proposal.)

4. The failure to consider a transit alternative is based on false logic.

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On page 11 of the EA, TXDOT states "public transportation alternatives for meeting the mobility objectives of the project were initially considered; however, based on the fact that transit ridership only comprises 2.5 percent of total trips in all modes of transportation in the western region of El Paso (as compared to 93.5 percent for automobiles, 0.8 percent for bicycles, and 3.2 percent for pedestrians), demand does not currently justify a transit alternative that would meet the stated needs of improving safety and mobility on this portion of LP 375."

The reason that there are so few transit riders is because our current system has so few alternatives to car travel and because pedestrians environments, particularly along TXDOT's rights of way are hostile and dangerous. Miles of TXDOT right of way lack basic infrastructure such as sidewalks for transit users.

Current stated preference surveys performed by the El Paso Metropolitan Planning Organization show that 27% of commuters in the region would take transit even if fuel costs do not increase and traffic delays do not increase and 28% of commuters in the region would take transit if fuel costs and traffic delays increased. There is pent up demand for transit alternatives but very little investment by TXDOT in meeting this demand. (These surveys are in the addendum.)

Further, it is the strategic goal of the City Council to become the least car dependent city in the Southwest.

The fact of the matter is that TXDOT did not consider a transit alternative because they don't consider or build transit solutions, and because they had already selected their alternative before the environmental process even began.

Sincerely,

Susie Byrd

Susie Byrd
City Council Representative, District 2

Addenda:

1. Traffic Studies on the issue of removing the last overpass
2. Minutes from City Council meetings where Open Space preservation was discussed. All Council Meetings are also available online at http://www.elpasotexas.gov/realplayer.asp.
3. Articles and communications detailing the TXDOT threat that funds would be lost if changes to the project were made\
4. Information about the MPO's State Preference Survey
5. Communication from the public about Transmountain

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APPENDIX 1

Westside Traffic Impact Analysis Update – Phase 1

El Paso, Texas

Prepared for

City of El Paso

Prepared by

WALTER P MOORE

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221 North Kansas Street, Suite 601
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February 2011

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EXECUTIVE SUMMARY

The City of El Paso is concerned with the fast growing northwest area and the proposed roadway improvements by the Texas Department of Transportation (TxDOT) on Loop 375 between IH-10 and Paseo del Norte. This report has been prepared to present the traffic impact that the Westside Master Plan will have on the proposed crossing points along Loop 375, in particular Paseo del Norte, Plexxar, and the surrounding roadway network.

The two alternatives considered in this study are:

- Alternative 1, which includes a full signalized diamond interchange at Paseo del Norte and a stop controlled interchange at Plexxar on Loop 375. TxDOT schematic designs of these two interchanges were provided to Walter P Moore.
- Alternative 2, which does not include an interchange at Loop 375 at Paseo del Norte and incorporates Plexxar as a signalized interchange with an east-to-west turnaround. In this option, Plexxar will extend south of Loop 375 and will connect with Paseo del Norte Rd. In addition, Loop 375 will have ramps east of Plexxar to allow traffic to enter or exit from Loop 375.

Both alternatives include the 2025 full-build forecasted conditions for the study area based on the land use seen in the Westside Master Plan. *TransCAD* calculated the traffic volumes for the intersections in the study area, which was then imported into Synchro to obtain intersection levels of service for the study area.

The pros and cons of each alternative are presented in the following summary table.

Alternative 1

PROS	CONS
Provides north-south connection of Paseo del Norte at Loop 375	Requires grade separation for Loop 375 at Paseo del Norte interchange
The grade separated intersections will allow traffic to move freely with fewer interruptions and less conflicts between traffic movements which will reduce the capacity for accidents	Traffic generated from the use of the Paseo del Norte interchange will require left and right-turn bays along Paseo del Norte throughout the corridor for added capacity
The freeway design in this alternative includes frontage roads that will provide access to the proposed commercial areas adjacent to Loop 375	Traffic prefers to use Paseo del Norte as the main arterial to arrive/depart from the study area and Resler is underutilized
The freeway design will remain as proposed in the TxDOT Schematics. No additional right-of-way will be required	The intersection of Paseo del Norte at Loop 375 will have high vehicular traffic and will operate above capacity
Provides north-south circulation without the use of any freeways or frontage roads	The majority of the intersections along Paseo del Norte will operate at capacity and above capacity

Alternative 1 Continued

PROS	CONS
Provides connection from IH-10 to Loop 375 without using the IH-10/Loop 375 Interchange	
Provides important alternate north/south roadway in the Westside Master Plan to relieve future traffic on Resler and Northwestern as the area develops	
Provides an entrance and exit ramp between Resler and Paseo del Norte for both directions of travel	
The Paseo del Norte roadway alignment can be built with minimal impact to geological features and arroyos, as studied in the Westside Master Plan	
The overall roadway level of service calculated in *TransCAD* indicates a better LOS than Alternative 2	

Alternative 2

PROS	CONS
Traffic disperses among all north-south connections east of IH 10. This behavior allows most intersections to operate below capacity	The alignment of Plexxar south of Loop 375 may have a negative impact to the arroyos and difficult to build. This analysis did not study the location of arroyos or other geological features
All intersections inside the study area operate below capacity due to mitigation strategies	Plexxar will have to be designed as a full interchange to function at acceptable levels of service.
Paseo del Norte traffic coming from IH 10 splits at its intersection with Resler. Some traffic continues on Paseo del Norte and some use Resler causing both roadways to operate at capacity and above capacity	There will be no frontage roads east of Plexxar. Proposed commercial areas fronting Loop 375 will not have access. Alternative access routes to these areas will need to be provided
	Distance between the Resler Interchange and Plexxar does not meet required standards to allow entrance and exit ramps in each direction of travel.
	There will be an eastbound entrance ramp and a westbound exit ramp between Resler and Plexxar.
	Vehicles will have to exit at Resler to get to the Plexxar interchange traveling east on Loop 375
	Additional right of way will be required to accommodate the interchange footprint.
	Because of the distance between Resler and Plexxar, the freeway structure will be mostly elevated.
	North-south through movements for the area must use Northwestern, Resler, or Plexxar
	Future development along Resler will generate additional traffic and cause Resler to operate at over capacity.

As land use changes and growth occurs in the study area, the *TransCAD* model will need to be reviewed. Any socio-economic data or changes in the proposed land use will impact the results shown in this study. It may be appropriate to repeat this study with an equivalent scope if any of the projected data in the Metropolitan Planning Organization model is modified and updated.

INTRODUCTION

The City of El Paso has shown concern with the fast growing northwest area and the proposed roadway improvements along Loop 375 (Transmountain Road). This study examines the growth forecasted in the northwest area and provides a comparison and recommendations for two proposed freeway interchange alternatives at Loop 375. One alternative includes interchanges at Paseo del Norte and Plexxar, while the other alternative will have an interchange at Plexxar and no interchange at Paseo del Norte. The City of El Paso commissioned Walter P Moore to perform a traffic study to compare the alternatives.

OBJECTIVE

The objective of this study is to determine the operational effects of the proposed interchanges along Loop 375 (Transmountain Road) and how its design will affect the proposed intersections found in the Westside Master Plan. Two alternatives are considered in this study.

- Alternative 1, which includes all-movement diamond interchanges at both Paseo del Norte and Plexxar on Loop 375. The Texas Department of Transportation (TxDOT) schematic designs of these two interchanges were provided to Walter P Moore.
- Alternative 2, which does not include an interchange at Loop 375 at Paseo del Norte and incorporates Plexxar as a signalized interchange with an east-to-west turnaround. In this option, Plexxar will extend south of Loop 375 and will connect with Paseo del Norte Rd. In addition, the frontage road will have a small extension east of Plexxar only to allow traffic to enter or exit from Loop 375.

Both alternatives include the full-build forecasted conditions for the study area as seen in the Westside Master Plan in the design year 2025.

STUDY AREA

The study area is west of the Franklin Mountains and includes the development found in the Westside Master Plan as well as additional interchanges. The study area is illustrated in **Figure 1**. The major roadway in the area is Loop 375 (Transmountain Road) which is an east-west corridor. This corridor is planned to be widened to include frontage roads and interchanges at the following junctions:

- Loop 375 at Interstate Highway 10
- Loop 375 at Northwestern

- Loop 375 at Resler
- Loop 375 at Plexxar
- Loop 375 at Paseo del Norte

In addition, seven proposed intersections inside the developed area of the Westside Master Plan will be analyzed. To stay consistent with the Westside Master Plan the intersections will have the same intersection ID:

- Intersection A – Minor Arterial 1 at Minor Arterial 2
- Intersection B – Paseo del Norte at Minor Arterial 1
- Intersection C – Minor Arterial 2 at Minor Arterial 4
- Intersection D – Paseo del Norte at Minor Arterial 4
- Intersection E – Paseo del Norte at Minor Arterial 2
- Intersection F – Paseo del Norte at Rancho Norte
- Intersection G – Paseo del Norte at Minor Arterial 3

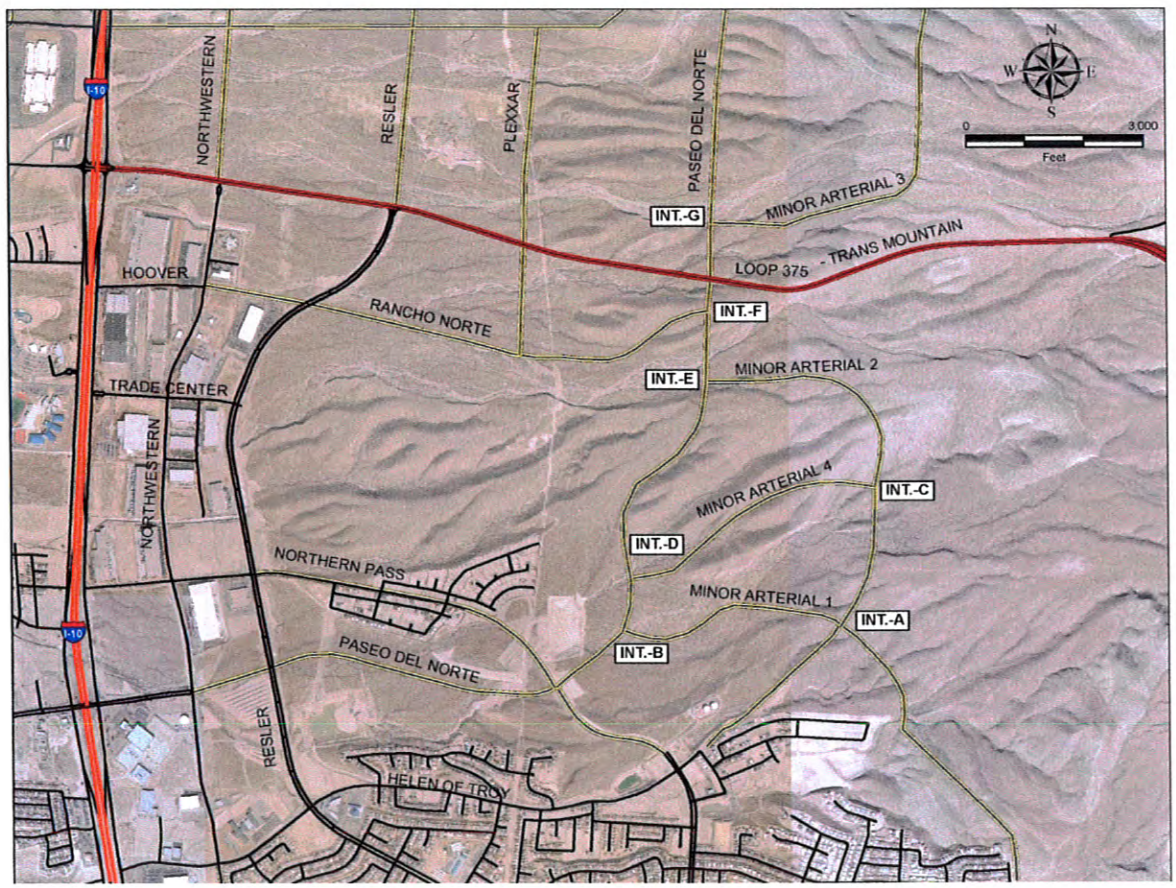

Figure 1: Study Area

BACKGROUND INFORMATION

TxDOT used the MPO's Transborder Model to perform the Access Justification Study. TxDOT is currently finalizing the environmental document for the project and since no information related to the traffic analysis performed on the environmental document was available, the results and methodology used for this study might not reflect the results in the environmental document. Since the environmental document has not been approved by Federal Highway Administration, technical information and parameters used were not disclosed. Furthermore, Phase 1 of this traffic impact analysis was based on guidance as directed by the City of El Paso.

METHODOLOGY

The traffic impact analysis performed by Walter P Moore utilized the MPO's *TransCAD* models for the area to develop projected traffic volumes and *Synchro* to conduct capacity analysis. The traffic impact analysis includes key steps such as traffic forecasting and traffic analysis. Each step is described below.

TRAFFIC FORECASTING USING *TRANSCAD*

A traffic forecasting model was developed and validated for the study area to estimate 2025 traffic volumes. In general, the entire process consists of several steps including estimating the number of daily vehicle trips by Traffic Analysis Zones (TAZs) from the socio-economic inventory, distribution of vehicle trips by TAZ, and then assigning the vehicle trips to the street network.

The forecasting model used in this study is a combination of the MPO's Transborder Model and Mission Model. Westside Master Plan data was incorporated into the forecasting model.

The base model used for this study was the 2025 Mission Model. Several additions were done to this model to accurately analyze the study area. One of the noticeable changes to the model was the inclusion of the road network proposed in the Westside Master Plan. In addition, 10 new TAZs were created in the model. **Table 1** shows the land use socio-economic data as seen in the Westside Master Plan that was incorporated into each TAZ. Moreover, several factors such as trip production and trip attraction were based on the MPO Transborder Model.

Table 1: Westside Master Plan Land Use Socio-economic Data	
Number of Households	4,731
Population	14,335
Square Footage of Commercial Development*	1,707,008
Number of Employee	4,871

*Assuming Office Employees 300 sqft/employee, Retail/Service Employees 450 sqft/employee. *Source: Urban Planning and Design Criteria 3rd Edition 1982.*

The User Equilibrium traffic assignment method was used in this study. In trip assignment, vehicles choose their routes along the highway network based on their origin and destination, the travel time between origins and destinations via reasonable travel paths, and the level of congestion on the available roadways. The assignment parameters were provided by MPO.

In order to calibrate and validate the model, the link volume produced by this model was compared with the MPO Transborder Model and Mission Model. It should be noted that the link volumes in the project area in the Transborder Model are higher than the Mission Model; therefore, our resultant link volumes will be similar to those in the Transborder Model. Daily turning movement volume will be projected by *TransCAD* for 2025. A percentage of the peak hour volume over daily volume was assumed to get the peak hour turning movement volumes for use in capacity analyses.

Analysis was conducted for the year 2025 since this is a consistent forecast year that the MPO uses. In addition, the Westside Master Plan is to be fully built out by 2025.

Traffic Analysis Using *Synchro*

The next step of the project was to conduct capacity analysis at the proposed interchanges and intersections in the study area. The traffic software, *Synchro*, is based on the *Highway Capacity Manual* and was used in the analysis. Peak hour turning movement volumes, proposed lane configurations, and optimized traffic signal timings were entered for the 2025 design year. The proposed results of the analysis are letter grade levels of service based on the average delay at each intersection. Where unacceptable levels of service are found, mitigation measures have been suggested and analyzed. The results of the traffic analysis are provided later in the report.

EXISTING CONDITIONS

STREET SYSTEM

The primary streets in the analysis area are described below. As mentioned before, most intersections are proposed in the Westside Master Plan and will follow the assumptions made in the report. The existing street system is illustrated in **Figure 2.**

Loop 375 (Transmountain Road) is an east-west highway that provides one lane of travel in each direction in the study area. Additional lanes are provided at approaches to intersections. The posted speed limit on Transmountain Road is 55 mph. Loop 375 is proposed to be widened to a four lane freeway that will include a two lane frontage road in each direction from Interstate Highway 10 (at the west) to a proposed interchange at Paseo del Norte Road (to the east).

Northwestern Drive is a north-south minor collector that provides two lanes of travel in each direction. The posted speed on Northwestern Drive is 40 mph. The junction at Northwestern Drive and Loop 375 is proposed to be a full diamond interchange that will include Texas U-turns.

Resler Drive is a north-south major collector that provides three lanes of travel in each direction. The posted speed limit on Resler is 45 mph. The junction at Resler Drive and Loop 375 is proposed to be a full diamond interchange that will include Texas U-turns.

Paseo del Norte Road is the eastward extension of Artcraft Road from IH 10. Paseo del Norte is a four-lane divided street which presently terminates at Northwestern Drive.

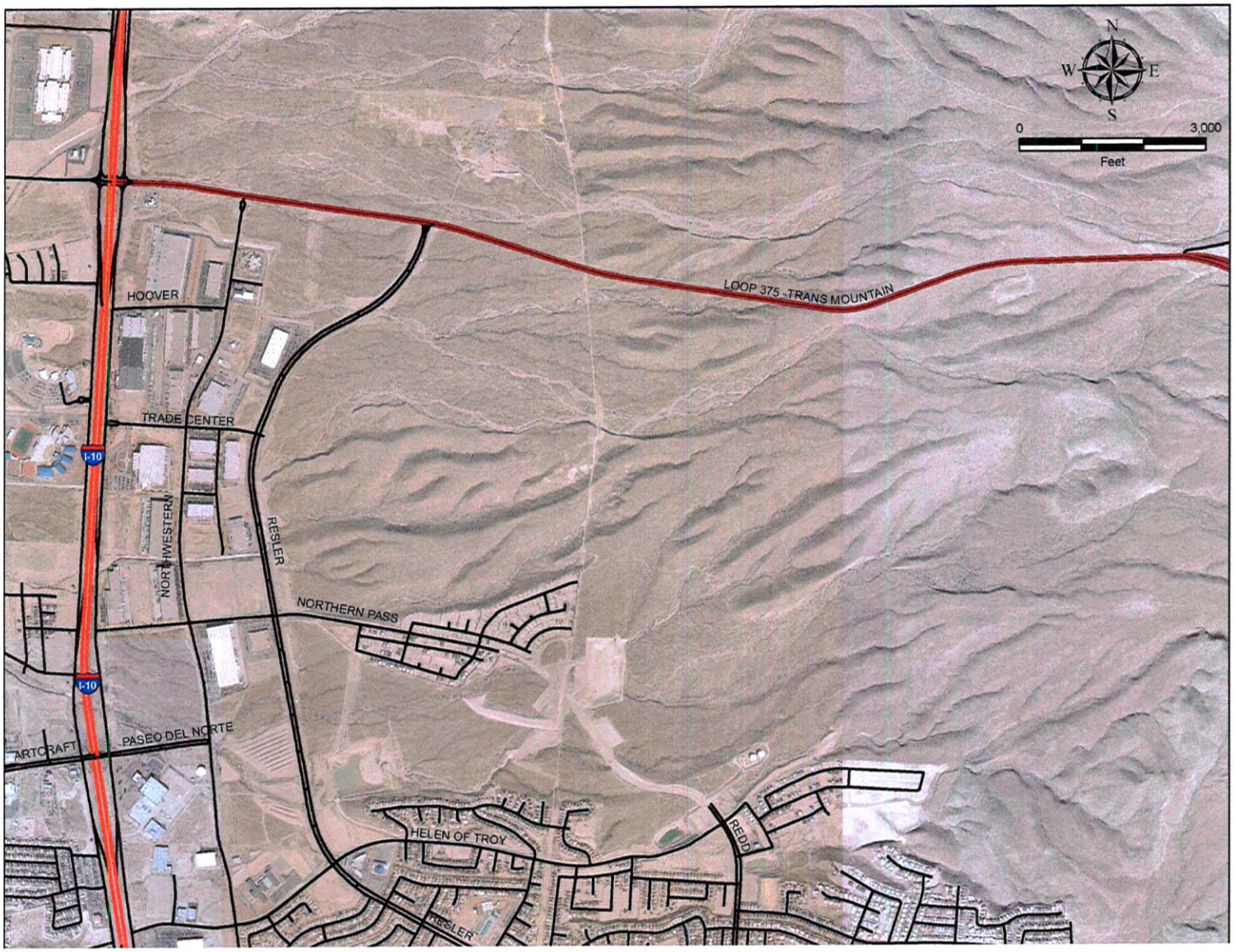

Figure 2: Existing Street System

PROPOSED CONDITIONS

STREET SYSTEM

The Westside Master Plan identifies several roadways that will allow access to future development. In order to be consistent, we will refer to these roadways as noted in the Westside Master Plan. The minor arterials are described below. It is important to mention that Alternative 2 has a different roadway configuration because it does not include the interchange at Paseo del Norte at Loop 375. The proposed roadway conditions and arterial system is for Alternative 1 and Alternative 2 are illustrated in **Figure 3** and **Figure 4**, respectively.

Plexxar Drive is, according to the Westside Master Plan, proposed as a north-south minor collector that will provide two lanes of travel for each direction. For Alternative 1, the junction at Plexxar Drive and Loop 375 is proposed to be a stop control interchange based on TxDOT Schematics. For Alternative 2, Plexxar is proposed as a signalized interchange with an east-to-west turnaround and will extend south of Loop 375 to connect with Paseo del Norte.

Paseo del Norte Road is, according to the Westside Master Plan, proposed as a north-south collector that will extend from existing Paseo del Norte at Northwestern to Transmountain. It is proposed to provide two lanes of travel for each direction. For Alternative 1, the junction at Paseo del Norte Road and Loop 375 is proposed to be a full diamond interchange that will include Texas U-turns. For Alternative 2, Paseo del Norte connects with the extension of Plexxar and does not connect with Loop 375.

Minor Arterial 1 is proposed as a two-lane, east-west, minor arterial that extends from Paseo del Norte, crosses Minor Arterial 2, and extends to the southeast. The proposed speed limit is 40 mph.

Minor Arterial 2 is proposed as the two-lane extension of Helen of Troy Drive from Redd Road to Paseo del Norte. This minor arterial will serve as a loop for internal circulation. The proposed speed limit is 40 mph.

Minor Arterial 3 is proposed as a two-lane, east-west, minor arterial located to the north of Transmountain Road. It extends from Paseo del Norte to the north-west part of the area covered in the Westside Master Plan. The proposed speed limit is 40 mph.

Minor Arterial 4 is a proposed two-lane street connecting from Paseo del Norte to Minor Arterial 2 where it will dead end. The proposed speed limit is 40 mph.

Northwestern Drive is proposed to be extended north of Loop 375 allowing the north-south through movement at its junction with Loop 375.

Resler Drive is proposed to be extended north of Loop 375 allowing the north-south through movement at its junction with Loop 375.

Rancho Norte is proposed as an extension of Hoover Ave at Northwestern Drive. This extension will allow east-west movements along the developed area.

Northern Pass Drive is a proposed as an extension of Redd Rd at Helen of Troy. This extension will allow north-south movements just outside the boundary or the study area.

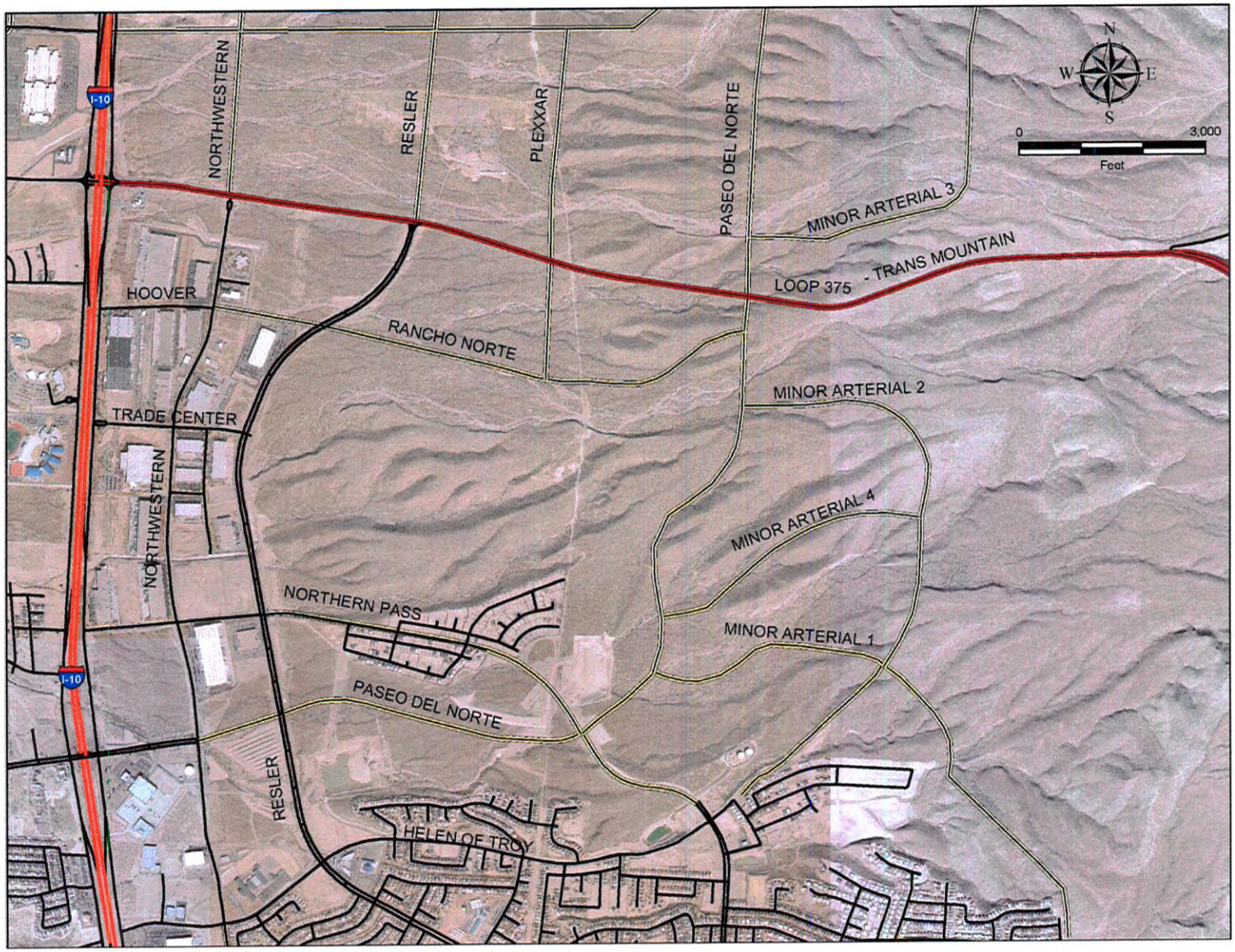

Figure 3: Proposed Street System for Alternative 1 in Design Year 2025

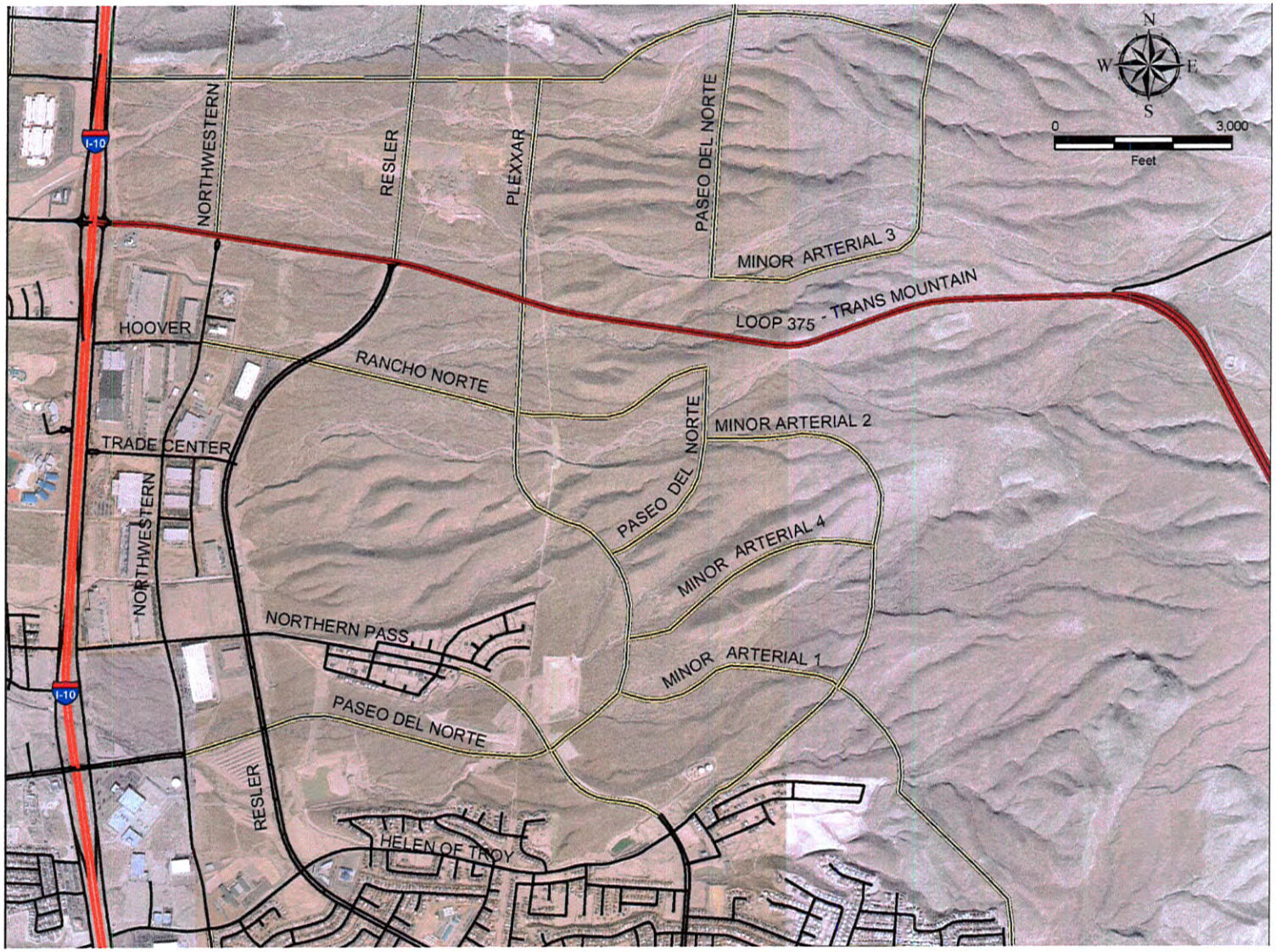

Figure 4: Proposed Street System for Alternative 2 in Design Year 2025

LAND USE

The existing land use map for the study area was generated using current land uses, zoning, and existing public facilities. **Figure 5** shows residential, commercial, industrial, school, drainage, and manufacturing land uses in the study area.

The 2025 general land use map for the study area, shown in **Figure 6,** was generated following the assumptions of the Westside Master Plan. The land use classification includes similar land uses as previously described.

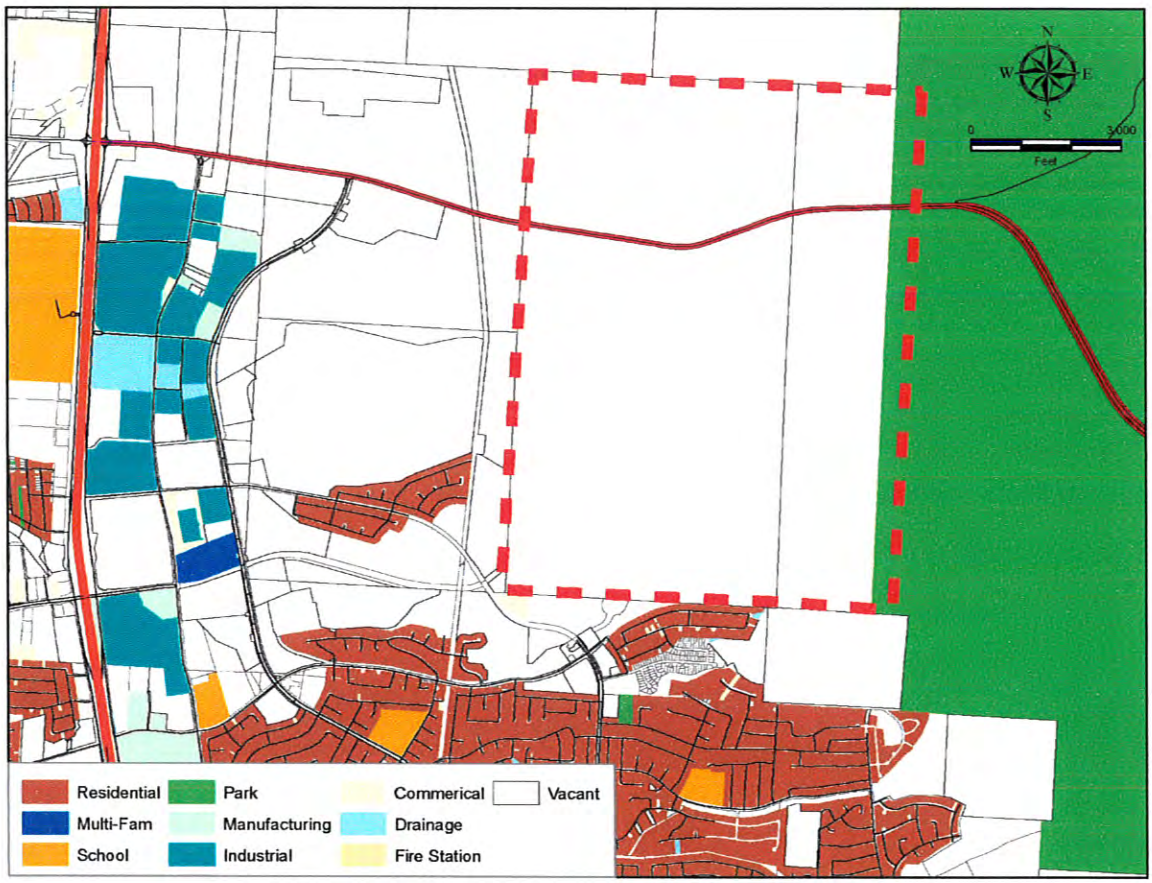

Figure 5: Existing Land Use Map

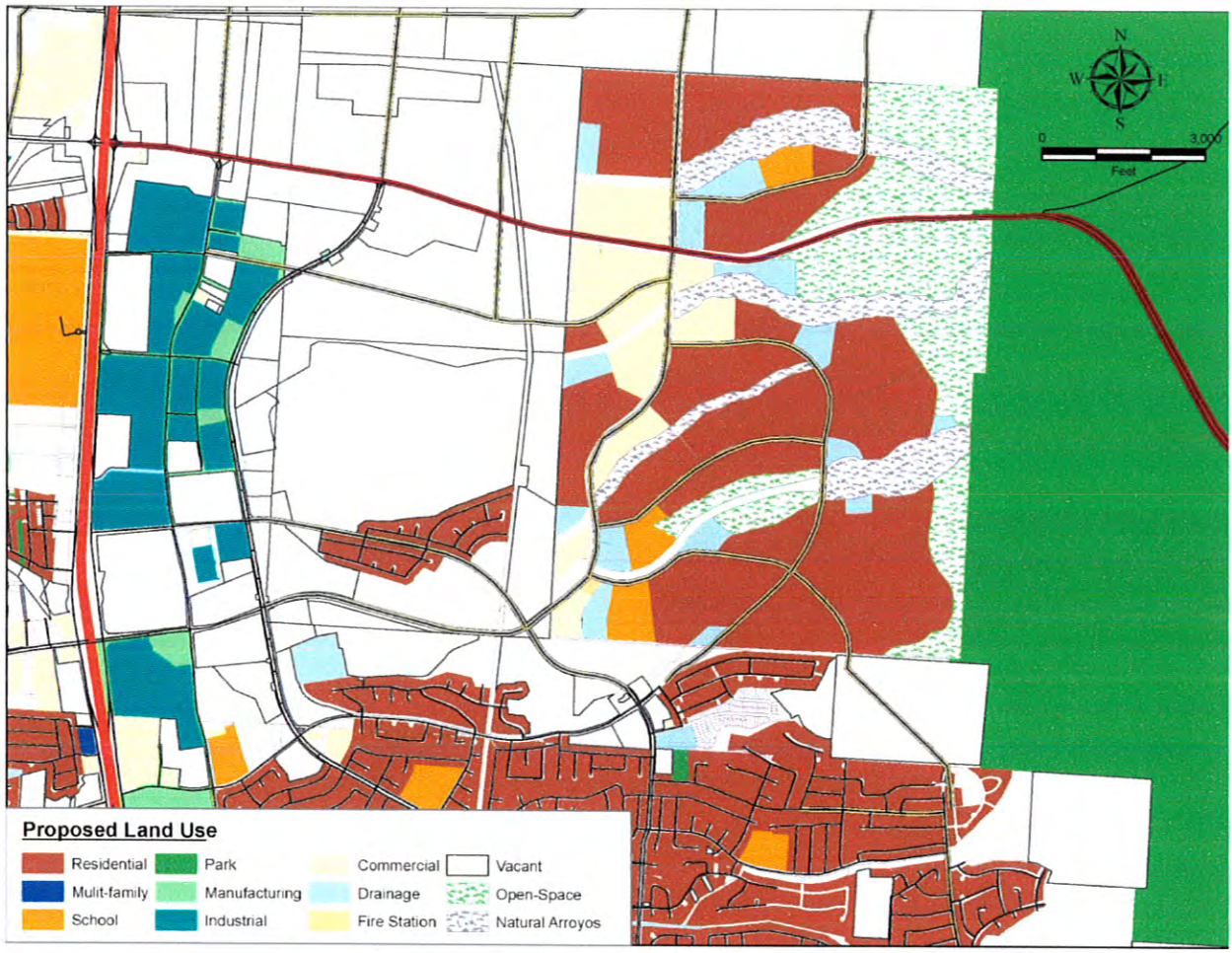

Figure 6: 2025 Proposed Land Use Map

TRAFFIC FORECASTING

CALIBRATION OF MODEL OUTPUT

The TransCAD model does not model intersections; it only forecasts traffic volumes on the roadways which connect the intersections. The results of the forecasting modeling are traffic volumes that can be imported into *Synchro*, software developed to automate procedures found in the *Highway Capacity Manual,* thus providing analysis of the levels of service at intersections. The traffic volumes generated by the *TransCAD* model were calibrated prior to being imported into *Synchro* for intersection analysis. The 2010 traffic turning volumes were estimated by the observed turning percentages in the traffic counts provided by the City of El Paso and the MPO Mission models. Volumes were then calibrated based on analysis of the trends. This calibration methodology was then applied to the 2025 forecasted volumes.

The relationship between the anticipated traffic volumes and the theoretical capacity of the roadways is analyzed by *TransCAD* in terms of volume to capacity ratios. Although the effects of intersections are not specifically modeled, the level of functionality of the corridor taken as a whole can be considered and a relative level of service assumed. Where the ratio is less than 0.50, the corridor is assumed to be below capacity. Where the ratio is between 0.50 and 1.0, the corridor is assumed to be at capacity, the variation being attributable to daily fluctuations in traffic volumes and other similar variables associated with traffic flow theory. Those corridors with a ratio greater than 1.0 are considered to be over capacity. In **Figure 7** and **Figure 8**, the relative levels of service for the study area roadways for 2025 are presented.

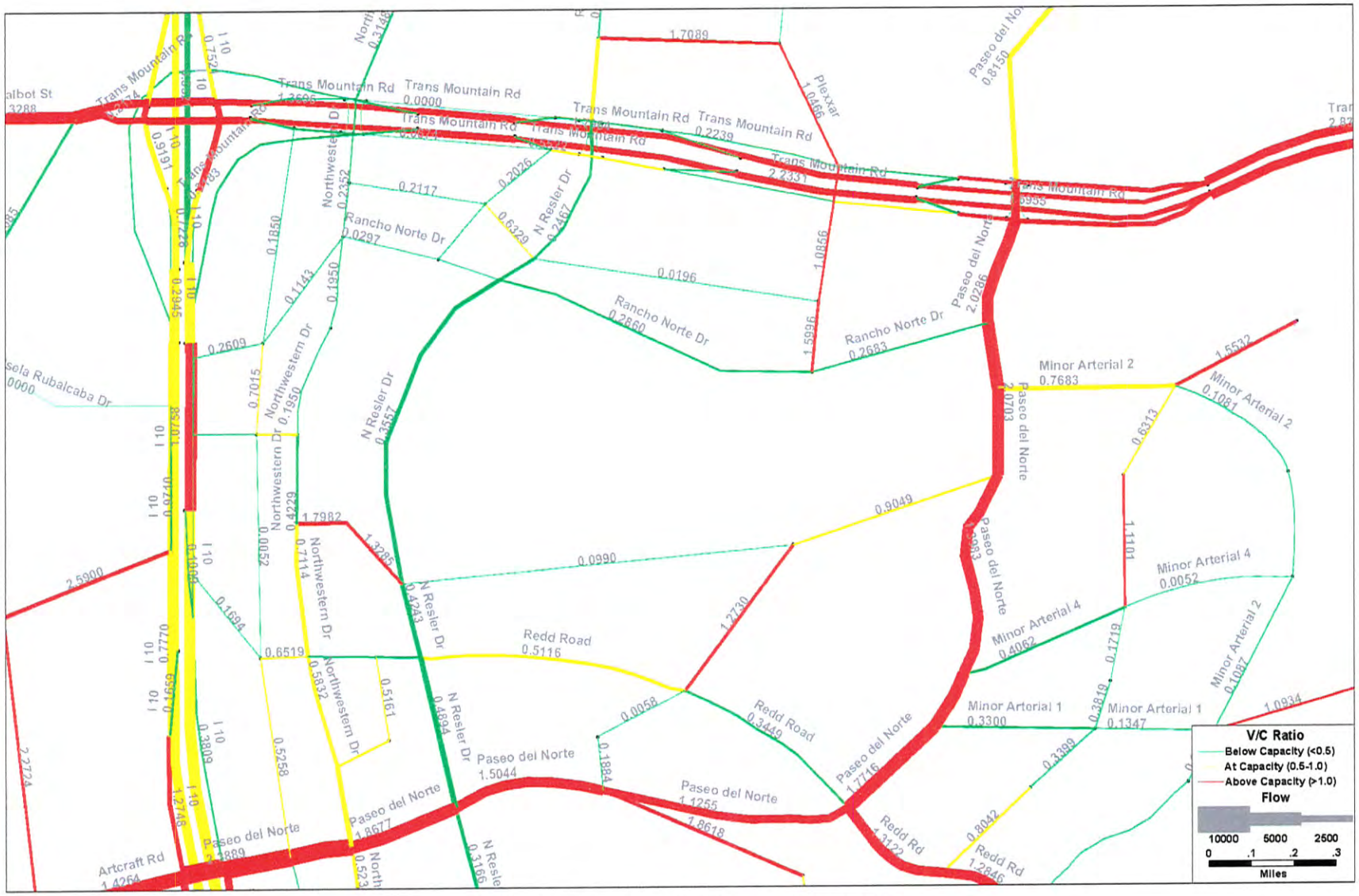

Figure 7: 2025 Roadway Levels of Service for Alternative 1

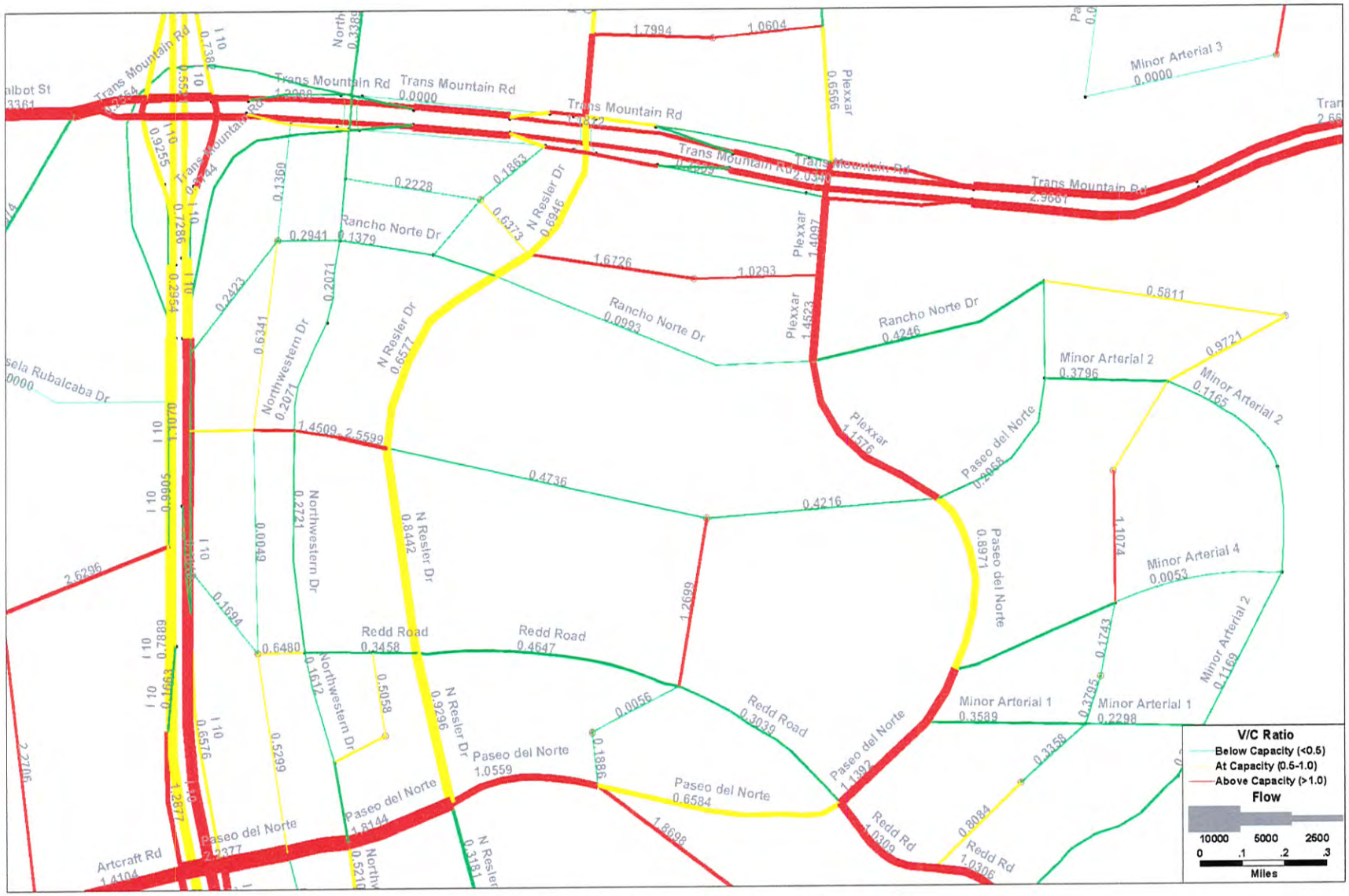

Figure 8: 2025 Roadway Levels of Service for Alternative 2

SYNCHRO INPUT DATA

Turning movement projections for 2025 were developed based on the planned geometry depicted in the Westside Master Plan. In addition, TransCAD models were developed for the alternative interchange to evaluate the potential impacts to the roadway network. The output from these models was calibrated and imported into Synchro for analysis.

Traffic signal timings followed the phasing of a typical diamond interchange operated and maintained by the City of El Paso. Each traffic signal was optimized and proposed lane configurations were used.

ANALYSIS

The operation of signalized and unsignalized intersections was analyzed using *Synchro*. Results of the capacity analyses are reported in a standard level of service (LOS) format, with the most favorable conditions being designated as LOS A and the poorest conditions indicated by LOS F. Intersection level of service is based on the amount of delay that each vehicle encounters at a given intersection. The level of service criteria for signalized intersections, along with a brief description of the conditions experienced for each level of service grade, can be seen in **Table 2**. The level of service criteria for unsignalized intersections can be seen in **Table 3**. Transportation agencies generally consider operations at or above LOS C to be acceptable. Depending upon the location, operations at or above LOS D may also be considered acceptable during peak traffic hours. **Figure 13** through **Figure 15** illustrate the intersection LOS along the studied intersections. These figures were color coded for an easier interpretation. The green color indicates LOS A, B or C (below capacity), the yellow color indicates LOS D or E (at capacity), and the red color indicates LOS F (over capacity).

Table 2: Level of Service Criteria for Signalized Intersections		
Level of Service	Stopped Delay (sec/veh)	Description
A	≤ 10	At a single intersection most vehicles do not stop at all. When linked with other signals, vehicles progress through intersections without stopping.
B	> 10 and ≤ 20	At a single intersection some vehicles stop before getting a green signal. When linked with other signals, some cars may have to stop but most progress through the intersection without stopping.
C	> 20 and ≤ 35	At a single intersection, a significant number of vehicles must stop and wait for a green signal. Some vehicles may have to wait through one full signal cycle before being able to move through the intersection.
D	> 35 and ≤ 55	At this level, congestion is noticeable. Many vehicles have to stop while waiting for a green signal. A noticeable number of vehicles have to wait through one full cycle before being able to continue through the intersection.
E	> 55 and ≤ 80	At this level, almost all vehicles have to wait through one or more full signal cycles before moving through the intersection. When linked with other signals, progression is slow.
F	> 80	At this level, the number of vehicles entering the intersection exceeds its capacity. Vehicles have to wait through multiple full signal cycles before moving through the intersection.

Table 3: Level of Service Criteria for Unsignalized Intersections		
Level of Service	Avg. Total Delay (sec/veh)	Description
A	≤ 10	At most, one vehicle is waiting to move through the intersection when the driver reaches the stop sign. Most often, the driver pulls up to the stop sign and is immediately free to proceed through the intersection.
B	> 10 and ≤ 15	When the driver reaches the intersection, one or two vehicles are in front of him. Once those vehicles proceed through the intersection, the driver is able to continue without opposition.
C	> 15 and ≤ 25	At this level, several vehicles may be in front of the driver at a two-way stop-controlled intersection. At an all-way stop-controlled intersection, there may be two or more vehicles at each approach that the driver has to wait for before getting his turn.
D	> 25 and ≤ 35	At this level, there are at least four vehicles in front of the driver and several vehicles at the other approaches. Also, for two-way stop-controlled conditions, the volume of traffic on the uncontrolled street may be high.
E	> 35 and ≤ 50	When the driver reaches the intersection, there are between five and eight vehicles in front of him and many vehicles at the other approaches that must also proceed through the intersection before the driver may continue.
F	> 50	At this level, the driver must wait for eight to ten cars at his approach to move through the intersection along with at least five vehicles at the other approaches. This level can also occur at two-way stop-controlled intersections when the uncontrolled street has such a high volume that no gaps are available in the traffic stream for the vehicles at the cross street to continue.

Traffic analysis was completed for 2010 existing conditions and proposed conditions in 2025 for Alternative 1 and Alternative 2. Capacity analysis was conducted at all the major intersections within the study area. It is important to note that due to the location of the proposed development several other key intersections were analyzed. These intersections are located west of the study area.

All interchanges along Loop 375 followed the geometry proposed by TxDOT for the analysis in Alternative 1. **Figures 9** through **12** show the TxDOT schematics for the interchanges in the report. For Alternative 2, the lane configuration for Loop 375 at Paseo del Norte was modified to remove the junction of Paseo del Norte at Loop 375. Moreover, Plexxar was modeled as a signalized diamond interchange at Loop 375 with an east-to-west turnaround and was extended south to connect with Paseo del Norte.

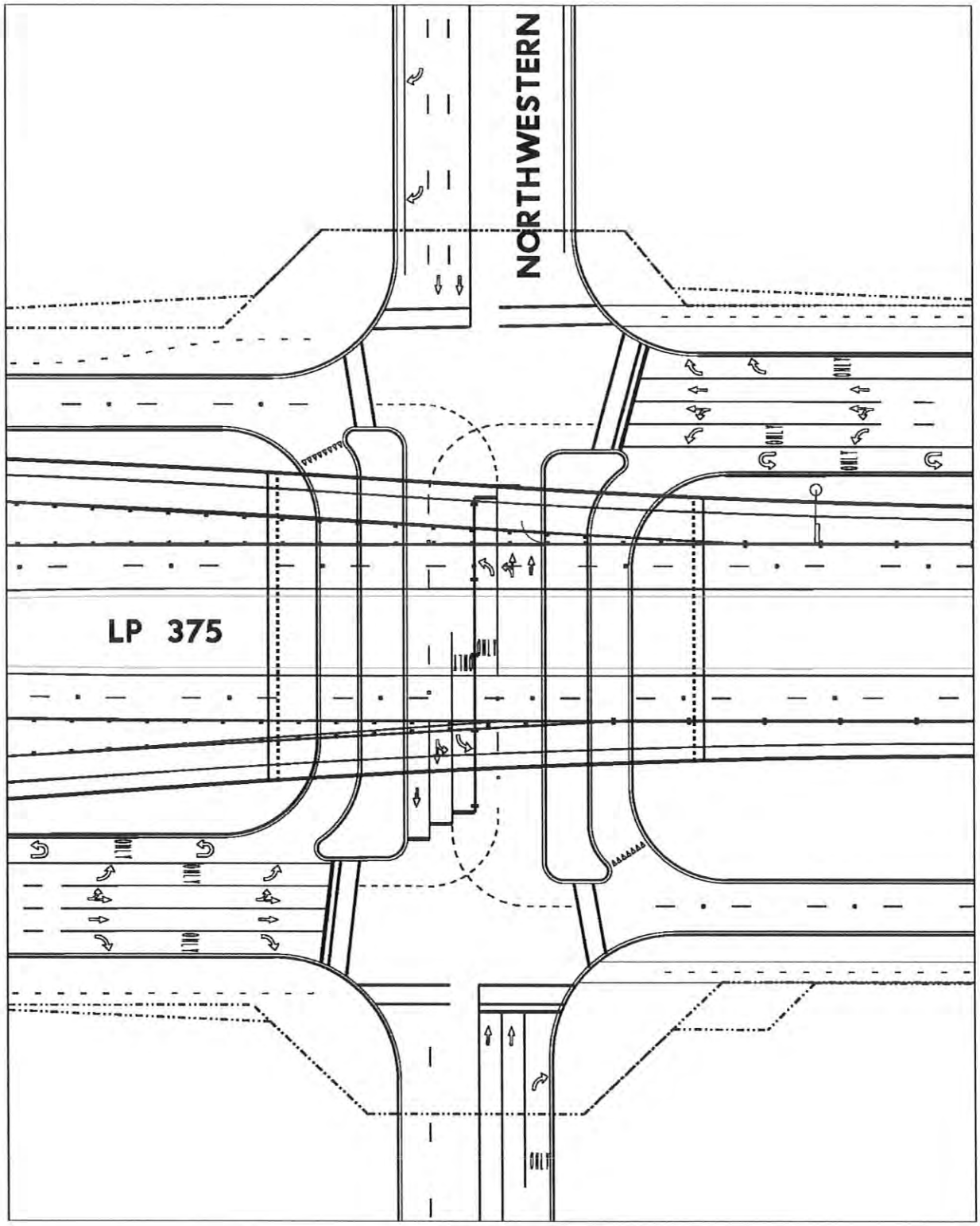

Figure 9: Proposed Lane Configuration at Loop 375 at Northwestern

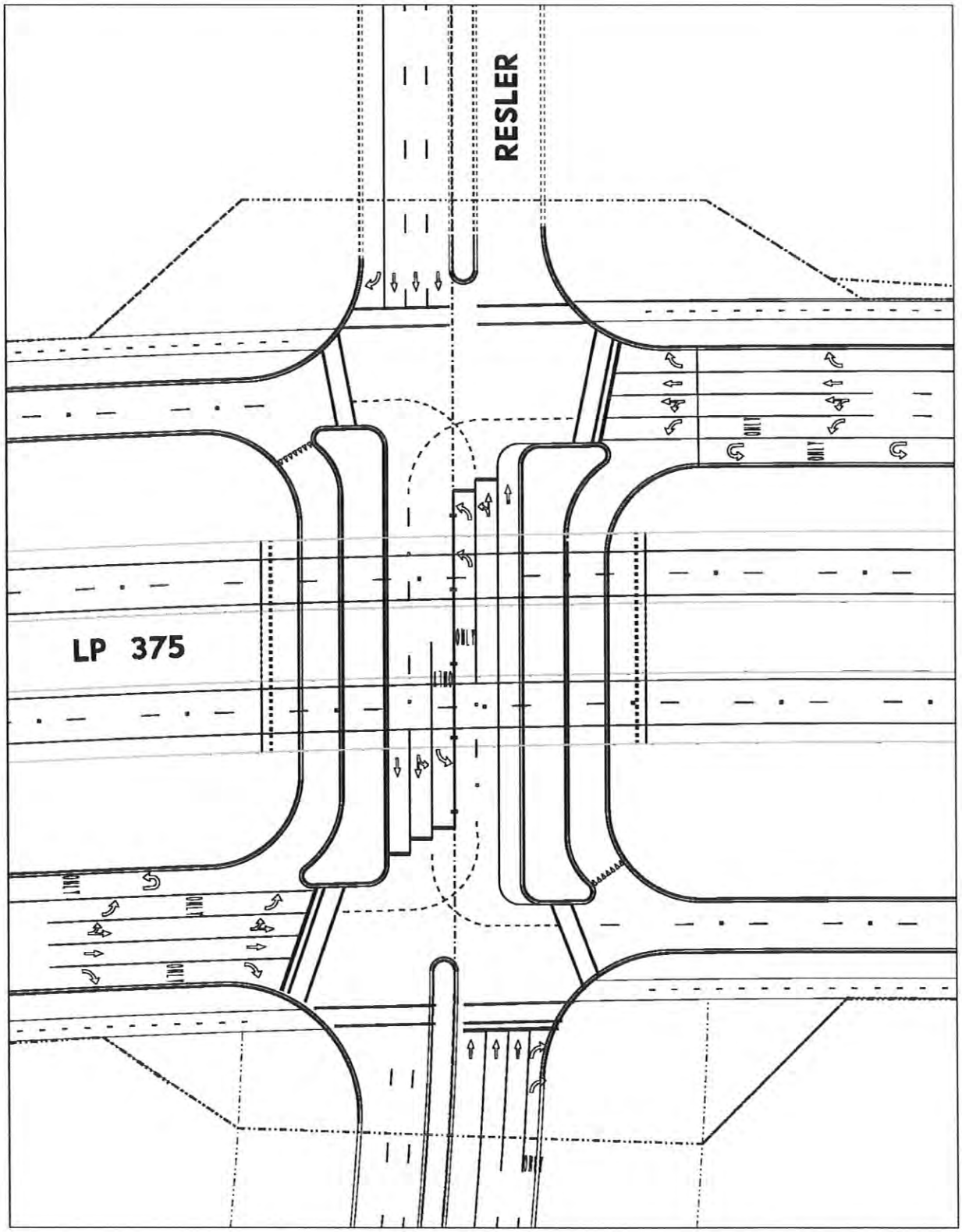

Figure 10: Proposed Lane Configuration at Loop 375 at Resler

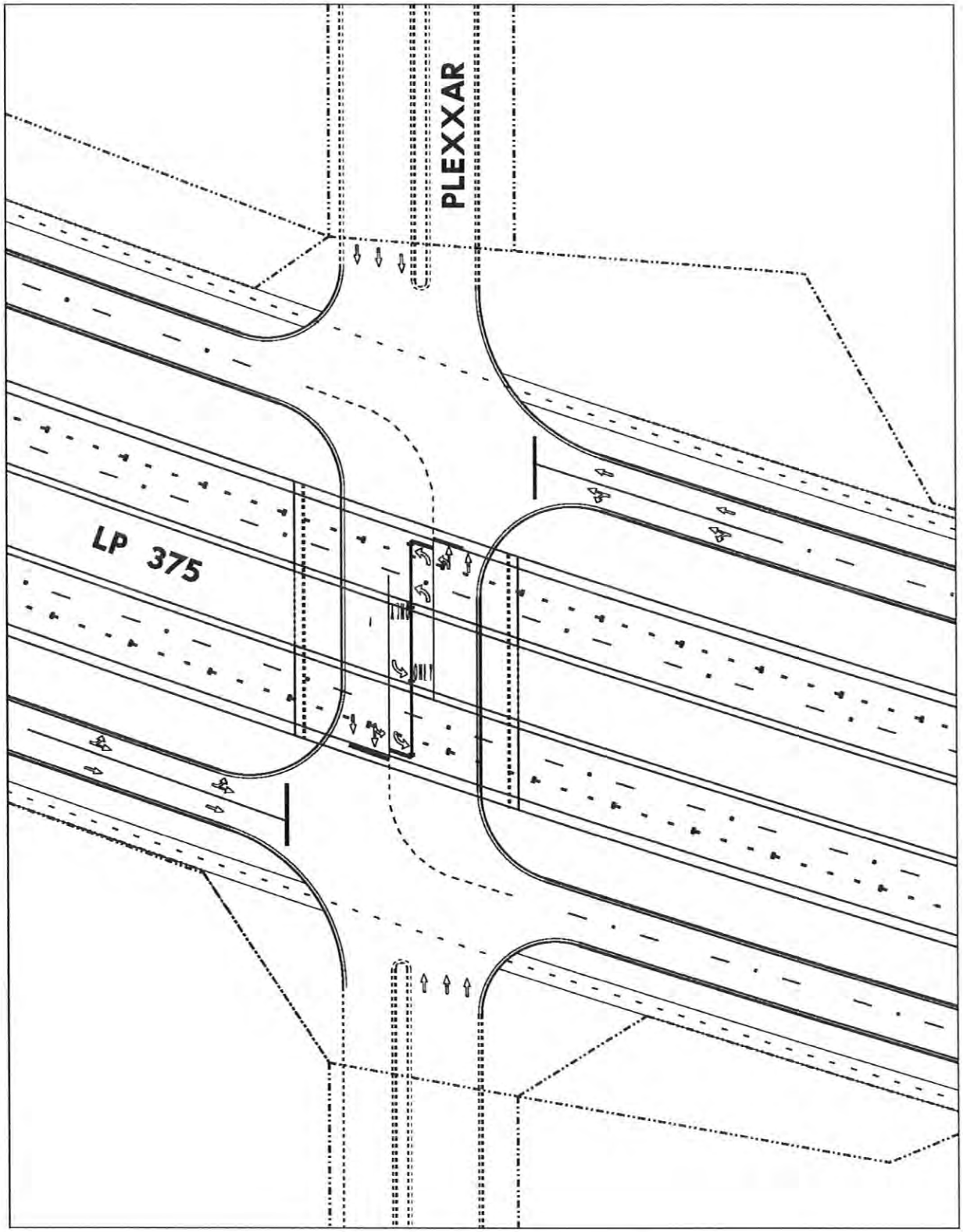

Figure 11: Proposed Lane Configuration at Loop 375 at Plexxar (Alternative 1)

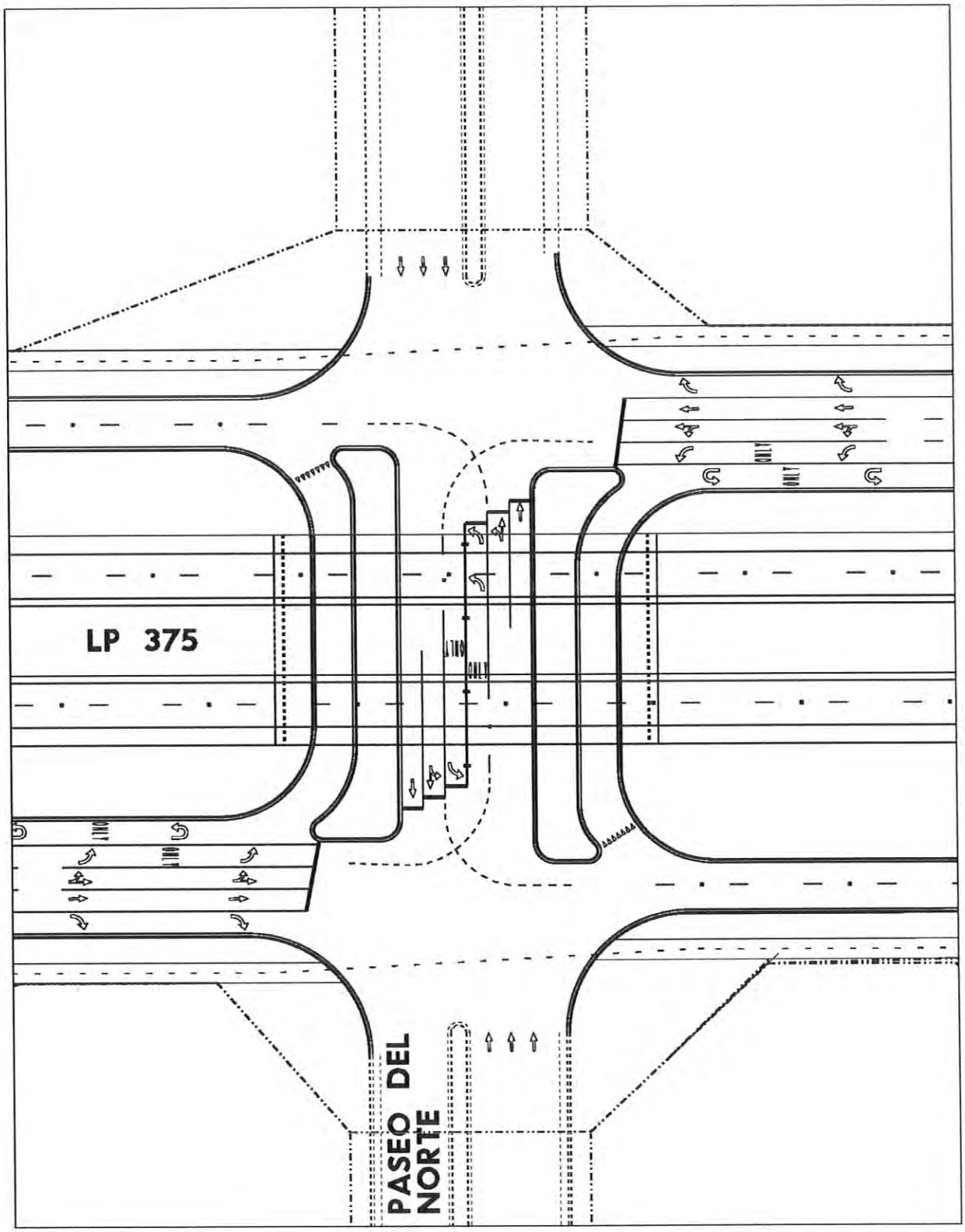

Figure 12: Proposed Lane Configuration at Loop 375 at Paseo del Norte

RESULTS

The results of the analysis are summarized in **Table 4**. The results presented show the 2010 existing conditions, the 2025 forecasted conditions for Alternative 1, and the 2025 forecasted conditions for Alternative 2. All forecasted conditions included new traffic signals, signal optimization, and left-turn and right-turn bays, when needed.

For Alternative 1 the following intersection improvements were modeled:

- Paseo del Norte at Northwestern: Add right-turn bay and left-turn bay for the north and southbound traffic along Northwestern as well as, a right-turn bay for the eastbound movement at Paseo del Norte.
- Paseo del Norte at Northern Pass: Add two left-turn bays for southbound traffic along Paseo del Norte as well as a right-turn bay for westbound traffic along Northern Pass.
- Paseo del Norte at Minor Arterial 4: A right-turn bay for northbound traffic along Paseo del Norte.
- Paseo del Norte at Minor Arterial 2: A right-turn bay for northbound traffic along Paseo del Norte.
- Paseo del Norte at Minor Arterial 1: A right turn bay for northbound traffic along Paseo del Norte.
- Trade Center at Resler: A traffic signal was proposed.

For Alternative 2 the following intersection improvements were modeled:

- Paseo del Norte at Northwestern: Add left-turn bay for the north and southbound traffic along Northwestern.
- Paseo del Norte at Resler: Add a right-turn bay for southbound traffic along Resler. In addition, two left-turn bays for the eastbound movement at Paseo del Norte were included.
- Paseo del Norte at Northern Pass: Add two left-turn bays for southbound traffic along Paseo del Norte as well as a right and left-turn bays for northbound traffic at Paseo del Norte. In addition, a right-turn bay was added to the westbound traffic along Northern Pass.
- Paseo del Norte at Minor Arterial 2: A right-turn bay for northbound traffic along Paseo del Norte.
- Trade Center at Resler: A traffic signal was proposed.
- Plexxar at Rancho Norte: A traffic signal was proposed.
- Plexxar Interchange: An east-to-west turnaround

Table 4: Intersection Delay and LOS							
Intersection	Signalized Intersection	2010 Existing Conditions		Alternative 1 2025		Alternative 2 2025	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Transmountain East at South Desert Blvd	X	B	15.0	F	411.3	F	415.5
Transmountain West at Desert North Blvd	X	B	14.3	F	394.0	F	390.3
Transmountain East at Northwestern	X	B	13.8	B	11.4	B	14.7
Transmountain West at Northwestern	X			A	5.4	A	6.5
Transmountain East at Resler	X	E	46.2	B	11.8	D	42.4
Transmountain West at Resler	X			B	14.3	E	79.4
Transmountain East at Plexxar	X*	-	-	B	11.0	D	40.1
Transmountain West at Plexxar	X*	-	-	B	11.3	D	42.3
Transmountain East at Paseo del Norte	X**	-	-	F	167.6	-	-
Transmountain West at Paseo del Norte	X**	-	-	F	136.9	-	-

* Plexxar has a stop control intersection for Alternative 1 and a traffic signal for Alternative 2

** Paseo del Norte does not connect to Loop 375 in Alternative 2

Table 4: Intersection Delay and LOS (continued)							
Intersection	Signalized Intersection	2010 Existing Conditions		Alternative 1 2025		Alternative 2 2025	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Intersection A (Minor Arterial 1 at Minor Arterial 2)	-	-	-	A	9.6	B	10.0
Intersection B (Paseo del Norte at Minor Arterial 1)	X	-	-	C	26.1	B	16.3
Intersection C (Minor Arterial 2 at Minor Arterial 4)	-	-	-	A	6.8	A	6.9
Intersection D (Paseo del Norte at Minor Arterial 4)	X	-	-	B	16.2	B	17.0
Intersection E (Paseo del Norte at Minor Arterial 2)	X	-	-	E	62.4	A	8.6
Intersection F (Paseo del Norte at Rancho Norte)	X*	-	-	E	62.5	-	-
Intersection G (Paseo del Norte at Minor Arterial 3)	X*	-	-	A	7.3	-	-

* The new configuration in Alternative 2 eliminates conflict movements and no traffic control is needed

Table 4: Intersection Delay and LOS (continued)							
Intersection	Signalized Intersection	2010 Existing Conditions		Alternative 1 2025		Alternative 2 2025	
		LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Paseo del Norte Rd at Northwestern Dr	X	-	-	F	148.8	F	169.5
Paseo del Norte Rd at Resler Dr	X	-	-	F	87.2	F	111.8
Paseo del Norte Rd at Northern Pass Dr	X	-	-	F	104.0	C	20.5
Artcraft at South Desert Blvd	X	-	-	F	560.6	F	552.9
Artcraft at Desert North Blvd	X	-	-	F	536.3	F	520.1
Helen of Troy Dr at Northwestern Dr	-	-	-	B	12.0	B	14.7
Helen of Troy Dr at Resler Dr	X	-	-	B	18.5	A	7.8
Helen of Troy Dr at Northern Pass Dr	X	-	-	A	9.7	B	15.2
Trade Center Ave at Northwestern Dr	-	-	-	C	16.8	C	16.0
Trade Center Ave at Resler Dr	X	-	-	A	8.3	C	27.2
Northwestern Dr at Rancho Norte	X	-	-	A	6.8	A	7.3
Northwestern Dr at Northern Pass Dr	-	-	-	D	31.2	A	9.8
Resler Dr at Rancho Norte	X	-	-	A	9.2	A	9.4
Resler Dr at Northern Pass Dr	X	-	-	A	9.4	B	16.8
Plexxar Rd at Rancho Norte Rd	X*	-	-	B	11.5	B	17.0
Plexxar Rd at Paseo del Norte Rd	X**	-	-	-	-	A	8.4

* Unsignalized for Alternative 1 and Signalized for Alternative 2

**Intersection is found only in Alternative 2

EXISTING CONDITIONS

The analyses performed in *Synchro* indicate that the only intersection operating at capacity is Loop 375 at Resler. To illustrate the results see **Figure 10.**

ALTERNATIVE 1

This alternative has all movement interchanges at Paseo del Norte and Plexxar. The Mission travel demand model has stop control for the frontage road approaches to Paseo del Norte and Plexxar. The ramp configuration followed the TxDOT schematics.

The results show that the intersection of Paseo del Norte will have high vehicular traffic and will operate at LOS F. In addition, traffic will use Paseo del Norte as one of the main roads to arrive to their destination within the study area. This behavior causes the intersections along this road to experience LOS F, which exceeds its capacity. To illustrate the LOS results see **Figure 11.**

ALTERNATIVE 2

This Alternative does not include the Paseo del Norte at Loop 375 interchange. Alternative 2 includes Plexxar as a diamond interchange at Loop 375 with an east-to-west turnaround. Plexxar extends south to connect with Paseo del Norte. Eventhough the *TransCAD* model does not indicate that there is a need for an east-to west turnaround, it is anticipated that commercial development along the frontage roads will attract vehicles that will use the turnaround once roadway connectivity and driveways are built. The proposed diamond interchange at Plexxar will require additional right of way to accommodate the U-turn as well as additional lanes along the frontage roads to provide optimal intersection operation.
Based on the TxDOT Roadway Design manual, the distance required to have both entrance and exit ramps at each direction is not adequate between the interchanges of Resler and Plexxar, therefore, the ramp configuration for this alternative follows the TxDOT schematic to include an eastbound entrance ramp and a westbound exit ramp. In addition, a wider bridge span will be required to accommodate the U-turn, and the freeway structure will be mostly elevated between Resler and Plexxar.
Moreover, if Paseo del Norte is removed from the roadway network, commercial property along Loop 375 east of Plexxar will not have access to Loop 375, therefore, alternative access routes to these areas will need to be provided.

The results indicate that traffic along Loop 375 is using both Plexxar and Resler at Loop 375 to arrive to their destination within the study area. In addition, traffic coming from IH-10 mainly uses Paseo del Norte to Resler

where traffic then uses Resler and Paseo del Norte. Since Resler has more lanes than Paseo del Norte traffic prefers to use Resler. With the recommended mitigation strategies identified in the results of the report, some intersections operate below capacity. To illustrate the LOS results see **Figure 12.**

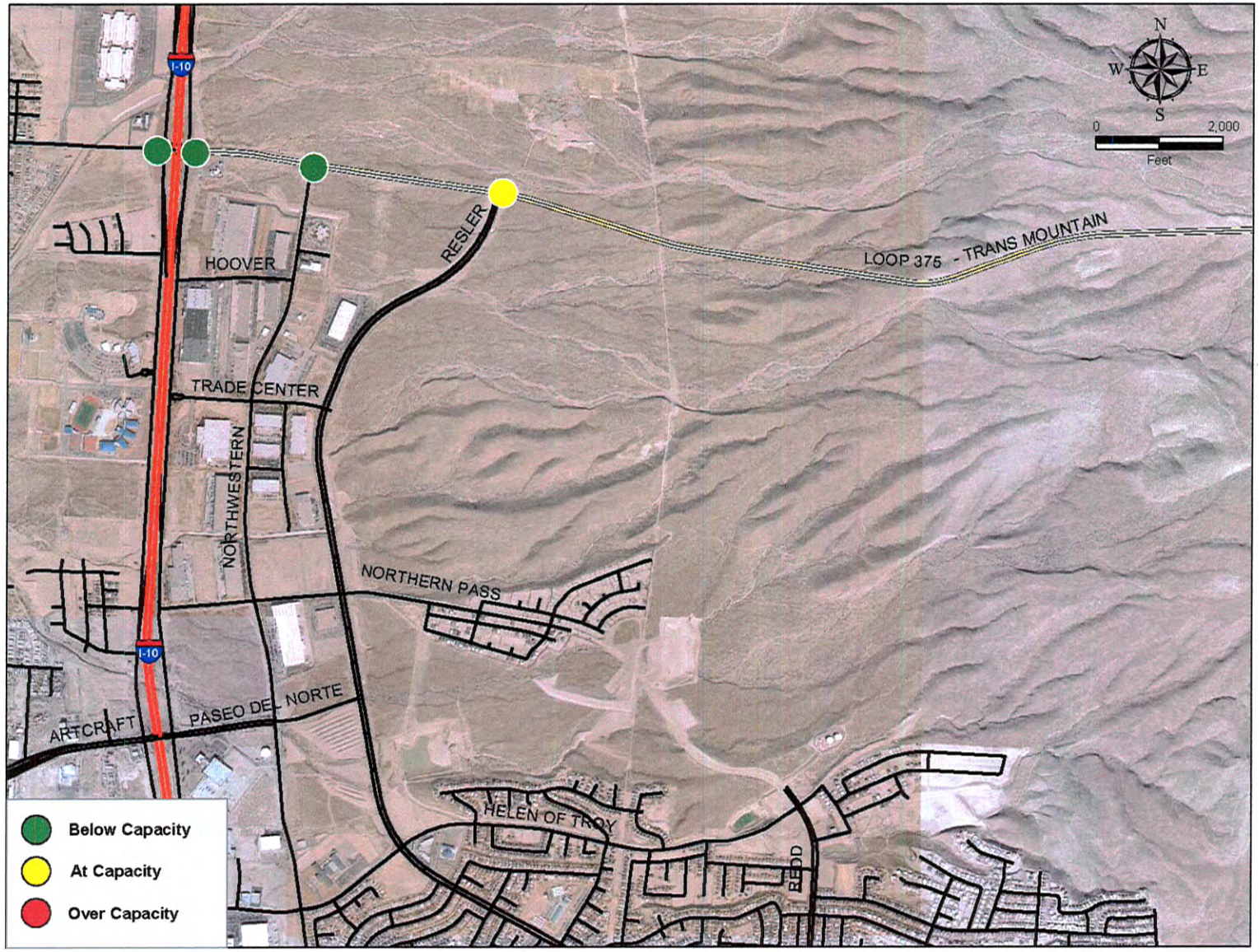

Figure 13: Intersection LOS for Existing Conditions

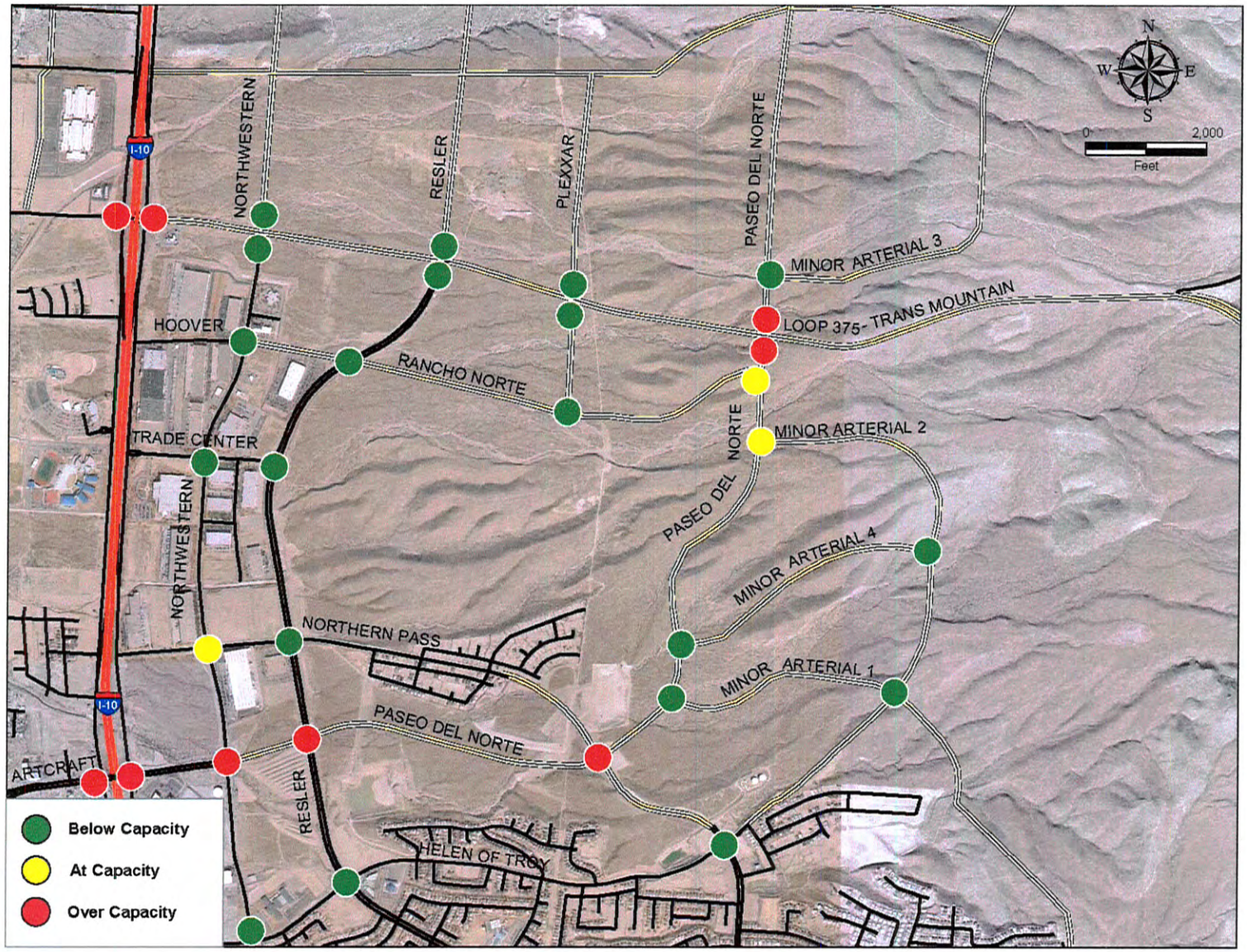

Figure 14: Intersection LOS for Alternative 1

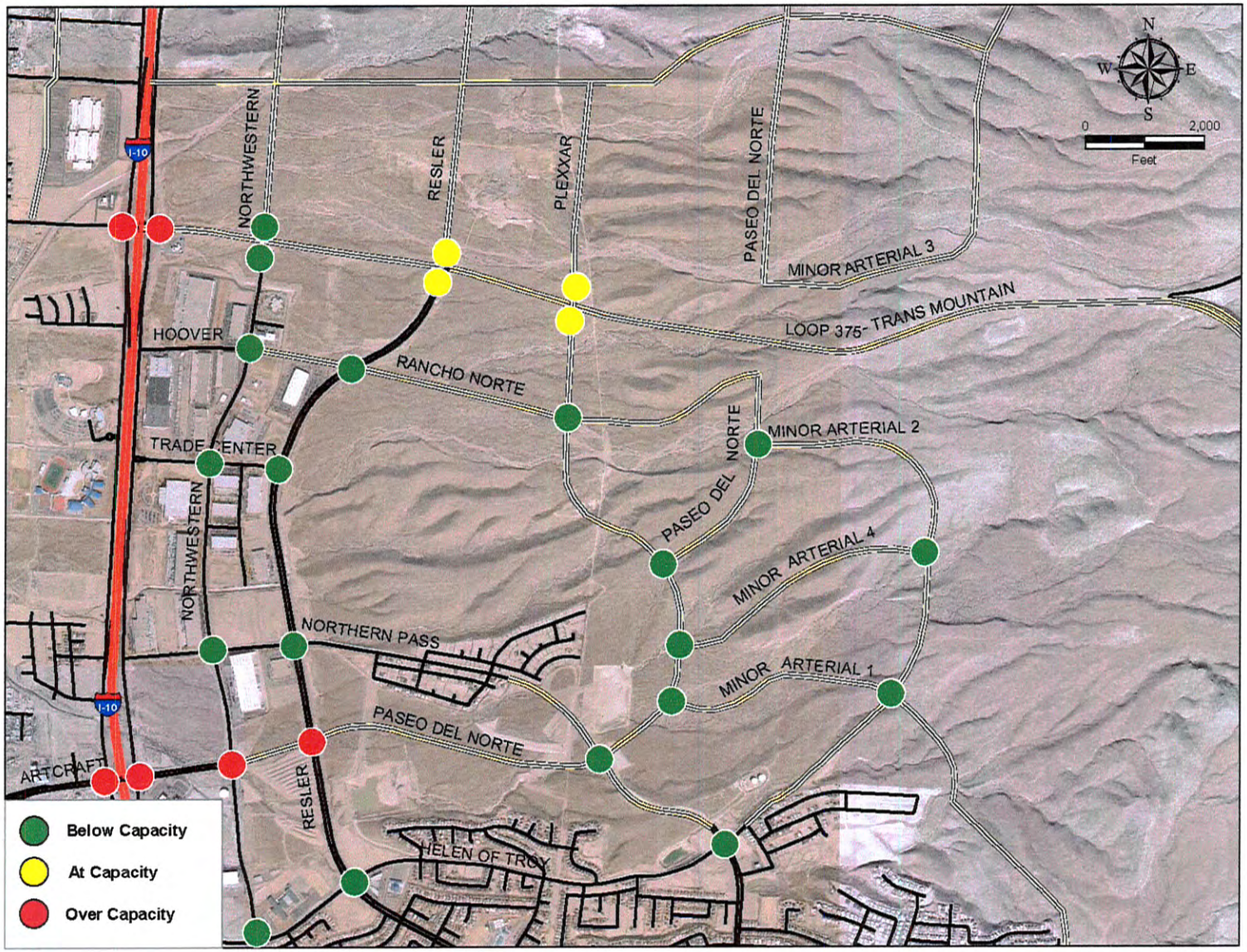

Figure 15: Intersection LOS for Alternative 2

Table 5 illustrates the total intersection volumes for the study area. The Westside Master Plan intersections and other key intersections are included in this table. For detailed turning volumes per intersection see TAB 1 in the Appendix.

Table 5: Intersection Volume		
Intersection	Alternative 1	Alternative 2
	Volume (veh/hr)	Volume (veh/hr)
Transmountain East at South Desert Blvd	6,939	6,973
Transmountain West at Desert North Blvd	6,882	6,936
Transmountain East at Northwestern	847	1,037
Transmountain West at Northwestern	892	1,023
Transmountain East at Resler	1,387	3,213
Transmountain West at Resler	1,616	3,180
Transmountain East at Plexxar	1,002	3,264
Transmountain West at Plexxar	1,007	2,342
Transmountain East at Paseo del Norte	3,265	-
Transmountain West at Paseo del Norte	5,002	-
Intersection A (Minor Arterial 1 at Minor Arterial 2)	864	907
Intersection B (Paseo del Norte at Minor Arterial 1)	4,808	3,287
Intersection C (Minor Arterial 2 at Minor Arterial 4)	195	250
Intersection D (Paseo del Norte at Minor Arterial 4)	4,500	3,091
Intersection E (Paseo del Norte at Minor Arterial 2)	5,244	833
Intersection F (Paseo del Norte at Rancho Norte)	4,799	-
Intersection G (Paseo del Norte at Minor Arterial 3)	1,446	-
Paseo del Norte Rd at Northwestern Dr	6,599	6,062
Paseo del Norte Rd at Resler Dr	5,599	5,943
Paseo del Norte Rd at Northern Pass Dr	5,770	3,925
Artcraft at South Desert Blvd	7,887	7,817
Artcraft at Desert North Blvd	8,163	7,978
Helen of Troy Dr at Northwestern Dr	908	1,206
Helen of Troy Dr at Resler Dr	1,601	1,612
Helen of Troy Dr at Northern Pass Dr	3,999	3,642
Trade Center Ave at Northwestern Dr	1,227	1,291
Trade Center Ave at Resler Dr	1,917	3,433
Northwestern Dr at Rancho Norte	461	826
Northwestern Dr at Northern Pass Dr	1,803	910
Resler Dr at Rancho Norte	1,590	2,919
Resler Dr at Northern Pass Dr	2,617	3,987
Plexxar Rd at Rancho Norte Rd	889	3,313
Plexxar Rd at Paseo del Norte Rd	-	2,552

CONCLUSIONS AND RECOMMENDATIONS

The Traffic Impact Analysis has provided a comprehensive review of forecasted growth in the study area and impacts to traffic for the year 2025. The study considered two alternatives for the design of interchanges at Paseo del Norte and Plexxar.

Based on the analysis, there are several pros and cons related to each option studied. Below is a summary of these items.

Alternative 1

- The road level of service calculated in *TransCAD* indicates a better LOS than Alternative 2.
- Provides north-south connection of Paseo del Norte at Loop 375
    - Relieves Resler and Northwestern
    - Provides connection from Northwest to IH-10 without using Loop 375 at IH 10 interchange
    - Reduces travel distance between north and south sides of Transmountain
- Provides north-south circulation without use of any freeways or frontage roads.
- Requires grade separation for Loop 375 at Paseo del Norte interchange.
- Traffic prefers the use of Paseo del Norte as the main arterial to arrive/depart from the study area.
- The majority of the intersections along Paseo del Norte operate at capacity and over capacity level of service.

Alternative 2

- North-south through movements must use Northwestern, Resler, or Plexxar
- Traffic from Loop 375 uses both Resler and Plexxar interchange to arrive/depart from the study area.
- The extension of Plexxar south of Loop 375 and connection to Paseo del Norte does not consider arroyos or other geological features.
- A small section of frontage road will exist east of Plexxar that will connect only to Loop 375
- Proposed commercial areas east of Plexxar will not have access to Loop 375. Alternative access routes to these areas will need to be provided.
- The proposed diamond interchange at Plexxar will require additional right of way to accommodate the U-turn as well as additional lanes along the frontage roads to provide optimal intersection operation.
- A wider bridge span will be required to accommodate the U-turn, and the freeway structure will be mostly elevated between Resler and Plexxar.
- Traffic disperses among all north-south connections east of IH-10. This behavior allows most intersections to operate below capacity.
- Because of design criteria, the ramp configuration was left as seen in TxDOT's schematic between Resler and Plexxar.

ADDITIONAL STUDIES

As land use change and growth occurs in the study area, the *TransCAD* model will need to be reviewed. Any socio-economic data or changes in the proposed land use will impact the results shown in this study. It may be appropriate to repeat this study with an equivalent scope if any of the projected data in the MPO model is modified and updated.

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1. *El Paso, TX Smart Code.* City of El Paso. July 2008. El Paso, TX
2. *Master Plan for Westside PSB Properties*, El Paso Water Utilities Public Service Board, El Paso, TX. 2005.
3. *Roadway Design Manual*, Texas Department of Transportation, Austin, TX. 2010.
4. *Urban Planning and Design Criteria Third Edition,* Joseph De Chiara and Lee Koppelman, New York, NY. 1982.

APPENDIX

TAB ONE

Intersection Turning Volumes

Alternative 1
Phase 1
1/3
N
E
S
W
0
2,000
Feet
PASEO DEL NORTE
PLEXXAR
RESLER
NORTHWESTERN
LOOP 375
- TRANS MOUNTAIN
I-10
133
153
1267
731
537
322
470
1241
864
1607
130
404
213
543
220
63
89
139
143
60
293
129
175
119
262
107
94
116
116
129
148
493
60
275
395
197
186
392
151
200
201
60
60
60
60
60
96
264
43
60
96
43
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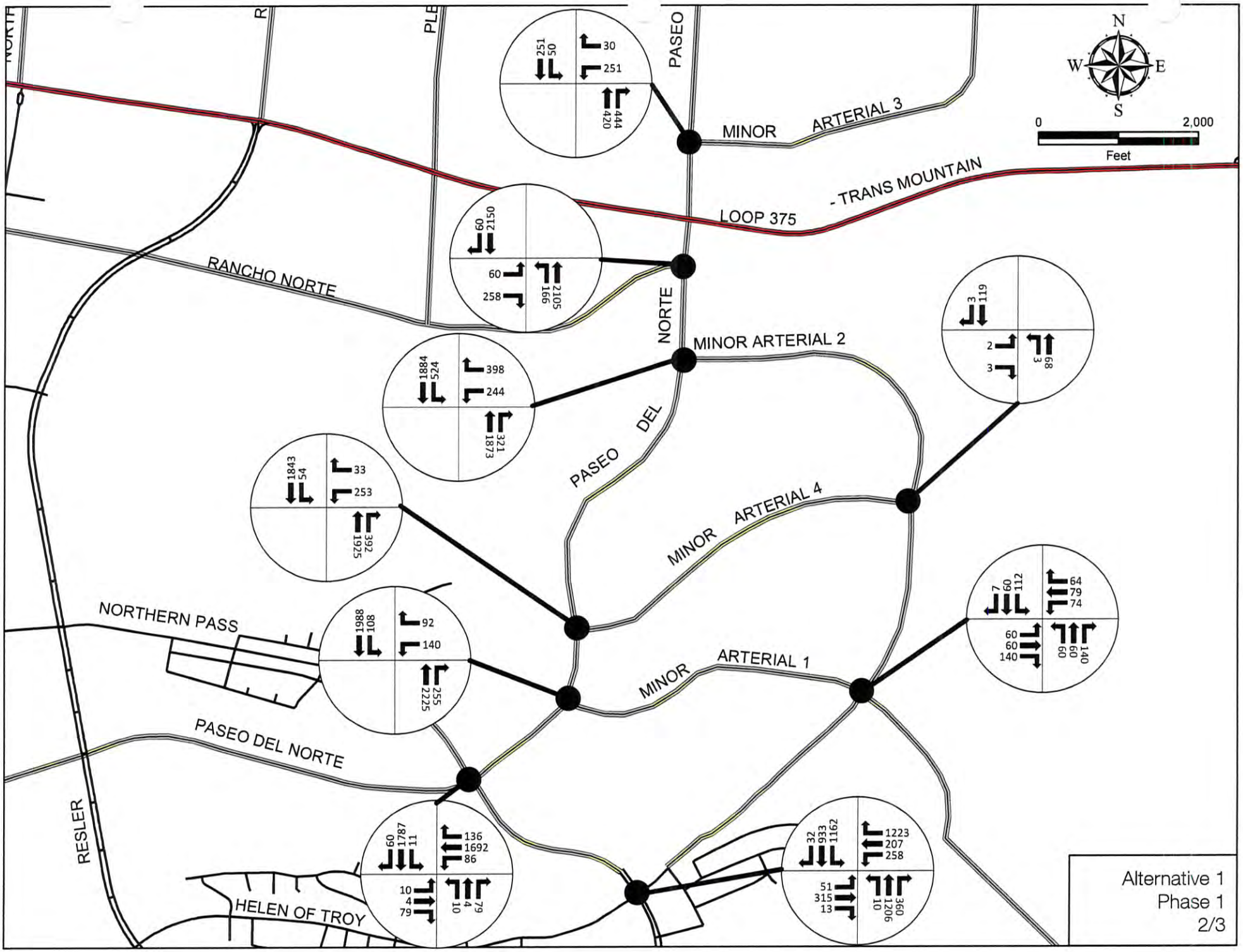
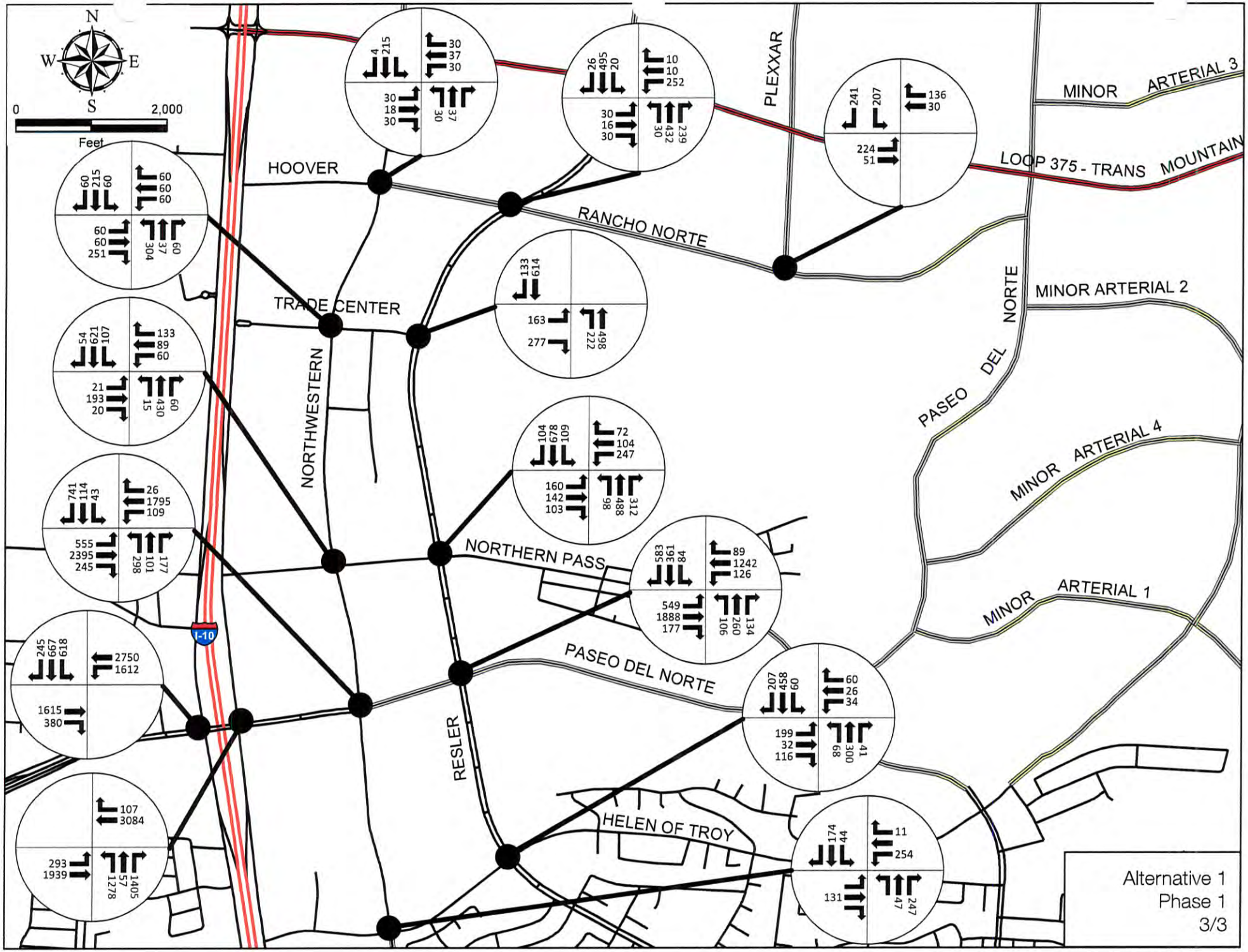
1452
169
341
1638
224
2269



Alternative 1
Phase 1
2/3


N
W
E
S
0
2,000
Feet
HOOVER
RANCHO NORTE
TRADE CENTER
NORTHWESTERN
NORTHERN PASS
PASEO DEL NORTE
RESLER
HELEN OF TROY
PLEXXAR
PASEO DEL NORTE
LOOP 375 - TRANS MOUNTAIN
MINOR ARTERIAL 3
MINOR ARTERIAL 2
MINOR ARTERIAL 4
MINOR ARTERIAL 1
I-10
Alternative 1
Phase 1
3/3

Alternative 2
Phase 1
1/3
N
E
S
W
0
2,000
Feet
PASEO DEL NORTE
LOOP 375
- TRANS MOUNTAIN
PLEXXAR
RESLER
NORTHWESTERN
I-10
205
60
808
331
331
3
604
763
662
1187
225
60
60
307
94
289
512
1053
130
607
495
650
455
878
129
729
285
87
60
60
60
373
135
282
53
60
190
53
60
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390
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431
1226
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763
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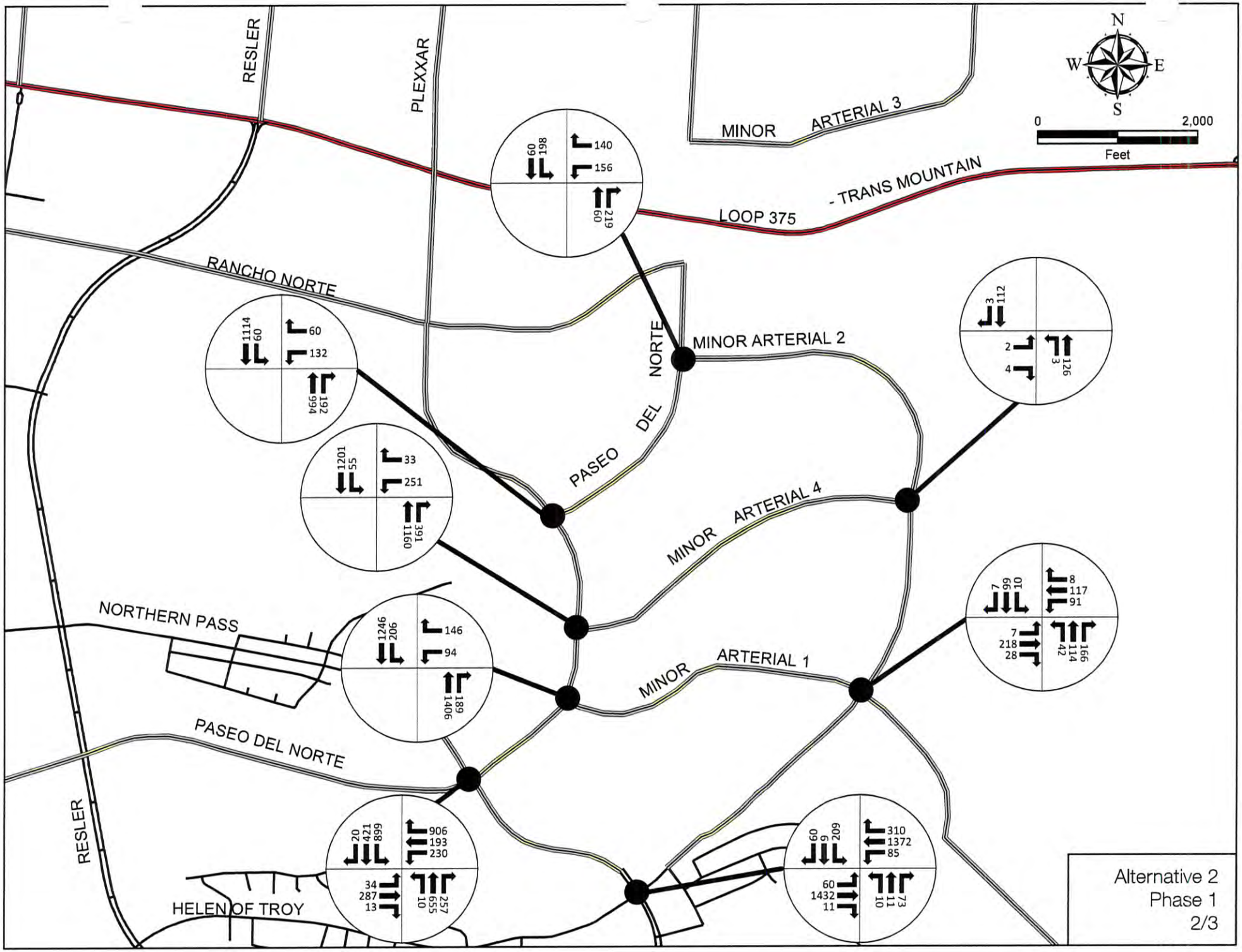
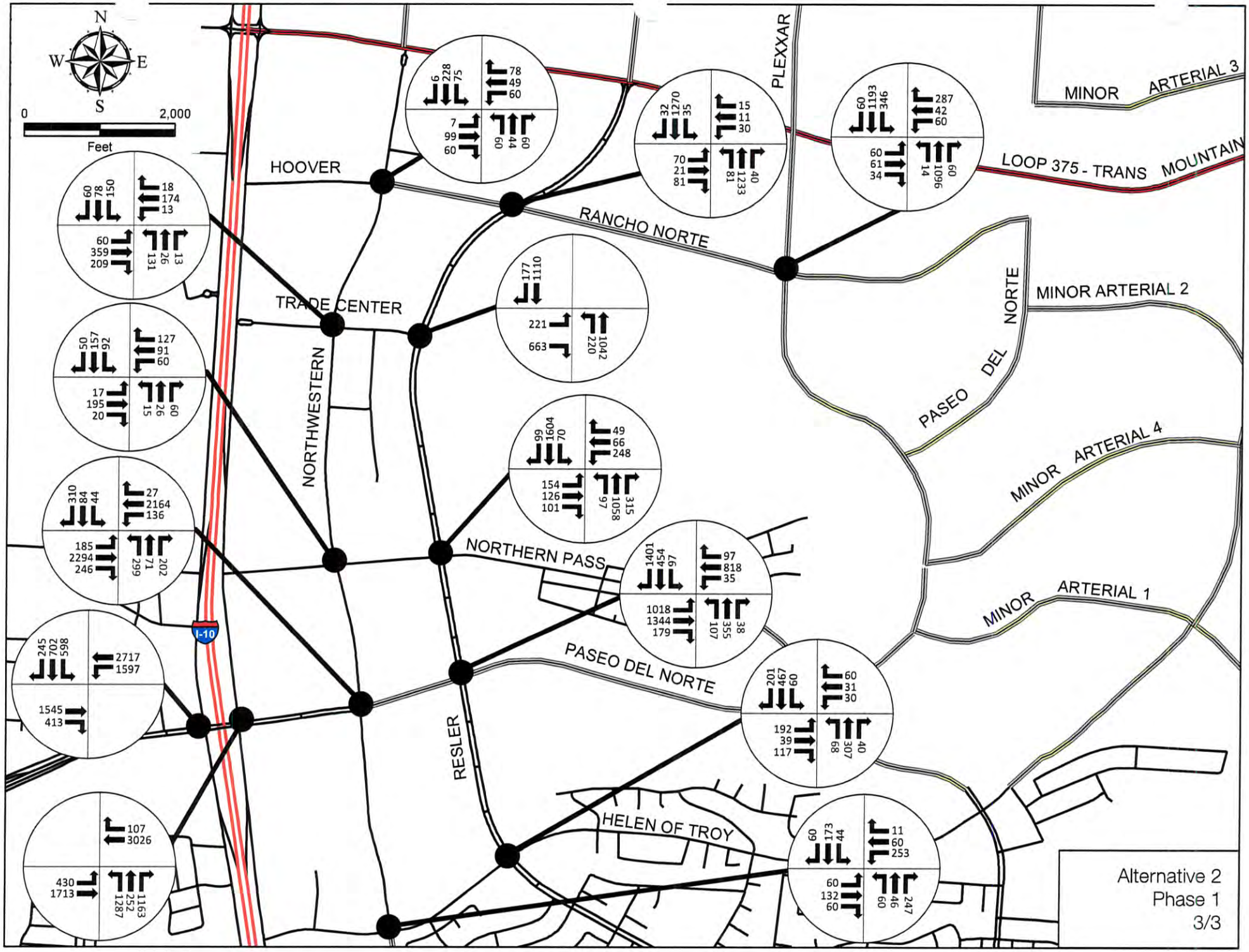
179
343
1642
224
2282



Alternative 2
Phase 1
2/3


N
W
E
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0
2,000
Feet
HOOVER
TRADE CENTER
NORTHWESTERN
RANCHO NORTE
PLEXXAR
LOOP 375 - TRANS MOUNTAIN
MINOR ARTERIAL 3
MINOR ARTERIAL 2
PASEO DEL NORTE
MINOR ARTERIAL 4
MINOR ARTERIAL 1
NORTHERN PASS
PASEO DEL NORTE
RESLER
HELEN OF TROY
I-10
Alternative 2
Phase 1
3/3

Westside Traffic Impact Analysis Update – Phase 1B

El Paso, Texas

Prepared for

City of El Paso

Prepared by

WALTER P MOORE

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221 North Kansas Street, Suite 601
El Paso, Texas 79901

February 2011

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EXECUTIVE SUMMARY

The City of El Paso is concerned with the fast growing northwest area and the proposed roadway improvements by the Texas Department of Transportation (TxDOT) on Loop 375 between IH-10 and Paseo del Norte. This report has been prepared to present the traffic impact that the Westside Master Plan will have on the proposed crossing points along Loop 375, in particular Paseo del Norte, Plexxar, and the surrounding roadway network. Phase 1 of the study included traffic impact analysis using the existing land use proposed in the Westside Master Plan and was submitted as a separate report. The City of El Paso approved the Smart Code Ordinance in 2008 in order to encourage mixed use development and discourage automobile dependent development by creating accessible land use patterns that introduce and encourage transit, pedestrian, and cyclist oriented development. Phase 1B of this traffic study will use the same alternatives included under Phase 1, except a 20% reduction in trip production and trip attraction for the Westside Master Plan traffic analysis zones will be applied in the TransCAD model as an estimation of what is expected to occur if smart code principles are applied in the Westside Master Plan.

The two alternatives considered in this study are:

- Alternative 1, which includes a full signalized diamond interchange at Paseo del Norte and a stop controlled interchange at Plexxar on Loop 375. TxDOT schematic designs of these two interchanges were provided to Walter P Moore.
- Alternative 2, which does not include an interchange at Loop 375 at Paseo del Norte and incorporates Plexxar as a signalized interchange with an east-to-west turnaround. In this option, Plexxar will extend south of Loop 375 and will connect with Paseo del Norte Rd. In addition, Loop 375 will have ramps east of Plexxar to allow traffic to enter or exit from Loop 375.

Both alternatives include the 2025 full-build forecasted conditions for the study area based on the land use seen in the Westside Master Plan.

Because smart code land use is currently not coded in the Metropolitan Planning Organization's *TransCAD* model, the technique used for Phase 1B included a 20% reduction to the trip production and trip attraction factors in the traffic analysis zones for the Westside Master Plan area. Furthermore, the 20% trip reduction factor that was used for Phase 1B is an estimation of what is expected to occur with smart code development based on research. *TransCAD* calculated the traffic volumes for the intersections in the study area, which was then imported into *Synchro* to obtain intersection levels of service for the study area.

The approach in this study is not to state that we can achieve any specific reduction in trip production and trip attraction at the regional level. Instead, the study is a what-if scenario for a level of trip reduction that may

be achievable if a combination of smart code and aggressive demand management is used in the Westside Master Plan area.

The pros and cons of each alternative are presented in the following summary table.

Alternative 1

PROS	CONS
Provides north-south connection of Paseo del Norte at Loop 375	Requires grade separation for Loop 375 at Paseo del Norte interchange
Provides important alternate north/south roadway in the Westside Master Plan to relieve future traffic on Resler and Northwestern as the area develops	Traffic generated from the use of the Paseo del Norte interchange will require left and right-turn bays along Paseo del Norte throughout the corridor for added capacity
Provides connection from IH-10 to Loop 375 without using the IH-10/Loop 375 Interchange	Traffic prefers to use Paseo del Norte as the main arterial to arrive/depart from the study area and Resler is underutilized
Provides north-south circulation without the use of any freeways or frontage roads	The intersection of Paseo del Norte at Loop 375 will have high vehicular traffic and will operate above capacity regardless of the trip reduction
The freeway design will remain as proposed in the TxDOT Schematics. No additional right-of-way will be required	
The freeway design in this alternative includes frontage roads that will provide access to the proposed commercial areas adjacent to Loop 375	
The grade separated intersections will allow traffic to move freely with fewer interruptions and less conflicts between traffic movements which will reduce the capacity for accidents.	
Provides an entrance and exit ramp between Resler and Paseo del Norte for both directions of travel	
The Paseo del Norte roadway alignment can be built with minimal impact to geological features and arroyos, as studied in the Westside Master Plan	
The majority of the intersections along Paseo del Norte in the Westside Master Plan area will operate below capacity and some at capacity	
No significant change is seen between Phase 1 and Phase 1B for this alternative	

Alternative 2

PROS	CONS
Traffic disperses among all north-south connections east of IH 10. This behavior allows most intersections to operate below capacity	The alignment of Plexxar south of Loop 375 may have a negative impact to the arroyos and difficult to build. This analysis did not study the location of arroyos or other geological features
All intersections inside the study area operate below capacity due to the expected trip reduction applied through the use of smart code	Plexxar will have to be designed as a full interchange to function at acceptable levels of service.
Paseo del Norte traffic coming from IH 10 splits at its intersection with Resler. Some traffic continues on Paseo del Norte and some use Resler causing both roadways to operate at capacity.	Additional right of way will be required to accommodate the interchange footprint.
Overall roadway level of service improves.	Distance between the Resler Interchange and Plexxar does not meet required standards to allow entrance and exit ramps in each direction of travel.
	There will be an eastbound entrance ramp and a westbound exit ramp between Resler and Plexxar.
	Vehicles will have to exit at Resler to get to the Plexxar interchange traveling east on Loop 375
	There will be no frontage roads east of Plexxar. Proposed commercial areas fronting Loop 375 will not have access. Alternative access routes to these areas will need to be provided
	Because of the distance between Resler and Plexxar, the freeway structure will be mostly elevated.
	North-south through movements for the area must use Northwestern, Resler, or Plexxar
	Future development along Resler will generate additional traffic and cause Resler to operate at over capacity.

As land use changes and growth occurs in the study area, the *TransCAD* model will need to be reviewed. Any socio-economic data or changes in the proposed land use will impact the results shown in this study. It may be appropriate to repeat this study with an equivalent scope if any of the projected data in the Metropolitan Planning Organization model is modified and updated.

This methodology of this study was to reduce trip production and attraction based on the existing land use map. A shift to Smart Code would likely result in significant revisions to the land use map. Any such revisions should be modeled using the current regional transportation planning model.

INTRODUCTION

The City of El Paso has shown concern with the fast growing northwest area and the proposed roadway improvements along Loop 375 (Transmountain Road). This study examines the growth forecasted in the northwest area and provides a comparison and recommendations for two proposed freeway interchange alternatives at Loop 375. One alternative includes interchanges at Paseo del Norte and Plexxar, while the other alternative will have an interchange at Plexxar and no interchange at Paseo del Norte. Both alternatives include the expected trip reduction included with Smart Growth and additional demand management strategies. The City of El Paso commissioned Walter P Moore to perform a traffic study to compare the alternatives.

The City of El Paso approved the Smart Code Ordinance in 2008 in order to encourage mixed use development and discourage automobile dependent development by creating accessible land use patterns that introduce and encourage transit, pedestrian, and cyclist oriented development. Phase 1 of the traffic study compared two interchange alternatives on Loop 375 proposed by the Texas Department of Transportation (TxDOT) and how these alternatives would have an impact on the Westside Master Plan street network. Phase 1B of this traffic study uses the same alternatives included under Phase 1, however, a 20% reduction in trip attraction and trip production was coded into the *TransCAD* model developed by the Metropolitan Planning Organization (MPO). Our approach to this study is not to state that we can achieve any specific reduction in trip production and trip attraction at the regional level. Instead, the study is a what-if scenario for a level of trip reduction that may be achievable if a combination of smart code and aggressive demand management is used in the Westside Master Plan area.

OBJECTIVE

The objective of Phase 1B of this study is to determine the operational effects of the proposed interchanges along Loop 375 (Transmountain Road) by applying a 20% reduction in trips for the Westside Master Plan area and how the resulting demand reduction can affect the proposed intersections found in the Westside Master Plan. Two alternatives are considered in this study.

- Alternative 1, which includes all-movement diamond interchanges at both Paseo del Norte and Plexxar on Loop 375. TxDOT schematic designs of these two interchanges were provided to Walter P Moore.
- Alternative 2, which does not include an interchange at Loop 375 at Paseo del Norte and incorporates Plexxar as a signalized interchange with an east-to-west turnaround. In this option, Plexxar will extend south of Loop 375 and will connect with Paseo del Norte Rd. In addition, Loop 375 will have ramps east of Plexxar to allow traffic to enter or exit from Loop 375.

Both alternatives include the full-build forecasted conditions for the study area used in the Westside Master Plan. The trip productions and trip attractions in each TAZ of the Westside Master Plan area incorporate a trip reduction of 20% that account for demand management strategies and Smart Growth in the 2025 design year.

STUDY AREA

The study area is west of the Franklin Mountains and includes the smart growth development found in the Westside Master Plan as well as additional interchanges. The study area is illustrated in **Figure 1**. The major roadway in the area is Loop 375 (Transmountain Road) which is an east-west corridor. This corridor is planned to be widened to include frontage roads and interchanges at the following junctions:

- Loop 375 at Interstate Highway 10
- Loop 375 at Northwestern
- Loop 375 at Resler
- Loop 375 at Plexxar
- Loop 375 at Paseo del Norte

In addition, seven proposed intersections inside the developed area of the Westside Master Plan will be analyzed. To stay consistent with the Westside Master Plan the intersections will have the same intersection ID:

- Intersection A – Minor Arterial 1 at Minor Arterial 2
- Intersection B – Paseo del Norte at Minor Arterial 1
- Intersection C – Minor Arterial 2 at Minor Arterial 4
- Intersection D – Paseo del Norte at Minor Arterial 4
- Intersection E – Paseo del Norte at Minor Arterial 2
- Intersection F – Paseo del Norte at Rancho Norte
- Intersection G – Paseo del Norte at Minor Arterial 3

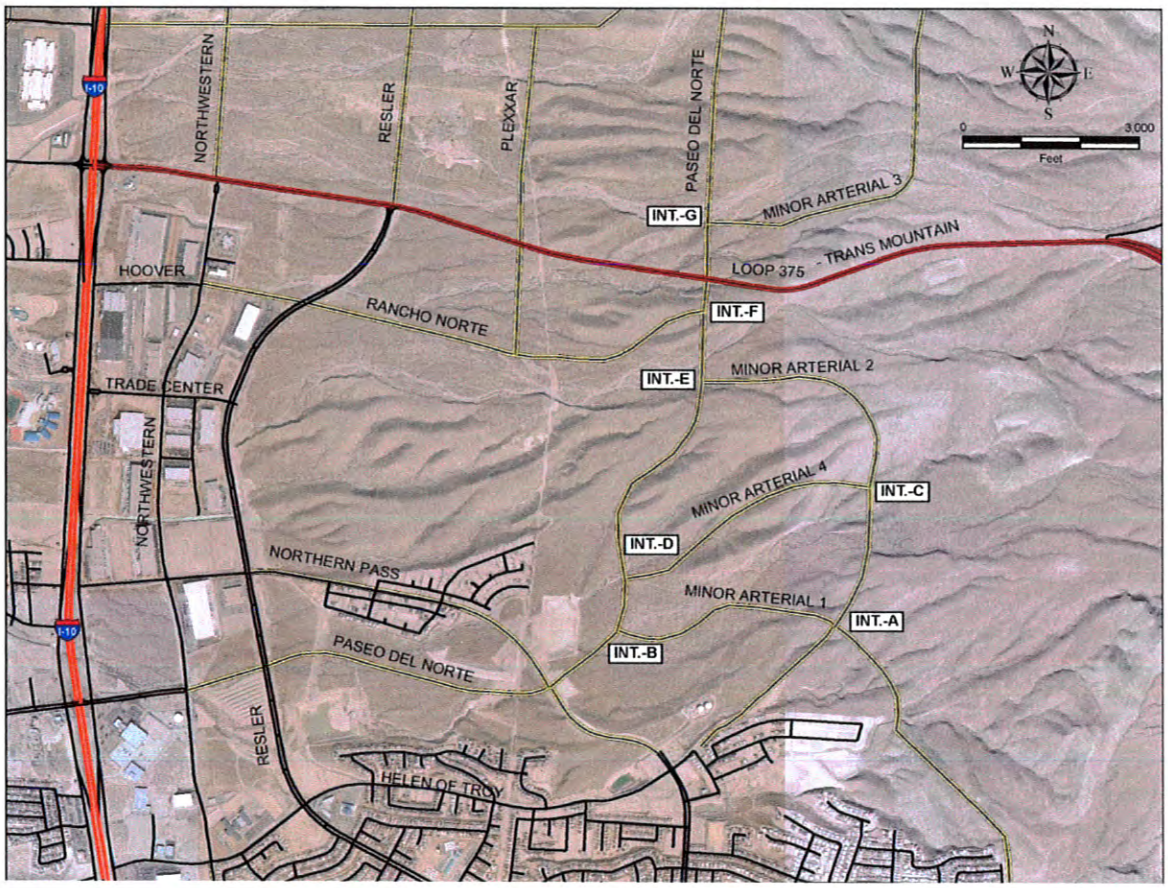

Figure 1: Study Area

BACKGROUND INFORMATION

TxDOT used the MPO's Transborder Model to perform the Access Justification Study. TxDOT is currently finalizing the environmental document for the project and since no information related to the traffic analysis performed on the environmental document was available, the results and methodology used for this study might not reflect the results in the environmental document. Since the environmental document has not been approved by Federal Highway Administration, technical information and parameters used were not disclosed. Furthermore, Phase 1 of this traffic impact analysis was based on guidance as directed by the City of El Paso.

METHODOLOGY

The traffic impact analysis performed by Walter P Moore utilized the MPO's *TransCAD* models for the area to develop projected traffic volumes and *Synchro* to conduct capacity analysis. The traffic impact analysis includes key steps such as traffic forecasting and traffic analysis. Each step is described below.

SMART GROWTH AND DEMAND MANAGEMENT

The area in the Westside Master Plan will be developed using Smart Growth. This type of development is expected to promote walking, cycling, pedestrian safety, convenience, esthetics and an overall better quality of life. In addition, Smart Growth can result in trip reductions. However, the reduced trips tend to be the shortest ones and other measures should be considered along with smart growth to achieve the desired trip reduction.

Trip reduction may be achieved by a combination of measures that fall into two categories. One category is based on policies that encourage a different kind of built environment such as: Smart Growth, Smart Code, Mixed-use development, Transit-friendly development, pedestrian and cyclist-friendly development, and transit-oriented development. The other source of potential trip reduction is demand management. Demand management techniques consist of operational measures such as incentives for transit use, incentives for pedestrians, incentives and amenities for cyclists, disincentives for single occupant vehicle use, incentives for carpools, and similar measures. The combination of Smart Growth and significant demand management measures can result in lower single occupant vehicle use.

Research shows that mixed use alone can result in significant trip reductions, but the reduced trips tend to be the shortest ones. A regional transportation model such as *TransCAD* is most accurate for longer trips using the busiest streets and freeways and is not very sensitive to the types of trips that are reduced the most by mixed use development.

TRAFFIC FORECASTING USING *TRANSCAD*

The *TransCAD* model is used to model a 20% trip production and trip attraction factor for the TAZs in the Westside Master Plan. This is a magnitude of trip reduction that research has shown can occur if Smart Growth and the demand management strategies discussed above are implemented. A traffic forecasting model was developed and validated for the study area to estimate 2025 traffic volumes. In general, the entire process consists of several steps including estimating the number of daily vehicle trips by Traffic Analysis Zones (TAZs) from the socio-economic inventory, distribution of vehicle trips by TAZ, and then assigning the vehicle trips to the street network. The forecasting model used in this study is a combination of the MPO's Transborder Model and Mission Model. Westside Master Plan data was incorporated into the forecasting model.

The base model used for this study was the 2025 Mission Model. Several additions were done to this model to accurately analyze the study area. One of the notable changes to the model was the inclusion of the road

network proposed in the Westside Master Plan. In addition, 10 new TAZs were created in the model. These TAZs were created in an effort to increase the accuracy of the model for less important streets and for shorter trips. **Table 1** shows the land use socio-economic data as seen in the Westside Master Plan that was incorporated into each TAZ. Moreover, several factors such as trip production and trip attraction were based on the MPO Transborder Model.

Table 1: Westside Master Plan Land Use Socio-economic Data	
Number of Households	4,731
Population	14,335
Square Footage of Commercial Development*	1,707,008
Number of Employee	4,871

*Assuming Office Employees 300 sqft/employee, Retail/Service Employees 450 sqft/employee. *Source: Urban Planning and Design Criteria 3rd Edition 1982.*

The User Equilibrium traffic assignment method was used in this study. In trip assignment, vehicles choose their routes along the highway network based on their origin and destination, the travel time between origins and destinations via reasonable travel paths, and the level of congestion on the available roadways. The assignment parameters were provided by MPO.

In order to calibrate and validate the model, the link volume produced by this model was compared with the MPO Transborder Model and Mission Model. It should be noted that the link volumes in the project area in the Transborder Model are higher than the Mission Model; therefore, our resultant link volumes will be similar to those in the Transborder Model. Daily turning movement volume will be projected by *TransCAD* for 2025. A percentage of the peak hour volume over daily volume was assumed to get the peak hour turning movement volumes for use in capacity analyses.

Analysis was conducted for the year 2025 since this is a consistent forecast year that the MPO uses. In addition, the Westside Master Plan is to be fully built out by 2025.

TRAFFIC ANALYSIS USING *SYNCHRO*

The next step of the project was to conduct capacity analysis at the proposed interchanges and intersections in the study area. The traffic software, *Synchro*, is based on the *Highway Capacity Manual* and was used in the analysis. Peak hour turning movement volumes, proposed lane configurations, and optimized traffic signal timings were entered for the 2025 design year. The proposed results of the analysis are letter grade levels of service based on the average delay at each intersection. Where unacceptable levels of service are found, mitigation measures have been suggested and analyzed. The results of the traffic analysis are provided later in the report.

EXISTING CONDITIONS

STREET SYSTEM

The primary streets in the analysis area are described below. As mentioned before, most intersections are proposed in the Westside Master Plan and will follow the assumptions made in the report. The existing street system is illustrated in **Figure 2.**

Loop 375 (Transmountain Road) is an east-west highway that provides one lane of travel in each direction in the study area. Additional lanes are provided at approaches to intersections. The posted speed limit on Transmountain Road is 55 mph. Loop 375 is proposed to be widened to a four lane freeway that will include a two lane frontage road in each direction from Interstate Highway 10 (at the west) to a proposed interchange at Paseo del Norte Road (to the east).

Northwestern Drive is a north-south minor collector that provides two lanes of travel in each direction. The posted speed on Northwestern Drive is 40 mph. The junction at Northwestern Drive and Loop 375 is proposed to be a full diamond interchange that will include Texas U-turns.

Resler Drive is a north-south major collector that provides three lanes of travel in each direction. The posted speed limit on Resler is 45 mph. The junction at Resler Drive and Loop 375 is proposed to be a full diamond interchange that will include Texas U-turns.

Paseo del Norte Road is the eastward extension of Artcraft Road from IH 10. Paseo del Norte is a four-lane divided street which presently terminates at Northwestern Drive.

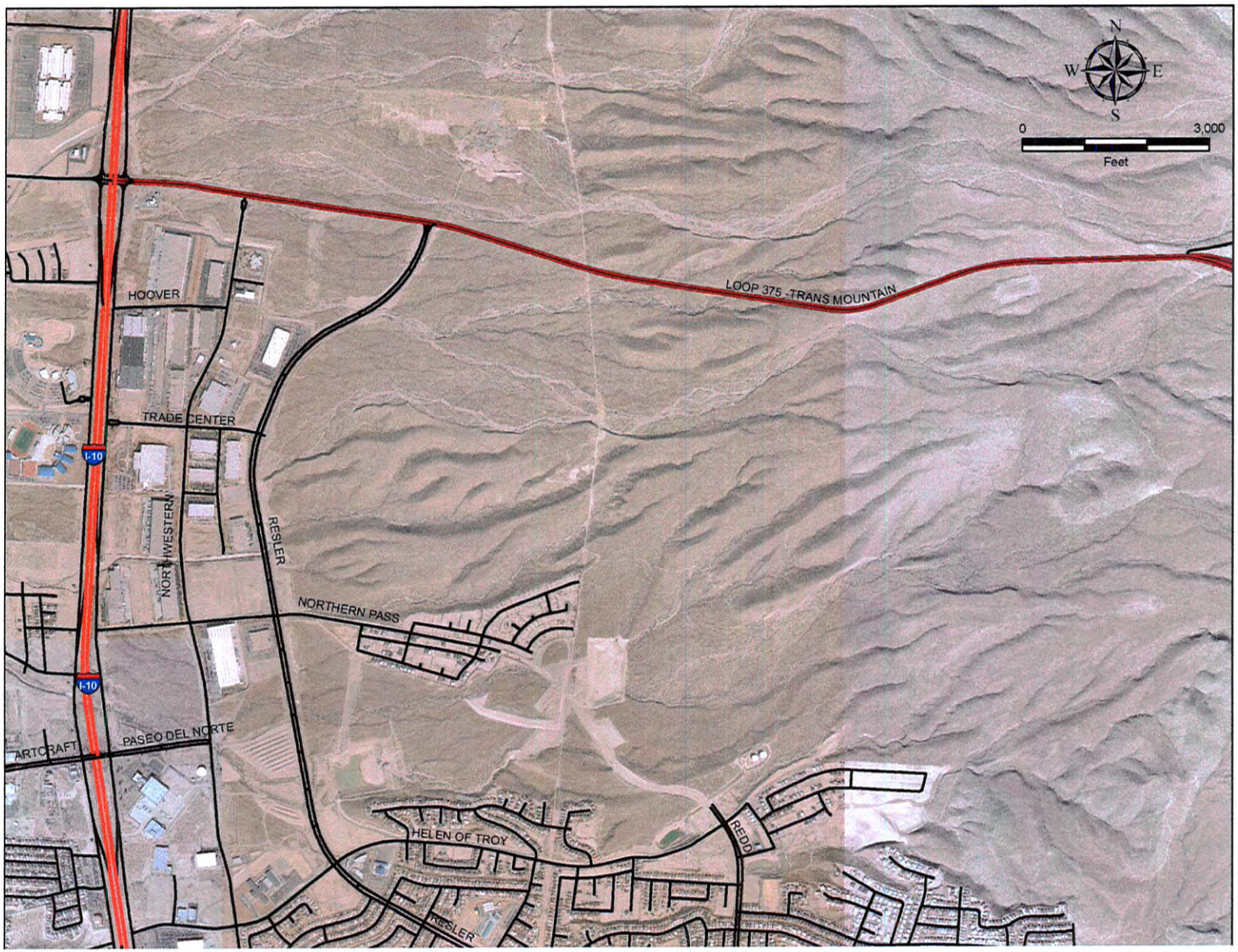

Figure 2: Existing Street System

PROPOSED CONDITIONS

STREET SYSTEM

The Westside Master Plan identifies several roadways that will allow access to future development. In order to be consistent, we will refer to these roadways as noted in the Westside Master Plan. The minor arterials are described below. It is important to mention that Alternative 2 has a different roadway configuration because it does not include the interchange at Paseo del Norte at Loop 375. The proposed roadway conditions and arterial system is for Alternative 1 and Alternative 2 are illustrated in **Figure 3** and **Figure 4**, respectively.

Plexxar Drive is, according to the Westside Master Plan, proposed as a north-south minor collector that will provide two lanes of travel. For Alternative 1, the junction at Plexxar Drive and Loop 375 is proposed to be a stop control interchange based on TxDOT Schematics. For Alternative 2, Plexxar is proposed as a signalized interchange with an east-to-west turnaround and will extend south of Loop 375 to connect with Paseo del Norte.

Paseo del Norte Road is, according to the Westside Master Plan, proposed as a north-south collector that will extend from existing Paseo del Norte at Northwestern to Transmountain. It is proposed to provide two lanes of travel for each direction. For Alternative 1, the junction at Paseo del Norte Road and Loop 375 is proposed to be a full diamond interchange that will include Texas U-turns. For Alternative 2, Paseo del Norte connects with the extension of Plexxar and does not connect with Loop 375.

Minor Arterial 1 is proposed as a two-lane, east-west, minor arterial that extends from Paseo del Norte, crosses Minor Arterial 2, and extends to the southeast. The proposed speed limit is 40 mph.

Minor Arterial 2 is proposed as the two-lane extension of Helen of Troy Drive from Redd Road to Paseo del Norte. This minor arterial will serve as a loop for internal circulation. The proposed speed limit is 40 mph.

Minor Arterial 3 is proposed as a two-lane, east-west, minor arterial located to the north of Transmountain Road. It extends from Paseo del Norte to the north-west part of the area covered in the Westside Master Plan. The proposed speed limit is 40 mph.

Minor Arterial 4 is a proposed two-lane street connecting from Paseo del Norte to Minor Arterial 2 where it will dead end. The proposed speed limit is 40 mph.

Northwestern Drive is proposed to be extended north of Loop 375 allowing the north-south through movement at its junction with Loop 375.

Resler Drive is proposed to be extended north of Loop 375 allowing the north-south through movement at its junction with Loop 375.

Rancho Norte is proposed as an extension of Hoover Ave at Northwestern Drive. This extension will allow east-west movements along the developed area.

Northern Pass Drive is a proposed as an extension of Redd Rd at Helen of Troy. This extension will allow north-south movements just outside the boundary or the study area.

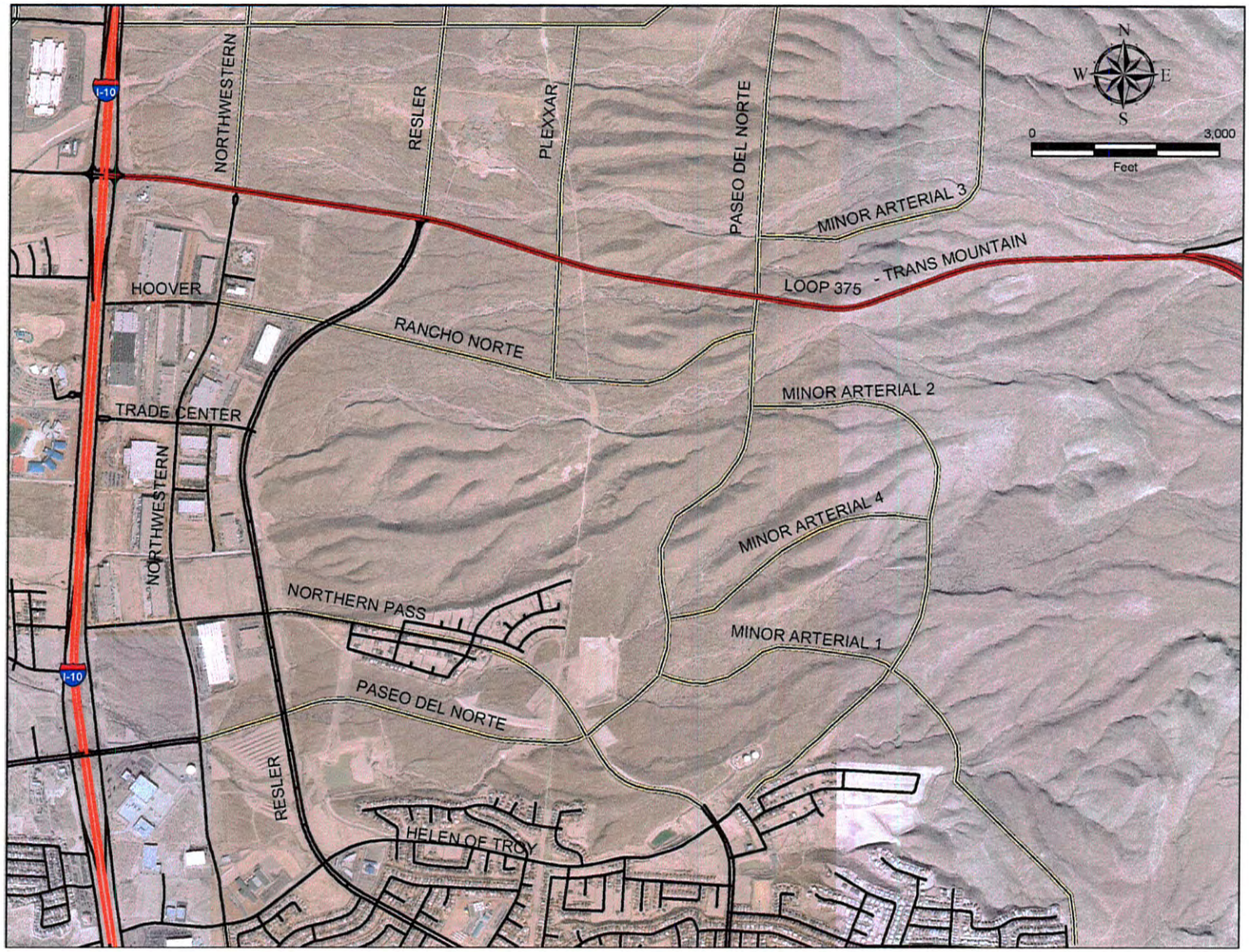

Figure 3: Proposed Street System for Alternative 1 in Design Year 2025

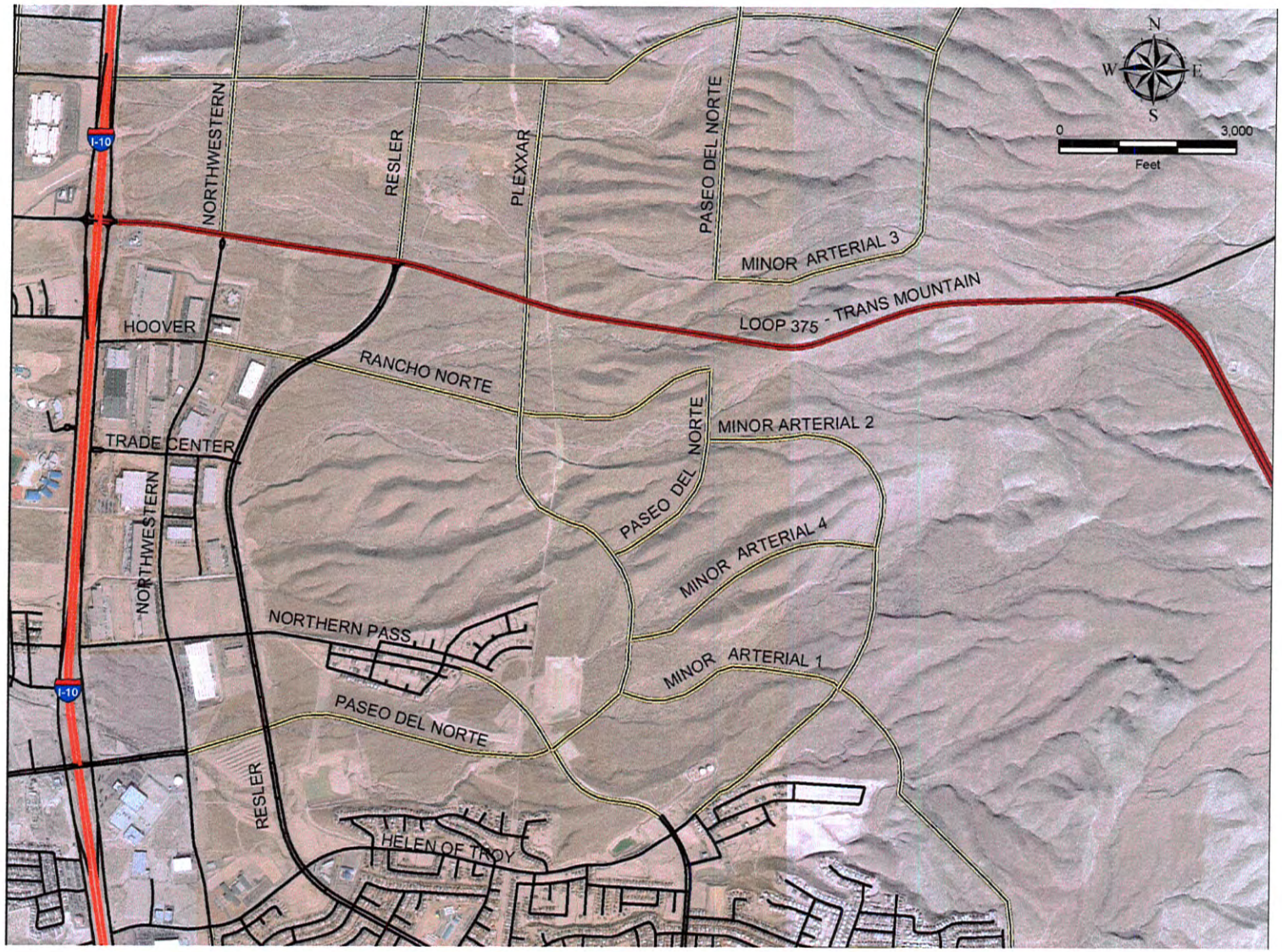

Figure 4: Proposed Street System for Alternative 2 in Design Year 2025

LAND USE

The existing land use map for the study area was generated using current land uses, zoning, and existing public facilities. **Figure 5** shows residential, commercial, industrial, school, drainage, and manufacturing land uses in the study area.

The 2025 general land use map for the study area in Phase 1B, shown in **Figure 6,** was generated following the assumptions of the Westside Master Plan to include the 20% reduction in trips anticipated by the use of Smart Growth development.

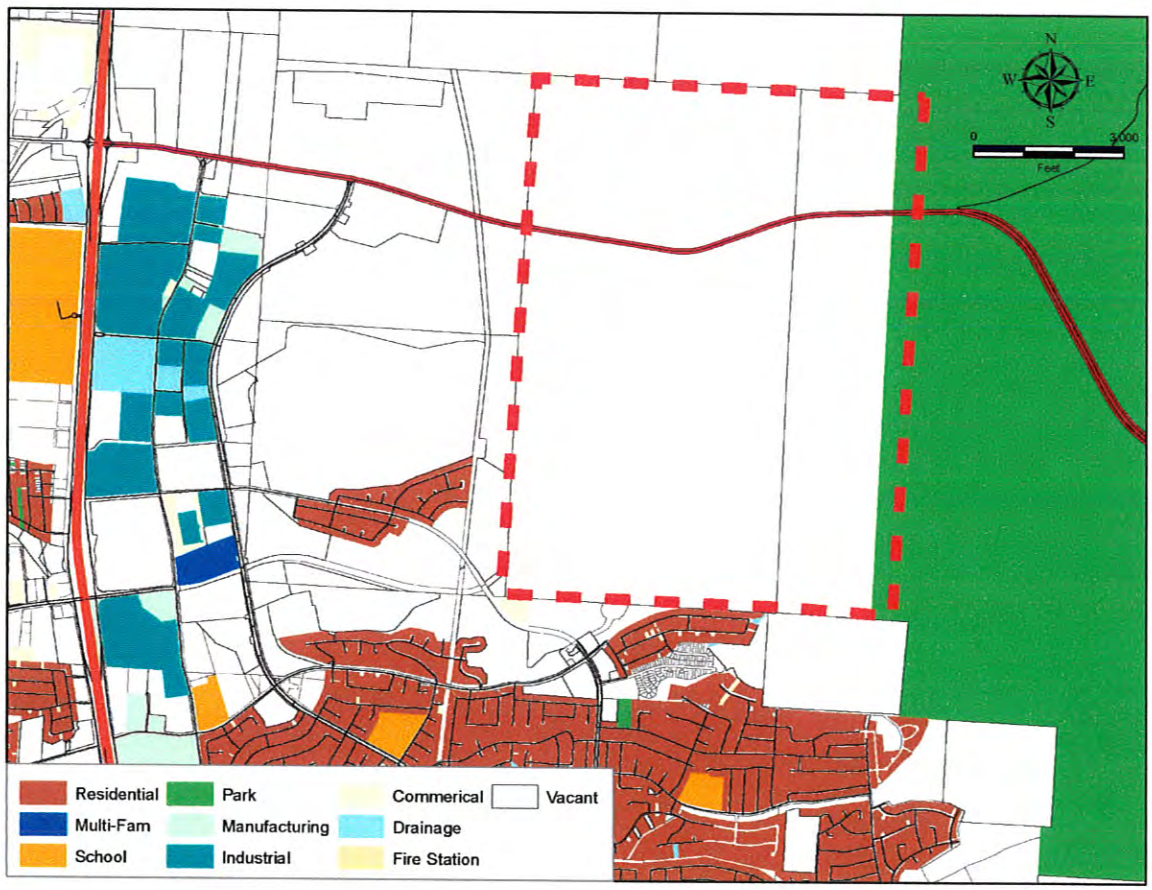

Figure 5: Existing Land Use Map

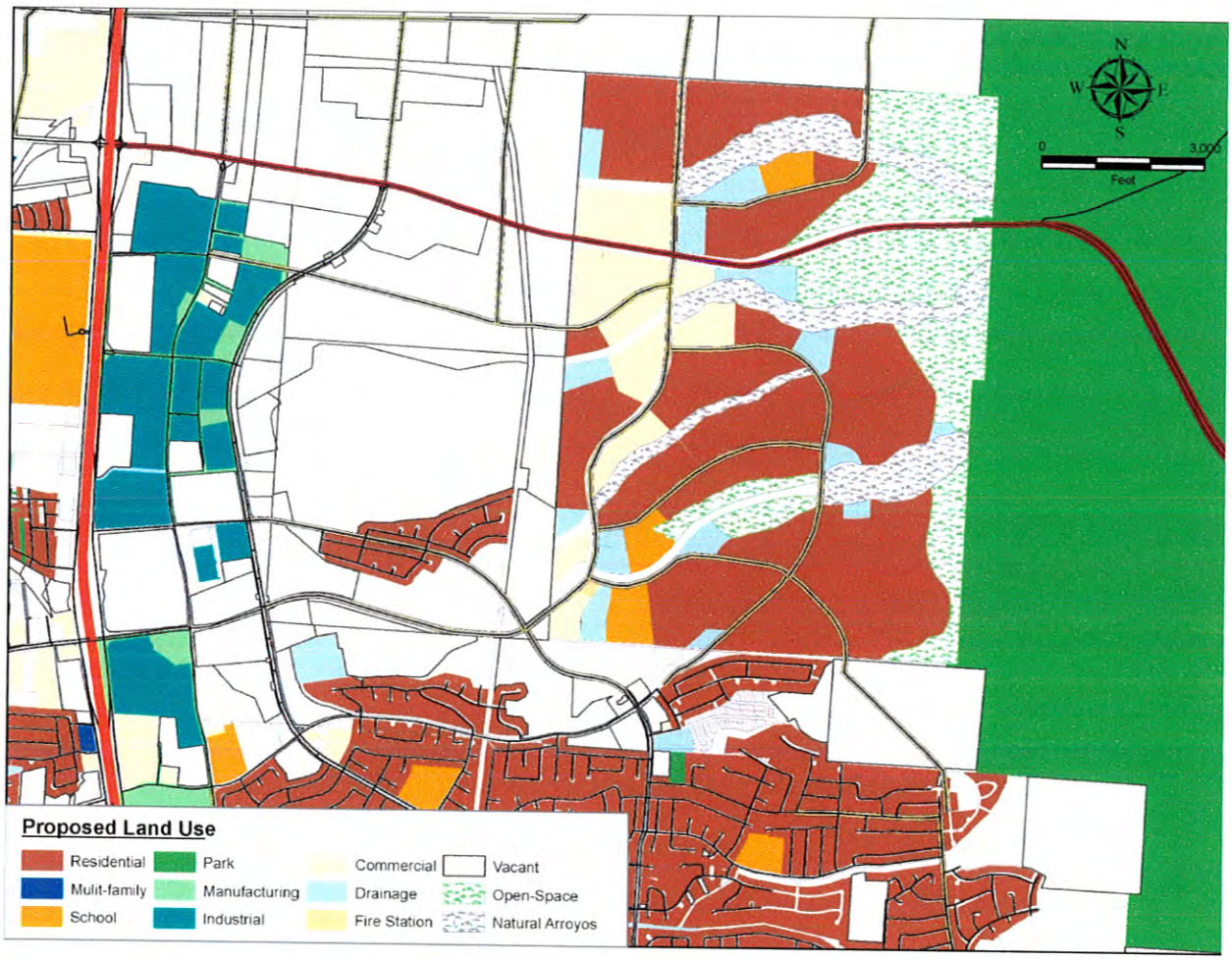

Figure 6: 2025 Proposed Land Use Map

TRAFFIC FORECASTING

CALIBRATION OF MODEL OUTPUT

The TransCAD model does not model intersections; it only forecasts traffic volumes on the roadways which connect the intersections. The results of the forecasting modeling are traffic volumes that can be imported into *Synchro*, software developed to automate procedures found in the *Highway Capacity Manual,* thus providing analysis of the levels of service at intersections. The traffic volumes generated by the *TransCAD* model were calibrated prior to being imported into *Synchro* for intersection analysis. The 2010 traffic turning volumes were estimated by the observed turning percentages in the traffic counts provided by the City of El Paso and the MPO Mission models. Volumes were then calibrated based on analysis of the trends. This calibration methodology was then applied to the 2025 forecasted volumes.

The relationship between the anticipated traffic volumes and the theoretical capacity of the roadways is analyzed by *TransCAD* in terms of volume to capacity ratios. Although the effects of intersections are not specifically modeled, the level of functionality of the corridor taken as a whole can be considered and a relative level of service assumed. Where the ratio is less than 0.50, the corridor is assumed to be below capacity. Where the ratio is between 0.50 and 1.0, the corridor is assumed to be at capacity, the variation being attributable to daily fluctuations in traffic volumes and other similar variables associated with traffic flow theory. Those corridors with a ratio greater than 1.0 are considered to be over capacity. In **Figure 7** and **Figure 8**, the relative levels of service for the study area roadways for Alternative 1 under Phase 1 and Phase B are illustrated, respectively. Similarly, in **Figure 9** and **Figure 10**, the relative levels of service for the study area roadways for Alternative 2, respectively.

Alternative 1, shown in **Figure 7** and **Figure 8**, shows that large volumes of traffic are attracted to Paseo del Norte. This thoroughfare attracts significant volumes of locally-generated traffic and also serves regional traffic as a connector between IH 10 and Loop 375. Without the Paseo Del Norte interchange at Loop 375, somewhat similar volumes of local and regional traffic are present, but they split between Resler and Plexxar. A stretch of IH 10 between Artcraft and Loop 375 shows above capacity in Alternative 1 and below capacity in Alternative 2. This is because the forecast volumes in both cases are very close to the boundary between "at capacity" and "above capacity."

Comparing the results of the roadway Level of Service (LOS) for Alternative 1 between Phase 1 and Phase 1B of the study, there was no significant change in roadway LOS using the 20% trip reduction. For Alternative 2, the roadway LOS for Phase 1B shows an improvement to the overall roadway network compared with Phase 1.

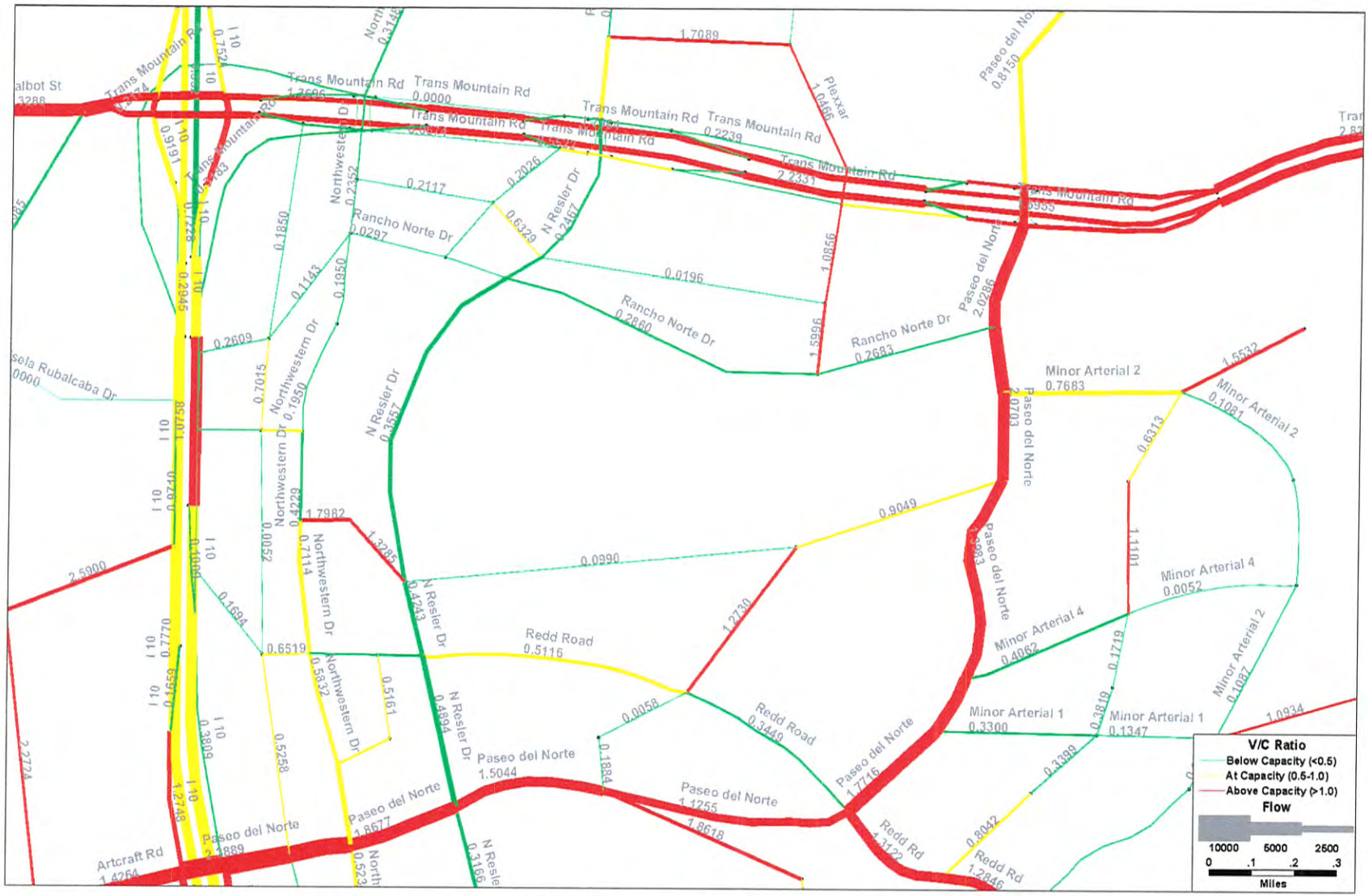

Figure 7: 2025 Roadway Levels of Service for Alternative 1 Full Build 2025 (Phase 1)

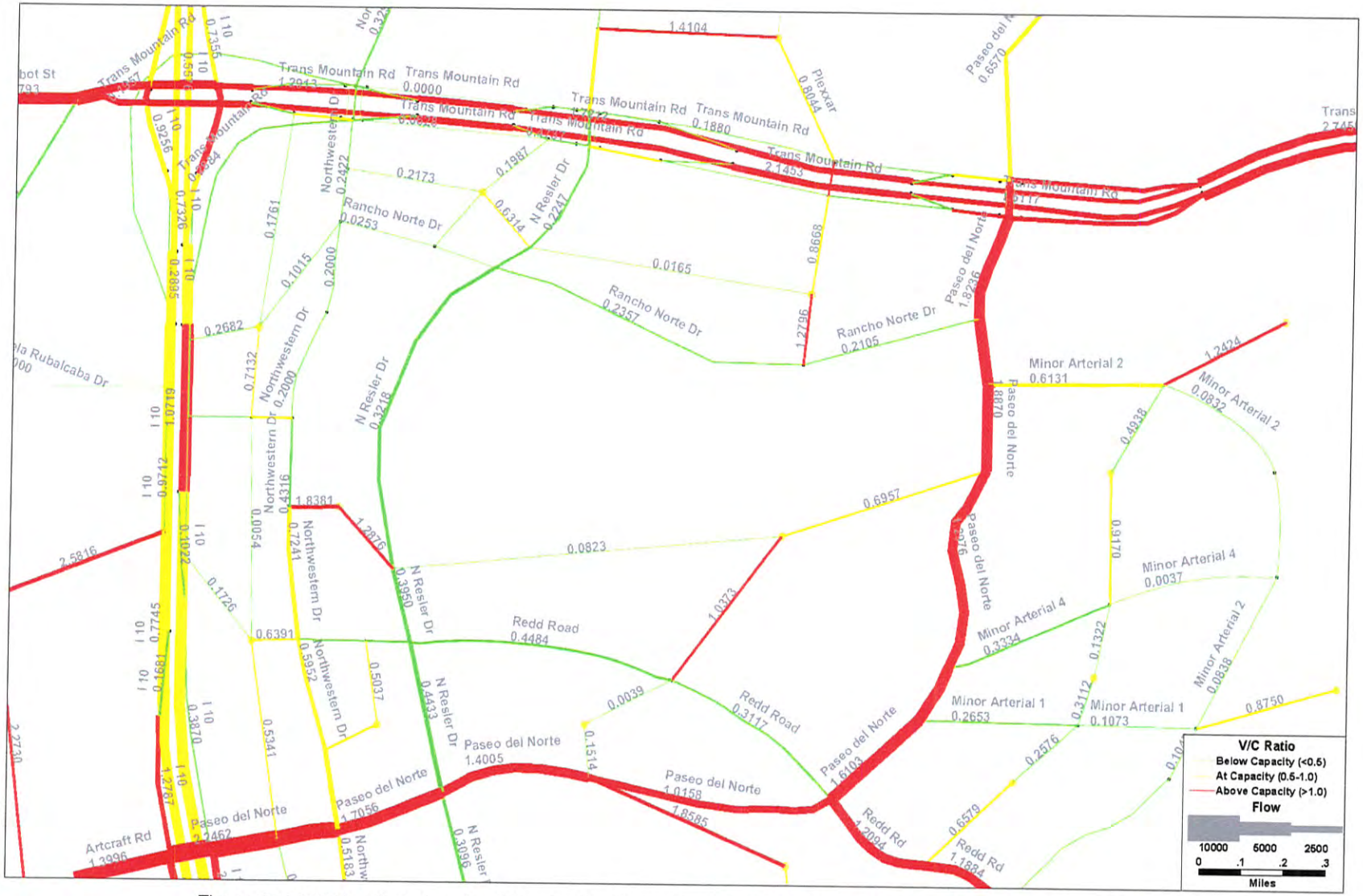

Figure 8: 2025 Roadway Levels of Service for Alternative 1 Full Build 2025 with Trip Reduction (Phase 1B)

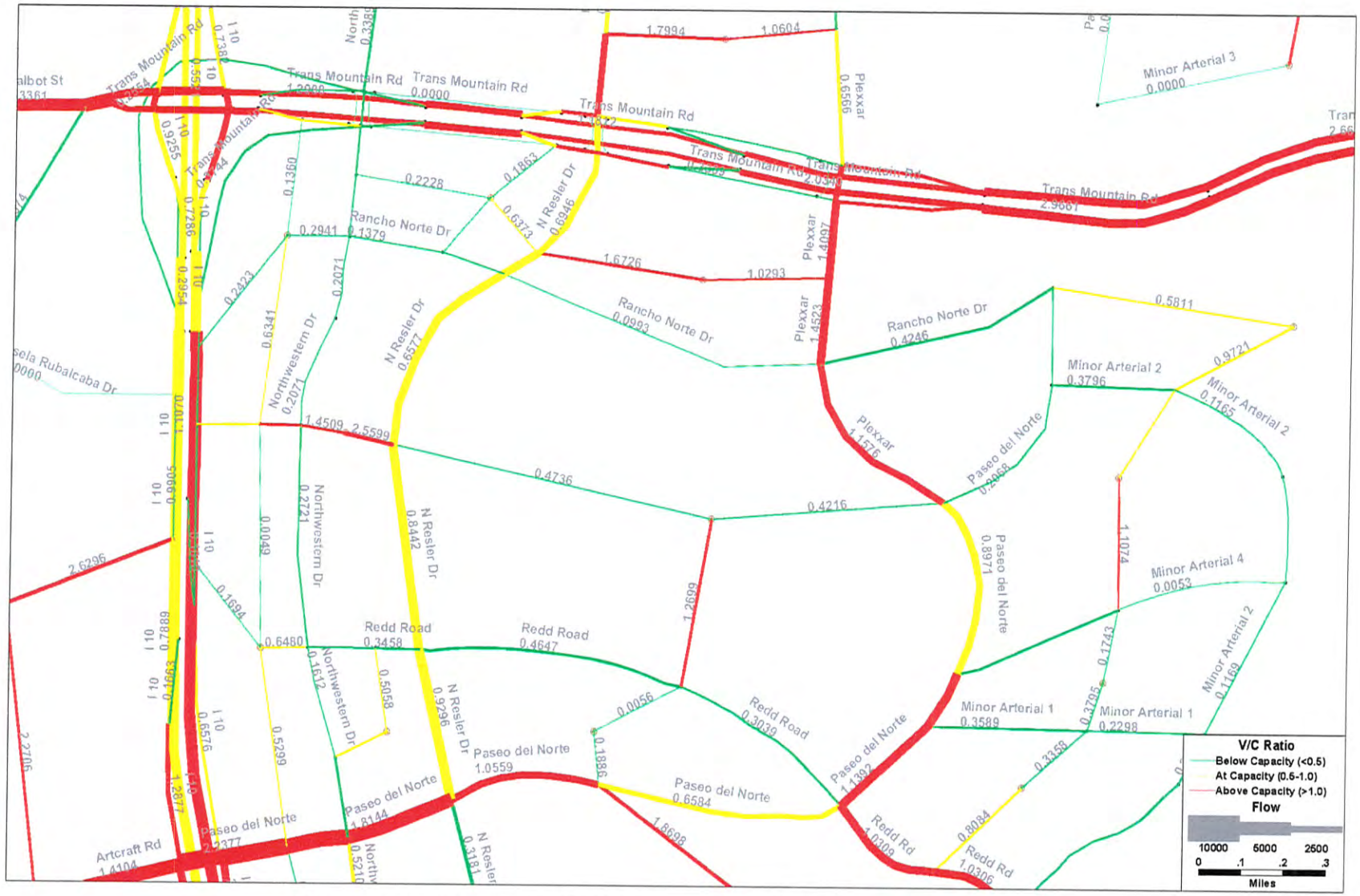

Figure 9: 2025 Roadway Levels of Service for Alternative 2 Full Build 2025 (Phase 1)

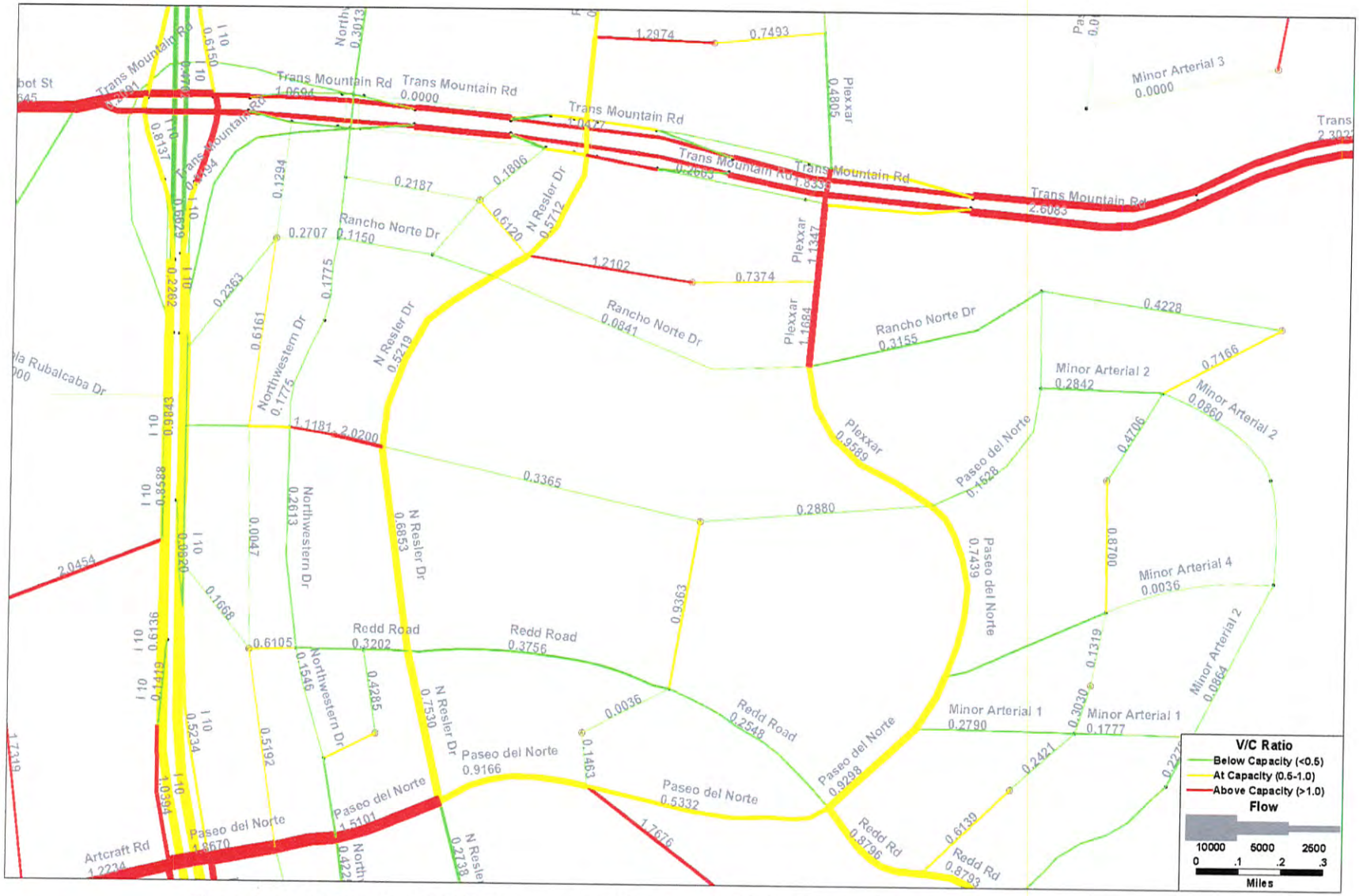

Figure 10: 2025 Roadway Levels of Service for Alternative 2 Full Build 2025 with Trip Reduction (Phase 1B)

SYNCHRO INPUT DATA

Turning movement projections for 2025 were developed based on the planned geometry depicted in the Westside Master Plan and the 20% reduction in trips. In addition, TransCAD models were developed for the alternative interchange to evaluate the potential impacts to the roadway network. The output from these models was calibrated and imported into Synchro for analysis.

Traffic signal timings followed the phasing of a typical diamond interchange operated and maintained by the City of El Paso. Each traffic signal was optimized and proposed lane configurations were used.

ANALYSIS

The operation of signalized and unsignalized intersections was analyzed using *Synchro*. Results of the capacity analyses are reported in a standard LOS format, with the most favorable conditions being designated as LOS A and the poorest conditions indicated by LOS F. Intersection level of service is based on the amount of delay that each vehicle encounters at a given intersection. The level of service criteria for signalized intersections, along with a brief description of the conditions experienced for each level of service grade, can be seen in **Table 2**. The level of service criteria for unsignalized intersections can be seen in **Table 3**. Transportation agencies generally consider operations at or above LOS C to be acceptable. Depending upon the location, operations at or above LOS D may also be considered acceptable during peak traffic hours. **Figure 15** through **Figure 19** illustrate the intersection LOS along the studied intersections. These figures were color coded for an easier interpretation. The green color indicates LOS A, B or C (below capacity), the yellow color indicates LOS D or E (at capacity), and the red color indicates LOS F (over capacity).

Table 2: Level of Service Criteria for Signalized Intersections		
Level of Service	Stopped Delay (sec/veh)	Description
A	≤ 10	At a single intersection most vehicles do not stop at all. When linked with other signals, vehicles progress through intersections without stopping.
B	> 10 and ≤ 20	At a single intersection some vehicles stop before getting a green signal. When linked with other signals, some cars may have to stop but most progress through the intersection without stopping.
C	> 20 and ≤ 35	At a single intersection, a significant number of vehicles must stop and wait for a green signal. Some vehicles may have to wait through one full signal cycle before being able to move through the intersection.
D	> 35 and ≤ 55	At this level, congestion is noticeable. Many vehicles have to stop while waiting for a green signal. A noticeable number of vehicles have to wait through one full cycle before being able to continue through the intersection.
E	> 55 and ≤ 80	At this level, almost all vehicles have to wait through one or more full signal cycles before moving through the intersection. When linked with other signals, progression is slow.
F	> 80	At this level, the number of vehicles entering the intersection exceeds its capacity. Vehicles have to wait through multiple full signal cycles before moving through the intersection.

Table 3: Level of Service Criteria for Unsignalized Intersections		
Level of Service	Avg. Total Delay (sec/veh)	Description
A	≤ 10	At most, one vehicle is waiting to move through the intersection when the driver reaches the stop sign. Most often, the driver pulls up to the stop sign and is immediately free to proceed through the intersection.
B	> 10 and ≤ 15	When the driver reaches the intersection, one or two vehicles are in front of him. Once those vehicles proceed through the intersection, the driver is able to continue without opposition.
C	> 15 and ≤ 25	At this level, several vehicles may be in front of the driver at a two-way stop-controlled intersection. At an all-way stop-controlled intersection, there may be two or more vehicles at each approach that the driver has to wait for before getting his turn.
D	> 25 and ≤ 35	At this level, there are at least four vehicles in front of the driver and several vehicles at the other approaches. Also, for two-way stop-controlled conditions, the volume of traffic on the uncontrolled street may be high.
E	> 35 and ≤ 50	When the driver reaches the intersection, there are between five and eight vehicles in front of him and many vehicles at the other approaches that must also proceed through the intersection before the driver may continue.
F	> 50	At this level, the driver must wait for eight to ten cars at his approach to move through the intersection along with at least five vehicles at the other approaches. This level can also occur at two-way stop-controlled intersections when the uncontrolled street has such a high volume that no gaps are available in the traffic stream for the vehicles at the cross street to continue.

Traffic analysis was completed for 2010 existing conditions and proposed conditions in 2025 for Alternative 1 and Alternative 2. Capacity analysis was conducted at all the major intersections within the study area. It is important to note that due to the location of the proposed development several other key intersections were analyzed. These intersections are located west of the study area.

All interchanges along Loop 375 followed the geometry proposed by TxDOT for the analysis in Alternative 1. **Figures 11** through **14** show the TxDOT schematics for the interchanges in the report. For Alternative 2, the lane configuration for Loop 375 at Paseo del Norte was modified to remove the junction of Paseo del Norte at Loop 375. Moreover, Plexxar was modeled as a signalized diamond interchange at Loop 375 with an east-to-west turnaround and was extended south to connect with Paseo del Norte.

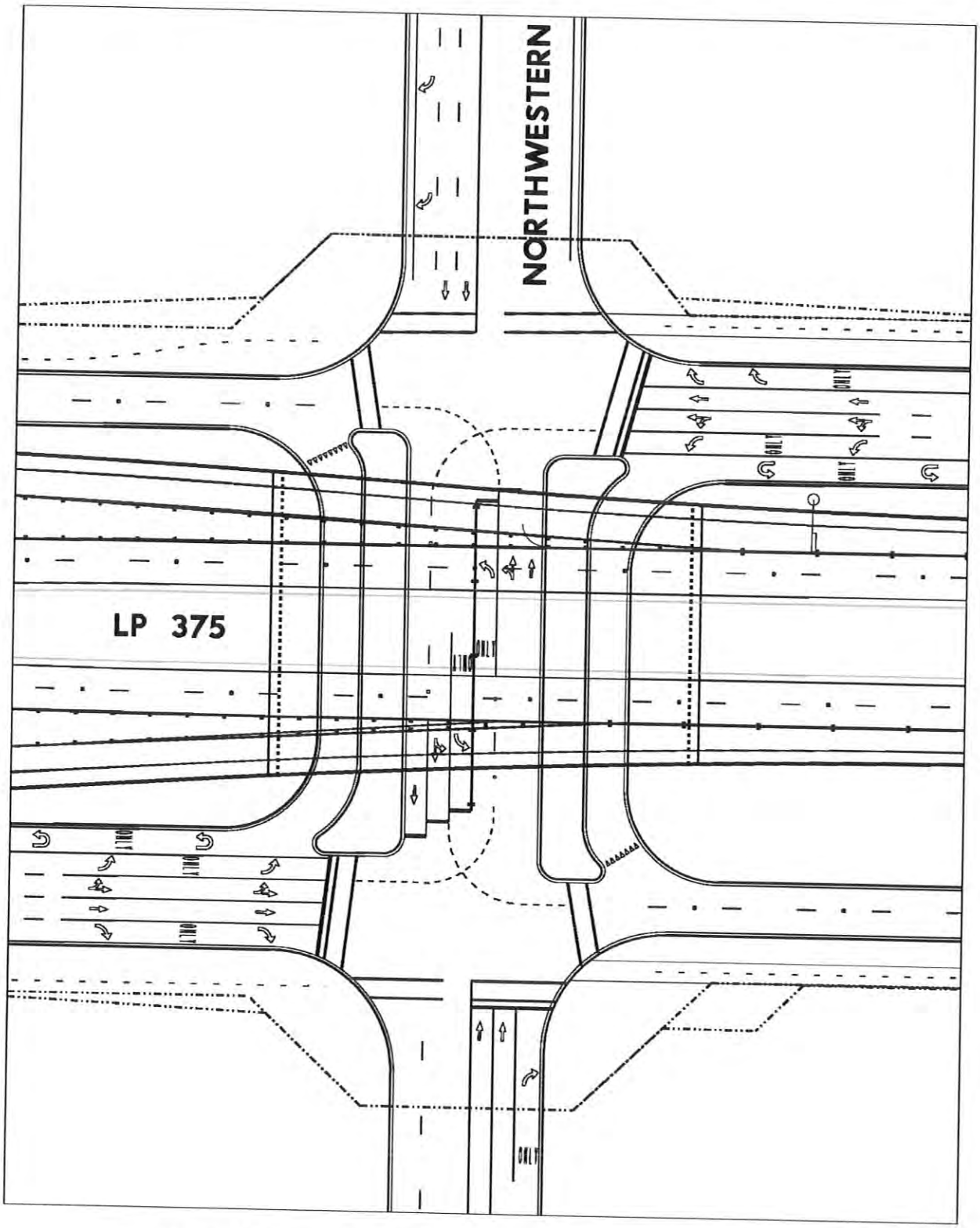

Figure 11: Proposed Lane Configuration at Loop 375 at Northwestern

APPENDIX 2

Open Space Vote
October 5, 2010

3) The restriction against digital signs and the provision the landscape buffer not be counted as part of the commercial landscape requirement.

AYES: Representatives Lilly, Byrd, Acosta, Holguin, Ortega and O'Rourke
NAYS: Representative Robinson
ABSENT: Representative Quintana

Mr. Mathew McElroy, Deputy Director of Planning and Economic Development, presented a PowerPoint presentation (on file in the City Clerk's office)

Mayor Cook and Representatives Lilly, Byrd, Acosta, Ortega, and O'Rourke commented.

The following City Staff members commented:

1. Ms. Joyce Wilson, City Manager
2. Mr. Charlie McNabb, gave legal advice
3. Ms. Richarda Duffy Momsen, Municipal Clerk, read letters from State Representative Joseph Moody and State Representative Joe Pickett

The following members of the public commented:

1. Mr. Chuck Berry, TXDOT Chief Engineer
2. State Representative Marissa Marquez
3. Ms. Lisa Turner
4. Mr. Richard Dayoub, CEO, El Paso Chamber of Commerce
5. Mr. Justin Chapman
6. Mr. Matt Carroll
7. Mr. Charlie Wakeem
8. Mr. Bill Addington, Sierra Club
9. Ms. Beinda Luna
10. Mr. Lynn Fitzgerald
11. Mr. Brent Harris

7A MAYOR AND CITY COUNCIL

Discussion and action on extending the scenic corridor in the Transmountain Freeway project by:

1. **DIRECTING** City Manager to initiate a zoning change on three tracts of land owned by City of El Paso and managed by the El Paso Water Utilities (Parcel #1: 637.5 Acres legally described as Nellie D Mundy Survey 246, Parcel #2: 125.3360 acres legally described as SJ Larkin Survey 269 Abstract 10070 Tract 1 and Parcel #3: 155.4651 Acres legally described as SJ Larkin Survey 269 Abstract 10070 Tract 1-A) from R-3, Residential District and PMD, Planned Mountain Development to Natural Open Space (See map for more information),

2. **DIRECTING** City Manager to put this land into a conservation easement so that it be preserved in perpetuity as open space,

3. **DIRECTING** City Manager to amend the Master Thoroughfare Plan to remove the Paseo del Norte arterial, and

4. **DIRECTING** City Manager to work with TXDOT to remove the Paseo del Norte overpass from the Transmountain Freeway design.

1ST MOTION
Motion made by Representative Ortega, seconded by Representative Holguin and unanimously carried to **SUSPEND THE RULES OF ORDER** to allow Mr. Addington an additional one minute to address the Council.

AYES: Representatives Lilly, Bryd, Acosta, Robinson, Holguin, Ortega O'Rourke
NAYS: None
ABSENT: Representative Quintana

2ND MOTION
Motion made by Representative Byrd, seconded by Representative Ortega, on extending the scenic corridor in the TransMountain Freeway project by:

1. **DIRECTING** the City Manager to initiate a rezoning change on all 5,000 Public Service Board acres for a National Open Space designation.

2. **REQUESTING** the Public Service Board to go back and review their current land use plan to tweak or refine it to get the City where it wants to go in protecting the Scenic Corridor.

3. **DIRECTING** the City Manager to have City Staff come back quickly with an evaluation of what overpasses the city really needs, for TXDOT to consider as alternatives.

AYES: Representatives Byrd, Ortega, and O'Rourke
NAYS: Representatives Lilly, Acosta, Robinson and Holguin
ABSENT: Representative Quintana
THE MOTION FAILS.

3rd AND FINAL MOTION
Motion made by Representative Byrd, seconded by Representative Ortega, and carried to **APPROVE AS REVISED** extending the scenic corridor in the TransMountain Freeway project by:

1. **DIRECTING** the City Manager to initiate a zoning change on three tracts of land owned by City of El Paso and managed by the El Paso Water Utilities (Parcel #1: 637.5 Acres legally described as Nellie D Mundy Survey 246, Parcel #2: 125.3360 acres legally described as SJ Larkin Survey 269 Abstract 10070 Tract 1 and Parcel #3: 155.4651 Acres legally described as SJ Larkin Survey 269 Abstract 10070 Tract 1-A) from R-3, Residential District and PMD, Planned Mountain Development to Natural Open Space (See map for more information),

2. **DIRECTING** the City Manager to put this land into a conservation easement so that it be preserved in perpetuity as open space,

3. **REQUESTING** that the Public Service Board (PSB) go back and review their land use plan to tweak or refine it to get the City where it wants to go in protecting the scenic corridor, and,

4. **DIRECTING** the City Manager to have City staff come back to Council quickly with an evaluation of what overpasses the City really needs, for TXDOT to consider as alternatives.

AYES: Representatives Lilly, Byrd, Holguin, Ortega, and O'Rourke
NAYS: Representatives Acosta and Robinson
ABSENT: Representative Quintana

Mr. Ed Archuleta, El Paso Water Utility Director, presented a PowerPoint presentation, (on file in City Clerk's office).

Mayor Cook and Representatives Byrd, Robinson, Ortega and O'Rourke commented.

The following city staff members commented:

1. Ms. Joyce Wilson, City Manager
2. Mr. Matt McElroy, Deputy Director
3. Mr. R. Alan Shubert, City Engineer
4. Ms. Terry Quezada, Administrator
5. Mr. Daryl Cole, Dept of Transportation

The following members of the public commented:

1. Mr. Chuck Berry, TXDOT Chief Engineer
2. Mr. Charlie Wakeem
3. Mr. Richard Dayoub, CEO, Greater El Paso Chamber of Commerce
4. Ms. Lisa Turner
5. Mr. Jim H. Tolbert
6. Mr. Matt Carroll
7. Mr. Rick Bonart, Borderland Mountain Bike Assocation
8. Dr. Richard Teschner, Vice President Frontera Land Alliance
9. Mr. Bill Addington
10. Ms. Heather McMurray

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7B MAYOR AND CITY COUNCIL

Motion made by Representative Byrd, seconded by Representative O'Rourke, and unanimously carried to **APPROVE** that the City Manager convene a temporary "Greenbuilding Task Force" made up of architects, builders, contractors and advocates in the spring of 2011 to provide input to City Council on financial, non-financial and other incentives or recognitions to encourage homebuilders and commercial developers to go beyond the 2009 IECC codes by 15 or 30 percent in terms of energy savings, and other changes designed to save energy, waste and water use in new buildings or in the retrofitting of existing buildings. The task force will provide the City with a list of recommendations on how to encourage these practices in the spring of 2011 for City Council consideration. The Task Force will specifically seek a presence and input from the El Paso Electric Utility and the El Paso Public Utility Board to better coordinate their incentive programs with Engineering and Construction Management and Planning and Economic Development Services.

AYES: Representatives Lilly, Byrd, Acosta, Robinson, Holguin, and O'Rourke
NAYS: None
NOT PRESENT FOR THE VOTE: Representative Ortega
ABSENT: Representative Quintana

Representatives Byrd and Robinson commented.

Open Space Vote
~~October~~
Jan 11, 2011

It is requested that the City Manager of the City of El Paso be authorized to sign any contracts or other documents required to effectuate this award.

Work under this unit price contract is only an estimated value and will be ordered, performed, invoiced, and paid by measured quantity. The actual cost of this contract may be higher or lower than the total estimated value and will be the sum total of unit prices at the end of the contract term.

As a part of this award, upon the review of the City Attorney, the City Engineer may without further authorization from City Council approve contract changes which are necessary for proper execution of the work and carrying out the intent of the project, which are in accordance with applicable law, do not make changes to the prices and are within the appropriate budget.

This is a low bid, unit-price contract. The Engineering and Construction Management and Parks Departments recommend award as indicated to the lowest responsible bidder.

Mr. Sam Rodriguez, Engineering Division Manager, presented a PowerPoint presentation (on file in the City Clerk's office).

Mayor Cook and Representatives Ortega, Quintana, Byrd and Robinson commented.

The following City Staff members commented:

1. Ms. Joyce Wilson, City Manager
2. Mr. R. Alan Shubert, City Engineer

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7A. PLANNING AND ECONOMIC DEVELOPMENT

1ST MOTION
Motion made by Representative Ortega, seconded by Representative Quintana, and unanimously carried to **SUSPEND THE RULES OF ORDER** to allow the public to speak after the sign up period.

2ND MOTION
Motion made by Representative Byrd, seconded by Representative O'Rourke, on an Ordinance Changing the zoning of the following real property known as: Parcel 1: Portion Of Nellie D. Mundy Survey 246; City of El Paso, El Paso County, Texas, from R-3 (Residential) and PMD (Planned Mountain Development) To NOS (Natural Open Space); Parcel 2: Portion of Tract 1, Abstract 10070, S. J. Larkin Survey 269; City Of El Paso, El Paso County, Texas, From PMD (Planned Mountain Development) To NOS (Natural Open Space); and Parcel 3: Portion of Tract 1-A, Abstract 10070, S. J. Larkin Survey 269, City of El Paso, El Paso County, Texas, from PMD (Planned Mountain Development) to NOS (Natural Open Space). The penalty is as provided for in Chapter 20.24 of the El Paso City Code.

AYES: Representatives Byrd, Ortega and O'Rourke
NAYS: Representatives Lilly, Acosta, Robinson, Quintana, and Holguin
THE MOTION FAILED.

3RD AND FINAL MOTION
Motion made by Representative Lilly, seconded by Representative Ortega, to **DIRECT** staff to start the process of rezoning of the 1800 acres of Public Service Board land to Smart Code zoning.

AYES: Representatives Lilly, Acosta, Robinson, Quintana, Holguin, Ortega, and O'Rourke

NAYS: Representative Byrd

Mr. Mathew McElroy, Deputy Director of Planning, presented a PowerPoint presentation (copy on file in City Clerk's office).

Mayor Cook and Representatives Quintana, Ortega, O'Rourke, Byrd, Lilly and Robinson, and Holguin commented.

Ms. Joyce Wilson, City Manager, and Mr. Ed Archuleta, El Paso Water Utility Director, commented.

The following members of the public commented:

1. Mr. Charlie Wakeem, Open Space Advisory Board, presented a PowerPoint presentation (copy on file in City Clerk's office).
2. Ms. Cheryl Garing
3. Mr. Jim Tolbert, Franklin Mountain Wilderness Coalition
4. Ms. Judy Ackerman
5. Mr. Bob Geyer, El Paso Sierra Club
6. Ms. Georgena Askew
7. Mr. Had Robinson, Rio Grande Soaring Association
8. Ms. Rosario Walton
9. Dr. Richard Teschner
10. Ms. Lois Balin, Texas Urban Wildlife Biologist
11. Mr. Bill Addington, El Paso Sierra Club
12. Ms. Lisa Turner
13. Mr. Richard Dayoub
14. Ms. Joanna Dodge
15. Ms. Lupe Weaver

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7B.

ORDINANCE 17482

The City Clerk read an Ordinance entitled: **AN ORDINANCE CHANGING THE ZONING OF A PORTION OF LOT B, BLOCK 79, EASTWOOD HEIGHTS, CITY OF EL PASO, EL PASO COUNTY, TEXAS FROM C-OP (COMMERCIAL OFFICE PARK) TO C-1 (COMMERCIAL). THE PENALTY IS AS PROVIDED FOR IN CHAPTER 20.24 OF THE EL PASO CITY CODE.**

Mr. Mathew McElroy, Deputy Director of Planning and Economic Development, presented a PowerPoint presentation (copy on file in city clerk's office).

Mayor Cook and Representative Quintana commented.

Ms. Charlsetta W. Finley, citizen, commented.

Motion duly made by Representative Quintana, seconded by Representative Ortega, that the Ordinance be **ADOPTED AS REVISED**, with a condition that a detailed site plan be submitted and approved per City code. Whereupon the Mayor ordered that a vote be taken on the passage and adoption of the Ordinance which when so done resulted as follows:

AYES: Representatives Lilly, Acosta, Robinson, Quintana, Holguin, Ortega and O'Rourke
NAYS: None

APPENDIX 3

See STUDY on Page B02

Trans Mountain Road development

Rep questions use of '07 traffic study

By Chris Roberts

EL PASO TIMES

Outdated traffic projections used in a state study recommending a limited-access freeway on Trans Mountain Road could result in unnecessary air pollution and sprawl development that would block signature views of the Franklin Mountains, a city councilwoman said Monday.

A newer 2010 study projects about half of the traffic volume that was projected in the 2007 study, which is being used by the Texas Department of Transportation, city Rep. Susie Byrd said.

In the state's environmental assessment, high traffic volumes were cited as a major reason a full-fledged freeway was needed on that stretch of road, part of an alternate route around the city expected to relieve congestion on other major highways.

A highway department official said Monday there were other reasons for the freeway recommendation, including safety.

"The freeway gives fewer opportunities for people to crash into each other," said Chuck Berry, the department's district engineer.

Berry said he does not believe the new information, with the lower traffic projections, will change the state's recommendation.

Hanging over the discussion is an assertion by Berry and other officials that delays could result in the reallocation of $85 million in state funding for the project.

"This whole process has been fraught with bad information and threats," Byrd said. "Are we building more roads than we need and at what cost to the taxpayer?"

A 2007 traffic study of Trans Mountain predicted daily vehicle trips on the road would grow from about 17,000 today to more

Please see **Study 2B**

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Continued from B01

Study

Continued from 1B

than 60,000 in 2035. The newer study indicates volume would grow to only about 31,000 trips. Byrd said a struggling economy could account for the difference.

But Berry said both those studies are regional. The state's study incorporates additional information and provides more detail, he said.

Byrd and others have supported a boulevard concept, expected to minimize obstruction of views and support higherquality development. Council already has directed city staff to use SmartCode, a planning style designed to reduce driving, for the development.

"Boulevards or arterials can handle the volumes very effectively and very efficiently," Byrd said.

She and others have pointed to studies showing that increased capacity will be filled, even if it is not needed. That could result in increased pollution and more traffic accidents, she said.

Some in the community, including Jim Tolbert, who guided a petition drive to keep the area as open space, have suggested preserving the entire 1,800 acres as open space.

The open space petition drive failed on Monday because the petition did not have enough valid signatures. The petition would have forced the City Council to reconsider whether nearly 800 acres surrounding western **Trans** Mountain should be protected as open space.

About 1,800 acres of land around **Trans** Mountain Road have been at the heart of a debate over what type of development should define El Paso in coming decades.

A master plan created in 2005 for the city-owned land was designed to protect most of the arroyos and provide walking and biking trails. However, the plan includes four freeway interchanges and commercial zoning on the road's lower stretch that could accommodate "big-box" stores. Open space advocates have said the proposed development will block expansive views of the Franklin **Mountain**'s peaks and crags and destroy arroyos near the road.

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Proposed open space could delay Trans Mountain project

By Chris Roberts

EL PASO TIMES

A proposal to create an open space corridor along the western portion of Trans Mountain Road in an area now slated for development is scheduled for consideration by the El Paso City Council today.

The proposal, endorsed by the city's Open Space Advisory Board, would change the zoning of nearly 800 acres between the Franklin Mountains State Park boundary and Interstate 10 to "natural open space."

Open space advocates say the change is necessary to protect the city's characteristic vistas, sensitive arroyos and hillsides, and wildlife migration routes. The current development plan, which was created in 2005 with public input, already sets aside about 600 acres of open space strategically located to protect those same values and to provide walking and biking trails, said Ed Archuleta, president and chief executive officer of the El Paso Water Utilities Public Service Board.

A total of about 1,800 acres of city-owned land, managed by the utility, are included in the West Side development plan.

Complicating the rezoning is the possibility that delays could jeopardize $85 million in highway construction money. That state money has been allocated to widen Trans Mountain into four lanes in the contested area, creating a high-density traffic loop around the city. Congestion on the road — expected to worsen in coming years — makes the widening necessary, officials have said.

The highway money was raised through the sale of bonds. Highway projects normally are funded with a mix of federal and state money.

Texas Rep. Joe Pickett, D-El Paso, has said the $85 million will not be used to help balance an estimated $27 billion state deficit, but there is heavy competition for that money. If it sits too long, the state might decide to use the money for other projects, he said. City staff and the city's Planning and Economic Development Department already have recommended against converting the land to open space. Instead, they recommended using a sustainable development style called " SmartCode," which would create more open space than is currently planned, said Kimberly Forsyth, a department staff member. That would require creating a new development plan, she said.

Mayor John Cook has promised to veto any measure that could result in the loss of highway money. However, city leaders were waiting for an environmental assessment and other analysis that they say will inform their decisions. If the assessment is not available, Cook said he will ask the council to postpone the item.

The meeting begins at 8:30 a.m. in council chambers at 2 Civic Center Plaza.

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See PLAN on Page A05

Freeway plan outlined

Trans Mountain ramps would link to I-10

By Chris Roberts

EL PASO TIMES

Converting the western end of Trans Mountain Road into a freeway with swooping ramps linking it directly to Interstate 10 is the only way to accommodate traffic flow and ensure public safety, according to a state report presented Tuesday to the El Paso City Council.

Construction of the road section between Franklin Mountains State Park and I-10 could begin as early as fall, said Chuck Berry, the Texas Department of Transportation's El Paso District engineer. He presented an environmental assessment of the project.

The future of the road, set in an open high desert landscape with dramatic views of the Franklin Mountains, has become a focal point for debate about future development in El Paso. The highway, which cleaves the mountain, has become an alternative loop around the city and is expected to relieve congestion on other major traffic arteries through El Paso.

Although some support the freeway design, other council members wanted the Texas Transportation Department to more seriously consider a boulevard-style road that does not require view-blocking overpasses. And some have supported the freeway concept

Please see **Plan 5A**

RUBEN R. RAMIREZ / EL PASO TIMES

Chuck Berry, El Paso District engineer for TxDOT, presents an environmental assessment of the Trans Mountain Road project to the City Council.

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Continued from A01

Plan

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reluctantly, noting that delays could mean losing $85 million in state money allocated for the project.

"I think what's been lost in all this is the immediate need for this road," said city Rep. Ann Morgan Lilly, who talked about recent fatalities there. "Maybe this isn't perfect, but, given where we started in 2005, we've come a long way."

The freeway, with four lanes, would be flanked by a two-lane access road on each side. Biking and hiking paths would run next to the access roads all the way to the state park, Berry said. Four exits would be built on the 3.6mile section of road, he said, which could be expanded to six lanes in the future.

The freeway design is necessary, Berry said, because traffic is expected to grow from the current 17,000 trips a day to more than 70,000 by 2035. That massive flow could not be supported on a boulevard, he said. And a boulevard would have far more "conflict points" where traffic and pedestrians cross, creating safety problems.

"It does not meet the mobility and congestion needs," Berry said.

But city Rep. Beto O'Rourke noted that traffic studies for another area in El Paso have produced widely differing numbers and questioned the ones used for the department's study. O'Rourke and city Rep. Susie Byrd said there are examples of boulevards that support large traffic volumes. And bike trails built on the freeway design would be interrupted by driveways, creating safety hazards, O'Rourke said.

"It does seem as though this alternative (boulevard design) was given relatively short shrift," O'Rourke said.

Berry said the department followed the proper procedures.

"We don't believe you need a freeway to solve every conflict point," Berry said. "But when you're going over a **mountain**, it's difficult to change" geographical limitations.

The city's engineering and **trans**portation departments both supported the state's proposal. But Mathew McElroy, deputy director of the city's Planning and Economic Development Division, said the state's assessment is flawed.

City staff has recommended using SmartCode for an 1,800acre development on cityowned land surrounding that stretch of **Trans** Mountain. The new code would encourage a mix of business and residential days to put the issue on a City Council agenda. If the council does not approve the measures, new petitions will be circulated that would put the issue to a public vote, said Jim Tolbert, who has guided the signaturecollecting process.

During public comment, Bill Addington, representing the El Paso Regional Sierra Club, said the group has hired a lawyer to determine whether the state Transportation Department's assessment meets federal environmental requirements.

El Paso City Manager Joyce Wilson said the city had limited input when the plan was formed.

"On the city side, I think we were caught asleep at the wheel," Byrd said. "If we had more time to influence the design on this, I think you'd have a different outcome."

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use providing neighborhoods where people can walk on wide, tree-lined sidewalks to conduct most of their daily affairs.

It would reduce driving within the developed area by 17 percent to 40 percent, he said, which is not considered in the assessment. Freeways invite more traffic, congestion and pollution, he said, and support East Side-style sprawl.

Earlier Tuesday, a group of people who want city land on the road's higher elevations designated as open space

turned in petitions that would require the council to reconsider development plans in the area. The petitions ask that nearly 800 acres straddling the road be designated as "natural open space" to protect **mountain** vistas, and that one of the proposed roads in the development be eliminated.

The council had rejected the open-space designation.

If enough petition signatures are valid, the city will have 30

RUBEN R. RAMIREZ / EL PASO TIMES

Jim Tolbert and Chrissy Velia Gurrola representing the Franklin **Mountain** Wilderness Coalition prepare to file petitions Tuesday with Jaqueline Leyva, senior office assistant for the municipal clerk's office, to be filed at City Hall. Gurrola and Tolbert filed two different petitions, one calling for the preservation of 742 acres of the scenic **Trans** Mountain Road corridor. The second asks for the preservation of the same acreage and that one proposed road not be constructed in the **Trans** Mountain corridor. Each petition had 1,900 signatures and required only 1,500.

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See CITY on Page A05

Development

City: No to open space plan

By Chris Roberts

EL PASO TIMES

Open-space advocates crowding the El Paso City Council chambers on Tuesday were disappointed when the council voted against maintaining a large natural area along the western stretch of **Trans** Mountain Road that provides expansive views of the Franklin Mountains.

The council voted 5-3 against rezoning nearly 800 acres as "natural open space." The three city representatives supporting the rezoning were Susie Byrd, Steve Ortega and Beto O'Rourke.

But the council also voted to begin creating a new type of sustainable development plan for an 1,800-acre area in the Northwest Master Plan that includes the proposed open space. That approach could allow a compromise with advocates who say the land is necessary to protect El Paso's characteristic views, sensitive arroyos and hillsides, and wildlife migration routes. During public testimony, Jim Tolbert said activists have almost collected enough petition signatures to force a public vote on the issue.

The current development plan would preserve about 600 acres of open space to protect arroyos and wildlife corridors while providing biking and hiking trails, said Ed Archuleta, president and chief executive officer of the El Paso Water Utilities Public Service Board. Some of that open space is on the upper reaches of **Trans** Mountain, but a stretch on the lower reach near a natural gaspipeline maintenance road is designated as commercial.

"That land (designated commercial) is critical," said Charlie Wakeem, chairman of the city's Open Space Advisory Board, which recommended the rezoning. "I'll fight to the last breath, whether the

Please see **City 5A**

Wakeem

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City

Continued from 1A

board wins or loses, to preserve as much of the natural corridor as we can from the gas line road east to the Franklin Mountains." Archuleta told council members that the Public Service Board would be open to redesigning that area. But creating such a large open-space parcel, he said, would make it impossible to provide water service to some residents in the area. The open-space designation would prevent the construction of necessary storage tanks and water lines, he said.

"I believe in environmental stewardship, but I think it ought to be done in a responsible way," Archuleta said.

Compromises that would provide shallower open-space corridors along the road had been rejected by the open-space board. After Tuesday's vote, Wakeem said those compromises were back on the table.

Also complicating the matter is the possibility of losing $85 million in state highway construction money that has been allocated for widening that stretch of **Trans** Mountain. Traffic congestion on **Trans** Mountain has been getting worse. Expanding it to four lanes along its entire length would provide a loop around the city. State traffic officials and state Rep. Joe Pickett, D-El Paso, who were not at the meeting, have said lengthy construction delays could result in reallocation of the money to other projects. But there was little mention of the highway money during the Tuesday meeting.

A Greater El Paso Chamber of Commerce resolution opposing rezoning was distributed to council members by Richard Dayoub, chamber president and CEO. The possible loss of money was stated as a reason for rejecting rezoning and supporting the current development plan.

Other public comment supported the rezoning. People spoke of the mental and physical health benefits of using open space.

Lois Balin, a wildlife biologist with Texas Parks and Wildlife, spoke of the need for connected wildlife corridors that prevent conflicts with animals, which include deer and **mountain** lions.

"Once you drop a bulldozer's blade on that land, you will destroy what nature has taken a millennia to create," said Lisa Turner, a rezoning advocate. "You can't take it back to its natural status."

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See FREEWAY on Page A07

THE FIGHT FOR

TRANS MOUNTAIN

Council to consider controversial

West Side freeway plan Tuesday

By Chris Roberts

EL PASO TIMES

Charlie Wakeem raised his voice to be heard over the escalating roar of traffic as the morning rush hour hit full stride along the western reach of Trans Mountain Road.

"They will flatten those two hills and cover that arroyo with a concrete ditch," Wakeem said last month, standing on the road shoulder and pointing east toward the mountains. The hills he refers to are two long ridges converging at a point where the Franklin foothills begin to rise ever more steeply.

Studded with creosote, yucca, mesquite and the occasional ocotillo, they frame a view that includes the mountain range's highest peaks and its precipitous, rugged drop-offs.

"It's a classic case of whether we want to lose more of our identity as a city," said Wakeem, chairman of the city of El Paso Open Space Advisory Board. "Do we want to protect the quality of life for our citizens or sacrifice it for development and for short-term profits?"

The profits would come from development of about 1,800 acres surrounding Trans Mountain, which will be widened to create a high-density traffic loop around the city. Wakeem and others, including some City Council members, support a proposal that would turn nearly 800 acres on either side of Trans Mountain into open space. Doing that, they say, will preserve the view,

Please see **Freeway** 7A

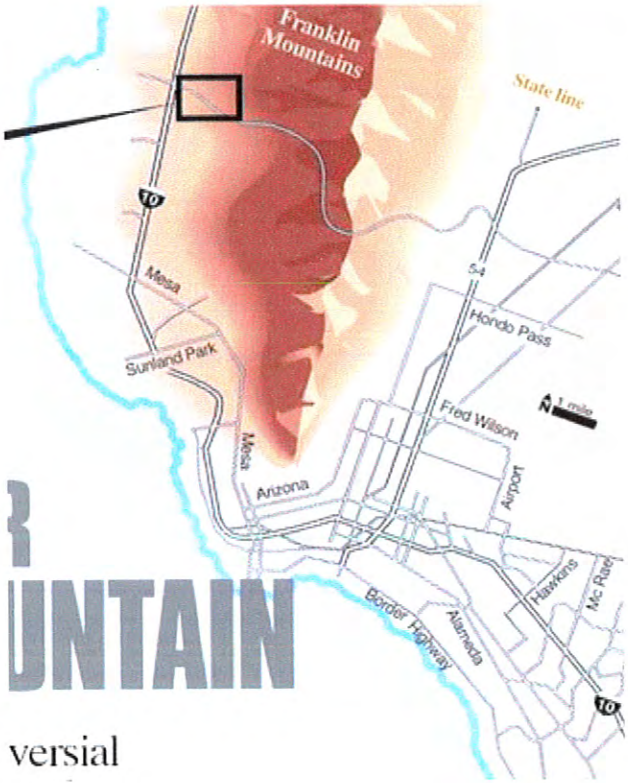

ILLUSTRATION BY NACHO L. GARCIA JR. / EL PASO TIMES

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Continued from A01

Freeway

Continued from 1A

protect sensitive arroyos and hillsides, and provide a wildlife corridor for deer and other animals living in the area.

But the current plan already includes about 600 acres of open space, strategically located to protect arroyos and provide biking and walking paths, said Ed Archuleta, president and chief executive officer of the El Paso Water Utilities Public Service Board. The utility manages the city-owned land based on a plan designed in 2005 with public input, he said.

"We have worked hard to preserve the **mountain**, to preserve the views and to preserve the arroyos," Archuleta said. "They (the open space board) haven't done any planning, but they take a magic marker (on a map) and they say we need all this land."

Possible delays stemming from changes to the plan also could jeopardize about $85 million in highway money that would pay for expanding **Trans** Mountain, said Chuck Berry, the Texas Department of Transportation's El Paso District engineer.

"If we don't have contracts, it could evaporate," Berry said. "I don't know whether it's high risk, medium risk or low risk."

El Paso City Council members are scheduled to consider the open-space board's recommendations on Tuesday. Some open-space advocates have started a petition drive calling for a special election on the issue if the council doesn't adopt the open-space board proposal.

City Rep. Susie Byrd said she is concerned that council members are being pushed into a decision that will not serve El Pasoans.

"I believe it was in August, (they said) if we didn't make a decision in a week, we would put the project at risk," Byrd said. "Then we were told that if TxDOT didn't let the project before the session started, we would put the project at risk.

"I am actually worried, and I wish the community would be worried, about building the road we want," Byrd said. "The history of freeway building has been more congestion and more bad air quality."

She had promoted a scalable, non-freeway concept for **Trans** Mountain that would allow biking and hiking trails along the road and control traffic with lights. "I think I've lost the battle for building another road type," she said.

Under current plans, the road will be four lanes along its entire length, although only the far western end will resemble a typical freeway. "In the mountains, it looks just like the four-lane road that's up there right now," Berry said.

Some felt the **mountain** pass was not the ideal route for a loop, but most now agree increasing traffic makes the widening necessary.

In 2002, about 9,000 vehicle trips were recorded on the road each day, Berry said. Now, the number is 17,000, and the count is expected to grow to 70,000 within 25 years, he said. That's about equal to the daily traffic along the Patriot Freeway, he said.

Part of what will propel the increase in traffic, he said, is development around the western part of **Trans** Mountain Road. Residential construction nearer Interstate 10 has already begun. The current approach, described in the city's Westside Master Plan, calls for a mix of residential and commercial growth. Homes and businesses would be accessed by freeway exits, ramps and access roads. An extension of Paseo Del Norte — a road that will be wider than Mesa Street, Byrd said — runs north and south through the development, which runs near the Franklin Mountains State Park's western boundary.

When open-space board members began to examine the master plan, Wakeem said, they grew increasingly concerned that the expansive view from **Trans** Mountain would be blocked by nondescript buildings and freeway overpasses.

The board also recommended moving the Paseo Del Norte extension west near a pipeline maintenance road, which runs for miles through relatively flat terrain at lower altitudes. Moving Paseo Del Norte would cut down to three the number of overpasses, Wakeem said, and reduce access that invites more development.

State highway officials have warned that significant changes — neighborhood densities, road relocations and such — could require a new environmental assessment, which would take at least three months.

"Ninety days won't kill it," said state Rep. Joe Pickett, D-El Paso, who is chairman of the House Transportation Committee. "But when we get to six months or nine months, that's problematic."

The $85 million was generated by the sale of Texas general revenue bonds, Berry said, unlike most projects, which are paid with a mix of federal money and state tax money.

"Because of this special funding source, there is some risk it would go away," Berry said. "The sooner we can take a project to contract, the better we are."

Pickett said the highway money would not be used to make up for a state budget deficit that has ballooned to as much as $25 billion. However, he said, the bonds have already been sold and there is strong competition for the money.

"There are people keeping track out there," Pickett said. "Eventually, outside sources will be poking at TxDOT saying, 'What about that money El Paso hasn't used?' " City leaders still are waiting for the current environmental assessment, which they say will inform their decision. That assessment, which was first expected in October, should be available about the time the council is scheduled to decide on the open-space recommendations, Berry said.

The assessment has been circulating among state agencies connected to the project. One of those agencies is the Texas Parks and Wildlife Department. "We are requesting they do some wildlife crossings," said Kathy Boydston, leader of the division's Habitat Assessment Program.

TxDOT is not required to follow the recommendations, she said.

"We have a lot of responsibility and very little authority with them," Boydston said.

Another problem with the proposed open-space allocation is the loss of an estimated $20 million from the land sale and fewer ratepayers to support water infrastructure improvements, said Archuleta, with the Public Service Board. Openspace designation also could complicate the installation of the necessary pipes and other equipment.

Wakeem said Archuleta's estimate is too high, and Byrd suggested that the density could be increased in some neighborhoods to maintain the number of ratepayers.

El Paso Mayor John Cook has promised to veto any measure that threatens the project. He said using environmentally friendly building codes could provide a solution that would preserve the vistas. Cook is also waiting for the current environmental assessment, and said he would ask the council to postpone consideration of the issue if it is not available for Tuesday's meeting.

"It's going to be a compromise," Cook said.

Open Space Advisory Board members considered — and rejected — two compromises, Wakeem said.

Both would have reduced the amount of open-space land surrounding **Trans** Mountain. The minimalist plan would protect only the two ridges and arroyo that Wakeem pointed out through the din of traffic last month.

"This is forever once it's bulldozed," Wakeem said, nearly yelling. "It'll never come back."

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THE GREATER EL PASO CHAMBER OF COMMERCE
SINCE 1899
One Voice for El Paso

Resolution in Support of the Northwest Master Plan and the Paseo del Norte Interchange

WHEREAS: El Paso is facing a time of unprecedented growth due, in part, to the newly established Paul L. Foster School of Medicine and an influx of soldiers at Fort Bliss as the result of a successful Base Realignment and Closure (BRAC) process;

WHEREAS: The housing shortfall related to the growth of Fort Bliss and its soldier population is projected to be at 7,000;

WHEREAS: The adopted Master Plan provides 4,731 total dwelling units, which will house an estimated population of 14,193;

WHEREAS: Development of the El Paso community should be well-planned and should consider quality of life elements that benefit the region, which also takes into consideration road infrastructure and traffic management;

WHEREAS: The Northwest Master Plan includes land reserved for facilities including schools, police stations, parks, libraries, and Sun Metro;

WHEREAS: The Public Service Board has transferred over 8,000 acres of land to the Franklin Mountain State Park, including 210 acres of the Northwest Master Plan area;

WHEREAS: The Northwest Master Plan includes 563 acres of open space, 105 acres of parks, and 41 acres of trails;

WHEREAS: The Northwest Master Plan was developed with input from all interested stakeholders, including El Paso residents, the City of El Paso, the Texas Department of Transportation, UTEP, Texas Parks and Wildlife, the Borderland Mountain Bike Association, the Arroyo Park Association, and the Outer Limits Adventure Club;

WHEREAS: The Northwest Master Plan was adopted by El Paso City Council in 2005;

WHEREAS: The Public Service Board has spent more than $700,000 developing the adopted Northwest Master Plan;

WHEREAS: The developable acres in the Northwest Master Plan have an estimated current value of $19,875,000 and can generate potential property tax revenues of more than $12,000,000 per year;

WHEREAS: An item was added to the El Paso City Council agenda on October 5, 2010 to direct City staff to rezone 900 acres of the PSB Northwest Master Plan land to Natural Open Space;

WHEREAS: The extraordinary growth in the Northeast and Northwest areas of El Paso will lead to a substantial increase in traffic on Transmountain, exacerbating an already dangerous environment for cyclists and pedestrians;

WHEREAS: The Paseo del Norte arterial and interchange, a vital component of the Northwest Master Plan, will play a key role in alleviating traffic congestion, addressing future transportation needs, and linking Interstate 10 to the Transmountain Freeway and Loop 375.

WHEREAS: The contribution of land by the Texas Department of Transportation at Interstate 10 and the Transmountain Freeway will allow for the construction of an extended walking/jogging and biking pathway system, which will improve safety and enhance the quality of life in the area;

WHEREAS: The estimated $24 billion deficit in the state budget will motivate legislators to seek funding cuts wherever possible;

WHEREAS: Any further delay will jeopardize $85 million in state highway funds currently committed to the project;

WHEREAS: The rezoning of Northwest Master Plan land to NOS will eliminate the Paseo del Norte arterial and interchange.

THEREFORE, BE IT HEREBY:

RESOLVED: The Greater El Paso Chamber of Commerce strongly opposes the rezoning of the Northwest Master Plan land to Natural Open Space and urges City Council to move forward with the Master Plan that was approved by Council in 2005;

RESOLVED: The Greater El Paso Chamber of Commerce supports the construction of the Paseo del Norte arterial and interchange, as outlined in the Master Plan.

Submitted for approval by the Executive Committee of the Greater El Paso Chamber of Commerce, on the 16th day of November, 2010.

Gustavo L. Rodriguez

Mr. Gus Rodriguez
Chair of the Board

Mr. Richard E. Dayoub
President and CEO

APPENDIX 4

Stated Preference Survey Results

THE SURVEY

El Paso 2009 travel survey: daily mode choice

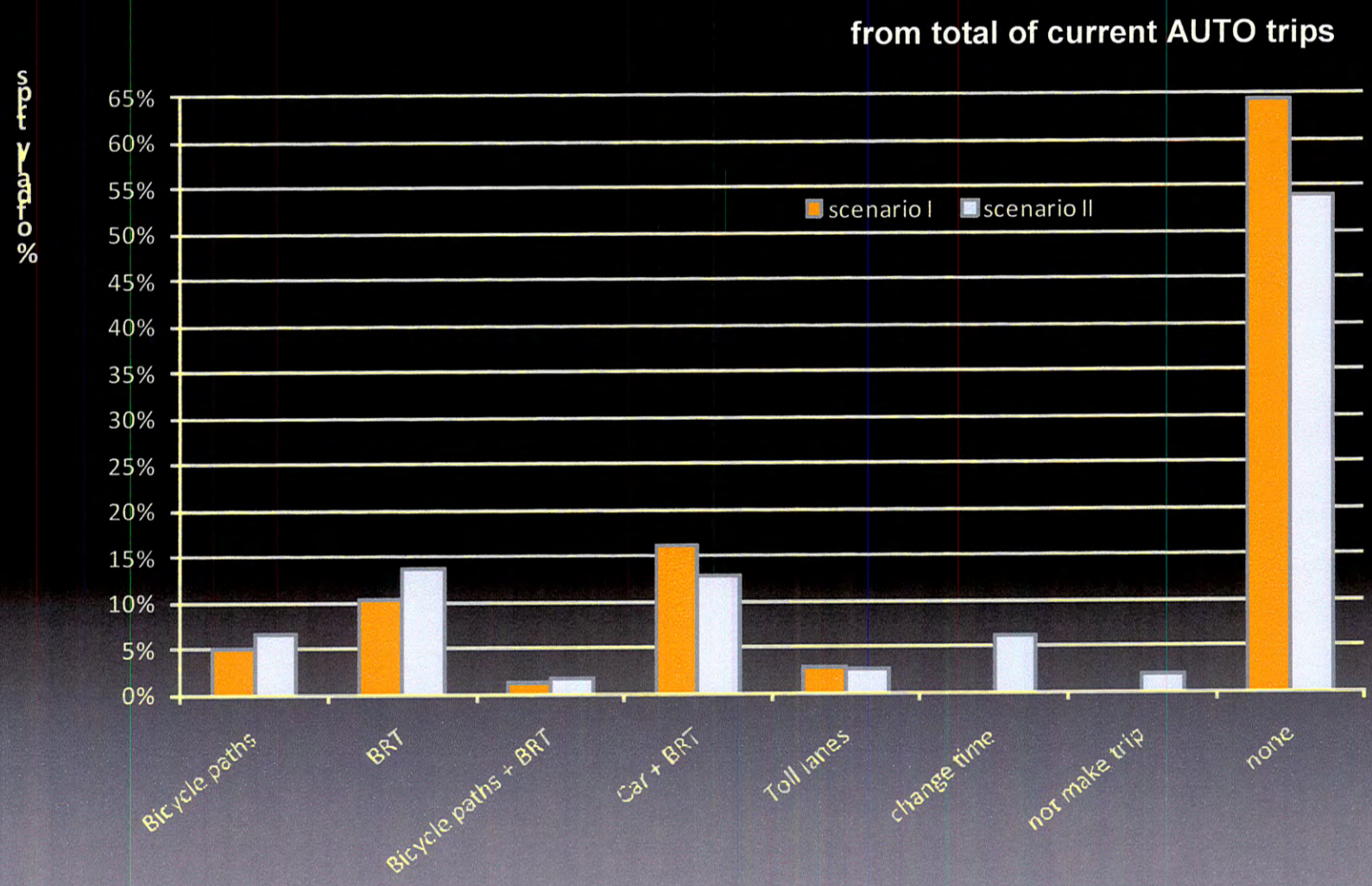
	current % trips
AUTO	91%
TRANSIT	2%
BICYCLE	1%
PEDESTRIAN	6%

4.01 person-trips per capita

3'248,000 person-trips/day by area residents only

RESULTS

Summary



THE POTENTIAL

El Paso 2009 travel survey: daily mode choice

	current % trips	scen I % trips	scen II % trips
AUTO	91%	61%	57%*
TRANSIT	2%	27%	28%
BICYCLE	1%	6%	7%
PEDESTRIAN	6%	6%	6%

4.01 person-trips per capita

3'248,000 person-trips/day by area residents only

* includes elimination of 2% of trips

Survey Questions

Booklet #3

Stated Choice Survey on future transportation

Each person in the household completes a survey for **ONE** day
(see instructions on the following pages)

Please have your Booklet #3 and Booklet #1 completed and ready for our telephone call!

Texas Department of Transportation

Travel Survey

El Paso MPO

Trip Location No. 4

For THIS TRIP you made (refer to Booklet #1):

- **Rank your preferences of alternative transportation (1, 2, 3, etc.), or specify if you would rather keep the current mode and time-of-day of trip.**
- **If you would NOT USE a particular alternative, please check the corresponding NOT USE box.**
- **Respond under each of the four scenarios of fuel costs and traffic delay.**

(for a description of the future transportation modes offered, see Booklet #2)

Scenario I – Consider that: fuel costs **do not increase** (remain the same) and traffic delays **do not increase** (remain the same)	# Pref.	NOT USE	**Scenario II – Consider that:** fuel costs **increase** (fuel costs double) and traffic delays **increase** (such that any of the future alternatives guarantee faster travel compared to car travel)	# Pref.	NOT USE
a) Bicycle Paths	__	☐	a) Bicycle Paths	__	☐
b) BRT *(Bus Rapid Transit)*	__	☐	b) BRT *(Bus Rapid Transit)*	__	☐
c) Bicycle Paths + BRT	__	☐	c) Bicycle Paths + BRT	__	☐
d) Car + BRT	__	☐	d) Car + BRT	__	☐
e) Toll Lanes	__	☐	e) Toll Lanes	__	☐
			f) Keep used mode, but change time-of-day of trip 1 hour or more to avoid congestion.	__	☐
			g) Not make the trip at all.	__	☐
☐ None of the above *(keep the current mode used, and same time-of-day of trip)*			☐ None of the above *(keep the current mode used, and same time-of-day of trip)*		

Trip Location No. 5

For THIS TRIP you made (refer to Booklet #1):

- **Rank your preferences of alternative transportation (1, 2, 3, etc.), or specify if you would rather keep the current mode and time-of-day of trip.**
- **If you would NOT USE a particular alternative, please check the corresponding NOT USE box.**
- **Respond under each of the four scenarios of fuel costs and traffic delay.**

(for a description of the future transportation modes offered, see Booklet #2)

Scenario I – Consider that: fuel costs **do not increase** (remain the same) and traffic delays **do not increase** (remain the same)	# Pref.	NOT USE	**Scenario II – Consider that:** fuel costs **increase** (fuel costs double) and traffic delays **increase** (such that any of the future alternatives guarantee faster travel compared to car travel)	# Pref.	NOT USE
a) Bicycle Paths	__	☐	a) Bicycle Paths	__	☐
b) BRT *(Bus Rapid Transit)*	__	☐	b) BRT *(Bus Rapid Transit)*	__	☐
c) Bicycle Paths + BRT	__	☐	c) Bicycle Paths + BRT	__	☐
d) Car + BRT	__	☐	d) Car + BRT	__	☐
e) Toll Lanes	__	☐	e) Toll Lanes	__	☐
			f) Keep used mode, but change time-of-day of trip 1 hour or more to avoid congestion.	__	☐
			g) Not make the trip at all.	__	☐
☐ None of the above *(keep the current mode used, and same time-of-day of trip)*			☐ None of the above *(keep the current mode used, and same time-of-day of trip)*		

Trip Location No. 6

For THIS TRIP you made (refer to Booklet #1):

- **Rank your preferences of alternative transportation (1, 2, 3, etc.), or specify if you would rather keep the current mode and time-of-day of trip.**
- **If you would NOT USE a particular alternative, please check the corresponding NOT USE box.**
- **Respond under each of the four scenarios of fuel costs and traffic delay.**

(for a description of the future transportation modes offered, see Booklet #2)

Scenario I – Consider that:
fuel costs **do not increase** (remain the same)
and
traffic delays **do not increase** (remain the same)

	# Pref.	NOT USE
a) Bicycle Paths	__	☐
b) BRT *(Bus Rapid Transit)*	__	☐
c) Bicycle Paths + BRT	__	☐
d) Car + BRT	__	☐
e) Toll Lanes	__	☐

☐ None of the above
(keep the current mode used, and same time-of-day of trip)

Scenario II – Consider that:
fuel costs **increase** (fuel costs double)
and
traffic delays **increase** (such that any of the future alternatives guarantee faster travel compared to car travel)

	# Pref.	NOT USE
a) Bicycle Paths	__	☐
b) BRT *(Bus Rapid Transit)*	__	☐
c) Bicycle Paths + BRT	__	☐
d) Car + BRT	__	☐
e) Toll Lanes	__	☐
f) Keep used mode, but change time-of-day of trip 1 hour or more to avoid congestion.	__	☐
g) Not make the trip at all.	__	☐

☐ None of the above
(keep the current mode used, and same time-of-day of trip)

Trip Location No. 3

For THIS TRIP you made (refer to Booklet #1):

- **Rank your preferences of alternative transportation (1, 2, 3, etc.), or specify if you would rather keep the current mode and time-of-day of trip.**
- **If you would NOT USE a particular alternative, please check the corresponding NOT USE box.**
- **Respond under each of the four scenarios of fuel costs and traffic delay.**

(for a description of the future transportation modes offered, see Booklet #2)

Scenario I – Consider that:
fuel costs **do not increase** (remain the same)
and
traffic delays **do not increase** (remain the same)

	# Pref.	NOT USE
a) Bicycle Paths	__	☐
b) BRT *(Bus Rapid Transit)*	__	☐
c) Bicycle Paths + BRT	__	☐
d) Car + BRT	__	☐
e) Toll Lanes	__	☐

☐ None of the above
(keep the current mode used, and same time-of-day of trip)

Scenario II – Consider that:
fuel costs **increase** (fuel costs double)
and
traffic delays **increase** (such that any of the future alternatives guarantee faster travel compared to car travel)

	# Pref.	NOT USE
a) Bicycle Paths	__	☐
b) BRT *(Bus Rapid Transit)*	__	☐
c) Bicycle Paths + BRT	__	☐
d) Car + BRT	__	☐
e) Toll Lanes	__	☐
f) Keep used mode, but change time-of-day of trip 1 hour or more to avoid congestion.	__	☐
g) Not make the trip at all.	__	☐

☐ None of the above
(keep the current mode used, and same time-of-day of trip)

Trip Location No. 2

For THIS TRIP you made (refer to Booklet #1):

- **Rank your preferences of alternative transportation (1, 2, 3, etc.), or specify if you would rather keep the current mode and time-of-day of trip.**
- **If you would NOT USE a particular alternative, please check the corresponding NOT USE box.**
- **Respond under each of the four scenarios of fuel costs and traffic delay.**

(for a description of the future transportation modes offered, see Booklet #2)

Scenario I – Consider that: fuel costs **do not increase** (remain the same) and traffic delays **do not increase** (remain the same)	# Pref.	NOT USE
a) Bicycle Paths	__	☐
b) BRT *(Bus Rapid Transit)*	__	☐
c) Bicycle Paths + BRT	__	☐
d) Car + BRT	__	☐
e) Toll Lanes	__	☐
☐ None of the above *(keep the current mode used, and same time-of-day of trip)*		

Scenario II – Consider that: fuel costs **increase** (fuel costs double) and traffic delays **increase** (such that any of the future alternatives guarantee faster travel compared to car travel)	# Pref.	NOT USE
a) Bicycle Paths	__	☐
b) BRT *(Bus Rapid Transit)*	__	☐
c) Bicycle Paths + BRT	__	☐
d) Car + BRT	__	☐
e) Toll Lanes	__	☐
f) Keep used mode, but change time-of-day of trip 1 hour or more to avoid congestion.	__	☐
g) Not make the trip at all.	__	☐
☐ None of the above *(keep the current mode used, and same time-of-day of trip)*		

Trip Location No. 7

For THIS TRIP you made (refer to Booklet #1):

- **Rank your preferences of alternative transportation (1, 2, 3, etc.), or specify if you would rather keep the current mode and time-of-day of trip.**
- **If you would NOT USE a particular alternative, please check the corresponding NOT USE box.**
- **Respond under each of the four scenarios of fuel costs and traffic delay.**

(for a description of the future transportation modes offered, see Booklet #2)

Scenario I – Consider that: fuel costs **do not increase** (remain the same) and traffic delays **do not increase** (remain the same)	# Pref.	NOT USE
a) Bicycle Paths	__	☐
b) BRT *(Bus Rapid Transit)*	__	☐
c) Bicycle Paths + BRT	__	☐
d) Car + BRT	__	☐
e) Toll Lanes	__	☐
☐ None of the above *(keep the current mode used, and same time-of-day of trip)*		

Scenario II – Consider that: fuel costs **increase** (fuel costs double) and traffic delays **increase** (such that any of the future alternatives guarantee faster travel compared to car travel)	# Pref.	NOT USE
a) Bicycle Paths	__	☐
b) BRT *(Bus Rapid Transit)*	__	☐
c) Bicycle Paths + BRT	__	☐
d) Car + BRT	__	☐
e) Toll Lanes	__	☐
f) Keep used mode, but change time-of-day of trip 1 hour or more to avoid congestion.	__	☐
g) Not make the trip at all.	__	☐
☐ None of the above *(keep the current mode used, and same time-of-day of trip)*		

Trip Location No. 8

For THIS TRIP you made (refer to Booklet #1):

- **Rank your preferences of alternative transportation (1, 2, 3, etc.), or specify if you would rather keep the current mode and time-of-day of trip.**
- **If you would NOT USE a particular alternative, please check the corresponding NOT USE box.**
- **Respond under each of the four scenarios of fuel costs and traffic delay.**

(for a description of the future transportation modes offered, see Booklet #2)

Scenario I – Consider that:
fuel costs **do not increase** (remain the same)
and
traffic delays **do not increase** (remain the same)

	# Pref.	NOT USE
a) Bicycle Paths	__	☐
b) BRT *(Bus Rapid Transit)*	__	☐
c) Bicycle Paths + BRT	__	☐
d) Car + BRT	__	☐
e) Toll Lanes	__	☐

☐ None of the above
(keep the current mode used, and same time-of-day of trip)

Scenario II – Consider that:
fuel costs **increase** (fuel costs double)
and
traffic delays **increase** (such that any of the future alternatives guarantee faster travel compared to car travel)

	# Pref.	NOT USE
a) Bicycle Paths	__	☐
b) BRT *(Bus Rapid Transit)*	__	☐
c) Bicycle Paths + BRT	__	☐
d) Car + BRT	__	☐
e) Toll Lanes	__	☐
f) Keep used mode, but change time-of-day of trip 1 hour or more to avoid congestion.	__	☐
g) Not make the trip at all.	__	☐

☐ None of the above
(keep the current mode used, and same time-of-day of trip)

Trip Location No. 1

For THIS TRIP you made (refer to Booklet #1):

- **Rank your preferences of alternative transportation (1, 2, 3, etc.), or specify if you would rather keep the current mode and time-of-day of trip.**
- **If you would NOT USE a particular alternative, please check the corresponding NOT USE box.**
- **Respond under each of the four scenarios of fuel costs and traffic delay.**

(for a description of the future transportation modes offered, see Booklet #2)

Scenario I – Consider that:
fuel costs **do not increase** (remain the same)
and
traffic delays **do not increase** (remain the same)

	# Pref.	NOT USE
a) Bicycle Paths	__	☐
b) BRT *(Bus Rapid Transit)*	__	☐
c) Bicycle Paths + BRT	__	☐
d) Car + BRT	__	☐
e) Toll Lanes	__	☐

☐ None of the above
(keep the current mode used, and same time-of-day of trip)

Scenario II – Consider that:
fuel costs **increase** (fuel costs double)
and
traffic delays **increase** (such that any of the future alternatives guarantee faster travel compared to car travel)

	# Pref.	NOT USE
a) Bicycle Paths	__	☐
b) BRT *(Bus Rapid Transit)*	__	☐
c) Bicycle Paths + BRT	__	☐
d) Car + BRT	__	☐
e) Toll Lanes	__	☐
f) Keep used mode, but change time-of-day of trip 1 hour or more to avoid congestion.	__	☐
g) Not make the trip at all.	__	☐

☐ None of the above
(keep the current mode used, and same time-of-day of trip)

Start with your first trip recorded (according to Booklet #1)

Trip Location No. 9

For THIS TRIP you made (refer to Booklet #1)**:**

- **Rank your preferences of alternative transportation (1, 2, 3, etc.), or specify if you would rather keep the current mode and time-of-day of trip.**
- **If you would NOT USE a particular alternative, please check the corresponding NOT USE box.**
- **Respond under each of the four scenarios of fuel costs and traffic delay.**

(for a description of the future transportation modes offered, see Booklet #2)

Scenario I – Consider that:
fuel costs **do not increase** (remain the same)
and
traffic delays **do not increase** (remain the same)

	# Pref.	NOT USE
a) Bicycle Paths	__	☐
b) BRT *(Bus Rapid Transit)*	__	☐
c) Bicycle Paths + BRT	__	☐
d) Car + BRT	__	☐
e) Toll Lanes	__	☐

☐ None of the above
(keep the current mode used, and same time-of-day of trip)

Scenario II – Consider that:
fuel costs **increase** (fuel costs double)
and
traffic delays **increase** (such that any of the future alternatives guarantee faster travel compared to car travel)

	# Pref.	NOT USE
a) Bicycle Paths	__	☐
b) BRT *(Bus Rapid Transit)*	__	☐
c) Bicycle Paths + BRT	__	☐
d) Car + BRT	__	☐
e) Toll Lanes	__	☐
f) Keep used mode, but change time-of-day of trip 1 hour or more to avoid congestion.	__	☐
g) Not make the trip at all.	__	☐

☐ None of the above
(keep the current mode used, and same time-of-day of trip)

Trip Location No. 10

For THIS TRIP you made (refer to Booklet #1):

- **Rank your preferences of alternative transportation (1, 2, 3, etc.), or specify if you would rather keep the current mode and time-of-day of trip.**
- **If you would NOT USE a particular alternative, please check the corresponding NOT USE box.**
- **Respond under each of the four scenarios of fuel costs and traffic delay.**

(for a description of the future transportation modes offered, see Booklet #2)

Scenario I – Consider that: fuel costs **do not increase** (remain the same) and traffic delays **do not increase** (remain the same)	# Pref.	NOT USE
a) Bicycle Paths	__	☐
b) BRT *(Bus Rapid Transit)*	__	☐
c) Bicycle Paths + BRT	__	☐
d) Car + BRT	__	☐
e) Toll Lanes	__	☐
☐ None of the above *(keep the current mode used, and same time-of-day of trip)*		

Scenario II – Consider that: fuel costs **increase** (fuel costs double) and traffic delays **increase** (such that any of the future alternatives guarantee faster travel compared to car travel)	# Pref.	NOT USE
a) Bicycle Paths	__	☐
b) BRT *(Bus Rapid Transit)*	__	☐
c) Bicycle Paths + BRT	__	☐
d) Car + BRT	__	☐
e) Toll Lanes	__	☐
f) Keep used mode, but change time-of-day of trip 1 hour or more to avoid congestion.	__	☐
g) Not make the trip at all.	__	☐
☐ None of the above *(keep the current mode used, and same time-of-day of trip)*		

**********EXAMPLE**********

Trip Location No. 3

For THIS TRIP you made (refer to Booklet #1):

- **Rank your preferences of alternative transportation (1, 2, 3, etc.), or specify if you would rather keep the current mode and time-of-day of trip.**
- **If you would NOT USE a particular alternative, please check the corresponding NOT USE box.**
- **Respond under each of the four scenarios of fuel costs and traffic delay.**

(for a description of the future transportation modes offered, see Booklet #2)

Scenario I – Consider that: fuel costs **do not increase** (remain the same) and traffic delays **do not increase** (remain the same)	# Pref.	NOT USE
a) Bicycle Paths	__	X
b) BRT *(Bus Rapid Transit)*	__	X
c) Bicycle Paths + BRT	2	☐
d) Car + BRT	1	☐
e) Toll Lanes	3	☐
☐ None of the above *(keep the current mode used, and same time-of-day of trip)*		

Scenario II – Consider that: fuel costs **increase** (fuel costs double) and traffic delays **increase** (such that any of the future alternatives guarantee faster travel compared to car travel)	# Pref.	NOT USE
a) Bicycle Paths	__	X
b) BRT *(Bus Rapid Transit)*	__	X
c) Bicycle Paths + BRT	1	☐
d) Car + BRT	__	X
e) Toll Lanes	__	X
f) Keep used mode, but change time-of-day of trip 1 hour or more to avoid congestion.	__	X
g) Not make the trip at all.	__	X
☐ None of the above *(keep the current mode used, and same time-of-day of trip)*		

Instructions

Together with this third booklet, you have been mailed Booklet #2 that describes the transportation modes being evaluated for future implementation in our region. The description includes benefits in travel time, comfort, and safety, as well as corresponding out-of-pocket costs that you need to review and consider. Assume that the alternatives presented in Booklet #2 will be available to you within El Paso County (regardless where you live and where you are going within this entire region).

It is very important that in this booklet you provide your preferences of future transportation alternatives corresponding to each of the trips reported in the travel diary (Booklet #1), and for each of the scenarios presented.

Below is an example on how to fill the present booklet.

If you have any questions, please call 1-877-261-4621
NuStats/PTV DataSource

Additional Locations

If you had more than 10 trips, on your travel day (according to Booklet #1), please record the information on a separate piece of paper.

Questions?

If you have any questions, please call **1-877-261-4621** toll-free.

NuStats/PTV DataSource
206 Wild Basin Rd., Suite A300
Austin, TX 78746

Comments

_____

_____

_____

_____

Thank you for your participation in this important survey.

Info from MPO on stated preference survey

Byrd, Susannah M.

From: Salvador Gonzalez-Ayala [sgonzalez@ELPASOMPO.ORG]
Sent: Wednesday, December 23, 2009 10:13 AM
To: Byrd, Susannah M
Cc: Shang, Jane
Subject: RE: Electronic versions of 09 travel surveys (Revealed and Stated Preference)
Attachments: SP EP08.pptx

Good day Ms. Byrd.

It took us a couple of extra days, but I'm sending you (see attachment) a preliminary summary of the Stated Preference survey for the entire region.

A word of caution; it is important to understand that the potential demand shown in the attached file could only materialize if in fact we can fulfill for everybody the trade-offs suggested in the survey instrument (booklet #2). This will depend on the actual infrastructure implemented and its geographic location.

So our next step is to build a travel model, in a sense placing the identified preference patterns on top of future transportation networks (including detailed BRT corridors, bicycle paths, toll lanes, etc.), such that we can quantify the amount of people (and their trips) for which the trade-offs offered can actually be fulfilled. This in turn will yield passenger demand by mode and network segment. Different network configurations may yield different results.

I just made it sound simple and easy, but building a model is in fact a very involved and time consuming process that could probably take us three to five months. This is mainly because we are using a small sample to make inferences about the entire population, and thus complex probabilistic science needs to be used.
We will do our best to have this information available as soon as possible, and to assist you in the decision making process; we are as committed in bringing excellent transit service to El Paso, as you are.

I'm available if you would like to discuss this further.

Saludos.

Salvador

From: Byrd, Susannah M [mailto:ByrdSM@elpasotexas.gov]
Sent: Wednesday, December 16, 2009 10:41 AM
To: Salvador Gonzalez-Ayala
Cc: Shang, Jane
Subject: RE: Electronic versions of 09 travel surveys (Revealed and Stated Preference)

Great. Thanks. Will we also get information about where people are going, what the mode choice looks like in various parts of town, etc?

Susie

From: Salvador Gonzalez-Ayala [mailto:sgonzalez@ELPASOMPO.ORG]
Sent: Wednesday, December 16, 2009 9:12 AM
To: Byrd, Susannah M
Cc: Shang, Jane
Subject: RE: Electronic versions of 09 travel surveys (Revealed and Stated Preference)

Ms. Byrd, this is just in from our staff (please check attachment). It is the current mode choice behavior...not a surprise, with AUTO being the predominant one (90+% of daily trips). We are working on getting you the 2009 total daily number of trips (expanded for all modes), and I hope that by Friday afternoon we could send you the preferences of current AUTO users, on future transportation alternatives. We are working on summarizing such data.

Saludos.

Salvador

From: Byrd, Susannah M [mailto:ByrdSM@elpasotexas.gov]
Sent: Monday, December 14, 2009 9:15 PM
To: Salvador Gonzalez-Ayala
Subject: RE: Electronic versions of 09 travel surveys (Revealed and Stated Preference)

We are meeting tomorrow again on the BRT. As soon as you can get that to me the better.
Thanks
Susie

From: Salvador Gonzalez-Ayala [sgonzalez@ELPASOMPO.ORG]
Sent: Wednesday, December 09, 2009 7:32 AM
To: Byrd, Susannah M
Subject: RE: Electronic versions of 09 travel surveys (Revealed and Stated Preference)

Good morning Ms. Byrd.
We are making good progress on the databases and are on schedule. We should have the first set of results by the end of next week (around December 18).

Sorry for the late response. I was out of the office.

Saludos.

Salvador

From: Byrd, Susannah M [mailto:ByrdSM@elpasotexas.gov]
Sent: Monday, December 07, 2009 12:18 PM
To: Salvador Gonzalez-Ayala
Subject: RE: Electronic versions of 09 travel surveys (Revealed and Stated Preference)

Salvador:
How's it coming with the survey results? When will those be available?
Susie

From: Salvador Gonzalez-Ayala [mailto:sgonzalez@ELPASOMPO.ORG]
Sent: Wednesday, November 25, 2009 9:21 AM
To: Byrd, Susannah M
Cc: Gutierrez, Miriam J; Shang, Jane
Subject: RE: Electronic versions of 09 travel surveys (Revealed and Stated Preference)

Ms. Byrd, I saw your email after my meeting with Jane Shang. I left your set of copies with her, and hopefully she will forward this to you (or to your assistant Judy).
Nevertheless, let me know if you want to have us make extra copies.
Saludos.
Salvador

From: Byrd, Susannah M [mailto:ByrdSM@elpasotexas.gov]
Sent: Tuesday, November 24, 2009 10:20 AM
To: Salvador Gonzalez-Ayala
Cc: Gutierrez, Miriam J
Subject: RE: Electronic versions of 09 travel surveys (Revealed and Stated Preference)

Salvador:
I'm not sure if I will be around then. If not, could you drop it off with my assistant Judy and I will call you for further information.
Susie

From: Salvador Gonzalez-Ayala [sgonzalez@ELPASOMPO.ORG]
Sent: Tuesday, November 24, 2009 8:58 AM
To: Byrd, Susannah M; Shang, Jane
Subject: RE: Electronic versions of 09 travel surveys (Revealed and Stated Preference)

Dear Jane and Ms. Byrd,

I now have hard copies of the survey instrument for you. I'll be more than happy to deliver these in person to you, and perhaps go over the survey, if you have the time. I have a meeting at UTEP, today at 10am, so by 11am I could be with you.

Please let me know if you would like to meet, at the suggested time, or at any other time.

Saludos.

Salvador

From: Salvador Gonzalez-Ayala
Sent: Monday, November 23, 2009 1:30 PM
To: 'ShangJ1@elpasotexas.gov'
Cc: JoAnn Valdez
Subject: Electronic versions of 09 travel surveys (Revealed and Stated Preference)

Dear Jane, and Ms. Byrd

As promised, I'm sending as attachments the electronic version of the three booklets for the 2009 travel survey.

Booklet #1: Revealed preference survey
Booklet #2: Information on future transportation alternatives
Booklet #3: Stated preference survey

Since the electronic version arrangement of questions was based on the required hard-copy printing formatting, the order of the questions might seem confusing to anybody unfamiliar with the survey. That is why we are preparing a couple of hard-copy versions of the survey, which we would like to deliver personally and explain. We expect to have the hard-copy versions tomorrow.

In the mean time, if you have any questions, please let me know.

Best regards.

Salvador

Dr. Salvador Gonzalez-Ayala, PhD
Manager of Transportation Model Research and Development,
El Paso Metropolitan Planning Organization

APPENDIX 5

VERONICA ESCOBAR
El Paso County Judge

March 25, 2011

The Honorable John F. Cook, Mayor and
El Paso City Council
One Civic Center Plaza
El Paso, Texas 79901

Honorable Mayor and Council:

I write to share my perspective on the Transmountain I-10 project and the Northwest Master Plan.

I support the transportation infrastructure investment at Transmountain Road. I support it because of its focus on safety and added capacity, and because it is an integral part of the community initiative begun several years ago to create a traffic loop addressing congestion within El Paso.

What concerns me, however, is the Paseo del Norte overpass and its relationship to future development in the open space adjacent to it.

As I understand it, the Paseo del Norte overpass will help provide connectivity to and traffic distribution for future development, especially in the acreage now owned by the people of El Paso (via the PSB) but slated for development in the PSB's Northwest Master Plan.

During the recent public hearing on the project a member of the public expressed the opinion that if the area within the Northwest Master Plan were to remain undeveloped - preserved in perpetuity as open space by the City Council and the PSB - there probably would be no need for the final overpass. I believe that assessment was accurate.

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While the PSB has been supportive of using SmartCode for the development, that property still belongs to the public. In their resolution (attached), the PSB states:

> *WHEREAS, the PSB carefully manages its assets which include lands held in trust for the benefit of the water and wastewater system, for the benefit of its ratepayers so as to maximize water, wastewater service and storm water management and safety.*

That acreage is indeed an asset that needs to be managed. It needs to be managed through thoughtful public policy. And while development would certainly increase the tax base, it would also increase demands on services and infrastructure funded by local property taxpayers. More important, it would erode precious open space that should remain in its natural state.

In the introduction to the City of El Paso's Green Infrastructure Plan, there is an acknowledgement of the need for preservation:

> *The mountains, the desert, the river…El Paso wouldn't be the same without them. Yet as the City grows, the special places our families remember are disappearing one by one. The El Paso Open Space Plan seeks to preserve some of those special places, so that future generations have a city that is vibrant, beautiful, and truly one of best places to live on this planet.*
>
> *The amount of remaining undeveloped land in El Paso and in El Paso County is rapidly decreasing – Of the 224 square miles within the City of El Paso (after excluding the Franklin Mountains), only 50 square miles, or less than 23%, remain largely undeveloped. Of the 1057 square miles in El Paso County, less than 250 square miles remain largely undeveloped or unused for military purposes. Land for open space must be preserved today, or it will be consumed over the next 20 to 40 years.* (http://www.ci.el-paso.tx.us/parks/_documents/green/_documents/draft%20plan/7_Chapter1%20Introduction.pdf)

Access to open space – the arroyos, natural and man-made trails, and the wildlife and flora that come with it – is of significant value to a community that has limited park space, a population that grapples with obesity and diabetes, and leadership that wants El Paso to be a leading American City once again. Protecting open space addresses all those issues.

Unfortunately, our community has the dubious distinction of not protecting or preserving what makes us special and unique.

Between the late 1800s and 1920s, for example, El Paso built some of the most impressive, beautiful and unique architecture in the United States. Downtown El Paso was rising, with San Jacinto Plaza at the heart of it. With respect to our downtown, my generation has seen it all: abandonment, divestment, decline, renewed interest, and now, finally, re-investment that is igniting our much-deserved and sought-after renaissance. Those of us who acknowledge the role history plays in our success have lamented the loss of too many architectural treasures - either to disrepair or demolition.

Recent (and significant) investment in the Mills Building is transforming the area that was the nucleus of our city. A renewed and very welcome interest in reviving San Jacinto Plaza has recently arisen largely because many people recognize San Jacinto Plaza as an important symbol of El Paso's splendid past and as a logical starting point for that renaissance so many of us are working toward.

It is with this perspective that I urge you to more fully evaluate the Paseo del Norte component of the Transmountain project and your commitment to natural open space. Once destroyed, open space can never be recovered. The decisions you make will forever change the landscape so many of us love—landscape that it is not an exaggeration to say shapes El Paso's identity. It is completely within your power to save this open space.

I am keenly interested in progress, infrastructure investment and community advancement—my record as an elected official makes that abundantly clear. However, I believe that to forge ahead on this project without protecting what makes us unique and beautiful is short-sighted. Just as my generation wondered why El Pasoans accepted policies that made us a low-wage town, encouraged divestment in our downtown and central core, and displaced us from our position as a leading American City, our children will wonder why we didn't do everything possible to preserve the natural treasures of our arroyos and the foothills near them.

Sincerely,

Veronica Escobar
El Paso County Judge

cc: Ted Houghton, TxDOT Commissioner
Chuck Berry, District Engineer, TxDOT
Roy Gilyard, Executive Director, Metropolitan Planning Organization
Edmund G. Archuleta, President and CEO, El Paso Water Utilities
The Honorable Inocente Quintanilla, State Representative, District 75
The Honorable Naomi Gonzalez, State Representative, District 76
The Honorable Marisa Marquez, State Representative, District 77
The Honorable Dee Margo, State Representative, District 78
The Honorable Joe C. Pickett, State Representative, District 79
The Honorable Jose Rodriguez, State Senator, District 29

A Many Splendored Thing

El Paso's High Road

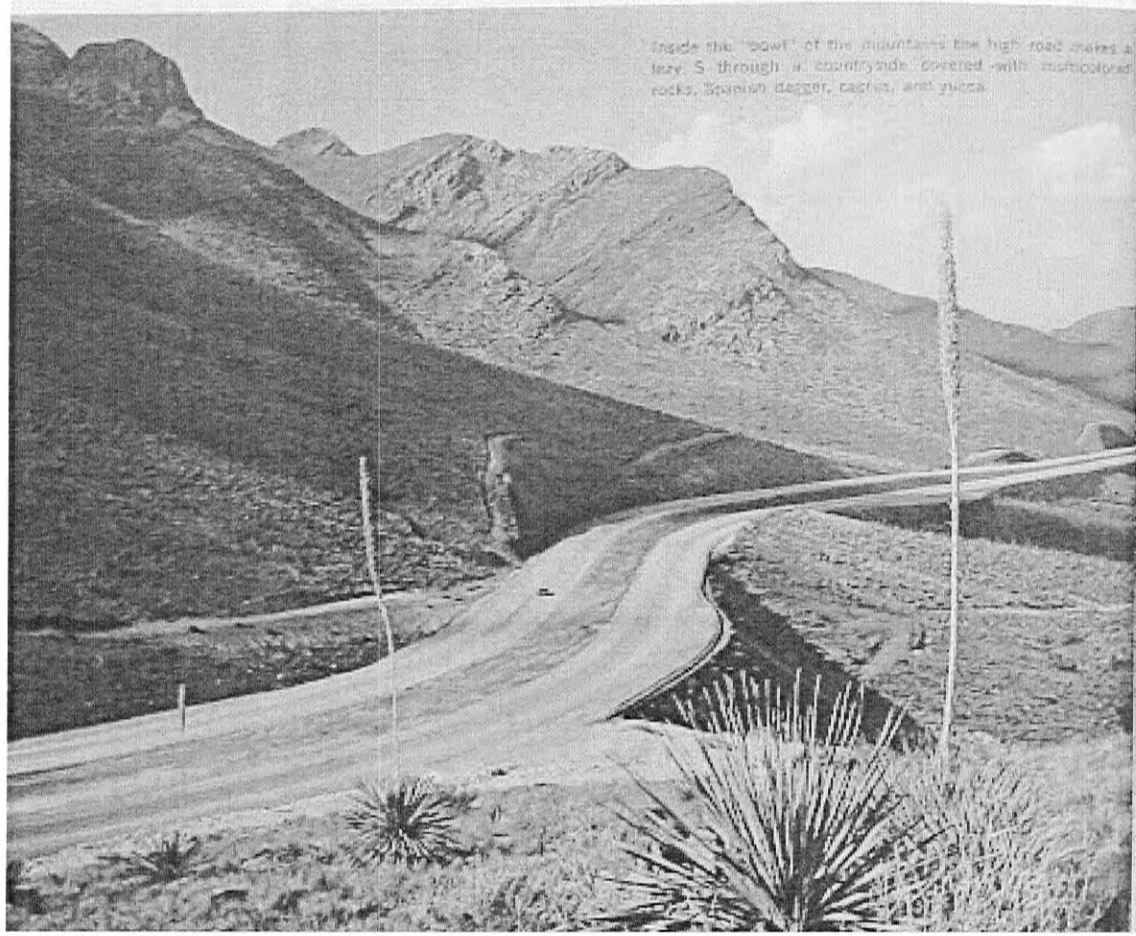
BREATHTAKING. BEAUTIFUL. MAGNIFICENT.

These were just some of the adjectives workmen used to describe the Transmountain Road, the largest excavation project ever undertaken by the Highway Department.

On August 5 this year the road through the Franklin Mountains north of El Paso was opened to the public and now all can enjoy the scenic beauty along the high road. Some 200 cars formed a caravan that drove the entire route from east to west. Former County Judge Woodrow Bean, who had been instrumental in getting the loop, left his hospital bed to cut the ribbon officially dedicating the four-lane highway.

A road through the mountains has long been the dream of El Paso residents. As early as 1925 the city proposed such a loop, but one much closer to town. The new loop is about 14 miles north of downtown El Paso.

Smugglers Gap, the highest point on the mountain road, is a mile high and some 1,200 feet above the road level at the base of the mountains. The drive offers a tremendous view of both the upper Rio Grande valley and northeast El Paso. Both vistas are not visible at the same time because the road does a



Inside the "bowl" of the mountains the high road makes a lazy S through a countryside covered with multicolored rocks, Spanish dagger, cactus, and yucca.

y S inside the "bowl" of the mountains.

There are turnouts for motorists on both sides of e mountain range. On the east side a turnout offers t only a view of northeast El Paso but two Indian ndstones. On the west side is a stupendous view of e green upper valley, Mt. Cristo Rey, and the Coronado Tower.

The high road has paved the way for development the highest part of the mountains. The City of El so has far-reaching plans to build a 24,000-acre ilderness Park along the high ridge north and south m Smugglers Gap. Development will be over the st 20 years and will cost approximately $20 million. There will be at least two centers—one for meetings and one where the animal and plant life of the ea will be shown and explained. A loop will be lt around the perimeter of the park and arterial ads will lead to picnic and camp sites.

For the present, the city will build an access road m the high road into the park area. About 22 miles of king, bicycle, and horseback riding trails will be ovided.

The high road also opens up the area to rockhounds. "The Franklin Mountains present a complex and allenging geologic area," says Alan Shield, a geologist in Bridge Division. "And, of course, it's a real eam place for rockhounds because of the many varieties of rocks and minerals."

Sedimentary rocks were deposited here more than 0 million years ago during the Precambrian period hen the area was a great basin. Through millions of ars the area was faulted, twisted, tortured, folded, lifted, eroded, and intruded by volcanic materials. he Franklin Mountains were formed between 60 to 0 million years ago at the same time the Rockies ere being created. This giant uplift of the earth's rust was accompanied by additional intrusions and tamorphism. The result is a fascinating and diverse ray of crystalline rock.

The geologic birth now provides rockhounds with a l paradise. Without much trouble one can pick up ces of limestone, dolomite, sandstone, rhyolite, nite, basalt, quartzite, serpentine, slate, gneiss, and ist. If the hound is lucky, he may find mica, garnet, ron, and topaz.

There are forms of plant and animal life at the gher elevations that are not found in the surrounding desert—ocotillo, a variety of barrel cactus, mule er, some species of wild flowers, green rattlers, to ne a few.

It was just over four years ago that District 24 rvey crews were fighting their way through the ged mountains. They had to use radios because ey couldn't see the hand signals ordinarily used by rveyors. The men could fight their way through by p or foot up the east side of the mountains, but m Smugglers Gap west the grade was about 90

December 1969

A Many Splendored Thing

El Paso's High Road

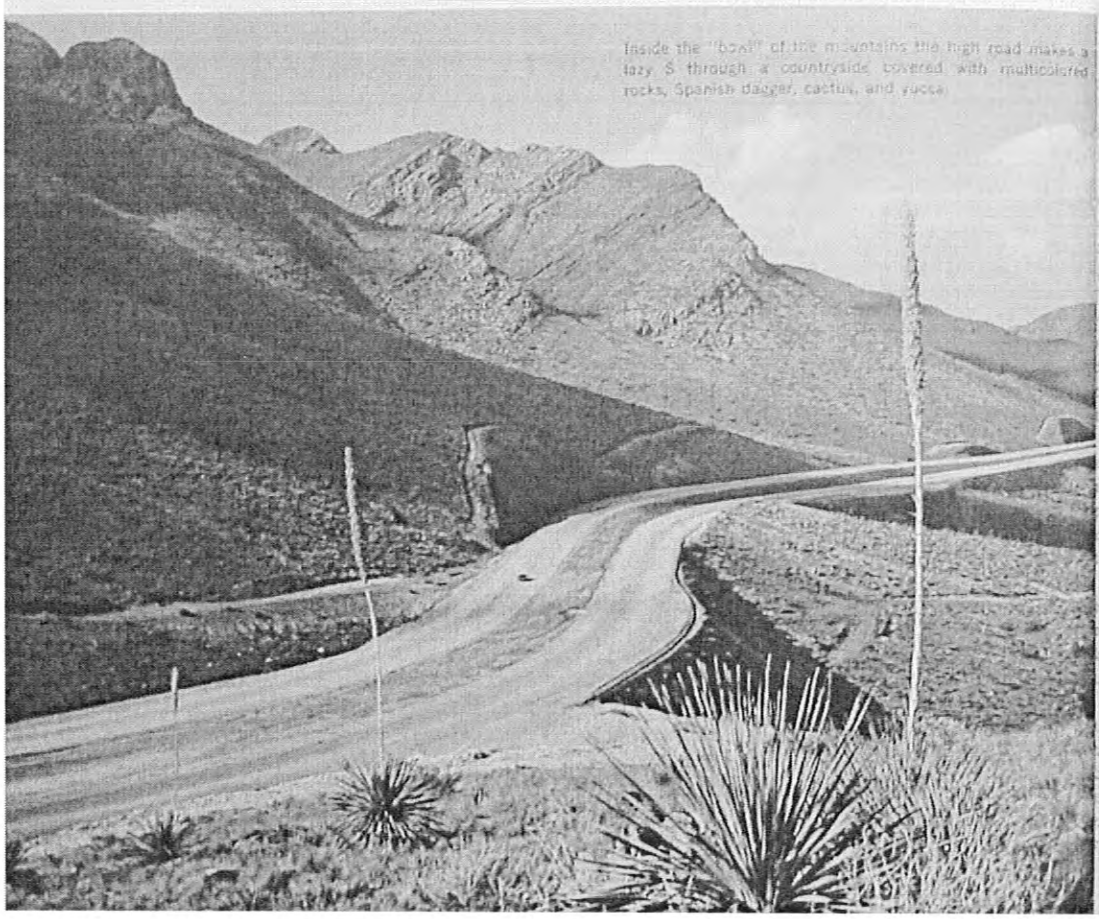
BREATHTAKING, BEAUTIFUL, MAGNIFICENT.

These were just some of the adjectives workmen used to describe the Transmountain Road, the largest excavation project ever undertaken by the Highway Department.

On August 5 this year the road through the Franklin Mountains north of El Paso was opened to the public and now all can enjoy the scenic beauty along the high road. Some 200 cars formed a caravan that drove the entire route from east to west. Former County Judge Woodrow Bean, who had been instrumental in getting the loop, left his hospital bed to cut the ribbon officially dedicating the four-lane highway.

A road through the mountains has long been the dream of El Paso residents. As early as 1925 the city proposed such a loop, but one much closer to town. The new loop is about 14 miles north of downtown El Paso.

Smugglers Gap, the highest point on the mountain road, is a mile high and some 1,200 feet above the road level at the base of the mountains. The drive offers a tremendous view of both the upper Rio Grande valley and northeast El Paso. Both vistas are not visible at the same time because the road does a



Inside the "bowl" of the mountains the high road makes a lazy S through a countryside covered with multicolored rocks, Spanish dagger, cactus, and yucca.

zy S inside the "bowl" of the
There are turnouts for mot
e mountain range. On the ea
t only a view of northeast
ndstones. On the west side
e green upper valley, Mt. C
ado Tower.

The high road has paved th
the highest part of the mou
so has far-reaching plans
lderness Park along the high
om Smugglers Gap. Develop
ext 20 years and will cost a
n. There will be at least two
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ea will be shown and expl
ult around the perimeter of
ads will lead to picnic and
For the present, the city wi
om the high road into the par
king, bicycle, and horsebac
ovided.

The high road also opens up
"The Franklin Mountains
allenging geologic area," sa
ist in Bridge Division. "An
eam place for rockhounds b
ties of rocks and minerals."

Sedimentary rocks were de
0 million years ago during
en the area was a great bas
ars the area was faulted, tw
lifted, eroded, and intruded
e Franklin Mountains were
0 million years ago at the
re being created. This gia
ost was accompanied by ad
etamorphism. The result is a
ray of crystalline rock.

The geologic birth now prov
al paradise. Without much t
eces of limestone, dolomit
anite, basalt, quartzite, serpe
hist. If the hound is lucky, he
rcon, and topaz.

There are forms of plant
gher elevations that are not
g desert—ocotillo, a variety
er, some species of wild flo
me a few.

It was just over four year
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ey couldn't see the hand sig
rveyors. The men could figh
ep or foot up the east side
om Smugglers Gap west th

Byrd, Susannah M.

From: Kevin von Finger [kvonfinger@elp.rr.com]

Sent: Thursday, September 16, 2010 6:29 PM

To: Byrd, Susannah M; rickbonart@earthlink.net; rardovino@elp.rr.com; j.p.ackerman@sbcglobal.net; ibarbe@elp.rr.com; charliewak@sbcglobal.net

Subject: Re: Transmountain Freeway

At today's Open Space Advisory Board meeting the subject of alternative designs came up, the TXDOT rep said that they TXDOT had already selected the alternative they will build to. If so & I believe they have, this is in violation of NEPA. We may want to transcribe that comment off the tape & send to the Federal Highway Administration when we present our case. Kevin

----- Original Message -----
From: Byrd, Susannah M
To: Rick Bonart (rickbonart@earthlink.net) ; (rardovino@elp.rr.com) ; j.p.ackerman@sbcglobal.net ; ibarbe@elp.rr.com ; Charlie Wakeem (charliewak@sbcglobal.net) ; Kevin von Finger
Sent: Thursday, September 16, 2010 4:08 PM
Subject: FW: Transmountain Freeway

A little deviation from yesterday's meeting:
1. I couldn't get an item on the agenda for Tuesday.
2. So instead we are having OSAB hear the item in two weeks and City Council hear it on October 5.
3. Please let folks know.

Susie

From: Byrd, Susannah M
Sent: Thursday, September 16, 2010 3:58 PM
To: Gutierrez, Miriam J
Subject: FW: Transmountain Freeway

Judy:
Please ask staff to post this item on the meeting for October 5, 2010.
Susie

Discussion and action on extending the scenic corridor in the Transmountain Freeway project by:

1. Directing City Manager to initiate a zoning change on three tracts of land owned by City of El Paso and managed by the El Paso Water Utilities (Parcel #1: 637.5 Acres legally described as Nellie D Mundy Survey 246, Parcel #2: 125.3360 acres legally described as SJ Larkin, Survey 269 Abstract 10070 Tract 1 and Parcel #3: 155.4651 Acres legally described as SJ Larkin Survey 269 Abstract 10070 Tract 1-A) from R-3, Residential District and PMD, Planned Mountain Development to Natural Open Space (See map for more information),
2. Directing City Manager to put this land into a conversation easement so that it be preserved in perpetuity as open space,
3. Directing City Manager to amend the Master Thoroughfare Plan to remove the Paseo del Norte arterial, and
4. Directing City Manager to work with TXDOT to remove the Paseo del Norte overpass from the Transmountain Freeway design.

Byrd, Susannah M.

From: Bob Ayoub [BAyoub@MIMCOELP.COM]
Sent: Monday, September 20, 2010 5:25 AM
To: Byrd, Susannah M
Subject: RE: The Bulldozers are Coming.

Susie I fully support the project transmountain is a vital link to northeast el paso and in its current configuration is dangerous and sorely needed.

Bob Ayoub
Mimco, Inc.
6500 Montana Ave.
El Paso, TX 79925
Office: (915) 342-1202
Mobile: (915) 549-3119
Email: rayoub@mimcoelp.com

From: Byrd, Susannah M [mailto:ByrdSM@elpasotexas.gov]
Sent: Sunday, September 19, 2010 7:42 PM
Subject: The Bulldozers are Coming.

Hello:
I haven't checked in in awhile. I wanted to make sure I took some time to write you with my concerns about the proposed Transmountain project which will convert the one lane roadway on the west side of the mountain into two lanes in each direction with four overpasses, two frontage roads in each direction for four miles. I took some time to write down my concerns on my blog which you can access at www.notesfromdistrict2.blogspot.com. Let me know what you think, but more importantly, whether you support it or not, let TXDOT know what you think. It is important that this community weighs in and helps to shape this project so that we get the best outcome for our community. I will keep you posted as more information becomes available and as TXDOT host community meetings presenting alternatives to the freeway and information about how this project will impact the environment.

Let me know what is going on and if there is anything you need me to be paying attention to.
Susie Byrd
City Council Representative, District 2
541-4416
www.notesfromdistrict2.blogspot.com

Byrd, Susannah M.

From: Flora Sambrano [fsambranof@yahoo.com]
Sent: Monday, September 20, 2010 7:14 AM
To: Byrd, Susannah M
Subject: Re: The Bulldozers are Coming

Susie, I have also been out-of-loop for some time. The proposed Transmountain project should be of great importance to our community. Therefore, I am in favor
of having a thorough analysis (the pros and cons) that this project will have on our lives, not only immediately but in the future. Lets be firm about the significance
of how cities expand according to the Burgess concept of expansion. As you know, El Paso has rapidly grown. What is our vision of this expansion and what can
we do to better our livelihood throughout this growth. I can foresee a rapid transit system in El Paso that can move people within a perimeter of 50 miles west, east
and north. If we do it right, the problems of expansion can be eliminated. In other words, planning now for the future is not only cost effective but also efficient. We
need to plan not only for today but also for tomorrow. We owe this much to future generations. Keep in touch - Gus Sambrano Sr.

From: "Byrd, Susannah M" <ByrdSM@elpasotexas.gov>
Sent: Sun, September 19, 2010 7:43:02 PM
Subject: The Bulldozers are Coming

Hello:
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Byrd, Susannah M.

From: Juan Villalobos [juanv@whiteconst.com]
Sent: Monday, September 20, 2010 9:31 AM
To: Byrd, Susannah M
Subject: RE: The Bulldozers are Coming

Let's assume for a minute that the engineers have done their due diligence, now through the environmental plan that you have developed at them. I haven't looked at the plan, but just looking at what you have described I assume that very little modification will be done on the east slope. Accept the plan and impose a LEED platinum certification and any other environmental regulations you can throw at them. That should slow them down.

The loop in my opinion need not go any further than the north south freeway anyways. Then the west side loop should go from Trans Mountain to Red Road to the Border freeway and loop back to the north south freeway at the spaghetti bowl. Now you have two loops instead of one. We actually would have a beltway like Houston. Expand the Border freeway, not much beauty to preserve there. Maybe a freeway would actually enhance that rusty monstrosity of a fence.

Juan M. Villalobos, Jr.
Assistant Project Manager
United States Land Port of Entry
Tornillo, Texas

White Construction Company
General Contracting - Construction Management - Design/Build
2705 Bee Cave Road, Suite 250, Austin, Texas 78746
Tel : (512) 302-1177 ext. 230
Fax : (512) 302-3009
www.whiteconst.com

Committed to Building a Greener Tomorrow

From: Byrd, Susannah M [mailto:ByrdSM@elpasotexas.gov]
Sent: Sunday, September 19, 2010 6:43 PM
Subject: The Bulldozers are Coming

Hello:
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Byrd, Susannah M.

From: Ken Gorski, AIA [kgorskiaia@aol.com]
Sent: Monday, September 20, 2010 10:10 AM
To: Byrd, Susannah M
Subject: Re: TXDOT AND EL PASO DESERT MOUNTAIN RETENTION MEASURES - The Bulldozers are Coming

Susie, yeah what do I know I am an Architect, a planner and a professor of architecture here at Texas Tech and EPCC. My primary interest is first and foremost life safety, and secondarily preservation of the environment by adapting our built environment to be not only compatible, functional, aesthetically pleasing but structurally sound both from the ability of a structure to stand but its soundness as a factor of environmental responsibility but also an integrated part of development. The fact that they even would request a 15 feet instead of 0 is in itself an indication of the developers lack of appreciation of our natural surroundings here in El Paso. Fine if your in Birmingham or Monahan's, Texas, but not in an environmentally sensitive and progressive community like El Paso. I could just as easily banter with the developers all day, but who will have the ears of TXDOT? The group most concerned with passing on to a next generation of El Pasoan's a sustainable environment. thanks ken

-----Original Message-----
From: Byrd, Susannah M <ByrdSM@elpasotexas.gov>
To: Ken Gorski, AIA <kgorskiaia@aol.com>
Sent: Sun, Sep 19, 2010 10:21 pm
Subject: RE: TXDOT AND EL PASO DESERT MOUNTAIN RETENTION MEASURES - The Bulldozers are Coming

Mr. Gorski:
As part of the freeway development, TXDOT and the property owners are asking us to relieve the property owners of the condition of providing a 40 foot landscape buffer, reducing it to 15 feet instead and then also asking us to remove the Mountain Development Area which has conditions which help promote a scenic corridor (restrictive grading conditions, revegetation and protection of arroyos). Looks like it is going in the opposite direction of what you propose.

I don't think that any of this should be used as inevitable.
Susie Byrd
City Council Representative, District 2
541-4416
www.notesfromdistrict2.blogspot.com

From: Ken Gorski, AIA [kgorskiaia@aol.com]
Sent: Sunday, September 19, 2010 8:34 PM
To: Byrd, Susannah M
Cc: Mayor; District #8; District #1; District #3; District #4; District #5; District #6; District #7
Subject: TXDOT AND EL PASO DESERT MOUNTAIN RETENTION MEASURES - The Bulldozers are Coming

Susie, from a planning standpoint, and I suppose from a TXDOT planning point of view, the road and interchanges are needed for the future linkage of the West, Dona Ana county, and cities in New Mexico to the N.E. of El Paso. However, my problem lies with the method of implementation of the frontage road possibly being typically directly adjacent to the highway in both directions. The zoning for commercial on either side is probably

inevitable, but the manner in which the zoning and building usages are handled in terms of access to Transmountain Drive is a design point. When we are presented with such magificence of the Franklins and the surrounding desert, perhaps a 100 to 200 feet of "no mans land" of natural and supplemetnal desert landscape be retained on directly either side of Transmountain and the starting edge of the first frontage road. If it also involves "infill" landscaping to help shield the commercial frontage architecture with a natural buffer. Its visual and psychological impact might minimize a conflicting "Convenience Store Architecture" design methodology, yet still protect the Transmountain area with a more natural desert buffer zone.

My role as a member of the Public Arts Commission further pressures me to seek some remediation to this situation and ease its impact on El Paso and also within the context of the city PAC. Please keep me informed and thanks for your undertaking in this. **Ken**

Ken Gorski, AIA
Architect member PAC
517 Granada Ave
El Paso, Tx 79912
cell 915.474.0101
hm 915.584.2474

cc: Mayor John Cook
Beto O'Rourke, District 8
Ann Morgan Lilly, District 1
Emma Acosta,District 3
Carl L. Robinson, District 4
Rachel Quintana, District 5
Eddie Holguin Jr., District 6
Steve Ortega, District 7

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Byrd, Susannah M.

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Sent: Sunday, September 19, 2010 8:34 PM
To: Byrd, Susannah M
Cc: Mayor; District #8; District #1; District #3; District #4; District #5; District #6; District #7
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541-4416
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Byrd, Susannah M.

From: richard perales [icicle63frio@yahoo.com]
Sent: Monday, September 20, 2010 3:35 PM
To: Byrd, Susannah M
Subject: Fw: The Bulldozers are Coming

Hi Ms. Byrd. Thanks for the update and a chance to voice my opinion. I tried posting this in your blog, but I couldn't figure out how to do that with just a username. I'm not very literate when it comes to the blog thing so this is all new to me. Keep up the great work.

Richard Perales

Personally I think that widening the last stretch of TM Road Hwy 375on the west side is badly needed. That it will be one of the last two sections of loop 375(the other side of 375 at northeast from Walmart to RR Drive being the other) left to be completed is just more of a reason why I am in favor of widening the road. Its ridiculous driving to the East side with the current congestion nightmare. The city does need a bypass to help alliviate the problem. It is also a fact that driving across the mountain on the weekends after 9:00pm is like playing Russian roulette with your life. The later at night it is the more drivers there are that drive carelessly, aggressively, and perhaps intoxicated. I have come close on a number of times from drivers heading in the opposite direction and brazingly cutting in front of me or passing when they shouldn't, despite there being constant traffic flowing. One catastrophic fatality and widening the lanes will become a no brainer and get done without any opposition. My problem with the loop is that it may bring infrastructure that is not needed to the mountains that will bring with it the usual increase in smog, noise and light pollution, trash, etc. I would not be surprised if the usual car delearships, mall developers, gas stations, and fast food facilities are already licking their chops and shopping for cash registers. Lets take a page from the way the Eskimos in the Arctic are handling the oil companies drilling on their land. They know that if they oppose the drilling, the companines will find a way through the system (which includes politicians)to still do the drilling, but also keep them (Eskimos) from having any input on the process. Same thing here. Transmountain Road is going to get widened one way or another sooner or later. So I am hoping that TransMountain Raod is built according to what's best for the city's taxpayers and its future generations. I have to add that sadly, my confidence on many of our local polititicians doing whats best for its constituents is on par with that of moral values of the cartels.

----- Forwarded Message ----
From: "Byrd, Susannah M" <ByrdSM@elpasotexas.gov>
Sent: Sun, September 19, 2010 7:43:02 PM
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City Council Representative, District 2
541-4416
www.notesfromdistrict2.blogspot.com

Byrd, Susannah M.

From: mrg52muse@elp.rr.com
Sent: Monday, September 20, 2010 9:26 PM
To: District #2
Subject: Suggestion ((Other))

From: Marilyn Guida
mrg52muse@elp.rr.com
Telephone: 915-755-0996
Other Concerns: Open Space Zoning for west side of Franklins

Thank you for your effort to rezone as open space and natural area the land on both sides of Transmountain on the west side of Franklin Mtns. State Park. We must convince the entire council to support this measure. Future citizens of El Paso will honor those who kept this area natural.

Byrd, Susannah M.

From: Wilder M. Snodgrass [WMSnodgras@aol.com]
Sent: Tuesday, September 21, 2010 8:43 AM
To: Byrd, Susannah M
Subject: Re: The Bulldozers are Coming

Hi Susie,

I think the expansive plans for widening Trans-mountain road needs to be re-examined to provide four lanes without the frontage roads, etc. The Scenic corridor idea extending from gasline road east to the park boundary sounds totally appropriate to me.

Mac

On Sep 19, 2010, at 7:42 PM, Byrd, Susannah M wrote:

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> 541-4416
> www.notesfromdistrict2.blogspot.com

Byrd, Susannah M.

From: Russell Wiggs [russell.wiggs.b4mc@statefarm.com]
Sent: Tuesday, September 21, 2010 10:14 AM
To: Byrd, Susannah M
Subject: RE: The Bulldozers are Coming

Ms. Byrd,

I am in agreement with completing the loop on the west side of Transmountain road so that it continues as a four lane highway all the way to I-10. It has been much too long for this to come about. I am also a proponent of getting the loop finished on the northeast side of the mountain from Dyer street to the Patriot Freeway (54). In completing the loop and with the completion of the interchange at Fred Wilson it will relieve some of the strain on I-10 and give everyone a true connection to all areas of the city. There are a number of reasons that this is beneficial to all areas of El Paso and to the continued growth of EL Paso, but I will get into those reasons at this time.

Having said that I support the completion of the loop does not mean that I want the wilderness sections of the Franklin mountains to continue to be shrunk by continued development. There is a great deal of land that is not located on the side of the mountain that can be developed and should be used before we destroy our mountain wilderness. I know that it has been recommended that we could use traffic lights at the two intersections that come off of the west side transmountain, I am not sure that is an adequate solution and that overpasses might be needed. I do not see the need for access roads on both sides or the building of big box warehouses on both sides when we have empty ones now that need companies to fill them. I also do not want to see more retail buildings such as strip malls lining both sides of that area.

There must be a comprise on the construction of the four lane road for continuous traffic on the loop with as little impact on the environment surrounding the road as possible.

Thank you.

RUSSELL L. WIGGS

State Farm
Providing Insurance and Financial Services
www.russellwiggs.com
915-751-1295 office
915-751-1385 fax

From: Byrd, Susannah M [mailto:ByrdSM@elpasotexas.gov]
Sent: Sunday, September 19, 2010 7:43 PM
To: undisclosed-recipients
Subject: The Bulldozers are Coming

Hello:
I haven't checked in in awhile. I wanted to make sure I took some time to write you with my concerns about the proposed Transmountain project which will convert the one lane roadway on the west side of the mountain into two lanes in each direction with four overpasses, two frontage roads in each direction for four miles. I took some time to write down my concerns on my blog which you can access at www.notesfromdistrict2.blogspot.com. Let me know what you think, but more importantly, whether you support it or not, let TXDOT know what you think. It is important that this community weighs in and helps to shape this

project so that we get the best outcome for our community. I will keep you posted as more information becomes available and as TXDOT host community meetings presenting alternatives to the freeway and information about how this project will impact the environment.

Let me know what is going on and if there is anything you need me to be paying attention to.
Susie Byrd
City Council Representative, District 2
541-4416
www.notesfromdistrict2.blogspot.com

Byrd, Susannah M.

From: David Wilson [fastmtnbiker@hotmail.com]
Sent: Tuesday, September 21, 2010 11:20 AM
To: Byrd, Susannah M
Subject: RE: The Bulldozers are Coming

Susie,
I don't support this at all. The only reason we feel the need for a wider highway is because of traffic due to people who choose to live on the west side and work in the NE. Did you know that most soldiers get told that if they are going to buy a home, they need to buy it on the west side? Ridiculous. Why can't people live and work in the same community? It's so frustrating.

The commercial rezoning is ludicrous. Do we really need more strip malls? Do we really need that much more outward development?

You know how many vacant lots are in your district. There has to be hundreds of them. Why aren't they being developed? Why isn't the northeast portion of the loop being finished first? It's already got commercial development and plenty of congestion that needs to be relieved. If $80 million were spent on redevelopment and improvement in the NE, then hundreds of incoming families might be more likely to live in the northeast and not commute from the west side.

Sometimes living in this city is so frustrating. I wonder how much longer I'll last here.

David Wilson-
915-471-9232
bloggity bloggity

From: ByrdSM@elpasotexas.gov
Date: Sun, 19 Sep 2010 19:42:29 -0600
Subject: The Bulldozers are Coming

Hello:
I haven't checked in in awhile. I wanted to make sure I took some time to write you with my concerns about the proposed Transmountain project which will convert the one lane roadway on the west side of the mountain into two lanes in each direction with four overpasses, two frontage roads in each direction for four miles. I took some time to write down my concerns on my blog which you can access at www.notesfromdistrict2.blogspot.com. Let me know what you think, but more importantly, whether you support it or not, let TXDOT know what you think. It is important that this community weighs in and helps to shape this project so that we get the best outcome for our community. I will keep you posted as more information becomes available and as TXDOT host community meetings presenting alternatives to the freeway and information about how this project will impact the environment.

Let me know what is going on and if there is anything you need me to be paying attention to.
Susie Byrd
City Council Representative, District 2
541-4416
www.notesfromdistrict2.blogspot.com

Byrd, Susannah M.

From: james davis [davis799241972@yahoo.com]
Sent: Wednesday, September 22, 2010 4:21 PM
To: Byrd, Susannah M
Subject: RE: Suggestion (Service)

Chuck Berry from TxDot advised me that the overpasses are responsiblity of TxDot the city is responsible for lighting the rest of the highway. I also spoke with Representative Robinson as well regrding the hold up of this project.He agreed the project must continue as voted upon and as recommended by TXDot. I hope you reconsider. There are 80 million waiting to fund this project and if we let that money go it would be absolutely shameful. The city needs the jobs and the development. Dont deny the city the grouth.

James Davis

--- On **Tue, 9/21/10, Byrd, Susannah M** ***<ByrdSM@elpasotexas.gov>*** wrote:

> From: Byrd, Susannah M <ByrdSM@elpasotexas.gov>
> Subject: RE: Suggestion (Service)
> To: "'davis799241972@yahoo.com'" <davis799241972@yahoo.com>
> Date: Tuesday, September 21, 2010, 1:13 PM
>
> Mr. Davis:
> You can find a summary of my concerns about the project at www.notesfromdistrict2.blogspot.com.
> I will forward your concerns about the lighting to TXDOT. They will be responsible for this in the project.
> Thanks
> Susie
>
> -----Original Message-----
> From: davis799241972@yahoo.com [mailto:davis799241972@yahoo.com]
> Sent: Tuesday, September 21, 2010 11:23 AM
> To: District #2
> Subject: Suggestion (Service)
>
> From: james davis
> davis799241972@yahoo.com
> Telephone:
> Other Concerns: Transmountain
>
> I was informed by the media that you want to scale down the Transmountain Project. Please leave the project creation to the highway expert which is TxDot. They are looking into the future needs of the citizens of El Paso. What I highly recommend the city to be doing is seeing how they will illuminate Transmountain and Loop 375. They are very dangerous at night. That's what I recommend you focus on. TxDot has deadlines regarding the transmountain project. Please don't delay the role out of this project by having meetings and holding off votes. This might affect you negatively in the upcoming elections. Let's stay focused on the future not the present. Especially when dealing with highway construction. We don't need another I-10 problem.

Byrd, Susannah M.

From: guillermo sanders [brentep@yahoo.com]
Sent: Friday, September 24, 2010 4:02 PM
To: Byrd, Susannah M
Subject: Re: The Bulldozers are Coming

brilliantly written susie!
thanks for taking a stand for those of us who actually care about our beautiful city.
brent sanders
bmba

FOLLOW ME
http://www.ballofdirt.com/members/26704.html?#journeys

From: "Byrd, Susannah M" <ByrdSM@elpasotexas.gov>
Sent: Sun, September 19, 2010 7:42:29 PM
Subject: The Bulldozers are Coming

Hello:
I haven't checked in in awhile. I wanted to make sure I took some time to write you with my concerns about the proposed Transmountain project which will convert the one lane roadway on the west side of the mountain into two lanes in each direction with four overpasses, two frontage roads in each direction for four miles. I took some time to write down my concerns on my blog which you can access at www.notesfromdistrict2.blogspot.com. Let me know what you think, but more importantly, whether you support it or not, let TXDOT know what you think. It is important that this community weighs in and helps to shape this project so that we get the best outcome for our community. I will keep you posted as more information becomes available and as TXDOT host community meetings presenting alternatives to the freeway and information about how this project will impact the environment.

Let me know what is going on and if there is anything you need me to be paying attention to.
Susie Byrd
City Council Representative, District 2
541-4416
www.notesfromdistrict2.blogspot.com

Byrd, Susannah M.

From: Eleanor Coldwell [EColdwell@elp.rr.com]
Sent: Monday, September 27, 2010 8:56 AM
To: Byrd, Susannah M
Subject: RE: The Bulldozers are Coming.

Dear Susie,

I hate to think about our beautiful mountain being hacked into ribbons of concrete and pavement. It's the most significant landmark in the area and we should do everything in our power to preserve it and its surrounding foothills. TXDOT should refer to how other cities treasure and care for their landmarks; i.e., Las Cruces' Organ Mountains, Boulder's Rocky Mountain Flat Irons, Arkansas' Blue Ouachita Mountains. They all have 2 or 4-lane roads along their perimeters and through their landmarks, but not freeways and overpasses! Please fight for the preservation and hold out for other options.

Eleanor Coldwell
6300 Alabama St

From: Byrd, Susannah M [mailto:ByrdSM@elpasotexas.gov]
Sent: Sunday, September 19, 2010 7:42 PM
Subject: The Bulldozers are Coming.

Hello:
I haven't checked in in awhile. I wanted to make sure I took some time to write you with my concerns about the proposed Transmountain project which will convert the one lane roadway on the west side of the mountain into two lanes in each direction with four overpasses, two frontage roads in each direction for four miles. I took some time to write down my concerns on my blog which you can access at www.notesfromdistrict2.blogspot.com. Let me know what you think, but more importantly, whether you support it or not, let TXDOT know what you think. It is important that this community weighs in and helps to shape this project so that we get the best outcome for our community. I will keep you posted as more information becomes available and as TXDOT host community meetings presenting alternatives to the freeway and information about how this project will impact the environment.

Let me know what is going on and if there is anything you need me to be paying attention to.
Susie Byrd
City Council Representative, District 2
541-4416
www.notesfromdistrict2.blogspot.com

Byrd, Susannah M.

From: cathy ronson [blom1952april@yahoo.com]
Sent: Saturday, October 02, 2010 2:45 PM
To: Byrd, Susannah M
Subject: NOS DESIGNATION

Dear Rep. Byrd:

I am writing to advise you that I support the designation of the land near Transmountain and Franklin State Parks as Natural Open Spaces (NOS), and do not support their use for extension of the freeway or as commercial or residential property. Please carefully consider your vote this Tuesday. Regards, Cathy Barnes

Byrd, Susannah M.

From: jneal1@elp.rr.com
Sent: Sunday, October 03, 2010 2:58 PM
To: District #2
Subject: Praise (Service)

From: Barbara Neal
jneal1@elp.rr.com
Telephone: 588-5193
Other Concerns: You

Dear Susie -

I just wanted to thank you for your efforts in trying to save our mountain. It's an issue I've been upset about for a long time, even wrote a letter-to-the-editor around 2003.

Hopefully you can convince others.

Thank you and good luck,

Barbara Neal

d

Byrd, Susannah M.

From: John Nunez [John.Nunez@tpwd.state.tx.us]
Sent: Monday, October 04, 2010 10:41 AM
To: District #2
Subject: support for open space

Dear Rep. Byrd,

I want to thank you for once again supporting the idea of preserving portions of the Franklin Mtns. for open space. I fully support the idea of re-zoning the PSB property on the West Side of El Paso near Franklin Mtn. State Park as natural open space. It would be disastrous for commercial development to be located right next to the state park boundary in many ways. For example, wildlife would be displaced from their habitat, excess litter from developed areas would pollute the state park and residences abutting the state park would have illegal access to the park. There is enough open space in the lower elevations that are suitable for development, not any more pristine areas of our most precious resource in El Paso, the Franklin Mtns. Rep. Byrd, thank you for continuing the effort to preserve our mountains. I must also thank you for your help with cleaning Mc Kelligon Canyon and for your effort as well to preserve the Knapp properties on the Northeast and Central parts of town. You are doing an amazing job!

Sincerely,

John D. Nuñez

John D. Nuñez
8632 Holmsley Trail
El Paso, Texas 79907
(915)346-4069
Jdnunez2@miners.utep.edu

Byrd, Susannah M.

From: Cyrus Reed [cbhreed@gmail.com]
Sent: Monday, October 04, 2010 11:24 AM
To: Howell, Marty
Subject: Please support Councilmember Byrd's discussion tomorrow!

Councilmember Susie Byrd will be introducing an action to create a temporary Greenbuilding Task Force in El Paso tomorrow at City Council. We would urge El Pasoans to support it. The task force would only be looking at non-mandatory practices to encourage energy efficiency. The Lone Star Chapter is more than happy to provide input to the task force once the City Manager puts it together on what some other cities have done to promote incentives for greenbuilding in Texas. This is a discussion that will benefit homebuilders, contractors, architects, consumers and the environment.

7B. Discussion and action that the City Manager convene a temporary "Greenbuilding Task Force" made up of architects, builders, contractors and advocates in the spring of 2011 to provide input to City Council on financial, non-financial and other incentives or recognitions to encourage homebuilders and commercial developers to go beyond the 2009 IECC codes by 15 or 30 percent in terms of energy savings, and other changes designed to save energy, waste and water use in new buildings or in the retrofitting of existing buildings. The task force will provide the City with a list of recommendations on how to encourage these practices in the spring of 2011 for City Council consideration. The Task Force will specifically seek a presence and input from the El Paso Electric Utility and the El Paso Public Utility Board to better coordinate their incentive programs with Engineering and Construction Management and Planning and Economic Development Services.
[City Representative Susie Byrd, 915-541-4416]

Cyrus Reed, PhD
Conservation Director
Lone Star Chapter, Sierra Club
1202 San Antonio
Austin, Texas 78701
cyrus.reed@sierraclub.org
512-740-4086 (cell)
512-477-1729 (landline)

STATE OF TEXAS
HOUSE OF REPRESENTATIVES

JOSEPH E. MOODY
STATE REPRESENTATIVE
DISTRICT 78 • EL PASO COUNTY

October 5, 2010

The Honorable John Cook
Mayor and Members of Council

Dear Mayor and Council:

I want to express my support of Representative Byrd and all of her hard work on the proposed Transmountain Freeway Project. Representative Byrd has worked with other members of the Council, members of the public, and the Open Space Advisory Board who have expressed concerns about the Transmountain Freeway Project.

Both members of the Council and members of the public have suggested another alternative to TXDOT's proposed plan for the Transmountain Freeway project. The overall impact of this alternative would be to increase the length of the scenic corridor by as much at 3/4 of a mile on the eastern end of the project closest to the state park. This alternative would still be a freeway facility with overpasses but by removing the Paseo del Norte overpass and the frontage roads necessary to accommodate the overpass, it would remain at grade and would only require a minimal right of way until you reach the Plexxar overpass. It would also reduce the number of required overpasses from four to three. The Open Space Advisory Board recommends that the City Council proceed with the alternative plan along with two additional considerations: First, that the City Council reviews the rest of the Northwest Master Plan, as it is outdated. Second, that TXDOT run a roadway from the future Plexxar roadway to the State park

I support Representative Byrd and her efforts as she has tried to ensure that the City put in place the necessary processes to have this alternative considered without negatively affecting TXDOT's timeline to put the project out for bid.

Sincerely,

Joseph E. Moody

Joseph Moody
State Representative

P.O. Box 2910 • Austin, Texas 78768 • (512) 463-0728 • Fax: (512) 463-0397
E-mail: Joseph.Moody@house.state.tx.us

Byrd, Susannah M.

From: Rick Bonart [rickbonart@earthlink.net]
Sent: Tuesday, October 05, 2010 6:26 PM
To: Byrd, Susannah M
Subject: Transmountain

Susie,

I don't know how to thank you. Great job.

What folks need to remember is the NEPA process involves public input. Failure to build a true consensus for any proposed build could kill the funding....and it's outside of the Council's or TXDot sphere of influence.

I also think the alterative with Paseo moved to Plexar would become the preferred plan.

I know this isn't exactly your vision but it's much improved and shrinking to half a highway.

Thanks for not giving up! You made it happen.

Rick Bonart
rickbonart@earthlink.net
EarthLink Revolves Around You.

Byrd, Susannah M.

From: guillermo sanders [brentep@yahoo.com]
Sent: Tuesday, October 05, 2010 9:34 PM
To: Byrd, Susannah M
Subject: vote on transmountain

Susie-
I want to thank you for you continued support and your vote today on setting aside the psb land as open space. Unfortunately I had to return back to my classroom as I only took half a day and had to be back in my classroom at noon. I want you to know that you have the support of the Borderland Mountain Bike Assoc. We would love to work with the city to help maintain trails that are already being used and provide some infrastructure to really showcase this area that already has a latent demand.
Please be sure and let me know any way the BMBA can be of assistance and again thanks for being a great voice for El Paso!
Brent Sanders

FOLLOW ME
http://www.ballofdirt.com/members/26704.html?#journeys

Byrd, Susannah M.

From: Crystal Moran [moran.crystal@gmail.com]
Sent: Friday, October 08, 2010 9:11 AM
To: Byrd, Susannah M
Subject: Transmountain road

Hello Ms. Byrd:

I wanted to thank you and your Council for taking an ear to the public and considering our wishes to rezone as Natural Open Space along Transmountain Road. You have no idea what kind of environmental protection you are doing this way. Thank you so much!!!!

Crystal Moran

Byrd, Susannah M.

From: Jean Apgar [jeanlcnm@gmail.com]
Sent: Saturday, October 09, 2010 4:27 PM
To: Byrd, Susannah M
Subject: Natural Open Space

Thanks for voting to preserve the beautiful area along Transmountain.

Jean Apgar
Las Cruces

Byrd, Susannah M.

From: Celia Portillo [cecyp3108@sbcglobal.net]
Sent: Monday, October 11, 2010 10:10 PM
To: Byrd, Susannah M
Subject: Re: Grass Roots Via the mountains

Dear Councilwoman Bryd: I believe that what we need to do is set up a petition and have all the city sign it so that they will not tear down all of the mountains. I know that they have to tear down a portion to complete the new freeway, but hopefully it won't be done in a sloppy way where it will tear the terrain. Thanks for listening

---

From: "Byrd, Susannah M" <ByrdSM@elpasotexas.gov>
To: Celia Portillo <cecyp3108@sbcglobal.net>
Sent: Mon, October 11, 2010 5:32:06 PM
Subject: RE: Grass Roots Via the mountains

Ms. Portillo:
I sent out some information on it on my blog at www.notesfromdistrict2.blogspot.com. I am working hard to make sure we preserve as much of our mountain as possible.
Susie

From: Celia Portillo [mailto:cecyp3108@sbcglobal.net]
Sent: Monday, October 04, 2010 4:18 PM
To: Byrd, Susannah M
Subject: Grass Roots Via the mountains

Susie, I have gotten in touch with a lot of people regarding the tearing down of the mountains and I want to know where we are at and what is going to be done about this. You haven't mentioned this to any of your constituients. Please let me know and I'll pass the work. Thanks Celia

Byrd, Susannah M.

From: Scott Cutler [scottmcutler@sbcglobal.net]
Sent: Wednesday, October 13, 2010 7:10 AM
To: District #2
Subject: October 5, 2010, City Council Meeting

Dear Representative Byrd,

I attended the City Council meeting on October 5 and came away with questions related to item 7A of the Regular Agenda, the discussion about extending the scenic corridor along Transmountain Road. I was pleased that the Council approved the NOS zoning for the 900 acres of PSB land but was disappointed the Council failed to approve the NOS zoning change for all 5,000 acres of PSB land on the west side. Is there a change that the measure will be revisited in the near future? Thank you for bringing this measure to the Council and for supporting it.

For your information, below is a letter I sent to Mayor Cook and the Council Representatives that voted against the measure.

1. One member of the public mentioned that the Public Service Board land was acquired in the 1950's to protect the watershed and recharge sites for the bolsons from which El Paso gets much of its water supply. Then Mr. Archuleta indicated during his presentation that the PSB needs the property as an asset to sell in order to maintain the water system infrastructure and keep rates affordable. These two statements seem to conflict with each other. How can the PSB/Water Utility protect the recharge areas for the bolsons if their properties are sold and paved over with development? Additionally, the more I've thought about it, the selling of the land for development seems counter productive in the long term. If the land is sold to help cover the cost for maintaining existing water service infrastructure, but new development occurs on the sold lands, more infrastructure is created needing more money to maintain it and more land must be sold. This seems to be a never ending cycle which will result in the PSB selling all of its land assets, They will have a much greater infrastructure to care for and no more assets to sell in order to maintain service. It appears to me that the PSB is taking the short-term approach of selling assets to keep rates artificially low today and shifting the real costs of water service to future generations who will have to find ways to keep the huge water system functioning. They will no doubt have to pay higher rates and taxes.

We seem, already, to be in a situation where the income generated by water rates is insufficient to cover maintenance costs by the PSB resulting in the Storm Water Fee that was put in place to repair damage to poorly maintained infrastructure after the 2006 storm. If the system is already requiring more money to maintain than is generated by rates, how is selling the land which will create more infrastructure going to solve anything?

The proposal to rezone the PSB land as Natural Open Space seems a logical way to reduce the infrastructure burden on the PSB and, at the same time protect the very areas that help recharge part of our water supply. Additionally, the City would have fewer streets to maintain and the open space would require no fire and police services to protect as would developed land, reducing the City's costs.

I am wondering why you opposed the measure?

Respectfully yours,

Scott Cutler
112 Colina Alta Dr
El Paso, TX 79912

Byrd, Susannah M.

From: Cecelia Duran [CDuran@botw-ep.com]
Sent: Friday, October 15, 2010 9:04 AM
To: Mayor
Cc: District #1; District #2; District #3
Subject: Support zoning change

I very strongly support the zoning change from R-3 Residential and PMD Planned Mountain Development to NOS Natural Open Space.

Please listen to the people that voted you into office.

Cecelia Duran
Personal Banker
Bank of the West
500 North Mesa Street
El Paso, Texas 79901
915-747-4924
Fax: 915-532-4932
cduran@botw-ep.com

This email has been scanned for all viruses by the MessageLabs Email Security System.

Byrd, Susannah M.

From: Krystal.Martinez@hcahealthcare.com

Sent: Friday, October 15, 2010 3:40 PM

To: Krystal.Martinez@hcahealthcare.com; District #2; District #3; District #5; District #6; District #7; District #8; Forsyth, Kimberly; District #1; Castle, Linda; Rubio, Arturo; Guerrero, Esther; Salloum, Andrew M.

Cc: jimhtolbert@elp.rr.com

Subject: RE: Request for Preservation***

From: Martinez Krystal
Sent: Friday, October 15, 2010 3:37 PM
To: 'mailto:mayor@elpasotexas.gov'; 'mailto:district1@elpasotexas.gov'; 'mailto:district2@elpasotexas.gov'; 'mailto:district3@elpasotexas.gov'; 'mailto:district5@elpasotexas.gov'; 'mailto:district6@elpasotexas.gov'; 'mailto:district7@elpasotexas.gov'; 'mailto:district8@elpasotexas.gov'; 'mailto:forsythkl@elpasotexas.gov'; 'mailto:castlelj@elpasotexas.gov'; 'mailto:rubioax@elpasotexas.gov'; 'mailto:guerreroex@elpasotexas.gov'; 'mailto:salloumam@elpasotexas.gov'
Cc: jimhtolbert@elp.rr.com
Subject: Request for Preservation***
Importance: High

MEMORANDUM

Date: October 15, 2010

To: City Representatives and Mayor Cook

From: Krystal Martinez, Native El Pasoan

Subject: Preservation of Transmountain Scenic Corridor

My name is Krystal Martinez and I have been an El Pasoan all of my life. I am writing to you to petition that we preserve the Transmountain Scenic Corridor. As a true El Pasoan I can tell you that one of the most beautiful attributes of this city is the mountainous landscaping. I can remember hiking with my father since I was ten in the northeast early in the morning just so that we could enjoy breakfast at the top of mountain and I feel distressed that these areas may be in jeopardy due to commercial development. I would like to urge that we instead learn to use these areas for exercise and recreational activities. As a nurse, a diabetes educator and a cyclist I can tell you that there is a great need to get our community outside and exercising. If anything we should be investing in the health of our community and this would be a wonderful resource to be able to increase the use of hiking trails and areas for cycling and climbing. Just last weekend the Chupacabras mountain bike event took place in Juarez with over 2,000 registered, even with all of the violence that is occurring at this time which means that people do want to enjoy the outdoors, even with the increased risk of harm. We have such an interesting geological setting here in El Paso and we have yet to exploit these areas for the health of the community in a positive manner. Instead of tearing into these areas let's see if we can create ways that people might get better use so that they can spend some time with their families outside doing activities that will improve their health. If we do this right, you could have people coming to El Paso to enjoy these

areas, like Waco tanks, instead of individuals leaving to go elsewhere.

I feel this is what we really need and I think this would be an investment in the health of our community and an investment in our beautiful city.

Thank you for your time.

Krystal Martinez RN

Byrd, Susannah M.

From: Helen Cooke [hkcooke@sbcglobal.net]

Sent: Friday, October 15, 2010 5:14 PM

To: Mayor; District #1; District #2; District #3; District #4; District #5; District #6; District #7; District #8

Subject: Natural Open Space zoning on Transmountain Road

To Mayor Cook and the District Representatives:

I strongly support the zoning change to Natural Open Space on land managed by the PSB east of Gas Line Road at Transmountain Road. The natural beauty of this scenic corridor needs to be preserved, not allowed to be destroyed. It cannot be restored to its present open view of the mountains if the wrong decision is made now. Look at the PRESENT - - think FUTURE - - and be good stewards and PRESERVE.

From a lifelong El Pasoan who is aware of disastrous decisions or failures to act that have adversely affected areas that should have been protected.

Sincerely,

Helen K. Cooke
212 Montego Bay
El Paso, TX 79912-4412

Byrd, Susannah M.

From: Christine Montgomery [cmontgomery17@yahoo.com]
Sent: Friday, October 15, 2010 7:50 PM
To: Christine Montgomery
Subject: Zoning change

To whom it may concern;

I want to inform you I support the zoning change from R-3 Residential and PMD Planned Mountain Development to NOS – Natural Open Space, and I urge you to as well, as otherwise, you will be responsible for destroying the beautiful scenic and ONLY corridor's natural beauty!!!

Do the right thing, and protect the open space. Our Franklin Mountains - named after my sixth great uncle, are the ONLY true natural gem this town has - don't destroy it.

Best Regards,

Christine Montgomery

Byrd, Susannah M.

From: ROY BROWN [rbbrown101@sbcglobal.net]
Sent: Friday, October 15, 2010 7:52 PM
To: District #2
Subject: Protect the Franklins

Please do what you can to protect the Franklin Mountains and work to strengthen the protection for the open spaces. Thank you, Dr. R. B. Brown, 748 C, Espada, El Paso, TX 79912

Byrd, Susannah M.

From: W Sander [wsander1@elp.rr.com]

Sent: Saturday, October 16, 2010 7:35 AM

To: Forsyth, Kimberly; Castle, Linda; Rubio, Arturo; Guerrero, Esther; Salloum, Andrew M.; Mayor; District #1; District #2; District #3; District #4; District #5; District #6; District #7; District #8

Subject: FW: {FMWC} Your Urgent Action Is Needed

We strongly "support the zoning change from R-3 Residential and PMD Planned Mountain Development to NOS – Natural Open Space."

Please work to preserve some of our most beautiful and scenic views in El Paso. We understand developers need space to develop but the citizens deserve to be able to enjoy their city with more than just areas of homes and shopping centers.

Such an open space will benefit all as it will make the city so much more attractive.

From: judy Ackerman [mailto:j.p.ackerman@sbcglobal.net]
Sent: Friday, October 15, 2010 2:58 PM
To: judy Ackerman
Subject: {FMWC} Your Urgent Action Is Needed

From: Jim H. Tolbert [mailto:jimhtolbert@elp.rr.com]
Sent: Friday, October 15, 2010 2:42 PM

This is a long letter but ***please read it through***. To preserve the beautiful scenic corridor along Trans Mountain, please do two things:

1. Email the contacts below.

2. Please sign the petition and gather more signatures. Go to www.franklinmountains.org to download the hard copy of the petition or ask others to sign online at http://www.thepetitionsite.com/1/save-el-pasos-franklin-mountains/.

Understand what Council voted for on Tuesday, October 5. They voted to apply for the rezoning of 900+ acres in Representative Byrd's plan. The process will be vetted through the City Plan Commission on November 4 before returning to City Council probably on November 8. City Council will make its final decision then. The vote to apply only passed 5-2 with the Mayor threatening a veto.

Prior to going to the CPC, it will be an issue raised at the Development Coordinating Committee (DCC) next Wednesday, October 20. Know that Ed Archuleta and the PSB are already targeting DCC and CPC.

Kimberly Forsyth, Lead Planner in the City's Planning and Economic Development Department, wrote in a letter to Neighborhood Association Presidents:

> The City of El Paso is submitting an application to rezone approximately 918 acres of City-owned property located north and south of Transmountain Road, near the entrance to Franklin Mountain State Park, from R-3 (Residential) and PMD (Planned Mountain Development) to NOS (Natural Open Space). The property is legally described as follows: Parcel 1 - Nellie D. Mundy Survey No. 246; and Parcel 2 - SJ Larkin Survey 269, Abstract 10070, Tract 1; and Parcel 3 - SJ Larkin Survey 269, Abstract 10070, Tract 1-A, all within El

Paso, Texas.

The purpose of the rezoning is to preserve this land in its natural state and to maintain the scenic corridor at the entrance to the state park. Please feel free to contact me at 541-4668 if you have any questions or need further information concerning this application.

Once again, the reason for the proposed zoning change on city-owned land managed by the PSB east of the Gas Line Road on Trans Mountain Road to Natural Open Space (NOS) is ***to preserve El Paso's only scenic corridor***. The current Northwest Master Plan calls for zoning the land for commercial and residential. This will destroy the beautiful scenic corridor's natural beauty. As I've said, that Master Plan never really was a consensus by stakeholders; and, the fact that so many of you have spoken out through your petition signatures, shows that **the Plan has no strong agreement**. Moreover, the Open Space Advisory Board of the City of El Paso voted to re-zone the area as NOS and asked Council to review the Master Plan.

I very strongly urge everyone to write the Mayor and City Representatives to support the zoning change from R-3 Residential and PMD Planned Mountain Development to NOS – Natural Open Space. The PSB is opposed to this zoning change. Go here for map information.

Email the following ***now*** before the DCC meeting on Wednesday:

Kim Forsyth	forsythkl@elpasotexas.gov
Linda Castle	castlelj@elpasotexas.gov
Art Rubio	rubioax@elpasotexas.gov
Esther Guerrero	guerreroex@elpasotexas.gov
Andrew Salloum	salloumam@elpasotexas.gov

Email the Mayor and Council members as soon as you can:

Mayor John Cook - mayor@elpasotexas.gov
District #1 Rep. Ann Morgan-Lilly - district1@elpasotexas.gov
District#2 Rep. Susie Byrd - district2@elpasotexas.gov
District #3 Rep. Emma Acosta - district3@elpasotexas.gov
District #4 Rep. Carl Robinson - district4@elpasotexas.gov
District #5 Rep. Rachael Quintana - district5@elpasotexas.gov
District #6 Rep. Eddie Holguin - district6@elpasotexas.gov
District #7 Rep. Steve Ortega - district7@elpasotexas.gov
District #8 Rep. Beto O'Rourke - district8@elpasotexas.gov

Mark these dates:

October 20 – DCC (Development Coordinating Committee) Meeting (closed to public)
October 22 – PSB Strategic Planning Meeting
October 27 – Regular PSB Meeting
November 4 – CPC (City Plan Commission) Meeting (public)

As I get more information, I will share it with you.

By the way, Mr. Archuleta and others also get this email. I do not exclude nor attempt to hide or do things behind closed doors.

YOU are leading the way for sustainable living in the El Paso Southwest. Please forward this letter to your friends.

Elpasonaturally© *is written and published by Jim Tolbert who takes sole responsibility for the content of the letter.*

Many of you belong to groups or organizations whose members will want to read this letter. Please forward it to others. Anyone may subscribe or unsubscribe at anytime by emailing me. To subscribe or unsubscribe, just reply to this letter or email jimhtolbert@elp.rr.com. Your email address will not be shared or sold.

Please visit and bookmark www.elpasonaturally.blogspot.com.

This is Volume 1 and Number 25 published on October 15, 2010

Byrd, Susannah M.

From: Eric Smith [ericsenator@gmail.com]

Sent: Saturday, October 16, 2010 7:05 PM

To: Forsyth, Kimberly; Castle, Linda; Rubio, Arturo; Guerrero, Esther; Salloum, Andrew M.; Mayor; District #1; District #2; District #3; District #4; District #5; District #6; District #7; District #8

Subject: Natural Open Space

Council of the City of El Paso,

Natural Open Space is our preference for the entire Trans-Mountain corridor.

Please vote to correct the lack of park space within El Paso.

Thank You!
Eric D. Smith

Byrd, Susannah M.

From: Noel Rosenbaum [noelrosenbaum@yahoo.com]
Sent: Sunday, October 17, 2010 1:12 PM
To: District #2
Subject: rezoning

Thanks!!!!

I strongly support your effort to rezone the lane to the west of the Franklin State Parks as NOS. Thank you again.

Noel R. Rosenbaum

Byrd, Susannah M.

From: Juliette Vallender [juliette2306@sbcglobal.net]
Sent: Monday, October 18, 2010 8:10 AM
To: District #2
Subject: Rezoning of Transmountain

18 October 2010

Representative Byrd,

This is to let you know that I support the application to rezone approximately 918 acres of City-owned property located north and south of Transmountain Road , near the entrance to Franklin Mountain State Park , **from R-3 (Residential) and PMD (Planned Mountain Development) to NOS (Natural Open Space)** and that I encourage you to support it as well. It is beyond important to preserve our wild spaces—these are limited resources that can never be recaptured. Build the malls and gas stations elsewhere and please leave the true beauty of our world to our children and to ourselves so that we still have places in which our spirits can wander!

Sincerely,

Juliette Vallender

Byrd, Susannah M.

From: Mary Beth Harper [mbharper@att.net]
Sent: Monday, October 18, 2010 8:48 AM
To: Mayor; District #1; District #2; District #3; District #4; District #5; District #6; District #7; District #8
Subject: Rezoning of acreage off Trans Mountain Road

Dear Major Cook and city representatives,

I am writing to you to support the rezoning of the 900+ acres near the entrance to Franklin Mountains State Park in Northwest El Paso. I am a native El Pasoan, and remember the construction of Trans Mountain Road, field trips with students to the State Park there, and hiking in the desert nearby. In addition, I take Trans Mountain Road regularly for work purposes, and find the drive relaxing and enjoyable. This would not be the case if you make the decision to allow Residential and Planned Mountain Development to take place along this corridor.

El Paso is a large, sprawling city, and this particular stretch of road provides a unique and important access to the beauty of the Chihuahuan Desert. It adds to the value of life in this city, and makes the asphalt and concrete easier to bear. The development of this area will increase traffic problems, require traffic lights that are not currently needed, and block the view of the foothills and mountains. Vote "Yes" for the application to designate this area as a Natural Open Space. Our city, our residents and especially our children need such wildness in order to thrive.

Sincerely,

Mary Beth Harper
1212 Galloway Dr.
346-1282

Byrd, Susannah M.

From: Don Baumgardt [donb@pinatapublishing.com]
Sent: Monday, October 18, 2010 10:33 AM
To: Byrd, Susannah M
Subject: Re: Transmountain Road

Susie,

Everyone who tells me anything about this issue tells me you've done a great job. I truly appreciate your visionary efforts!

Don

On Oct 18, 2010, at 10:30 AM, Byrd, Susannah M wrote:

> Love your note. Yes!
> Susie
>
> -----Original Message-----
> From: Don Baumgardt [mailto:donb@pinatapublishing.com]
> Sent: Saturday, October 16, 2010 6:01 PM
> To: District #2
> Subject: Transmountain Road
>
> Dear Representative Byrd,
>
> Texas with an ALtitude (not ATitude), that's how El Paso should be
> known. We have mountains right in the middle of the city - no other
> Texas city does.
>
> As a citizen, I enjoy those mountains everyday. The opportunity to
> look at them - especially in the morning and evening light - is truly
> special. Plus, as a hiker and mountain biker, spending time up close
> in the mountains is great recreation and relaxation.
>
> As a business person my job is to promote the city - my company
> publishes the visitors guide for the El Paso CVB. Some visitors come
> to El Paso because of the mountains. Others, especially on a first
> visit, find them a pleasant surprise and reason to remember our city.
>
> For personal and professional reasons I believe the change in zoning
> to protect the Transmountain Road corridor in the west side of El Paso
> is the right thing to do. Urban sprawl should be controlled as much as
> possible and it should be stopped on the face of OUR mountains.
>
> Please vote to protect the the mountains by changing the zoning to PMD
> and NOS.
>
> Sincerely,
>
> Don Baumgardt
>
> Don Baumgardt
> Piñata Publishing
> 444 E. Robinson Suite A
> El Paso, TX 79902
> 915.533.4711 ex 15
> fax 915-533-4722
> donb@pinatapublishing.com
>
>
>

>

Don Baumgardt
Piñata Publishing
444 E. Robinson Suite A
El Paso, TX 79902
915.533.4711 ex 15
fax 915-533-4722
donb@pinatapublishing.com

Byrd, Susannah M.

From: teschner@utep.edu
Sent: Monday, October 18, 2010 11:45 AM
To: Byrd, Susannah M
Subject: Re: In support of proposed zoning change

Susie--Be sure to let me know what (else) I can do to support you-all on this.--Richard

Sent from my Verizon Wireless BlackBerry

From: "Byrd, Susannah M" <ByrdSM@elpasotexas.gov>
Date: Mon, 18 Oct 2010 11:39:50 -0600
To: Teschner, Richard<teschner@utep.edu>
Subject: RE: In support of proposed zoning change on Trans Mountain land east of Gas Line Road to Natural Open Space

Absolutely.
Susie

From: Teschner, Richard [mailto:teschner@utep.edu]
Sent: Friday, October 15, 2010 11:45 AM
To: District #1; District #2; District #3; District #4; District #5; District #6; District #7; District #8; Forsyth, Kimberly
Subject: In support of proposed zoning change on Trans Mountain land east of Gas Line Road to Natural Open Space

Dear Representatives Lilly, Byrd, Acosta, Robinson, Quintana, Holguín, Ortega and O'Rourke, and Lead Planner Forsyth:

I am writing to thank you for your vote this past Tuesday, October 5 in favor of changing, from R-3 and PMB to Natural Open Space, the zoning of the 918 (actually 778) acres of City-owned/PSB-managed land located north and south of Trans Mountain Road between Gas Line Road and the western boundaries of the Franklin Mountains State Park, and to encourage you to vote once again in favor of said rezoning this coming Tuesday or whenever the matter is brought before Council. I myself (and over two thousand others) have signed the petition that favors rezoning **all** City-owned/PSB-managed land on the west side of the Franklins to Natural Open Space, but I myself am perfectly willing to accept the compromise whereby the stipulated 778 acres are the only acres to be rezoned. Please, then, vote in favor of the rezoning proposal.

Sincerely,

Richard V. Teschner
1800 N. Stanton St., Unit 302
El Paso, TX 79902-3541
915.533.1279 home
915.747.7032 office
915.538.8295 cell

Byrd, Susannah M.

From: Manuel Guterres [manuel_guterres@hotmail.com]
Sent: Monday, October 18, 2010 6:00 PM
To: District #2
Subject: Rezoning of City Land

Rep. Byrd:

Please be advised that I strongly support the rezoning of the 918 acres of city land near Franklin Mountain to NOS.

Manuel Guterres
5624 Buckley Dr
El Paso, TX 79912
manuel_guterres@hotmail.com
915.584.2506

Byrd, Susannah M.

From: madhadd@aol.com

Sent: Tuesday, October 19, 2010 8:09 AM

To: Forsyth, Kimberly; Castle, Linda; Rubio, Arturo; Guerrero, Esther; Salloum, Andrew M.; Mayor; District #1; District #2; District #3; District #4; District #5; District #6; District #7; District #8

Subject: Rezoning-Trans Mountain

I favor preserving the natural beauty of the scenic corridor of Trans Mountain by rezoning all of the land in the Northwest Master Plan as Natural Open Space (NOS). However, Representative Byrd's proposal to zone just 900+ acres north and south of Trans Mountain as NOS is a reasonable compromise. I support an easement for that land which will preserve it as natural open space in perpetuity. Furthermore, any road improvements east of the gas line road should be at grade only. The proposed intersection of Paseo del Norte with Trans Mountain should be moved west to the contemplated Plexxar interchange. Additionally, the Northwest Master Plan, which really has no consensus among El Pasoans, should be thoroughly reviewed especially in light of the new smart growth/development planning. Creating a wildlife corridor and building a safer road to Tom Mays Park would be much better uses of our money than erecting an ugly overpass within the scenic corridor. Please support Representative Byrd's plan and support rezoning those 900+ acres as Natural Open Space.

Madeleine Haddox

Byrd, Susannah M.

From: Mikechenry@aol.com

Sent: Tuesday, October 19, 2010 8:45 AM

To: District #2

Subject: Rezoning of Trans Mountain Road to Natural Open Space

Dear Ms. Morgan-Lilly:

Every advertisement of El Paso and the El Paso area touts the beauty of our mountains. Our mountain vistas are synonymous with El Paso's natural beauty and our desert climate. Any visitor to El Paso leaves with an impression of the El Paso area and mountains that is lasting. While our community is growing and every developer, both commercial and residential, wants a piece of the mountain, there comes a time to say "no more." I believe our community leaders a smart enough and imaginative enough to find ways to develop El Paso without building more on the mountains.

Therefore, I am fully in support of the rezoning of the approximately 918 acres of City-owned property located north and south of Transmountain Road, near the entrance to Franklin Mountain State Park, **from R-3 Residential) and PMD (Planned Mountain Development) to NOS (Natural Open Space)**. The property is legally described as follows: Parcel 1 - Nellie D. Mundy Survey No. 246; and Parcel 2 - SJ Larkin Survey 269, Abstract 10070, Tract 1; and Parcel 3 - SJ Larkin Survey 269, Abstract 10070, Tract 1-A, all within El Paso, Texas.

Thank you for hearing my thoughts and I hope you will agree with me and the many others on this rezoning issue.

Sincerely,

Michael Henry
5600 Buckley
El Paso, TX 79912

Byrd, Susannah M.

From: David Brown [davidcafe@gmail.com]

Sent: Tuesday, October 19, 2010 2:43 PM

To: Forsyth, Kimberly; Castle, Linda; Rubio, Arturo; Guerrero, Esther; Salloum, Andrew M.; Mayor; District #1; District #2; District #3; District #4; District #5; District #6; District #7; District #8

Subject: Rezoning Initiative

I would like to express my strongest support for the following rezoning initiative.

> The City of El Paso is submitting an application to rezone approximately 918 acres of City-owned property located north and south of Transmountain Road, near the entrance to Franklin Mountain State Park, from R-3 (Residential) and PMD (Planned Mountain Development) to NOS (Natural Open Space). The property is legally described as follows: Parcel 1 - Nellie D. Mundy Survey No. 246; and Parcel 2 - SJ Larkin Survey 269, Abstract 10070, Tract 1; and Parcel 3 - SJ Larkin Survey 269, Abstract 10070, Tract 1-A, all within El Paso, Texas.

Byrd, Susannah M.

From: Gutierrez, Miriam J
Sent: Tuesday, October 19, 2010 3:21 PM
To: Byrd, Susannah M
Subject: Mark Benitez

Wanted to say they are 100% behind you on the transmoutain corridor stuff. They are vey happy with you.

JUDY GUTIERREZ
ASSISTANT TO REP. SUSIE BYRD
DISTRICT #2
915-541-4416
FAX: 541-4348

Byrd, Susannah M.

From: Sue DiCara [sdbookgal@mac.com]
Sent: Tuesday, October 19, 2010 6:50 PM
To: District #2
Subject: Preserve Scenic Corridor

District#2 Rep. Susie Byrd

Dear Representative Byrd:

I applaud your stand on preservation of the scenic corridor! Thank you so much!
I want you to know that I am very much concerned that the entire City Council take Earth-friendly action to preserve the scenic corridor along Transmountain Road as the western portion of it is upgraded to freeway. Often I have hiked in the Franklins; frequently my husband and I marvel at the unobstructed view of our marvelous mountain as we leave Resler and head uphill on 375 -Transmountain toward Tom Mays Park. We hope and pray that the magnificent view can be preserved. We're counting on your conscientious consideration!

Sue DiCara
Northeast El Paso 79924
751-5270

Byrd, Susannah M.

From: R LoBello [ricklobello@cs.com]

Sent: Tuesday, October 19, 2010 11:53 PM

To: McElroy, Mathew

Cc: Byrd, Susannah M; j.p.ackerman@sbcglobal.net; 'Jim H. Tolbert'; Cesar.Mendez@tpwd.state.tx.us; John.Moses@tpwd.state.tx.us

Subject: Proposed City Sponsored Awareness Campaign and Support for Representative Byrd's Proposal on Open Space

Proposed City Sponsored Awareness Campaign and Support for Representative Byrd's Proposal on Open Space

October 19, 2010

Dear Matthew,

I am writing you to express my support in favor of grassroots efforts and Representative Byrd's proposal to zone over 900 acres north and south of Trans Mountain as Natural Open Space.
I hope that you will support this effort and also consider rezoning all the land in the Northwest Master Plan as Natural Open Space. I support a conservation easement for that land which will preserve it as natural open space and request that such rezoning require that any road improvements east of the gas line road be at grade only and that Paseo del Norte will be deleted from the Master Thoroughfare Plan in order to preserve and extend the scenic corridor. Additionally, the Northwest Master Plan, which I believe has no consensus among El Pasoans, should be thoroughly reviewed especially in light of the new smart growth/development planning. Creating a wildlife corridor and building a safer road to Tom Mays Park would be much better uses of our money than erecting an ugly overpass within the scenic corridor. Please support Representative Byrd's plan and support rezoning those 900+ acres as Natural Open Space.

I make this request as a private citizen and want you to know that I believe that thousands of citizens also support this request and that many more are not aware of the issue. To help more people understand the full implications of the development I also encourage you to put together a comprehensive education campaign designed to increase awareness of the vision for the Northwest Master Plan. I believe that such a campaign is very important to our City in light of the overall attitude that many citizens have that the City is not adequately seeking their input using the awareness processes currently in place. If a campaign is not launched soon I fear that we are going to have thousands of citizens who currently enjoy the Trans Mountain Scenic Corridor very upset at the City and government officials when the bulldozers start destroying what nature has spent thousands of years creating. When you think about this Scenic Corridor and how many people appreciate it, you could compare plans to destroy it to building a dam on a wild and scenic river, tearing down the Eiffel Tower in Paris or the Washington Monument in the Capital. This part of our city is irreplaceable and an important part of our natural heritage.

I believe that the awareness campaign I propose should include before and after graphics showing projected housing areas, shopping centers, schools, and bridges and interchanges. I also would like the campaign to review all the impacts to the current wilderness experience at Tom May's Park which is an important part of our Quality of Life. For example, how will the wildlife habitat and wildlife corridors be affected by the Northwest Master Plan, will the development encourage citizens to create unauthorized trails into the park that park staff to not have the resources to adequately manage. How will the night sky opportunities at Tom Mays Park will be impacted by all the light pollution that will result from the developments? Nearly 90% of the local citizens I have spoken to on the subject are not aware of the true implications of the project and how the vision for the plan will dramatically destroy a

huge part of El Paso's last scenic corridor on the west side.

Thank you for your consideration of this request.

Sincerely,

Rick LoBello
913 Totonaca Lane
El Paso, Texas 79912

Byrd, Susannah M.

From: Amarkb49 [amarkb49@aol.com]

Sent: Wednesday, October 20, 2010 8:04 AM

To: District #1; District #2; District #3; District #4; District #5; District #6; District #7; District #8; Mayor; CityManager

Cc: jimhtolbert@elp.rr.com; ysims@elp.rr.com; cmartz1@gmail.com; lchavez11@elp.rr.com; jware2729@sbcglobal.net; pianomaker@zianet.com; earlinebbycks@aol.com; gm.sandov@gmail.com; getsemani@quixoteandassociates.com; rcloud@elp.rr.com

Subject: Trans Mountain Scenic Corridor

Good Morning Council, Mayor Cook, and Ms. Wilson

I am writing to you to let you know that I support the efforts of Representative Byrd's plan to protect the Trans Mountain Scenic Corridor and support rezoning these 900 plus acres as natural open space. This area is one of the most pristine in El Paso County and we must do everything possible to preserve that area.

I implore you to do the right thing and preserve this corridor. We must leave for future generations this beautiful area. Thank you for your consideration.

Mark Benitez
204-7980

Byrd, Susannah M.

From: Yolanda Sims [ysims@elp.rr.com]

Sent: Wednesday, October 20, 2010 8:14 AM

To: District #1; District #2; District #3; District #4; District #5; District #6; District #7; District #8; Mayor; CityManager

Subject: FW: Trans Mountain Scenic Corridor

Good Morning Council, Mayor Cook, and Ms. Wilson:

I am writing to you to let you know that I support the efforts of Representative Byrd's plan to protect the Trans Mountain Scenic Corridor and support rezoning these 900 plus acres as natural open space. This area is one of the most pristine in El Paso County and we must do everything possible to preserve that area.

I implore you to do the right thing and preserve this corridor. We must leave this beautiful area for future generations. Thank you for your consideration.

Yolanda Sims
443-1729

Byrd, Susannah M.

From: Bart Kennedy [pianomaker@zianet.com]
Sent: Wednesday, October 20, 2010 8:23 AM
To: McElroy, Mathew; Neligh, Michael P.; Castillo, Adriana; Flores, Luis U.; Marquez, Ted; Smejkal, Nanette L.; Herrera, Michael O.; Kutz, Harold D.; Rodriguez-Hefner, Elda; rwilliam@elpasompo.org; Forsyth, Kimberly; Castle, Linda; Rubio, Arturo; Guerrero, Esther; Salloum, Andrew M.; Acosta, Maria D; Mayor; District #1; District #2; District #3; District #4; District #5; District #6; District #7; District #8; MARK BENITEZ
Subject: Trans Mountain Scenic Corridor

Hello,

My wife and I are requesting that each of you do everything possible to preserve as much as possible of the Trans Mountain Scenic Corridor for the natural beauty that everyone enjoys today. If this area is destroyed, as other mountain areas have been, the beauty of the area can never be returned to its natural state.

Thank you,
Ellen Kennedy

Bart Kennedy
2nd Vice President
Cielo Vista Neighborhood Association

Byrd, Susannah M.

From: judy Ackerman [j.p.ackerman@sbcglobal.net]
Sent: Friday, October 29, 2010 11:10 AM
To: judy Ackerman
Subject: Email John Cook To Save the Scenic Corridor
Importance: High

On 10/29/10 7:25 AM, "Jim H. Tolbert" <jimhtolbert@elp.rr.com> wrote:

We have learned that Mayor John Cook has told the El Paso Times that he will veto any attempt to preserve the Trans Mountain scenic corridor as Natural Open Space. As a member of the Public Service Board, he voted with the strongly worded PSB resolution <http://www.scribd.com/doc/40369698/PSB-Resolution-Against-Open-Space> that opposes rezoning land in the Northwest Master Plan to NOS – a resolution which also urges him to veto any attempt at rezoning by Council. The resolution was adopted at last Friday's PSB strategic planning meeting. The vote for the resolution opposing re-zoning was 6-1. Only Dr. Richard Bonart opposed it.

I suggest that all of you email John Cook and let him know how you feel.

Email him at johnfcook@sbcglobal.net and tell him you support saving the beautiful natural corridor.

We have also learned that the City Plan Commission has moved its consideration of rezoning to its Thursday, November 18th, meeting rather than the November 4th meeting. The CPC meets in the Council chambers of City Hall at 1:30 p.m. Please send your comments now to Maria Acosta -AcostaMD@elpasotexas.gov and let the CPC know that you support preserving land in the NW Master Plan as Natural Open Space. If you can, please plan to go to the meeting on the 18th. We will continue to update you.

If you haven't, please also sign the petition and gather more signatures. Go to www.franklinmountains.org <http://www.franklinmountains.org> to download the hard copy of the petition or ask others to sign online at http://www.thepetitionsite.com/1/save-el-pasos-franklin-mountains/. There are now 1,027 online responses – and many more hard copy signatures!

You can get more information about preserving this precious scenic corridor at www.elpasonaturally.blogspot.com <http://www.elpasonaturally.blogspot.com> .

Byrd, Susannah M.

From: Russell Parker [rparker2@elp.rr.com]
Sent: Friday, October 29, 2010 11:29 AM
To: District #2
Subject: open space

I fully support the proposed zoning change on city-owned land managed by the PSB east of the Gas Line Road on Transmountain Road to Natural Open Space (NOS) in order to preserve El Paso's only scenic corridor. The way this land is zoned now for residential development and the current master plan is for commercial development that would extend to the entrance of the State Park at the base of the Franklin Mountains thereby destroying this beautiful scenic corridor's natural beauty.

I urge you to fully support the zoning change from R-3 Residential and PMD Planned Mountain Development to NOS Natural Open Space.

Thank you for your efforts to preserve this unique area.

Russ Parker, Col US Army, Ret

Byrd, Susannah M.

From: LADY4DOGS@aol.com

Sent: Friday, October 29, 2010 1:33 PM

To: Mayor

Cc: District #1; District #2; District #3; District #4; District #5; District #6; District #7; District #8; Wilson, Joyce A.; j.p.ackerman@sbcglobal.net; LADY4DOGS@aol.com

Subject: Transmountain scenic corridor

Dear John,

I have lost ALL RESPECT for you after learning through the El Paso Times that you would veto any and all efforts to keep the natural open space along Transmountain. I am old enough to be your mother and therefore feel I have the right to call you John, rather than mayor, especially in view of your leanings.

I have no problem in widening Transmountain to four lanes, but I have definite feelings against any access roads on either side or strip shopping areas that would block the view. Your supposed love for El Paso and our MOUNTAINS has obviously turned to greed.

I would hope that the City Council will consider very carefully what they are voting for or against. Our Franklin Mountains are one of a kind and their being located in El Paso is unique. Once the scenic corridor is obliterated there is no turning back.

Please keep the scenic corridor open for viewing our splendid Franklin Mountains. Not only for us now, but for o;ur children and all future residents and visitors.

Nancy Bain
Northeast El Paso

Byrd, Susannah M.

From: Joe Barbe [ibarbe@elp.rr.com]
Sent: Sunday, October 31, 2010 8:34 PM
To: Mayor; johnfcook@sbcglobal.net
Cc: District #1; District #2; District #3; District #4; District #5; District #6; District #7; District #8
Subject: Proposed Franklins Rezoning

Dear Mayor Cook:

We urge you to seriously reconsider your threat to veto Council action to rezone the 900 acres in question on the west side of the Franklins. In your position as a steward of the land, you have a moral obligation to El Paso's children and grandchildren, and to their children and grandchildren, to preserve what little is left of the natural El Paso. Economic development and super highways have a very important place, but this is not the place. Widen the roadway to match the way it is on the eastern slopes, but leave the land alone as natural open space.

Joe and Yoli Barbe
2901 McKinley Ave
El Paso, TX 79930
915-565-9301
ibarbe@elp.rr.com
yobarbe@elp.rr.com

Cc: All City Council Representatives

Byrd, Susannah M.

From: Joe Barbe [ibarbe@elp.rr.com]
Sent: Monday, November 01, 2010 10:37 AM
To: Acosta, Maria D
Subject: Transmountain Rezoning

City Plan Commission:

We favor preserving the natural beauty of the scenic corridor of Trans Mountain by rezoning all of the land in the Northwest Master Plan as Natural Open Space (NOS). However, Representative Byrd's proposal to zone just 900+ acres north and south of Trans Mountain as NOS is a reasonable compromise. We support a conservation easement for that land which will preserve it as natural open space in perpetuity. We want to make it clear that such rezoning should mean that any road improvements east of the gas line road should be at grade only and that Paseo del Norte will be deleted from the Master Thoroughfare Plan in order to preserve and extend the scenic corridor. Additionally, the Northwest Master Plan, which really has no consensus among El Pasoans, should be thoroughly reviewed especially in light of the new smart growth/development planning.
Creating a wildlife corridor and building a safer road to Tom Mays Park would be much better uses of our money than erecting an ugly overpass within the scenic corridor. Please support Representative Byrd's plan and support rezoning those
900+ acres as Natural Open Space.

Joe and Yoli Barbe
2901 McKinley Ave
El Paso TX 79930
915-565-9301
ibarbe@elp.rr.com
yobarbe@elp.rr.com

Byrd, Susannah M.

From: R LoBello [ricklobello@cs.com]
Sent: Monday, November 01, 2010 9:05 PM
To: Byrd, Susannah M
Subject: RE: Email John Cook To Save the Scenic Corridor

Susie,

OK, I appreciate hearing from you. I hope you can succeed in saving what Natural Open Space that you can.

Rick

From: Byrd, Susannah M [mailto:ByrdSM@elpasotexas.gov]
Sent: Monday, November 01, 2010 9:34 AM
To: R LoBello; Lilly, Ann Morgan
Cc: 'judy Ackerman'; 'Jim Tolbert'; O'Rourke, Beto
Subject: RE: Email John Cook To Save the Scenic Corridor

Rick:
City Council has the final say. I think the system as it is a good system even when I disagree with the PSB.
Susie Byrd
City Council Representative, District 2
541-4416
www.notesfromdistrict2.blogspot.com

From: R LoBello [ricklobello@cs.com]
Sent: Friday, October 29, 2010 12:39 PM
To: Lilly, Ann Morgan
Cc: 'judy Ackerman'; 'Jim Tolbert'; Byrd, Susannah M; O'Rourke, Beto
Subject: FW: Email John Cook To Save the Scenic Corridor

Dear Ann,

I just read the PSB resolution linked from this email at http://www.scribd.com/doc/40369698/PSB-Resolution-Against-Open-Space. I think that the Public Service Board does not really represent the City that well and perhaps should be disbanded. Is there any way the council can take control of our public lands in El Paso? I would prefer that public lands in El Paso be controlled by elected representatives and not by an appointed board like this. I am totally shocked and dismayed by all this.

Thanks for your help.

Rick LoBello
474-1456

From: judy Ackerman [mailto:j.p.ackerman@sbcglobal.net]
Sent: Friday, October 29, 2010 11:12 AM
To: judy Ackerman
Subject: Email John Cook To Save the Scenic Corridor
Importance: High

On 10/29/10 7:25 AM, "Jim H. Tolbert" <jimhtolbert@elp.rr.com> wrote:

We have learned that Mayor John Cook has told the El Paso Times that he will veto any attempt to preserve the Trans Mountain scenic corridor as Natural Open Space. As a member of the Public Service Board, he voted with the strongly worded PSB resolution <http://www.scribd.com/doc/40369698/PSB-Resolution-Against-Open-Space> that opposes rezoning land in the Northwest Master Plan to NOS – a resolution which also urges him to veto any attempt at rezoning by Council. The resolution was adopted at last Friday's PSB strategic planning meeting. The vote for the resolution opposing re-zoning was 6-1. Only Dr. Richard Bonart opposed it.

I suggest that all of you email John Cook and let him know how you feel.

Email him at johnfcook@sbcglobal.net and tell him you support saving the beautiful natural corridor.

We have also learned that the City Plan Commission has moved its consideration of rezoning to its Thursday, November 18th, meeting rather than the November 4th meeting. The CPC meets in the Council chambers of City Hall at 1:30 p.m. Please send your comments now to Maria Acosta -AcostaMD@elpasotexas.gov and let the CPC know that you support preserving land in the NW Master Plan as Natural Open Space. If you can, please plan to go to the meeting on the 18th. We will continue to update you.

If you haven't, please also sign the petition and gather more signatures. Go to www.franklinmountains.org <http://www.franklinmountains.org> to download the hard copy of the petition or ask others to sign online at http://www.thepetitionsite.com/1/save-el-pasos-franklin-mountains/. There are now 1,027 online responses – and many more hard copy signatures!

You can get more information about preserving this precious scenic corridor at www.elpasonaturally.blogspot.com <http://www.elpasonaturally.blogspot.com> .

Byrd, Susannah M.

From: Russell Parker [rparker2@elp.rr.com]
Sent: Thursday, November 04, 2010 9:12 AM
To: District #2
Subject: NOS

I am fully is support of the NW NOS. Here is some additional information. Please support this effort. Thank you. Russ Parker

Just so you know – Council voted on October 6, 2010 to direct staff to rezone land along Trans Mountain as Natural Open Space (NOS). The City Council Plan has undergone staff review and next goes to the CPC on November 18th for its recommendation. It then goes back to Council for a final decision. The date it will be included on Council agenda has not yet been set as far as I know. On October 6th, 5 representatives voted for it: Lilly, Byrd, Holguin, Ortega and O'Rourke. 2 voted "no": Emma Acosta and Carl Robinson. Rachel Quintana was absent. The Mayor has said he will veto the Council Plan to rezone although he may be operating under some mistaken notions. 6 votes are needed to make it veto-proof or override a veto.

In his reply to emails, the Mayor has said some things that are mistaken:

First, he has said that there can be no construction in the Natural Open Space zoning. He contends that Trans Mountain can't be widened under that zoning – so the TxDOT project will be killed. The fact is this: **The PSB already transferred right-of-way** for the highway to TxDOT in exchange for conduit under the road in 4 locations. **So widening the road to 4 lanes is perfectly okay**. We prefer at grade. The Open Space Advisory Board recommend that Paseo del Norte be re-directed to Plexxar near Gas Line Road and a road from there be built to the State Park entrance. This will make accessing the park much safer.

In a form response, he wrote:

> Actually, we are dealing with two issues. The first involves pending residential and commercial development between I-10 and the State Park. Developers already own the land and under Texas law have the right to develop it. We are working with them to assure that any development protects the scenic corridor into the Franklins. We have negotiated successfully to limit the height of signs and to receive many acres of land for hike and bike trails and other amenities.

Yes, private land can be developed in accordance with zoning requirements and building codes. However, he insinuates that all of the land from I-10 to the State Park is private and so we can't do anything. The fact is that only a portion of the land from I-10 to roughly the Gas Line Road is privately owned. From the Gas Line Road to

the State Park the land is owned by the City of El Paso and managed by the PSB. It's our land, folks and we sure can rezone it as NOS. Go here for maps showing distances between private and public lands along Trans Mountain from Interstate 10 to the Franklin Mountains State Park.

John Cook goes on to say:

> "The second issue is a highway project that will widen transmountain[sic] road to four lanes and provide limited access from the adjoining properties. It is important to note that property owners currently have the right to access transmountain[sic]. Could you imagine dozens of private driveways feeding into the highway and what that would do to safety? The current plan would limit their rights and build overpasses."

Actually the Mayor's sentence, "We have negotiated successfully to limit the height of signs and to receive many acres of land for hike and bike trails and other amenities", belongs with his second issue. Lifting MDA requirements (e.g., signage) along the privately owned portion of Trans Mountain is a carrot stick (not yet agreed to) so that developers will give up right-of-way to TxDOT so that there won't be "dozens of private driveways feeding into the highway". What this really means is that developers and not the City (or NOS advocates) seem to be holding up the project because they want some concessions from the City!

His reference to "hike and bike" trails is the proposal to continue the pattern of the Pat O'Rourke Trail along Resler parallel to the frontage roads in the TxDOT proposal from I-10 to Plexxar. It has nothing to do with the City Council's plan to rezone land nearer to the State Park as NOS. By the way, the Open Space Advisory Board agrees with the hike and bike trails and has advised that there be extra space in the buffer zone between bikers and pedestrians and the roadway.

Along with his message, some of you have received a copy of the PSB "Fact" Sheet. Here is a copy of the text on the sheet along with rebuttals.

Byrd, Susannah M.

From: rickycl@aol.com
Sent: Thursday, November 04, 2010 4:30 PM
To: Byrd, Susannah M
Subject: Re: Complaint ((Other))

I hope it all works out. I appreciate your responses.

Rick

-----Original Message-----
From: Byrd, Susannah M <ByrdSM@elpasotexas.gov>
To: rickycl <rickycl@aol.com>
Sent: Wed, Nov 3, 2010 10:07 pm
Subject: RE: Complaint ((Other))

The NEPA process gives local folks, like you and me, a say in how our community is designed. What's wrong with that?

If you look at where the overpasses are being built and the size of the freeway being proposed, you will better understand my concern about the scenic corridor. There will be no scenic corridor left if the project goes foward as planned by TXDOT.

Most big cities are being to understand that traffic engineers shouldn't design your city. They are rethinking freeway systems and building strong street network that flow traffic through many streets rather than depending on oversized roadways to do all the work. You are right that we are doing what cities were doing 30 years ago and just now realizing had too many unintended consequences to continue. If we really want to be a great city, we should try to play catch up but instead set the rules and the agenda for our own community rather than having it set by a State agency.

Susie Byrd
City Council Representative, District 2
541-4416
www.notesfromdistrict2.blogspot.com

From: rickycl@aol.com [rickycl@aol.com]
Sent: Wednesday, November 03, 2010 3:50 PM
To: Byrd, Susannah M
Subject: Re: Complaint ((Other))

Susie,

I don't believe that you should have brought in or brought up the NEPA process. It's time to disregard over bearing environmentalists and do what's good for the city. I like a good environment and good scenery as much as the next guy. All this is going to do is hamper the process and allow a few delusional environmentalists like Bill Addington to interfere and probably delay the project enough to destroy it altogether. This is very upsetting to me because you and I both know that the project isn't going to mess up the scenic corridor, and the project MUST be done sooner or later. I'm 29 years old and I want a better El Paso NOW! I really don't have that many good years left. Good cities are and have been pro-development. El Paso is literally 30 years behind where it could and should be and this is why we can't afford these kind of asinine delays. Do you think the project will get underway on time, be delayed (and to what extent), or be delayed to death? The state will yank back that money and give it to another project in another city who wants to improve.

Rick

-----Original Message-----
From: Byrd, Susannah M <ByrdSM@elpasotexas.gov>
To: 'rickycl@aol.com' <rickycl@aol.com>
Sent: Wed, Nov 3, 2010 2:10 pm
Subject: RE: Complaint ((Other))

Mr. Clarence:
Thank you for your comment. TXDOT is obligated to consider public concerns about how to mitigate environmental impacts through its National Environmental Protection Act (NEPA) process. They are going through that process now. There is growing community consensus that we should do as much as possible to preserve the scenic corridor as it moves up towards the mountain. The City Council initiated a rezoning our land and a reconsideration of the final overpass in order to accomplish preserving the scenic corridor. TXDOT should be able to have those items considered and reviewed during their public NEPA process.

Susie

-----Original Message-----
From: rickycl@aol.com [mailto:rickycl@aol.com]
Sent: Wednesday, November 03, 2010 1:48 PM
To: District #2
Subject: Complaint ((Other))

From: Rick Clarence
rickycl@aol.com
Telephone: 915.525.8871
Other Concerns: Transmountain Expansion

Susie,
Please do not slow down or delay the Transmountain expansion project. It is a necessary project to better El Paso, and delaying it may very well mean we lose out on the 80 plus million dollars in state funding for the project that has been given to us. That would be a terrible mistake. I hate to think that your efforts to slow it down are a selfish power play and I hope that you prove me worng by your actions. The project includes a paid for hike and bike trail, and if you look at the area where it will be done, it will not hurt the views. The city is growing, that area is already becoming a dangerous traffic nightmare. Please push the proposal full on because it's good and right for El Paso.

Sincerely,

Rick Clarence

Byrd, Susannah M.

From: Christine Montgomery [cmontgomery17@yahoo.com]
Sent: Monday, November 08, 2010 1:50 AM
To: John Cook
Subject: Re: I support Natural Open Space

Dear Mayor Cook,

The PSB already transferred right-of-way for the highway in exchange for conduit under the road in 4 locations. So widening the road to 4 lanes is perfectly okay. We prefer at grade.

BTW, I for one am all for the freeway concept in the area privately owned from I-10 to Gas Line Road. Developments there will need frontage roads, and there has been much talk about extra space between hike / bike trails (like the Pat O'Rourke Trail along Redd Road) and those roads.

A real problem has been the fact that developers want lots of concessions should Council lift the MDA along the proposed freeway / frontage system in exchange for right-of-way. They can't seem to give up big signs for example in return for the right-of-way that would be good for the residential and commercial developments!

In effect, their intransigence along with PSB's intransigence over Council's plan to rezone ~900 acres as NOS **is what is killing the freeway / loop plan** – not the rezoning itself. As I said, the PSB already transferred right-of-way in the area that we would preserve through rezoning.

To reiterate my previous reply in regards to the loop, El Paso is way behind. Nearly every city that constructed a loop has since decided it was a bad idea and either got rid of it or is in the process of doing so. El Paso needs to look at why they didn't work, and not invest more money after a bad idea. Thank you for listening!

Warmest Regards,

Christine Montgomery

District 16 Coordinator
http://goooh.com

http://www.meetup.com/GOOOH-El-Paso-MeetUp-A-New-Non-Partisan-Political-Party/

From: John Cook <johnfcook@sbcglobal.net>
To: Christine Montgomery <cmontgomery17@yahoo.com>
Sent: Tue, November 2, 2010 10:51:58 AM
Subject: Re: I support Natural Open Space

I understand. There can be no construction in the Natural Open Space zoning. You can not widen the road under that zoning. NOS will kill the project, result in future higher water rates, and leave us with an incomplete loop around the city.

Warmest regards,

John F. Cook
Mayor of El Paso, Texas
www.elpasotexas.gov/mayor

President/CEO - Feeding the Nation's Homeless Foundation
www.feedingthenationshomeless.org

"If you can't feed a hundred people...feed one." Mother Teresa

---

From: Christine Montgomery <cmontgomery17@yahoo.com>
To: John Cook <johnfcook@sbcglobal.net>
Sent: Fri, October 29, 2010 11:29:42 PM
Subject: Re: I support Natural Open Space

Private land only extends halfway to the Park from I-10. We are discussing the other half that we want to save.

From: John Cook <johnfcook@sbcglobal.net>
To: Christine Montgomery <cmontgomery17@yahoo.com>
Sent: Fri, October 29, 2010 2:18:40 PM
Subject: Re: I support Natural Open Space

Thank you for contacting me and sharing your opinion about the highway project on the westside of the Franklins. I said I would veto any action which would jeopardize the widening of transmountain road.
Actually, we are dealing with two issues. The first involves pending residential and

commercial development between I-10 and the State park. Developers already own the land and under Texas law have the right to develop it. We are working with them to assure that any development protects the scenic corridor into the Franklins. We have negotiated successfully to limit the height of signs and to receive many acres of land for hike and bike trails and other amenities.
The second issue is a highway project that will widen transmountain road to four lanes and provide limited access from the adjoining properties. It is important to note that property owners currently have the right to access transmountain. Could you imagine dozens of private driveways feeding into the highway and what that would do to safety? The current plan would limit their rights and build overpasses.
I am attaching some files you may find informative regarding the PSBs position.
Once again thank you for contacting me,

Warmest regards,

John F. Cook
Mayor of El Paso, Texas
www.elpasotexas.gov/mayor

President/CEO - Feeding the Nation's Homeless Foundation
www.feedingthenationshomeless.org

"If you can't feed a hundred people...feed one." Mother Teresa

---

From: Christine Montgomery <cmontgomery17@yahoo.com>
To: johnfcook@sbcglobal.net
Sent: Fri, October 29, 2010 2:01:50 PM
Subject: I support Natural Open Space

Dear Mayor Cook,

I see that you intend to veto any attempt to preserve Natural Open Space, and I feel you need to know how disappointed this makes me.

I urge you to reconsider, as those of us who love the only beautiful thing left in El Paso (The Franklins) and who wish to preserve it, support it.

Yours truly,

Christine Montgomery
West El Paso
http://goooh.com

District 16 Coordinator

Byrd, Susannah M.

From: Danny Carter [dci.associates@sbcglobal.net]
Sent: Tuesday, November 09, 2010 10:00 AM
To: Byrd, Susannah M
Subject: RE: Suggestion ((Other))

Representatvie Byrd,
Thanks for responding. You always take the time to respond back and I appreciate that. Sometimes the paper (El Paso Times) may not always portray your stance as you want it to be taken. I enjoy taking part in current topics. Thanks again.

Danny Carter

--- On Fri, 11/5/10, Byrd, Susannah M <ByrdSM@elpasotexas.gov> wrote:

> From: Byrd, Susannah M <ByrdSM@elpasotexas.gov>
> Subject: RE: Suggestion ((Other))
> To: "'dci.associates@sbcglobal.net'" <dci.associates@sbcglobal.net>
> Date: Friday, November 5, 2010, 12:22 PM Mr. Carter:
> I'm not against the widening of Transmountain. I agree wholeheartedly
> that it needs to be widened. I voted for the original proposal which
> would widen the road but keep it at grade.
>
> Everyone in the community should have input into how the road is being
> built. It will set in motion the development patterns for that part of
> the community for the next 80 years. The community is guaranteed a
> role in how the road is built by federal environmental law.
>
> I did advocate that we simply build the road as originally proposed at
> $17 million but the City Council majority prefers that we build it as
> a freeway for $85 million. That additional funding will guarantee
> commuters a time savings of two minutes.
>
> What I am advocating for now is that we simply extend the scenic
> corridor by preserving the PSB land (900 acres) and removing the last
> overpass. The City council supports this option particularly because
> we have control over that land and also because TXDOT is proposing to
> build 4 overpasses when the traffic engineering to date only supports
> building 3.
>
> If you have any other questions, I can be reached at 541-4416.
>
> Thanks
> Susie
>
> -----Original Message-----
> From: dci.associates@sbcglobal.net
> [mailto:dci.associates@sbcglobal.net]
>
> Sent: Thursday, November 04, 2010 7:31 PM
> To: District #2
> Subject: Suggestion ((Other))
>
> From: Danny Carter
> dci.associates@sbcglobal.net
> Telephone: 915-227-4330
> Other Concerns: Trans Mountain
>
> Reprensentative Byrd,
> Why are you so against the widening of Trans Mountain? If you lived
> here, you would know the intersection of Resler and Trans Mountain is
> a disaster waiting to happen.

> Come on over and try to make a right
> turn on Trans Mountain from Resler
> at 8:00 in the morning.
> Have you ever driven
> through Arizona? They build highways in the mountains all the time
> and they are beautiful. According to the El Paso Times you want to
> have input on the construction of Trans Mountain. My questions is
> why?
> When was the last time you built a
> highway? It is possible I have a
> misunderstanding on why you think your input on the improvement of
> Trans Mountain is so critical. Please educate me a little a this
> issue.
>
> Thank you.
>

Dear Constituent:

Thank you for contacting me and sharing your opinion about the highway project on the westside of the Franklins. I have received dozens of calls and e-mails from concerned citizens. Some understand what is proposed and others are not quite sure. They all want to protect the scenic corridor into the Franklins and the State Park. This is a very complicated and sensitive issue.

Actually, we are dealing with more than one issue. The first involves pending residential and commercial development between I-10 and the foothills leading into the Franklin Mountains State Park. Developers already own land in that area and under Texas law have the right to develop it. We, the City Council, want to have a voice in how their land is developed. We are working with the property owners to assure that any development protects the scenic corridor. We have negotiated successfully to limit the height and type of signage and to receive many acres of landscaped hike and bike trails, tree lined canopies and other amenities, which I believe will enhance our treasure, not destroy it.

The second issue we must deal with is a highway project that will widen transmountain road to four lanes and provide limited access from the adjoining properties. This project is needed. Traffic on Transmountain Road has increased since its construction back in the 60's. It is a dangerous road for motorists. Recently two joggers were killed on TransMountain Road. I fear that more tradegies are bound to happen if we do nothing. Planning for the project began long before I was elected to public office in 1999.

It is important to note that property owners currently have the right to develop their properties and to have driveway access to transmountain road. Could you imagine dozens of private driveways feeding into the highway and what that would do to safety? The pending contracts the landowners have agreed to would limit developers rights and would provide for limited access points included in the metropolitan transportation plan which was approved by all the elected and appointed officals of the Metropolitan Planning Organization (MPO).

I am attaching some informative files, which might help you understand how the PSB and I came to adopt our position on this issue. I am also attaching a copy of the resolution passed by a six to one vote of the Public Service Board.

Also, while some folks are saying I am against Natural Open Space, those comments disregard my voting record on just how much open space we've helped protect since I've been in office. The fact sheet which I've attached should help clarify that position. Also, you need to know that if we designate land as Natural Open Space, it must be left in its natural and open condition. That zoning does not allow for the widening of the highway. TxDOT has cautioned that any delay could seriously impact the project and the $80 million in State funding. It would be fiscally irresponsible for me to allow that funding to go to another project around the State.

Finally, on my comments regarding a veto on this project a recent e-mail from a constituent sort of sums up many folks comments when she said:

> *Dear Mayor Cook,*
>
> *I see that you intend to veto any attempt to preserve Natural Open Space, and I feel you need to know how disappointed this makes me.*

I have not said I would veto any attempt to perserve Natural Open Space. I have said that I will veto any action that would jeopardize the needed highway project and the $80 million in State funds that have been committed to it. If the Natural Open Space zoning jeopardizes the project I will veto it. That does not mean I don't support preservation of the environment. It does not mean I don't want to protect open space. I believe the Public Service Board's Northwest Master Plan, which cost the utility $735,000 did protect the Mountain, did protect the scenic corridor and did protect the natural open space, is a good plan.

Once again thank you for contacting me on this important issue.

John Cook

Mayor

Attachments:

Byrd, Susannah M.

From: kirkpul @yahoo.com [kirkpul@yahoo.com]
Sent: Sunday, November 14, 2010 4:11 PM
To: District #2
Subject: From Karl Putnam: NOS for 800 Transmountain acres please

Dear Susie,

Please vote to preserve the 800 Transmountain related acres as Natural Open Space.

Please don't sell the land PSB wants to sell. We instead need the higher quality of life preservation of the 800 acres as Natural Open Space will bring.

I agree with both Guest Columnists in today's Sunday Nov. 14th El Paso Times on p. 9b, Charlie Wakeem and Rick Bonart.

Sincerely,

Karl Putnam
915-747-7740

Byrd, Susannah M.

From: Margaret Jackson [mmsjackson@yahoo.com]
Sent: Monday, November 15, 2010 7:26 PM
To: Acosta, Maria D
Cc: johnfcook@sbcglobal.net; District #1; District #2; District #8; District #7
Subject: City Planning Commission/Natural Open Space

Dear Ms. Acosta:

Please address my concerns to the City Planning Commission.

I am writing to strongly urge the City Planning Commission to recommend that the Transmountain corridor leading to the Franklin Mountain State Park
be rezoned to Natural Open Space, as recently approved by the City Council.

For far too long, the City Planning Commission has approved development after development and called such constructions "progress." But, deciding not to develop can also be called progress when it takes into account a
modern view of the city's future. Concern for the environment, open spaces. and quality of life is truly progressive and reflects a city looking forward to new societal needs. Franklin Mountain State Park is unique in its
size and beauty, in its recreational benefits, and in its usable location. Does the City Planning Commission really want to turn the corridor of
such a treasure into a commercial/ residential zone? Like species of
plants and animals which go extinct, once the land is destroyed (and there
are many examples of this in El Paso), it is gone forever. Is this the
legacy that we wish to leave our children? Do we care so little for what
we have been given?

Unlike many instances, the PBS land is not privately owned and thus may not be subject to Texas ownership laws. That land is public and as such should be
zoned for the public good. It should be zoned Natural Open Spaces.

Thank you,

Margaret Jackson
1305 Madeline Drive
El Paso, Texas 79902

Byrd, Susannah M.

From: arturo lares [laresarturo@hotmail.com]
Sent: Saturday, November 20, 2010 8:02 PM
To: Byrd, Susannah M
Subject: RE: Domestic Partner Benefits. Explaining my vote.

Just a quick e-mail to thank you for standing up to big developers trying to build along Transmountain. We need more people like you to do what is right and see the big picture.

From: ByrdSM@elpasotexas.gov
Date: Thu, 18 Nov 2010 12:59:54 -0700
Subject: Domestic Partner Benefits. Explaining my vote.

Hello:

I've received emails asking me to explain my vote on the family values initiative that was passed by the voters on November 2, 2010. For your information, I did my best to explain on my blog at www.notesfromdistrict2.blogspot.com. Let me know if you have additional questions.

I hope all is well and you are all getting ready for a great Thanksgiving.

Susie

Byrd, Susannah M.

From: Rick Bonart [rickbonart@earthlink.net]
Sent: Wednesday, December 01, 2010 7:42 AM
To: Byrd, Susannah M
Subject: support

Susie,

Thanks for your votes on TM and Nemir! I need help on the PSB and I'm hoping for another independent thinker on the board.

As far as the TM road the real battle is on the NEPA. It's very vulnerable to valid criticism.

Please read a little about the process. See link for real world example of proper NEPA assessment. We have not been given alternative designs.

Better alternatives were proposed and poo pooed by TXDOT by myself years ago.

I'm wondering as Mr. Berry has stated that maintaining the zoning of surrounding land to avoid negatively impacting his project if that info is in the NEPA. Impact to the M to R trail ?

http://www.urscorp.com/Projects/projView.php?s=934&sec=11&pn=5

Rick Bonart
rickbonart@earthlink.net
EarthLink Revolves Around You.

Byrd, Susannah M.

From: chimostrufia2@yahoo.com
Sent: Wednesday, December 01, 2010 9:44 AM
To: District #2
Subject: Praise (Service)

From: Monica Veloz
chimostrufia2@yahoo.com
Telephone: 915-851-4390
Other Concerns:

Thank you for suggesting that city council should wait until the environmental inspection was completed before they made the decision to develop more highway on Transmountain.

Byrd, Susannah M.

From: Joe Barbe [ibarbe@elp.rr.com]
Sent: Wednesday, December 01, 2010 2:54 PM
To: Byrd, Susannah M
Subject: Thank You

Susie,

Thank you for trying so hard to save our children's and grandchildren's legacy of the natural beauty of our mountains, foothills and arroyos. It is very sad that greed and ignorance prevail in our community, despite the efforts of people like you.

Gratefully,
Joe & Yoli Barbe

Byrd, Susannah M.

From: Cindy Milazzo [cindymilazzo@elp.rr.com]
Sent: Monday, December 06, 2010 9:27 AM
To: District #2
Subject: Preserve Transmountain Corridor as NOS

Rep. Byrd,

Thank you for your support of limiting development in the Transmountain Corridor.

This area should be kept as Natural Open Space and highway expansion should be limited.

I will also support an ordinance and referendum if necessary to preserve this area as NOS.

Thank you for the opportunity to express my opinion.

Cindy Milazzo
2631 Altura
District 2 Resident

TEXT OF EMAIL SENT OCT. 19

Dear Development Coordinating Committee and City Planners:

I recently spoke with a graduate student and soon-to-be city planner (who is from El Paso) about the planned expansion of the Transmountain road. He told me some things that you may have heard but bear repeating.

1) A law of traffic engineering states that loops and highways do not alleviate traffic problems; they cause them. My friend says, "This is because 'if you build it they will come.' Building a highway increases the value of the land around it, which promotes growth. Now, this growth is not necessarily good, because it grows more like a cancer than a tree. In between the strip malls on this new road, and the last development in town, there is a large swath of open land. That land will be filled in with sprawl in no time because of the potential that the highway has created. Therefore, while the highway does increase growth, it is not the kind that we want in El Paso because it will be incredibly low density, automobile dependent development." It is a fact that the Urban Land Institute visited El Paso a few years ago and told us that we are are building ghettoes through our planning practices.

2) El Paso does not have a loop because El Paso has not made the mistakes that other cities have made -- yet.

Do we really want to make this mistake in El Paso and in its most beautiful area -- the very spot that people travel from all over the country and world to visit? That, I believe, would be throwing away one of El Paso's greatest treasures in order to fit El Paso into an outdated model that many city planners today believe is harmful to communities.

If the construction does not take place and state funding is lost, so be it. The natural beauty and preservation of this Natural Open Space for future generations are more important than any temporary gain.

I urge you to recommend rezoning all of the land in the Northwest Master Plan as Natural Open Space. My second choice is for the compromise presented by Representative Byrd which would zone as NOS just 900 acres north and south of Trans Mountain and to keep this land as NOS in perpetuity through a conservation easement. Road improvements east of the gas line road should be at grade only and Paseo del Norte should be deleted from the Master Thoroughfare Plan.

I also urge you to recommend reviewing the Northwest Master Plan thoroughly and open this up to pubic discussion again.

Thank you for your time and the opportunity to present my opinion. As you consider this important issue, please take into account the opinions of El Pasoans.

Cindy Milazzo
District 2

Byrd, Susannah M.

From: Rick Bonart [rickbonart@earthlink.net]
Sent: Monday, December 13, 2010 9:28 AM
To: Gregory S. Punske
Cc: Byrd, Susannah M
Subject: Transmountain Rd. El Paso

Dear Mr. Penske

I'm writing to you because I understand you are involved in the NEPA process for Transmountain Rd. I have become increasingly disturbed by the tactics being used by TxDOT to bring this project forward with indifference to the general public's concerns.

The expansion, as proposed, will make the Tom Mayes entrance to Franklin Mountain State Park more dangerous. East bound traffic will have to cross two lanes of "freeway style" traffic to enter the park. I proposed substituting an overpass into the park with a spur road parallel to and north of Transmountain from Paseo del Norte in 2002 as a solution. I was successful in having Mr. Steve Simmons, TxDOT Deputy Director, come to El Paso and remove the overpass, however the spur road was not included.

The proposed Plexxar overpass is an unnecessary expense. Building this part of the project, for an estimated $8 million, when Texas faces such a huge budget shortfall is morally and fiscally unconscionable. This structure is not in our City's Metropolitan Thoroughfare Plan (MTP). The City has not planned for any roads connecting to this location. Building Plexxar will congest the roadway; there are two other proposed overpasses within a half mile to the East and West, and four similar structures within three miles.

Finally, and most disturbing is the extended environmental and social impact. TxDOT District Manager Chuck Berry has communicated via email to El Paso City Representative Steve Ortega that any changes to the design will likely result in loss of funding for the whole project. TxDOT has gone so far as to suggest not only does the City need to grant zoning changes to developers; quid pro quo for them to supply sufficient ROW, but must also commit to developing all of the surrounding 1800 acres to justify funding. TxDOT's position is being used to discourage citizens from preserving acreage along Transmountain Rd as a scenic corridor.

There has been insufficient public input for this size project. I know of only two public meetings held by TxDOT. At the session I attended, no alternative designs were displayed, and TxDOT representative Mark Longenbaugh refused to take questions regarding his presentation.

I believe it's never too late to correct a bad plan. TxDOT needs to develop and vet alternatives for the dangerous, wasteful, and environmentally unfriendly portions of the current plan. I would like to see an Environmental Impact Statement as part of the NEPA process to fully address these issues.

Sincerely,

Rick Bonart DVM
(o) 915-833-5777
(c) 915-549-5585
(f) 915-587-4602
rickbonart@earthlink.net
EarthLink Revolves Around You.

Byrd, Susannah M.

From: R.V.Virg Hemphill [172sp@sbcglobal.net]
Sent: Thursday, December 30, 2010 12:38 PM
To: Mayor
Cc: District #1; District #2; District #3; District #4; District #5; District #6; District #7; District #8
Subject: Please Save the Senic Transmountain Corridor!

Dear Elected Officials:
Having served the City of El Paso on the "Mountain Committee as Representative Dist. 1" in the late 1990's, this present issue is of great importance! With the help of then Senators Pat Haggerty, Ellot Shapliegh & other leaders of that time, we saved the "TRAM" & placed other virgin desert properties above the Coronado Country Club(Thunderbird Area) in the Franklin Mt. State Park for present day "Public viewing & use!" Common sense is reason enough to save the Trans Mountain Scenic Corridor, but 10 reasons are enclosed for your personal consideration.
Thank you for addressing this issue for the FUTURE of OUR Community on proposed City Ordinance voting, Jan.11, 2011.

Respectfully,
Robert V.(Virgil) Hemphill
Westside(Casitas Coronado) ELP
(915)539-3956

10 reasons

why protecting El Paso's Trans Mountain Scenic Corridor is so important to protecting Franklin Mountains State Park

1. The lowland desert areas surrounding Franklin Mountains State Park provide habitat for many species of animals and plants. To survive in this part of the Chihuahuan Desert ecoregion many species require these lower elevations for food and protection. Other species require habitat at both low and high elevations.

2. As urban sprawl creeps closer to the boundaries of the park the area's nesting birds will be threatened by domestic cats that many people in El Paso allow to roam freely in their neighborhoods.

3. The new TX-Dot road project combined with planned developments along the three mile corridor on the the west side of Trans Mountain Road will destroy the last wild scenic view in this part of the city important to the quality of life for thousands of El Pasoans currently enjoying the area.

4. The loss of the last wild scenic view in West El Paso will hurt the city's ability to expand ecotourism important to the entire region.

5. Campers visiting the Tom Mays section of Franklin Mountains State Park plus those who will

someday be able to camp out on backcountry trails will be affected by both light and noise pollution associated with developments included in the Northwest Master Plan.

6. Threatened Texas horned lizards living in the lowland areas of the Franklin Mountains will loose critical habitat which could eventually lead to extinction of the species in this part of Texas.

7. Golden eagles and other raptors in the Franklin Mountains will lose important lowland hunting and nesting areas.

8. Mule deer will not have as many lowland areas to use as part of their overall range important to seasonal food production and protection from extreme temperatures during winter snow storms.

9. Javelina or collared peccaries appear to be expanding their range in this area and developments associated with the Northwest Master Plan will hurt their chances of finding the habitat they need to successfully establish themselves in this part of El Paso.

10. The potential for any future efforts to restore extirpated species like desert bighorn and Mexican wolves to this part of the Franklin Mountains will be impaired by urban sprawl developments.

Byrd, Susannah M.

From: Jim H. Tolbert [jimhtolbert@elp.rr.com]
Sent: Monday, January 03, 2011 3:11 PM
To: Byrd, Susannah M
Subject: FW: Request for more information re: Transmountain expansion

Scott's response is great!

Jim H. Tolbert
White Horse Promotional Products
"Branding the World with Your Name"
915-525-7364
425.681.8557
jimhtolbert@elp.rr.com
www.whitehorsepromos.com

-----Original Message-----
From: Cutler, Scott [mailto:scutler@utep.edu]
Sent: Thursday, December 30, 2010 11:22 AM
To: Tim Besco
Subject: RE: Request for more information re: Transmountain expansion

Dear Mr. Besco,

Thank you for writing for clarification about the Franklin Mountains Wildness Coalition's efforts to preserve the scenic corridor on the west side of Transmountain Road.

First, let me assure you that the Coalition is not opposed to the expansion of Transmountain Road. We feel this is a needed safety measure that will increase the safety of drivers using the roadway. Out petitions are focused on trying to protect the scenic character of the roadway by preserving as natural open space the public land that the City owns, and which is managed by the PSB, east of the gas line road (this is the dirt road under which the gas pipeline runs north south). This is approximately 700 acres total and is split in half by Transmountain Road. This petition does not ask for any changes to the plan west of the gas line road which is privately owned.

As you may have noticed there are two petitions. One requests that the City Council rezone the roughly 700 acres it owns as natural open space. The other petition ask the City to assure that no major roadways or developments will be put on the land, such as city streets. Neither of these petitions is trying to stop the widening of Transmountain Road.

The Coalition has, since its inception in 1978, worked to protect open space not only for the spiritual renewal and healthful activities open space provides people but also to provide habitat for wildlife as well which also enhances the human experience in the out of doors. Javelinas are moving into west Texas of their own accord. Should they reach urban El Paso and should they cause problems, they can be dealt with appropriately. Increasing the amount of open space available to wildlife decreases the chances of negative interactions.

I understand the concern about the perceived loss of taxes from not developing the land with homes and businesses. However, I would like to point out that while there would be some tax income generated with development there also comes increased long-term expenses such as road maintenance, police and fire protection, sewer and water delivery systems maintenance. Open space does not have these long term maintenance and service costs and thereby reduces the long-term tax burden that would need to be assumed by the public to maintain these services and infrastructure. There is abundant private land in this area that will be developed and will

generate tax income. Keeping the 700 acres of public land public and undeveloped will balance out the infrastructure and service costs the City will inherit from the developments with no costs open space that the public can enjoy.

With regards to the light pollution issue you bring up in question number four we do not have concrete figures to offer as "proof" that the night sky will be compromised but we do have general experience to draw on. While the valley and west side do seem pretty dark by comparison to the downtown area, for instance, this area is already considerably impacted by the existing light pollution from the development that already exist. This is born out by looking at the night sky from anywhere on the westside and then driving out Highway 9 to Columbus at night, stopping about halfway there, and looking at the sky. The stargazing experience is vastly better along the highway because there are no lights. The same could be said for the noise pollution - the more homes and people around, the more noise-producing activities that will occur. We understand that this 700 acres as natural open space will not markedly change conditions but it will at least reduce it to a certain extent.

I really do appreciate your bringing your concerns about the petition to us. I hope it is clear that the petitions are in no way designed to stop the widening of Transmountain Road. Preserving the approximately 700 acres of public land as open space will not impact the widening process as the land needed for TXDoT's right of way has already been set aside for the widening process. Our concern is keeping the public land as public land and as natural open space. It is my hope that my response to your questions clarify our stance. If you have any further questions, please do not hesitate to contact me.

Sincerely yours,

Scott Cutler
President
Franklin Mountains Wilderness Coalition

From: Tim Besco [timnavyrn@hotmail.com]
Sent: Monday, December 27, 2010 11:14 PM
To: Cutler, Scott
Subject: Request for more information re: Transmountain expansion

Mr. Cutler,

I am writing to learn a little more about your opposition to the proposed expansion of the Transmountain highway (Loop 375).

1) You state on your website that "Javelina or collared peccaries appear to be expanding their range in this area and developments associated with the Northwest Master Plan will hurt their chances of finding the habitat they need to successfully establish themselves in this part of El Paso." I would like to know why you think that allowing the Javelina population to become established in the Northwest is a good thing? I ask this because these animals are dangerous, and have been known to attack/charge humans. If they do get "established" they could spread into populated areas of the Westside where food is more abundant.

2) You state that "(t)he potential for any future efforts to restore extirpated species like desert bighorn and Mexican wolves to this part of the Franklin Mountains will be impaired by urban sprawl developments." Again, why would this be a good thing considering that wolves would be a likely threat to the populated areas of the Westside, Westway, Vinton, and Anthony?

3) You also state on your website that "(t)he loss of the last wild scenic view in West El Paso will hurt the city's ability to expand ecotourism

important to the entire region." I would like to know just how much revenue is generated through the "eco-tourism" industry? Is it more than the taxes that could be generated by allowing more homes to be built (which are desperately needed due to the expansion at Fort Bliss) or more than the revenue generated by small and mid-sized businesses that could be located along this corridor? The City of El Paso has an unemployment rate over 10% officially. These businesses would help provide jobs that are in short supply.

4) Finally, you add that "(c)ampers visiting the Tom Mays section of Franklin Mountains State Park plus those who will someday be able to camp out on back-country trails will be affected by both light and noise pollution associated with developments included in the Northwest Master Plan." How have you determined this even before groundbreaking? Have you seen how dark it is driving in much of the Westside?

While I applaud your efforts to preserve the natural beauty that is West Texas, I disagree that we should abandon this project altogether.
If you can tell me how you plan to keep wildlife from expanding into already established neighborhoods (where I live), and if you can tell me that the economic impact that halting this expansion is not going to negatively effect El Paso - then I might be able to support your efforts.

Byrd, Susannah M.

From: jshort1@sbcglobal.net
Sent: Sunday, January 09, 2011 5:17 AM
To: District #2
Subject: Praise ((Other))

From: Jim Short
jshort1@sbcglobal.net
Telephone: 2353261
Other Concerns: West Transmountain road

Sisie, Just want to thank you for your stand on the Transmountain freeway. If we let developers have their way El Paso would be nothing but malls an strip shopping centers with our mountain nothing but a thing of the past. I had family in from out of town over the holidays an on a trip up the tramway they were amazed and dismayed at the beauty of the ride up except for the quarry by McKelligan which has torn away the the beauty. We don't want visitors or ourselves to miss this majestic mountain in the name of "progress". You may an probably will lose out to business but your stand on this is commendable.

Byrd, Susannah M.

From: Beth Senger [bbbsofep@yahoo.com]
Sent: Sunday, January 09, 2011 11:49 AM
To: Byrd, Susannah M
Subject: Can I help with Transmountain?

Susie,
I'm a concerned, admittedly ignorant citizen willing to help you advocate for adding protected bike/walk paths in any modifications to Transmountain. I'm very concerned about the proposed development outlined in the papers today. I assume the Friends of the Franklins and other environmental groups are working hard? We just need to keep off the mountain and its foothills to preserve, in my opinion, the most (only?) attractive thing in our city!

Please let me know how to direct my willingness to work on this...as a private citizen, of course!
Beth

Beth Senger, CEO
Big Brothers Big Sisters of El Paso

start something today : volunteer...donate...advocate

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(915) 544-4203 -- Office * (915) 269-1148 -- Cell

1724 Wyoming * El Paso, TX 79902

Byrd, Susannah M.

From: Marilyn Guida [mguida@elp.rr.com]
Sent: Sunday, January 09, 2011 9:17 PM
To: Mayor; District #1; District #8; District #4; District #6; District #3; District #5; District #7; District #2
Subject: Supporting Natural Open Space in the Transmountain Corridor

Dear Mayor and City Representatives,

I urge your support of the proposed Natural Open Space zoning for the Transmountain Scenic Corridor on the Council Agenda this week.

I think the Northwest Master Plan and other city plans should undergo complete revision with the goal of preserving the incredible mountain and foothill open space resource we have on both sides of Transmountain and around the entire Franklin Mountains.

I have ten years experience in city planning in San Diego and southern California. Please do not make the same mistakes that have been made in California. The beauty of that area is no more, instead sprawl, pollution and crowding have replaced the richness of the natural resources.

Landscaped roadways, narrow hiking corridors, and developed parks that are proposed in the Northwest Master Plan and Transmountain Road widening are not a substitute for the expansive natural open space that currently exists. We already see the scar on the land caused by the Jobe quarry.

In my two and one half years in El Paso I have come to love the Franklin Mountains and the entire desert ecosystem of this region. City people need the beauty, the views, and the retreat that mountains offer. To have this in the heart of the city is priceless. The complexity of the mountain ecosystem is also priceless. It is far more than cactus and rock. We need to teach our citizens about this ecosystem so that they will understand the importance of protecting it. Meanwhile, you have to take the first step by voting for this natural open space proposal.

Respectfully,

Marilyn Guida
3714 Moonlight Ave.
El Paso TX 79904

Byrd, Susannah M.

From: Margaret Jackson [mmsjackson@yahoo.com]
Sent: Monday, January 10, 2011 11:21 AM
To: District #1; District #8; District #2; District #3; District #4; District #5; District #6; District #7
Subject: Natural Open Space

Dear City Council Members:

I am writing to strongly urge the City Council to support preserving land in the West Transmountain Scenic Corridor as Natural Open Space for perpetuity.

For far too long, El Paso's planners and Councils have approved development after development and called such constructions progress. But deciding to dedicate areas of natural open space can also be called progress, especially when it takes into account a modern view of the city's future. Concern with the environment, open spaces, and quality of life is truly progressive and reflects a city's forward looking view of new societal needs.

Franklin Mountain State Park is unique in its size and beauty, in its recreational benefits, and in its usable location. Does the City Council really wish to turn the entrance of such a treasure into a commercial/residential zone? Like species of plants and animals which go extinct, once the land is gone, it is gone forever. Is this the legacy we wish to leave our children? Do we care so little for what we have been given?

Please support preserving the proposed Natural Open Space acreage.

Thank you,

Margaret Jackson
1305 Madeline Dr.
El Paso, TX 79902

Byrd, Susannah M.

From: Lupe Weaver [littleeagle03@gmail.com]
Sent: Monday, January 10, 2011 11:30 AM
To: District #2
Subject: transmountain

01/10/11

Susie,

I want to thank you for speaking out against the transmountain land deal.

Please know that I want the Scenic Transmountain Corridor preserved as Natural Open Space.

Again, thank you so much for being there for our beautiful mountains.

Thank you,
Ms. Lupe Weaver

Byrd, Susannah M.

From: Eric Smith [ericsenator@gmail.com]
Sent: Monday, January 10, 2011 1:25 PM
To: Mayor; District #1; District #2; District #3; District #4; District #5; District #6; District #7; District #8
Subject: Natural Open Space

City Council,

Natural Open Space is extremely important for the beauty and health of our city.

7A is good for the health of our children, and the planet.

Thank you for your attention,
Eric Smith

Byrd, Susannah M.

From: scott winton [scottwinton@sbcglobal.net]
Sent: Monday, January 10, 2011 3:29 PM
To: District #1; District #2; District #3; District #4; District #5; District #6; District #7; District #8
Subject: Item 7a, 1-11-2010.

Council Members,
I hope all is well with you and I wish you a great 2011. I also want to thank you for serving our community.
I know item 7a tomorrow is a contentious issue and I wanted to give you my unsolicited opinion.
I believe in open space. I also believe in urban development. We know it is possible to have both. I do not believe in suburban sprawl.
The staff report alludes to the possibility that the northwest plan should be modified to accomodate open space, provide better connectivity and better pedestrian facilities. They also bring up that the policies and objectives of the city have possibly changed since that northwest plan was adopted and perhaps the plan should reflect the city's desires.
It makes sense to me that postponing action until a new master plan can be created that better reflects the desires of the city. I know a lot of money was spent for the current plan, but, it is minimal when compared to the costs of sprawl type development the city eventually has to pay.
The way some cities have accomplished infill and re-development is by limiting the amount of sprawl through either using urban growth boundaries, or limiting utility availability. El Paso is fortunate that it already owns the land. The city can simply decide to not sell it, thereby limiting its development or can sell it with conditions on how it will be developed.
We can not expect the older neighborhoods of El Paso to be attractive enough for re-development and for in-fill to occur as long as we continue to provide the development community opportunities to develop the thousand of acres surrounding the city.
In my dreamland I see a series of small, compact villages sprinkled along the mountain side. These villages would be surrounded by huge expanses of open space and connected with hike and bike trails, trolleys and landscaped lined roadways. Proper design and integration of the development into the landscape could accomodate everyone's wishes, except those who support sprawl type development.
Thank you for your consideration and good luck tomorrow.
Scott Winton

Byrd, Susannah M.

From: bgeyer@epcounty.com
Sent: Monday, January 10, 2011 6:17 PM
To: District #2
Subject: Praise ((Other))

From: Bob Geyer
bgeyer@epcounty.com
Telephone: 834-8242
Other Concerns: Item #7A - 1/11/11

My sincere thanks for your hard work on the Transmountain Open Space Ordinance.

Siera Club El Paso Board

Byrd, Susannah M.

From: Mark Osmer [mosmer@miners.utep.edu]
Sent: Monday, January 10, 2011 8:06 PM
To: Mayor; District #1; District #3; District #4; District #5; District #6; District #7; District #8; District #2
Subject: Hotmail - mosmer@miners.utep.edu - Windows Live

Mayor Cook and Esteemed Council Members,

Please support the protection of the very mountians that define our community by voting to establish a wilderness preserve between the gas pipeline road and Transmountain Road.

Mark Osmer

Byrd, Susannah M.

From: onetimefatso@gmail.com
Sent: Tuesday, January 11, 2011 7:37 AM
To: District #2
Subject: Suggestion (Service)

From: Richard James
onetimefatso@gmail.com
Telephone:
Other Concerns: Transmountain.

How many more people have to die while you are discussing esthetics.

Resolution Supporting Re-Zoning Land in the Transmountain Scenic Corridor as Natural Open Space

WHEREAS: the Transmountain Scenic Corridor in northwest El Paso is the only scenic corridor and can be preserved by rezoning it as Natural Open Space and by creating a conservation easement which will keep the land as Natural Open Space in perpetuity;

WHEREAS: the City Council of El Paso, Texas directed City staff to initiate the process for rezoning at its regular meeting on October 12, 2010;

WHEREAS: amenities such as open space, parks, additional outdoor recreational opportunities and scenic beauty will attract quality businesses and industries to re-locate to El Paso and offer higher-paying, quality jobs;

WHEREAS: the Public Service Board's selling land for the Westside Master Plan will not significantly affect or reduce water rates and, in fact, additional infrastructure costs associated with land sales, result in a net loss to rate payers;

WHEREAS: development on the mountain side will require additional City services in the way of fire, police, schools, roads and more and those services become a heavier burden on us as tax payers;

WHEREAS: our community as a whole benefits from natural open space and scenic beauty;

WHEREAS: preserving the Transmountain scenic corridor by rezoning approximately 800 acres as Natural Open Space will not hold up the Texas Department of Transportation (TxDOT) proposal for improvements to Transmountain from I-10 to the entrance to the Tom Mays Unit of the Franklin Mountains State Park nor jeopardize the $80 million for the project as some have misrepresented;

WHEREAS: the Open Space Advisory Board of the City of El Paso has recommended moving the proposed Paseo del Norte interchange west toward Gas Line Road and expanding the current two lanes to four at grade only from Gas Line to the State Park entrance as a further means of preserving the scenic corridor;

WHEREAS: that expansion can be done because of right of ways given to TxDOT by the PSB in exchange for conduits under Transmountain;

WHEREAS: necessary major and minor water utility infrastructures can be built on land zoned as Natural Open Space so that our fellow El Pasoans in adjacent areas can be provided with water and sewer services;

WHEREAS: the Westside Master Plan was created one year before the 2006 floods and needs major revision;

WHEREAS: the City, since 2006, has adopted Smart Growth policies and made other major changes to land planning that were not available when the Westside Master Plan was created and which are beneficial to all El Pasoans;

WHEREAS: Transmountain Road and the Westside Master Plan will impact our family's and neighborhood's quality of life for decades to come and those plans should be modified to protect the scenic corridor of Transmountain Road and reflect principles of Smart Growth, Green Infrastructure and Low Impact Development which are better for the environment and for protecting the cherished beauty of our mountains;

THEREFORE, BE IT HEREBY:

RESOLVED: The Eco-tourism committee strongly supports the City Council's direction to staff on October 12, 2010 to rezone land in the Transmountain Scenic Corridor as Natural Open Space and to seek a conservation easement which will keep the land as Natural Open Space in perpetuity;

RESOLVED: The Eco-tourism committee supports moving the Paseo del Norte interchange to a location closer to Gas Line Road and expanding lanes east of Gas Line Road at grade only;

RESOLVED: The Eco-tourism committee asks City Council to direct City staff and the PSB to modify the Westside Master Plan in light of newer ways to protect natural open space while maximizing the use of developable land;

RESOLVED: The Eco-tourism committee requests that TxDOT modify their plans for improvements along Transmountain from I-10 to the entrance to Tom Mays Park to comply with the conditions of this resolution and do so immediately so that money for the project will not be lost.

Byrd, Susannah M.

From: Courtney Brown [courtneygbrown@yahoo.com]
Sent: Tuesday, January 11, 2011 4:46 PM
To: District #2; District #8; District #7
Subject: thank you

Dear Representatives Byrd, O'Rourke, and Ortega,

I was at the city council meeting today to support the Natural Open Space Ordinance, and I just wanted to email all three of you and thank you for supporting this measure. Of course I am quite disappointed at the results of the vote, as I'm sure you are, but I did want to thank you all for supporting this ordinance.

Your service on behalf of those who love our mountains is much appreciated.

Sincerely,
Courtney Brown
6524 Camino Fuente
El Paso, TX 79912

Byrd, Susannah M.

From: Joe Barbe [ibarbe@elp.rr.com]
Sent: Tuesday, January 11, 2011 8:17 PM
To: Byrd, Susannah M
Cc: Gutierrez, Miriam J
Subject: Thank You

Susie,

Let us thank you for your perseverance and ethics in the attempt to preserve a portion of nature's gift to El Paso. It's a shame that the only foresight certain powerful El Pasoans have is the next deposit to their bank account. It's also a shame that others suffer from terminal ignorance, not terminal to them but to the good of El Paso. We're glad to say that you aren't included in either of those groups, and that we are proud of what you did today.

Thank you.

Joe & Yoli Barbe

Byrd, Susannah M.

From: alfonso.sandoval@att.net
Sent: Wednesday, January 12, 2011 8:28 AM
To: District #2
Subject: Praise (Service)

From: Alfonso Sandoval
alfonso.sandoval@att.net
Telephone: 915 203 9501
Other Concerns:

Ms. Byrd; I wanted to thank you for supporting the NOS initiative ofr the Transmountain scenic corridor. I attended yesterday's meeting in support of the initiative and was greately disappointed about the outcome. I commend you on your efforts and about being vocal on the issue. I hope that all is not lost, please let me know if there's anything else we can do; as an avid cyclist and user of that area I would like to help in any way I can. Thank you again for your efforts.

Byrd, Susannah M.

From: zahnc@yahoo.com
Sent: Wednesday, January 12, 2011 3:07 PM
To: District #2; District #7; District #8
Cc: Mayor; District #1; District #3; District #4; District #5; District #6; countyjudge@epcounty.com
Subject: Thank you

Dear Representatives Byrd, Ortega, and O'Rourke:

As always, you three are the only ones with guts.

Thank your for voting to preserve the Transmountain scenic corridor as Natural Open Space. No one will benefit from development there except a few very wealthy people. And no El Pasoan with whom I spoke, including the most apolitical, favored development but rather preservation of our mountains.

We applaud your sensibility, acumen and courage.

Zahn Camacho & Family
(District 6)
12429 Paseo de Arco Ct
El Paso, TX 79928

Byrd, Susannah M.

From: Marshall Carter-Tripp [marshall@thetripps.net]
Sent: Wednesday, January 12, 2011 6:36 PM
To: Byrd, Susannah M
Subject: RE: Thank you

I agree! Will do whatever I can....

>Thanks for your support. It is too bad it didn't pass but the fight is
>not over.
>Susie
>
>-----Original Message-----
>From: Marshall Carter-Tripp [mailto:marshall@thetripps.net]
>Sent: Monday, January 10, 2011 4:11 PM
>To: District #2
>Subject: Thank you
>
>Dear Representative Byrd - I've just mailed my representative, Ann
>Morgan Lilly, to appeal for passage of the ordinance regarding
>Transmountain. I hope that this can happen tomorrow. In any case I
>want to thank you for all that you do to make this a more progressive
>and healthy place to live.
>
>Marshall Carter-Tripp

Byrd, Susannah M.

From: Vallarie Enriquez [vpoint@ix.netcom.com]
Sent: Thursday, January 13, 2011 9:58 AM
To: Byrd, Susannah M
Subject: Re: Please support Item 7A

Thank you Susie for trying. I hope you are right about it not being over yet.

On Jan 12, 2011, at 6:22 PM, Byrd, Susannah M wrote:

I did but we couldn't get the majority. I don't think it is over yet.
susie

From: Vallarie Enriquez [mailto:vpoint@ix.netcom.com]
Sent: Monday, January 10, 2011 2:52 PM
To: District #2
Subject: Please support Item 7A

Hi Susie,
Please support the passage of the ordinance to rezone land along the Scenic Transmountain Corridor as Natural Open Space- Item 7A on the Regular Agenda. My husband and I are professional photographers and truly appreciate the importance of protecting this, one of the most beautiful areas of El Paso. Not only do our mountains set us apart from other cities, they are home to wildlife that will suffer greatly and eventually disappear if this area is not preserved. It is our duty as guardians of this city to put preservation above financial gain. Once this magical area is gone - it can never be replaced.

Thank you very much,

Vallarie & Arturo Enriquez

Vantage Point Visual Studios, inc.
val@vantage-point.com
915-533-9688

1109 Arizona Ave.
El Paso, TX 79902

www.vantage-point.com

Vallarie Enriquez

Vantage Point Visual Studios, inc.
val@vantage-point.com
915-533-9688

1109 Arizona Ave.
El Paso, TX 79902

www.vantage-point.com

Byrd, Susannah M.

From: Charlie Wakeem [charliewak@sbcglobal.net]
Sent: Thursday, February 03, 2011 4:37 PM
To: Chuck Berry
Cc: Cook, John F.; Ortega, Steve; Rick Bonart; ssimmon@dot.state.tx.us; O'Rourke, Beto; Byrd, Susannah M.; Lilly, Ann Morgan
Subject: Trans Mountain West

Mr. Berry,

Just touching base with you about what you said at our November 23, 2010 meeting in City Hall with Mayor Cook, Representative Ortega, Mr. Davolina, and Dr. Bonart. It's been over three months since that meeting.

You told us that you would draw alternate plans that moves the proposed Paseo Del Norte overpass across Trans Mountain Road one half mile westward to the Gas Line Service Road (where the Plexxar overpass is proposed), deleting the frontage roads from the Gas Line eastward one half mile, and putting in a spur road from Paseo Del Norte to the Tom Mays Entrance to the state park.

How far have you come to completing those plans? I believe that time is of the essence.

Best regards,
Charlie Wakeem
Chairman
Open Space Advisory Board

Charlie Wakeem
741 Somerset Drive
El Paso, Texas 79912-4914
Phone: (915) 584-8595
Fax: (915) 581-3397
Cell: (915) 479-1397
E-mail: charliewak@sbcglobal.net

Byrd, Susannah M.

From: internum@yahoo.com
Sent: Monday, March 07, 2011 10:32 PM
To: District #2
Subject: Suggestion ((Other))

From: Daniel
internum@yahoo.com
Telephone:
Other Concerns: Transmountain issue

I understand your personal opinion about the project, the mountains are very beautiful and a freeway seems like it will be a major problem. My opinion will probably not change yours and you will vote the way you feel about the issue. As a voter in your district I feel the need to express my opinion. Your job is to be a public servant, not an environmentalist. there is a major problem in this road with future congestion. SmartCode is an excellent choice, but it will not make the outlet mall disapear, or other established businesses. the fact is that transmountain will increase in traffic flow. It might not be the best or most aesthetic option, but a freway is the smartest option. I also keep hearing this freeway would obstruct the view of the mountain. The overpasses would only be a max of 20-30 ft, thats not that tall. There are no houses that would be obstructed in the frist place, there is only large block businesses around there. It would be unwise to not go for this plan, Its important to have the safetly of the driver first than the view or animals around it, even though the enviornmental study has already been made. I really hope you would reconsider your view and decide that public safety is fist, we need this infrastructure. thank you.

Byrd, Susannah M.

From: madhadd@aol.com
Sent: Thursday, March 17, 2011 2:51 PM
To: Byrd, Susannah M.
Subject: letter to TXDOT

Hi Susie,

Can you send me that form letter you wrote about in your blog? The thought of that highway on Transmountain is hideous. Thanks for fighting so hard to keep El Paso the special place it is. And you were right when you said the other day that this is going to affect generations!

Madeleine

Byrd, Susannah M.

From: Flora Sambrano [fsambranof@yahoo.com]
Sent: Friday, March 18, 2011 3:57 PM
To: Byrd, Susannah M.
Subject: Re: Transmountain. Mills Plaza Promenade.

Susie, I believe that sooner or later Transmountain West will have to be expanded. I-10 cannot support the traffic. During working days, the traffic between
El Paso and Las Cruces is a headache. Having Transmountain West freeway project will ease the problem. To quote former president Abraham Lincoln:
"You can't escape the responsibility of tomorrow by evading it today." I will try to make the meeting if I get back from Tulsa, Oklahoma in time. Take
care and thank you for the invitation. Gus Sambrano Sr.

From: "Byrd, Susannah M." <ByrdSM@elpasotexas.gov>
Sent: Fri, March 18, 2011 2:27:57 PM
Subject: Transmountain. Mills Plaza Promenade.

Hello:

Transmountain. I updated my blog (www.notesfromdistrict2.blogspot.com) with some thoughts on the proposed Transmountain West freeway project. Please take some time to weigh in on the issue. TXDOT has done a good job of making it seem like we have no choice but to build the freeway as proposed or to leave the road as a safety hazard. I've attached a form letter that you can use to let TXDOT know what you want. Or put together your own. More information about the public hearing on this project is posted at
http://www.txdot.gov/public_involvement/hearings_meetings/elp_375_032211.htm. Please attend the public meeting if you can.

Also, the City Council will take final action on our preference on Tuesday, March 29 in the City Council Chambers. Please come to let us know what you think.

Mills Plaza Promenade. The Mills Plaza downtown is being restored to its original grandeur. As part of the restoration, the property owner, Paul Foster and the City are redeveloping the Mills Street in front of the building as a pedestrian plaza and redeveloping the Plazita. But they need your input and guidance.

When: **Open House: Share Ideas & Input**
Thursday - March 24, 2011
12:00pm-1:30pm
4:30pm - 7:00pm

Share Conceptual Design from Input Received
Monday – March 28, 2011
4:30pm – 6:30 pm

Where: El Paso Room
Judson F. Williams Convention Center

- Parking available at Convention Center
- Translation services will also be available

Hope all is well. Let me know what you need me to be paying attention to or if you have any ideas or thoughts you wanted to share with me.

Thanks
Susie
City Council Representative, District 2
www.notesfromdistrict2.blogspot.com

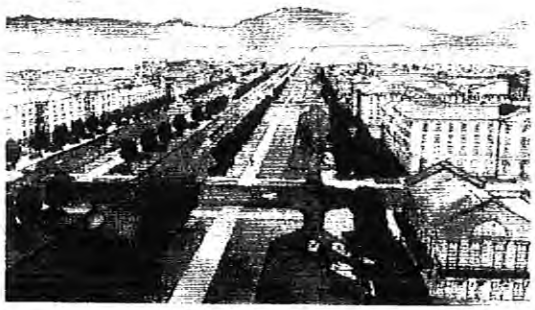
Date:

Texas Department of Transportation-Loop 375
(Transmountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr., P.E.,
District Design,
13301 Gateway Blvd. West,
El Paso, Texas 79928

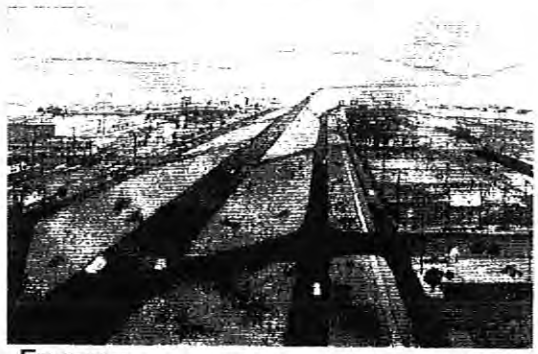
RE: Proposed Transmountain West project

Dear TXDOT:

You have not given El Pasoans real choices in designing the Transmountain West Project. You have coerced this community by saying that we either build the freeway the way you propose or we lose the funding for the project. El Pasoans demand real choices about how our City is built and developed.



Boulevard



Freeway

Here is my choice as an El Pasoan. Build Transmountain West as a:

- ☒ Boulevard and preserve the Public Service Board land
- ☐ The proposed Freeway with four overpasses
- ☐ Freeway but remove the last overpass (Paseo del Norte) and preserve the Public Service Board land

Comments, suggestions: Having been born + raised in EP, and return frequently, I feel it is important to listen to the community.

Sincerely,

Name: Clarissa Thornley
Address: 2281 Champlain Dr. Boulder, CO 80301
Phone number: 3-440-7911
Email: cthornley@juno.com

Byrd, Susannah M.

From: richard perales [icicle63frio@yahoo.com]
Sent: Saturday, March 19, 2011 9:43 AM
To: Byrd, Susannah M.
Subject: Fw: Transmountain. Mills Plaza Promenade.

Ms Byrd,

Thank you for your continued effort on the Transmountain project at seeking the best solution that will address the future of the continuing increase in traffic flow at 375 and the mountain vista that is irreplaceable once it has been impacted. Personally, it seems to me that the top administrator(s) at TXDOT are letting their pride get in the way of looking at other options because they appear to have their blinders on and refuse to acknowledge that perhaps there is a better way than what they propose. It is hard to brainstorm for solutions with others who refuse to look outside the box and think they know all of the answers. They become part of the problem instead of part of the solution without knowing it. It is clear that TXDOT needs young visionaries in management that rise to the challenge with enthusiasm and energy in finding ways to make positive changes that traditionalistic leaders would never consider.

Also, I have to say that downtown is looking better and better with each restoration. More so than I would have ever imagined. My only fear and concern is that the Downtown area doesn't become socially stratified so that it caters to only the upper echelon. The division between the haves and have-nots only creates bitterness, resentment, and negativity. The city is doing a great job promoting and encouraging social events that are free or not too overly priced, with other events that are reasonable and can be attended by low to medium income people without going broke. With that said, I am all for the city-funded or partially-funded restoration projects but not so that a business owner can make a killing at the expense of taxpayer dollars by turning around and opening a business that caters to just a select few. I applaud the effort the City Council has taken in forcing property owners in the downtown area to do their part and clean up and upgrade their buildings.

Last is there anything in the horizon about getting a dog park in the Northeast. Mainly because we certainly need one.

Keep up the great work.

Richard Perales

----- Forwarded Message ----
From: "Byrd, Susannah M." <ByrdSM@elpasotexas.gov>
Sent: Fri, March 18, 2011 2:27:57 PM
Subject: Transmountain. Mills Plaza Promenade.

Hello:

Transmountain. I updated my blog (www.notesfromdistrict2.blogspot.com) with some thoughts on the proposed Transmountain West freeway project. Please take some time to weigh in on the issue. TXDOT has done a good job of making it seem like we have no choice but to build the freeway as proposed or to leave the road as a safety hazard. I've attached a form letter that you can use to let TXDOT know what you want. Or put together your own. More information about the public hearing on this project is posted at http://www.txdot.gov/public_involvement/hearings_meetings/elp_375_032211.htm. Please attend the public meeting if you can.

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Mills Plaza Promenade. The Mills Plaza downtown is being restored to its original grandeur. As part of the

restoration, the property owner, Paul Foster and the City are redeveloping the Mills Street in front of the building as a pedestrian plaza and redeveloping the Plazita. But they need your input and guidance.

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Share Conceptual Design from Input Received
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Where: El Paso Room
Judson F. Williams Convention Center

- Parking available at Convention Center
- Translation services will also be available

Hope all is well. Let me know what you need me to be paying attention to or if you have any ideas or thoughts you wanted to share with me.

Thanks
Susie
City Council Representative, District 2
www.notesfromdistrict2.blogspot.com

Byrd, Susannah M.

From: Jeremiah Davis [jdavis02@elp.rr.com]
Sent: Sunday, March 20, 2011 3:27 PM
To: Byrd, Susannah M.
Subject: Re: Transmountain. Mills Plaza Promenade.

I really don't like any of the alternatives. Why can't they just make it 4 lanes? The biggest problems, other than the 2 lanes, are the 2 intersecting streets near the bottom. Resler is getting a lot of traffic and not much to be done about it except a huge remodel. If the traffic is as light as indicated, maybe just putting lights at these intersections would work.

JOSÉ RODRÍGUEZ
STATE SENATOR
DISTRICT 29

CAPITOL OFFICE:
ROOM E1.712
P.O. BOX 12068
AUSTIN, TEXAS 78711
(512) 463-0129

DIAL 711 FOR RELAY CALLS

March 16, 2011

The Honorable John Cook
Mayor
City of El Paso
2 Civic Center Plaza
El Paso, Texas 79901

Mr. Amadeo Saenz, P.E.
Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

VIA U.S. MAIL

Dear Mayor Cook and Director Saenz:

I write to you today to extend my support to the Texas Department of Transportation's Transmountain West/Interstate 10 project in El Paso. This $79.3 million project is an important component to the overall transportation infrastructure of our community, and its construction will vastly improve the connectivity of Loop 375 between West and North East El Paso. As currently planned, the road will be widened from two lanes to four lanes, and two direct connectors will allow traffic to access Interstate 10 without stopping. Expanding Transmountain will greatly improve safety and reduce congestion by allowing travelers to bypass downtown and connecting the two sides of town that would otherwise take much longer to access.

The Transmountain West/I-10 project represents a true public-private partnership, which includes new public amenities that will be constructed simultaneously with the road. After their completion, these public amenities—new hike and bike trails—will be open for everyone to use and will connect to Franklin Mountains State Park. In addition, the project will have a positive economic impact on our community by expanding the tax base and creating jobs for our residents.

While the project's impact on the environment is also a concern, I have come to the conclusion that, on balance, this project will beneficially enhance El Paso's development as a smart growth community.

I appreciate your consideration of my position, and I hope you will include my letter as part of the public hearing record. If I can be of any further assistance or support, please feel free to contact me or my General Counsel, Sushma Jasti Smith, at (512) 463-0129 or sushma.smith@senate.state.tx.us.

Sincerely,

José R. Rodríguez
State Senator – District 29

JRR/sjs

cc: City Council Members, City of El Paso

Joyce Wilson, City Manager
City of El Paso
2 Civic Center Plaza
El Paso, Texas 79901

Roy Gilyard, Executive Director
El Paso Metropolitan Planning Organization
10767 Gateway Blvd. West
Suite 605
El Paso, Texas 79935

Raymond Telles, Executive Director
Camino Real Regional Mobility Authority
#2 Civic Center Plaza
9th floor
El Paso, Texas 79901

Mr. Charles H. Berry, Jr. P.E.
District Engineer
Texas Department of Transportation
13301 Gateway Blvd. West
El Paso, Texas 79928

Byrd, Susannah M.

From: Gutierrez, Miriam J.
Sent: Monday, March 21, 2011 9:17 AM
To: Byrd, Susannah M.
Subject: FW: Rep. Byrd Constituent Meeting

From: Barbara Walker (bawalker) [mailto:bawalker@cisco.com]
Sent: Saturday, March 19, 2011 9:30 AM
To: Gutierrez, Miriam J.
Subject: RE: Rep. Byrd Constituent Meeting

Miriam,
Good morning! Susie has been on my mind and I have old e-mail address for her - susiebyrd@elp.rr.com. Could you pls fwd this e-mail to her.

Susie B,
I have been reading about the Transmountain Road issue. When my dad retired from the Army as an MP we moved back to El Paso. Dad could not find a job so for a couple of years he was a long haul truck driver for Mayflower. He told me about when Transmountain road was built – said that it was pitched to the public as a relief road that all the trucks could use. The problem was that apparently no one bothered to ask the truck drivers LOL He said they did not like to use the road because the hills ate up the fuel and were hard on the brakes. They preferred Anthony Gap. Is Anthony Gap being considered at all? I drove it recently and it is not a bad road. Keep up the great work! Let's catch up soon.
B

From: Gutierrez, Miriam J. [mailto:GutierrezMJ@elpasotexas.gov]
Sent: Thursday, March 17, 2011 8:03 AM
Cc: Gutierrez, Miriam J.
Subject: Rep. Byrd Constituent Meeting

March 16, 2011

FOR IMMEDIATE RELEASE

Office of City Representative Susie Byrd
Contact: Judy Gutierrez, Administrative Assistant at 915.541.4416 or gutierrezmj@elpasotexas.gov

DISTRICT 2 COMMUNITY MEETING GUEST SPEAKERS:
Fire Marshall Calvin Shanks
&
Laura Cruz-Acosta, Sun Metro Public Affairs Coordinator

Date: Saturday, March 19, 2011
Time: 10:00 A.M.
Location: Memorial Park Library, 3200 Copper

EL PASO, TEXAS – On Saturday, March 19, 2011 Representative Susie Byrd will host a community meeting at 10:00am at Memorial Park Library. Fire Marshall Calvin Shanks will give a presentation about Home Safety Programs and the El Paso Emergency Alert System.

Laura Cruz-Acosta, Sun Metro Public Affairs Coordinator will provide an overview of Sun Metro's operations and present their Anti Vandalism Campaign.

As a reminder, Rep. Susie Byrd holds her community meetings every first Thursday of the month at 7:30am at the Tierra Del Sol Restaurant, and every third Saturday of the month at 10am at the Memorial Park Library.

###

JUDY GUTIERREZ
ASSISTANT TO REP. SUSIE BYRD
DISTRICT #2
915-541-4416
FAX: 541-4348

Byrd, Susannah M.

From: guillermo sanders [brentep@yahoo.com]
Sent: Wednesday, March 23, 2011 3:29 PM
To: District #2; Byrd, Susannah M.
Subject: brent's speech from last night

just wanted you to have a copy of what i had to say last night. again - thx for showing up and being supportive of making el paso an even better city!

I am a 4th generation El Pasoan. I love El Paso.
I find it interesting that a project that touts itself on safety, safety at Resler, safety at Paseo del Norte, safety at Plexxar, has forgotten about safety at the State Park entrance. It really makes one wonder who this project is looking after. El Pasoans wanting to enter the State Park will have to cross 2 lanes of oncoming traffic. Does that fall provide a safe environment for our park users?
I have also heard others comment about how building overpasses and gateways are going to relieve traffic congestion and pollution. I find that to be very interesting because the most congested areas that we have in El Paso are the gateways at the Hawkins, Airways, Lee Trevino, intersections...These also happen to be the most dangerous intersections in the city. So is this project helping congestion?...or safety? I worry this project is only for the benefit of a few at the expense of our tax dollars and our scenic mountains. Those of us against this freeway as it is currently being presented, bisecting our beloved mountains, are not trying to halt development in this city that we all love, but rather preserve our mountains while still encouraging businesses to locate to a scenic, beautiful, desirable El Paso that we can all be proud of.

FOLLOW ME

Byrd, Susannah M.

From: bczuniga@miners.utep.edu
Sent: Thursday, March 24, 2011 2:32 PM
To: District #2; District #3; District #4; District #5; District #6; District #7; District #8; Mayor; CityManager
Subject: FW: Trans Mountain

From: quantumnm@hotmail.com
To: district1@elpasotexas.gov; bczuniga@miners.utep.edu
Subject: Trans Mountain
Date: Wed, 23 Mar 2011 12:32:06 -0600

I attended and spoke at the meeting last night regarding the Trans Mountain Issue. I was the one holding the sign up that said Save Our Mountains. I noticed that you raised your hand when they asked who supported the TxDot plan, and you are entitled to your opinion. I am also the Carlos Zuniga who had a Trans Mountain letter published in the El Paso Times a couple of Saturdays ago. That said, here is my opinion on the matter.

You represent the Upper Valley, where I have lived for the past 25+years. We all recognize the loss of green space, developers that throw some grass seed, put up a swing set and call it a park when they develop housing projects, that is the **greed** I spoke about in my letter to the editor (that is where developers can look to the Phoenix area as to how they develop those green spaces), but they don't because they are **greedy.** Those developers will trash Trans Mountain and I say that because I have lived in El Paso and have not seen them act any differenlty, **stop them now!** I have read your comments on Crazy Cat, another short sighted decision by learders twenty years ago. The developers promised how nice it was going to look and the landscaping would almost make it dissapear. Every time i go to eat machaca at Lucys on Mesa and step out the front door, I have the **monstrosity** of a mountain development they all Crazy Cat starring at me in the face. There are 30-40 houses up there that have million dollar views and thousands of the rest of us that have **crap** for a view. The honorable mayor Rogers and his band of cronies drove that project, and now they are not around to have to live with it. Last night I heard developers talk about the freeways in Arizona, etc., and beleive me I have been to Arizona many times and they have nice overpasses but they are not Trans Mountain. If you will notice they protect their mountains, as well as does Tuscon, and even 30 miles up the road Las Cruces protects their mountains and vistas, they mean something to the leaders of those great cities.

Don't let TxDot push you to make the wrong decision for El Paso that will affect people long after you are gone. If the Mountain is protected it will look exactly like it does today in a few thousand years. If you allow this encroachment and development it wil have grimy freeways, rundown developments as a testament to how you vote today. **Save this Mountain Today!**

TxDot is trying to **ram** this thing into place on flawed data and pressure the city not to lose money. They talk about safety, and while i agree on a four lane highway there are at least 10 places (TxDot Data) in El Paso that are saftey hazards where that money could be spent to save even more lives and, as Mr. Barry the TxDot project leader so eloquently states, "keep people from crashing into each other". You need to support saving our last piece of the mountain that has not been totally trashed by greedy developers. The young lady who asked why do you want to do this to our mountain should be proud to say in 20 years "Our reps. did the right thing and i am proud of them" rather than to be like me, who has to say, "Mayor Rogers and his crew trashed Crazy Cat forever and I hate them for it."

We do not need to rush this, we do not need to stop dragging our feet contrary to what our esteemed Mr. Dayoub is trying to sell. There are many scenic roadways in the United States that do not have to install overpasses, and developments around them. Highway 101, Pacific Coast Highway is one example. They live with earthquakes that have stopped traffic on that road they clean them up and go on. Now I dont have the data but i would guess they have more traffic on that little highway than Trans Mountain will ever have. It means

something great to the state of California, they are rightfully proud of it and protect it.

I plead with you and every member of city council, stop, listen to the Mountain, to the people dont let **TxDot ram another project down your throats**. If they were so good at planning I-10 would not be the mess it is right now and how long ago did they plan this freeway system they have proven to be no better at planning than the average citizen of El Paso.

Sincerely,

Carlos Zuniga (915) 253-5401

Byrd, Susannah M.

From: Stacy Kendrick [stacyk@elp.rr.com]
Sent: Saturday, March 26, 2011 11:42 AM
To: Byrd, Susannah M.
Subject: Tx dot choices

Hi Susie,

My name is Stacy Kendrick and I was the former photographer for the El Paso Inc. newspaper a few years ago. I am currently a senior at UTEP and I am working towards a degree in Anthropology, specifically Cultural Resource Management and Archaeology. The issues that you are dealing with concerning TX DOT speak specifically to the degree that I am getting. I would like for you to send me one of your form letters so I can send it to TXDot and help keep El Paso's open space protected as well as accommodate some much needed development. We have to find a way to do both responsibly. I support your efforts and laud your attempts to stand up to the state bullying. Thank you for taking the time to help the rest of El Paso realize what is being taken away from them.

Keep up the great work!

Sincerely,
Stacy Kendrick

P.S. If you have a website or a link to the information you wrote in this month's local Sierra Club newsletter, I would be happy to post it to my Facebook page and get the word out to more concerned citizens.

SK

Byrd, Susannah M.

From: M. A. Farrell [mafarr28@peoplepc.com]
Sent: Saturday, March 26, 2011 1:41 PM
To: District #1; District #8; District #4; District #3; District #6; Mayor; District #5; District #7; District #2
Subject: Build TransMountain Freeway AND Keep Commercial OUT

What is the problem? We need the transmountain freeway to divert traffic from I-10 through the middle of the city of El Paso. We also DO NOT need any commercial or other development along this transmountain freeway.
Put that in the rules!!
Mary Alice Farrell, 8308 Moye, El Paso TX 79925

PeoplePC Online
A better way to Internet
http://www.peoplepc.com

Byrd, Susannah M.

From: Lupe Weaver [littleeagle03@gmail.com]
Sent: Sunday, March 27, 2011 9:32 AM
To: Byrd, Susannah M.
Subject: THANK YOU

03/27/11

Susie,

Thank you so much for the wonderful article in the newspaper. It is really the truth about how most of us feel about the mountains.
And also thank you for taking a different stance from the other reps. It shows you really care what God has given us in this territory. I hope and pray that more people will listen to what you have to say about this issue and heed your advice.

Do you mind if I send a copy of this article to Houston, TX.? The people there are with Entech Civil Engineers. I am writing a very strong letter about what I feel. I might not be a Native El Pasoan, but I do care for this land. Please let me know right away because I have the letter written all I have to do is make a copy of the article. Then I can mail it.

Have a great day and again thank you for trying so hard to save our mountains. Please go and see what they are doing to McKelligon Canyon. It is really disturbing!!!

lweaver

Byrd, Susannah M.

From: Susie Byrd [susiebyrd2009@gmail.com]
Sent: Sunday, March 27, 2011 10:37 AM
To: Byrd, Susannah M.
Subject: Fwd: TransMountain Plans

---------- Forwarded message ----------
From: **Marlys Shearman** <mcshearman@q.com>
Date: Sun, Mar 27, 2011 at 10:30 AM
Subject: TransMountain Plans
To: susiebyrd2009@gmail.com

I know an improvement is needed for Trans Mountain Pass but, shouldn't it just be for cars and small trucks? Large trucks that would have difficulty climbing the grade at Trans Mountain could be diverted to Webb Gap Pass in New Mexico. El Paso County and Las Cruces County would have to work together to make that come true. But, without transmission lines to deal with and less grade, it could become the best alternative to route large trucks away from the middle of El Paso.

Marlys Shearman

Byrd, Susannah M.

From: Jeremiah Davis [jdavis02@elp.rr.com]
Sent: Sunday, March 27, 2011 11:23 AM
To: Byrd, Susannah M.
Subject: I-95 cameras snap speeders, spark controversy - Yahoo! News

http://news.yahoo.com/s/ap/20110327/ap_on_re_us/us_speed_camera_spat

Reading your column in the paper today, I think what needs to happen, aside from making the road 4 lanes, is no more roads intersecting Transmountain above Resler. In as much as we already have a problem with intersecting roads and construction from Resler to the Freeway, I could see developing that area to make it safer and more manageable, although I don't know why we need a housing subdivision or commercial development there. We have plenty of room next to the Freeway, much of the land already defaced, for that sort of thing. Those are my thoughts anyway.

Jerry.

Byrd, Susannah M.

From: Danny Carter [dci.associates@sbcglobal.net]
Sent: Monday, March 28, 2011 9:35 AM
To: Byrd, Susannah M.
Subject: Re: Suggestion ((Other))

Representative Byrd,
Thank you for your time and response. Even though we don't agree, I appreciate the fact that you took the time to listen to what I had to say. Enjoy your week.

Thank you,
Danny Carter

----- Original Message ----
From: "Byrd, Susannah M." <ByrdSM@elpasotexas.gov>
To: "dci.associates@sbcglobal.net" <dci.associates@sbcglobal.net>
Sent: Sun, March 27, 2011 3:30:26 PM
Subject: RE: Suggestion ((Other))

Dear Mr. Carter:

I am not a traffic engineer. I did not ask to design the road. All I asked is that the road be designed considering community values. If your value is to have the road built as proposed, please let TXDOT know. There are many others saying something different and their voices should be heard. If those alternatives were not safe, I agree that they shouldn't be considered, but there are numerous traffic studies from numerous traffic engineers that show that the alternatives are safe and still move traffic. In fact, the one study shows that removing the final overpass decreases congestion and delay.

TXDOT has built many roads, none that I can point to as being particularly safe for or friendly to pedestrians and bicyclists.

If TXDOT sat down with the community when this issue was first raised (almost half a year ago) and negotiated on critical issues, we wouldn't be in the position we are in today.

Thanks for your comments.
Susei

-----Original Message-----
From: dci.associates@sbcglobal.net [mailto:dci.associates@sbcglobal.net]
Sent: Sunday, March 27, 2011 10:13 AM
To: District #2
Subject: Suggestion ((Other))

From: Danny Carter
dci.associates@sbcglobal.net
Telephone: 915-227-4330
Other Concerns: News paper article

Good morning Representatve Byyrd,
I read your article this morning in the
El Paso Times. After reading the article
I was wondering what your qualifications
are for building a road? TX-DOT builds
them all the time. How many have you
built? To quote you from the article,
"...as a community, we should insist that
our values and our priorities be relfected

in the final road that is built by TX-DOT. I agree with TX-DOT. What makes your values more important than mine? Once again, what are your qualifications that allow you to be so adamant in highway construction? You don't seem to have much to say about the toll road on Border Highway. Should El Paso lose the money for the expansion of Trans Mountain on the West side, I am going to blame you personally for it.

Byrd, Susannah M.

From: lmcclain@WHC.NET
Sent: Monday, March 28, 2011 1:58 PM
To: Byrd, Susannah M.
Subject: Form letter to TXDot

Hello ,Susie,
Could you email me the form letter to TXDot regarding the choices for the Transmountain development? I like the idea of the boulevard choice.
Thanks,
Linda McClain
lmcclain@whc.net

Byrd, Susannah M.

From: uvi@elp.rr.com
Sent: Monday, March 28, 2011 3:19 PM
To: Byrd, Susannah M.; Mayor; District #1; District #2; District #3; District #4; District #5; District #6; District #7; District #8
Subject: Re: Trans Mountain - Loop 375

I would like to make one additional point. The first concern for the expansion of loop 375 west of Franklin State Park should be for the safety of the driving public, our bikers and joggers. The primary concern should not be whether we are going to disturb a rabbit, fox, snake or any other wild life by building the road. Regardless of what concept is used, the mountain is still going to be there and everyone is still going to be able to see and enjoy the mountain.

Thank you,

Larry

From: Byrd, Susannah M.
Sent: Monday, March 28, 2011 10:36 AM
To: mailto:uvi@elp.rr.com ; Mayor ; District #1 ; District #2 ; District #3 ; District #4 ; District #5 ; District #6 ; District #7 ; District #8
Subject: RE: Trans Mountain - Loop 375

Thanks for your note. The section you reference is not a boulevard at all. A boulevard has main lanes (not present in this section) that can only be accessed infrequently. They are bounded by slow local roads that accommodate all modes of transportation safely. This section of roadway is hostile to both bikes and pedestrians which is why very few ever think to use it.

Essentially the road you reference is frontage roads without a freeway.

Susie

From: uvi@elp.rr.com [mailto:uvi@elp.rr.com]
Sent: Monday, March 28, 2011 10:25 AM
To: Mayor; District #1; District #2; District #3; District #4; District #5; District #6; District #7; District #8
Subject: Trans Mountain - Loop 375

Dear Mayor and City Council Members,

Everyone is in agreement that Trans Mountain (loop 375) needs to be expanded, and the only issue is how. We would like to call to your attention the section of loop 375 east of highway 54 that currently is a Boulevard style loop. The intersections along the Boulevard are extremely dangerous, as attested with the need to install red light cameras to help control the intersections, and will soon be converted by TXDOT to eliminate the intersections because they do not work safely.

We are sure you are aware that prior City Councils have approved for the development of thousands of homes and business west of Franklin State Park along Trans Mountain. This development will occur in the years to come, and will be similar to the developments on loop 375 east of Franklin Mountain State Park.

We would ask that you to SUPPORT the TXDOT proposal for the expansion of loop 375 west of Franklin State Park for the safe NON-STOP flow of traffic to IH 10. We urge you not to create another unsafe traffic corridor, but rather plan for the long-term needs of El Paso.

Larry Nance
Upper Valley Improvement Neighborhood Civic Association

SAVE EL PASO'S FRANKLIN MOUNTAINS!

PROTECT SCENIC TRANS MOUNTAIN CORRIDOR IN NORTHWEST EL PASO

The Public Service Board land north and south of Trans Mountain Road is slated for commercial and residential development, changing this naturally scenic corridor, critical wildlife habitat, and potentially invaluable recreational land forever. The coming expansion of Trans Mountain Road to a much wider Freeway with four lanes with frontage roads on each side, by the Texas Department of Transportation will accelerate this process. The only way to help protect this beautiful corridor of the Trans Mountain scenic corridor on the west side of the Franklin Mountains is re-zoning all publicly owned land of the City of El Paso as currently managed by the Public Service Board (public land owned by all El Pasoans) as Natural Open Space (NOS).

Therefore, we the undersigned urge the El Paso City Council to re-zone, as Natural Open Space, all publically-owned land between the Gas Line Road and the Franklin Mountains State Park as shown on the City's Northwest Master Plan both north and south of Trans Mountain Road.

Signature	Print Name	Address	ZIP Code	Date
M Iglar	MICHAEL IGLAR	6847 ROCK CANYON RD EL PASO, TX	79912	10/17/10
Paul Gerbino	PAUL GERBINO	5803 MIRA SERENA EL PASO, TX	79912	10/18/10
Patty Grijalva	Patty Grijalva	612 Willow Glen 79922	79922	10.18.10
Ricardo Cabrera	Ricardo Cabrera	405A Frontera Rd 79922	79922	10-18-10
Helen Villegas	Helen Villegas	3907 N Stanton St.	79902	10-18-10

All Persons May Sign!

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Signature	Print Name	Address	ZIP Code	Date
[illegible]	PETER RIVERA	3000 PIEDMONT	79902	10/18/10
E. G. Snodgrass	E. G. Snodgrass	266 Maricopa	79912	10-18/10
Lina Williams	LINA WILLIAMS	7144 Golden Hawk Dr	79912	10/18/10
[illegible] Aldaco	Robert ALDACO	6916 ORizaba Ave	79912	10/18/10
Doug J. David	DOUGLAS J. DAVID	2304 RED BLUFF RD	79930	10-18-10
David Abernathy	David Abernathy	7804 Parkland Dr	79925	10-18-10
Jo Ann Shera	Jo Ann Shera	8017 Morley	79925	10-18-10
Arthur J. Shera	Arthur J Shera	8017 Morley	79925	10/18/10

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Magdalene Iglar	MAGDALENE IGLAR	6847 ROCK CANYON DR EL PASO, TX,	79912	10/17/10
Sara Mansfield		7575 Belvedere # 203	79912	10/17/10
Theresa Gonderinger	Theresa Gonderinger	6364 Monarch Dr. El Paso, TX	79912	10/18/10
Carolyn Miller	Carolyn Miller	236 Vista Bonita	79912	10/18/10
Fran Zimet	FRAN ZIMET	6146 Los Robles Dr.	79912	10/18/10

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Signature	Print Name	Address	ZIP Code	Date
Nancy M Heavey	NANCY M. HEAVEY	6425 VIA AVENTURA	79912	10/18/10
Beatrice M. Briones	Beatrice M. Briones	5835 Kingsfield	79912	10/18/10

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Signature	Print Name	Address	ZIP Code	Date
[illegible]	Servando Hernandez	1137 Baltimore	79902	10/18/10
Hector R. Venegas	Hector R. Venegas	6408 Brisa del Mar Dr.	79912	10/18/10

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Signature	Print Name	Address	ZIP Code	Date
A Kissack	ALFRED KISSACK	FAIRMONT APTS #508 1800 N STANTON & EL PASO TX	79902	18 Oct 2010
[illegible]	W.J. Pinder	[illegible]	79912	18 OCT. 2010
Bob Teplitz	BOB TEPLITZ	6308 SNOWHEIGHTS	79912	10/18/10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Lora Jackson	Lora Jackson	2803 Claude Dove loraliejackson@yahoo	88011	10/2/10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
René S Gandara	René S Gandara	9018 Galena Dr	79904	10-23-10
Nicole Hyatt	Nicole Hyatt	Nchyatt10@aol.com	79911	10-23-10
[illegible]	Shawna Hyatt	s.hyatt@yahoo.com	79911	10-23-10
Fr. Moxumo Pengl	Fr. Moxumo Pengl	5750 Doniphan Dr.	79932	10-24-10
Esther A. Perez	Esther A. Perez	581-5586 5971 Sixta	79932	10-24-10
[illegible]	Oscar F. Perez	581-5586 5971 Sixta	79932	10-24-10
[illegible]	Jerry Smith	5754 Ethel Rd	79932	10-24-10
Estela M. Soto	Estela M. Soto	5824 Doniphan	79932	10-25-10
Manuel Molina	Manuel Molina	5824 Doniphan Dr	79932	10-25-10
Josefina M. Molina	JOSEFINA MOLINA	5824 Doniphan	79932	10-27-10

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Signature	Print Name	Address	ZIP Code	Date
Margie Lyon	Margie Lyon	6008 Cadiz	79912	10/18/10
Barbara McLain	BARBARA McLAIN	1688 DALE Douglas	79936	10/18/10
Joanne Cook	Joanne Cook	6309 Pino Real DR.	79912	10/18/10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Socorro Lopez	SOCORRO LOPEZ	301 Ruby Dr	79932	10-21-10
Jesus Lopez	JESUS LOPEZ	301 Ruby Dr	79932	10-21-10
Yolanda Sainz	Yolanda Sainz	301 Ruby Dr	79932	10-22-10
Irene Woodruff	Irene Woodruff	301 Ruby Dr.	79932	10-22-10
Jim Woodruff	Jim Woodruff	6898 Orizaba	79912	10/22/10
Christine M. Avila	Christine M. Avila	5804 Ethel Rd.	79932	10/24/10
Brian Avila	Brian Avila	5804 Ethel Rd	79932	10-24-10
Eva Flores	EVA FLORES	5796 ETHEL RD EL PASO, TX.	79932	10/24/10
Olga Sainz	OLGA SAINZ	308 RUBY DR	79932	10/24/10
[illegible]	[illegible]	308 RUBY DR	79932	10/24/10

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nov. 5

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Ana Banuelos	Ana Banuelos	5866 Johannsen	79932	10/23/10
Elsa Granados	Elsa Granados	5862 Johannsen	79932	10/23/10
Mayra Granados	Mayra Granados	5862 Johannsen	79932	10/23/2010
Irene Granados	Irene Granados	5862 Johannsen	79932	10/23/10
Marylou Granados	Marylou Granados	5830 Johannsen	79932	10/23/10.
[illegible]	Armando Granados	5830 Johannsen	79932	10/23/10
Cynthia Granados	Cynthia Granados	5862 Johannsen	79932	10-24-10
Maria Banuelos	Maria Banuelos	201 Coates	79932	10-25-10
Banuelos	Arturo	5866 Johannsen	79932	10/25/10
Flores	Juanita	5870 Johannsen	79932	10-25-10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
[illegible]	Dionisio Hernandez	322 Montoya	7932	
[illegible]	Dionicio Hernandez	328 Montoya	7932	
[illegible]	Ramon Montanwya	300 Montoya	79932	
[illegible]	Anastacio B Cárdenas	318 Montoya Ln	79932	10/24/10
Virginia Cardenas	Virginia Cardenas	304 Montoya Ln #B	79932	10/24/10
C. Guerrero	C. Guerrero.	8973 # Herbert	79904	10/28/10

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Nov. 9

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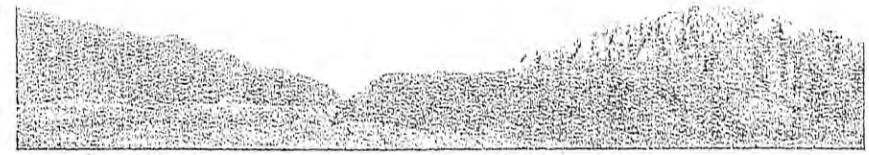

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Hortencia Aldama	HORTENCIA ALDAMA	300 COATES	79932	10-25-10
ELIZABETH ALDAMA	Elizabeth Aldama	300 Coates.	79932	10-25-10
Leticia Canchola	Leticia Canchola	308 Coates Dr.	79932	10-25-10
Margarita	MARGARITA NAJAR	325 Coates	79932	10-25-010
Monica Valverde	MONICA VALVERDE	324 Coates	79932	10-25-10
Jackie Anchondo	Jackie Anchondo	324 coates	79932	10-25-10
Victor M Gonzalez	VICTOR M GONZALEZ	324 coates	79932	10-25-10
Rafael Castañon	Rafael Castañon	317 Coates Dr	79932	10-25-10
Francisca R. Reyes		309 Coates Dr	79932	
Miguel Barron	Miguel Barron	221 Coates Dr	79932	10-25-10

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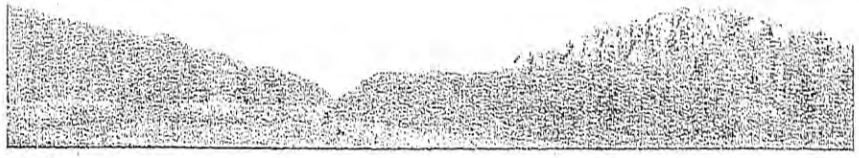

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Rosa Padilla	Rosa Padilla	925 Fairlane	79835	10-25-2010
Jose Eduardo	Jose Eduardo	5842 Johannsen El Paso TX	79932	10-25
Francisca Perez	Francisca Perez	5842 Johannsen El Paso, TX	79932	10-25-10
Gloria Estevane	Gloria Estevane	5842 Johannsen El Paso, TX	79932	10-25-10
Lupe Najera	Lupe Perez Najera	5842 Johannsen El Paso TX	79932	10-25-10
Ruben Perez	Ruben Perez	5842 Johannsen El Paso TX	79932	10-25-10
[illegible]	Graciela Carrasco	200 EDGAR RD El Paso TX	79932	10-25-10
Esperanza Zubia	Esperanza Zubia	5346 El Quelite El Paso Tx	79932	10-25-10
[illegible]	CRYSTAL ZUBIA	5346 EL QUELITE EL PASO TX	79932	10-25-10
Annette Zubia	ANNETTE ZUBIA	5346 El Quelite Pl / annette_zubia@yahoo.com	79932	10-25-10

All Persons May Sign!

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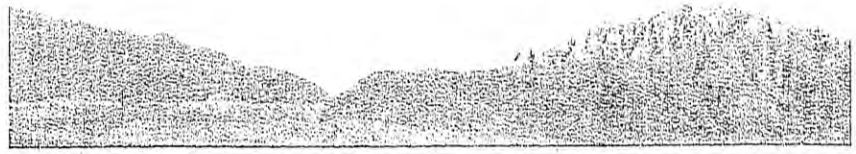
Nov. 5

SAVE EL PASO'S FRANK I MOUNTAINS!

PROTECT SCENIC TRANSMOUNTAIN CORRIDOR IN NORTHWEST EL PASO



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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Isabel				
Isabel Ibreño	Isabel Ibreño	326 Coates	79932	10-26-
Ramon Escobedo	RAMON ESCOBEDO	210 COATES PAR. E.P. TX.	79932	10-26-10
Tere Bejarano	Tere Bejarano	Coates	79932	10-26-10
Angelica Marquez	Angelica Marquez	300 Coates	79932	10-26-10
Cecilia Sanchez	CECILIA SANCHEZ	300 Coates	79932	10-26-
[illegible]	Josefina Valenzuela	SAN ELIZARIO TX	77449	10-3-10
[illegible]	DAISY CALDERON	SUNLAND PARK NM	88063	10-3-10
Erica Garcia	[illegible]	Lorenzo Ruiz El Paso	79936	10-3-10

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Oct 5

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Signature	Print Name	Address	ZIP Code	Date
Aida Banuelos	Aida Banuelos	5866 Johannsen	79932	9-29-10
Juanita Flores	Juanita Flores	5870 Johannsen	79932	9-29-10
Ana Banuelos	Ana Banuelos	5866 Johannsen	79932	9-29-10
[illegible]	ARTURO VILLARREAL	5800 JOHANNSEN	79932	9-29-10
Maria Luz Ureno	Maria Luz A Ureno	5807 Ethel	79932	9-29-10
Sofia Villarreal	Sofia U. Villarreal	5800 Johannsen	79932	9-29-10
[illegible]	Natalie Villarreal	5800 Johannsen	79932	9-29-10
[illegible]	Eduardo Romero	5800 Johannsen	79932	9-30-10
[illegible]	Diana Lopez	5504 Woodfield	79932	10-2010

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Oscar Chacon	Oscar Chacon	ochaco14@cp.epcc.edu	79936	11/2/10
Edith Fuentes	Edith Fuentes	efuent27@cp.epcc.edu	79925	11/2/10
Jessica Valadez	Jessica Valadez	jessoojess@hotmail.com	79907	11/2/10
Anyssa Tamri	Anyssa A. Tamri	anyssa_tamri@yahoo.com		
Daniel R. Baca	Daniel R. Baca	drbaca1@aol.com	79912	11/2/10
[illegible]	Jasmine Arguelles	arguellesjasmine@yahoo.com	79936	11/2/10
[illegible]	Roberto Rosas	Happybunnybob2@hotmail.com	79925	11/2
[illegible]	Angel Corresi	Cofresiangel@yahoo.com	79925	11/2/10
Dina Vargas	DINA VARGAS	135 So Mesa Hills #124 El Paso	79912	11/2/10
[illegible]	ANDRES MURO	627 BLUFF CANYON ANDRESMURO@AOL.COM	79912	2 Nov 2010

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Theresa Alvare-Asbury	Theresa Alvare-Asbury	405 Rio Estancia Dr El Paso	79932	2 NOV 01
[illegible]	Guillermo Quintana	651 Jeanny Marie Ct 79	79932	2 NOV 2010

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
[illegible]	Porfirio R Montoya	porfiriomontoya@gmail.com 624 La Florida Dr Canutillo	79832	22 Oct 10
[illegible]	STEVE KREITNER	617 Ringold Rd	79912	Oct. 22. 20
[illegible]	Virginia DeAnda	3911 E Yandell	03	10.23.10
[illegible]	CAROL BROWN	7659 Banton ST	79915	10.23.10
[illegible]	Thomas Robinson	3324 Sheppard EP, TX	79904	10-23-2010
[illegible]	BILL Lockhart	7105 VILLA HERMOSA DR EL PASO TX	79912	10/24/10
[illegible]	John Dodson	1226 Cincinnati	79902	10/24/10
[illegible]	Laura Hebenstreit	4545 Wildwood Pl	88011	10/24/10
[illegible]	MICHAEL WYAN	2906 Silver Ave	79930	
[illegible]	Bonita Barlow	HC 66 Box 117 Hillsboro NM ~~88042~~	88042	10/24/10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Bertha O Mendoza	Bertha O. Mendoza	6034 Sorrento mendozabertha@rocketmail.com	79924	10-16-10
Amanda Mendoza	Amanda Mendoza	El Paso, TX 79905 6701 Merida poolstick013@yahoo	79905	10-16-10
Bertha Jimenez	BERTHA GIMENEZ	6701 Sambrano El Paso, TX	79905	10-16-10
[illegible]	Raed Aldouri	6366 Franklin View, El Paso, TX	79912	10/20/10
Richard Perales	Richard Perales	8802 Galena, El Paso, Tx	79904	10/22/10
Violet Urquidez	Violet Urquidez	2600 Savannah El Paso, TX	79930	
[illegible]	STEVEN VALENCIA	4910 BLUE RIDGE EL PASO TX	79904	10/22
Pam Baker	Pam Baker	1600 Florence El PASO	79902	10/22
[illegible]	Charles R. Stapler	8672 Pilgrimage Cir - E.P. TX	79912	10/22/10
Lizeth H	Lizeth Herrera	6049 Barrett Allen Ln EP TX	79932	10/22/10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Ray Campos	Ray Campos	7212 ALPINE DR.	79915	10-16-10
[illegible]	Yvonne Silva	7564 Gateway East	79915	10/16
[illegible]	Ramon Rico	7564 Gateway East	79915	10/16
[illegible]	Guadalupe Navarrete	421 Cullen Ave mugrero1982@yahoo.com	79915	10/16/10
Chassidy Holguin	Chassidy Holguin	7409 Kingman	79915	10-16-10
Elyssa Alcantar	Elyssa Alcantar	7401 Alpine	79915	10-16-10
Sara Rodrieguz	Sara Rodrieguz	7409 Kingman	79915	10-16-10
Lisa Moreno	L Moreno	6453 Via Aventura J79912@att.net	79912	"
Deborah Conner	Deborah Conner	1350 Regis Rd, Anthony, N.M.	~~79915~~ 88021	88021
John Rutherford	JOHN RUTHERFORD	219 Rainbrook Dr Livingston TX	77399	10-16-10

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[illegible]	Irene Jimenez	12758 Shakespeare 79936		16 Oct 10
[illegible]	Leonor Gamboa	9414 Ariel Rico Ct	79907	Oct 16 2010
Ellen Sanders	Ellen Sanders	2445 McKinley Apt A51 ~~79935~~	79930	16 Oct 2010
[illegible]	Stephen Sanchez	5337 Roger Marts 79934 ssanchez31@gmail.com	79934	16 OCT 2010
[illegible]	CRAIG TANNER	3503 Cass Drive, Carlsbad, NM	88220	16 OCT
[illegible]	CINDY TORRES	1600 ARIZONA #10 ELP TX	79902	10/16/10
Amanda Guillen	Amanda Guillen	10025 Kirkwood	79924	10/16/10
Melissa A. Padilla	Melissa Padilla	7593 Plaza Taurina	79912	
[illegible]	ROBIN L. CULVER	7316 O'Rourke Ln.	79934	
[illegible]	Brigida Blasi	520 W. Missouri #7	79901	10/16
[illegible]	MARITA HYMAN	4609 Loma de Indios	79934	10/16

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[illegible]	Francisco Mauricio	6229 London bridge El Paso TX	79934	10-16-10
[illegible]	Ruben P Hernandez	1205 E Yandell El Paso TX	79902	10-16-10
[illegible]	Ana Gamboy	4111 Westbury Apt #11 El Paso TX	79902	10-16-10
[illegible]	Natalie Woodson	11740 SGT Alexander Kenaday El Paso TX	79908	10-16-10
[illegible]	John Woodson	11740 SGT Alexander Kenaday El Paso	79908	10-16-10
[illegible]	FRANKIE LERNER	2116 PINE NEEDLE WAY	88012	10/16/10
[illegible]	Ford B. Parker-Perret	5940 Star View Dr, Las Cruces, NM	88012	10/16/10
[illegible]	George Moering	4855 Tobosa	88011	16 Oct 10
[illegible]	James Markostad	27358 Heritage trail, Athens AL	35613	16/oct/10
[illegible]	Adrian Flores	351 Luna Azul / ALF4even@yahoo	88081	Oct 16 2010

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Deborah Cool	DEBORAH COOL	d1cool@yahoo.com	79938	10-15-10
Joe Barraza	JOE BARRAZA	jbastase@AOL.com	79936	10-15-10
Jessy Trevino	Jessy Trevino	Jessypotterfalight@Gmail.com	79936	10-15-10
[illegible]	CHANDO GARCIA	chavon_jo@yahoo.com	79936	10-15-10
Laura Fox	laura Fox	772 Colchester lgbfoxe hotmail.com	79912	10-15-10
[illegible]	Solorza Olga	132 Landon Way	79907	10-16-10
[illegible]	Mary K. Solorza	132 Landon Way / Ferret 7145@aol.com	79907	10-16 2:00
[illegible]	ALAN SOLORZA	132 LANDON WAY / A.U.SOLOR@a.o.l.com	79907	10-16 2:00
G.M. Sarabia	G. M. Sarabia	4212 Perth	79922	10/15/10
Evon Bradley	EVON BRADLEY	bradlee@aol.com	79905	10/15

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
[illegible]	Lewa Jayne Roberts	23 Pelham Road South, Gravesend Kent, DA11 8QW - England	—	16/10/2010
Dan Belville	Dan Belville	3813 Branch Hollow Cir Carrollton, TX 75007	75007	10/16/2010
[illegible]	Penelope Rae Lee	14041 Rawhide way Peneloper1@yahoo.com	79938	10/16/10
James L York	James L York	4594 Gen Malone El Paso Tx. York596@yahoo.com	79924	10/16/10
Diana Martinez	Diana Martinez	1002 Arizona El Paso, TX 79902		16 Oct 10
[illegible]	Jeffrey M Erwin	11332 Damascodi El Paso Tx 79936	79936	16 Oct 10
[illegible]	Joe Duenez	9727 Penjamo El Paso, Tx 79927	79927	16.10.10
Dea Nibbe	Deanna S. Nibbe	783 Sunbonnet Lane Las Cruces NM 88007		
[illegible]	Robert Austin	5242 Buffalo Creek ELP 79938	79938	10-16-10
Ray Bowers	Ray Bowers	2301 Rincon de Amigos, L.C. NM	88012	" " "

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
[illegible]	Gilbert Bautista	gilsynystermetal.com	79915	10/16
[illegible]	Linda M. Barker	Alamogordo	88310	10/16
[illegible]	Margaret Meacham	mmeacham@yisd.net	79925	10/16
[illegible]	Bob Butler	El Paso	79936	10/16
[illegible]	Jennifer Mosher	jenjmosher@msn.com	79908	10/16
[illegible]	Angelica Valdez	ACvaldez74@yahoo.com	7994[illegible]	
[illegible]	PATRICIA TORRES	11742 Ronald McNair	79936	10/16
[illegible]	Dora Chavez	12572 Sun Trail	79938	10/16
[illegible]	Liz Terrazas	12141 Frank Cordova	79936	10/16
[illegible]	Gabriel Chavez	14405 Ocean Point	79938	10/16/10

All Persons May Sign!

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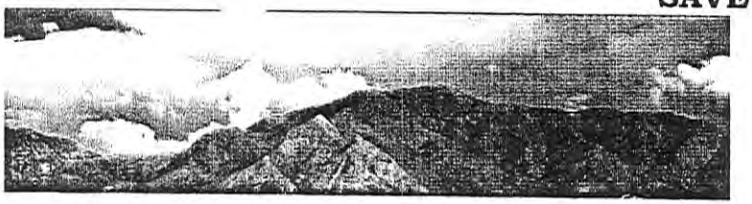
SAVE EL PASO'S FRAN IN MOUNTAINS!



PROTECT SCENIC TRANSMOUNTAIN CORRIDOR IN NORTHWEST EL PASO

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
[illegible]	Efren Meza	1084 Los Moros Dr. / toroymatador@msn.com	-32	10/01/10
Estefania Nuñez	Estefania Nuñez	12109 Chato Villa dr. / estefaniia2@yahoo.com	79936	10/01/10

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Signature	Print Name	Address	ZIP Code	Date
Carly Cloud	Carly Cloud	718-A Espada Dr	79912	9/30/10
[illegible]	Jaime P. Amaya	7485 Umbria Dr	79904	9/30/10
[illegible]	Jeri Sias	6405 Via Aventura	79912	9/30/10
[illegible]	Jose Cruz Rodriguez	7240 Lady Hawk Ct	79912	9/30/10
José O. Rivera	José O. Rivera	929 Kelso St.	79932	9/30/10
[illegible]	Michael Bristow	1045 Falcon Head	79912	9/30/10
[illegible]	ZULEIKA RAMIREZ	11956 BANNER RUN	79936	9.30.10
[illegible]	Theresa Byrd	809 Marimba Dr., El Paso	79912	9/30/10
Raquel Hernández	Raquel Hernández	929 Kelso St	79932	10/01/10
[illegible]	Juan Rivera	929 Kelso Rd.	79932	10/02/10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Debra Tellez	Debra Tellez	4024 Springwater Way Las Cruces, NM orgdm2002@msn.com	88011	10/1/10
Cynthia Delgado	Cynthia Delgado	5228 Pikes Peak cddelgado08@yahoo.com	79904	10/1/10
Rosa Alfaro	[illegible]	8701 Winchester Rd. El Paso TX 79907		10/1/10
Martin H Soltero	Martin H Soltero	6999 North Loop 79915		10/1/10
[illegible]	SHAW ROBERTS	616 Myrtle	79912	10/1/10
Sylvie M. Masterson	SYLVIE MASTERSON	smasterson@prologis.com	79912	10/01/10
[illegible]	Claudia Ramirez	Claudia.Ramirez2009@gmail.com	(25)	10/01/10
[illegible]	Daniel Navarro	leinadnavarro@hotmail.com	79912	10/01/6
Valerie Venecia	Valerie Venecia	vvenecia@gmail.org	79902	10.1.10
Velinda Acosta	Velinda Acosta	211 Canyon Terrace Dr.	79902	10/1/10.

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Adolfo Jaquez	Adolfo Jaquez	12,400 Rojas Dr. #143 El Paso, Tx.	79928	09/30/10
Maribel Gonzalez	Maribel Gonzalez	9442 Ariel Rico Ct. Paso Tx.	79907	09/30/10
Violet Urquidez	Violet Urquidez	2600 Savannah El Paso, TX.	79930	9/30/10
Barbara Sette	Barbara Sette	2210 Arizona El Paso, TX	79930	10/1/10
Elizabeth Alderete Acosta	Elizabeth Alderete Acosta	1704 Robert Wynn	79936	10/1/10
[illegible]	Imelda Caster	1462 Enrique Perez San Elizario, TX 79	79849	10/1/10
Elizabeth Medina	Elizabeth Medina	9595 Martinique	79927	10/1/10
Anastacio Lopez	Anastacio Lopez	8716 Iglesia Circle	79907	10/1/10
Edith Moncayo	Edith Moncayo	2240 Oscar Alvarez	79927	
Jason Ponce	Jason Ponce	8434 HARTFORD DR.	79907	10/1/10

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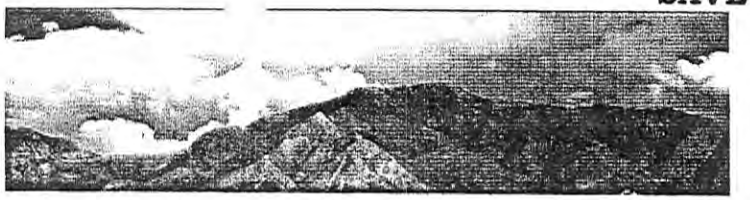

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
[illegible]	Heidi Hernandez	Heidi Hernandez93@yahoo	79907	9-30-10
[illegible]	Noah Millan	Nmillan1993@gmail.com	79907	01-10-10
[illegible]	Blasa Rosas	brown@epcounty.com	79925	01/10/10
[illegible]	Sergio Apodaca	1015 N. Campbell	79901	1-10-10
[illegible]	IDA MUNOZ	10133 SINGAPORE	79925	10-1-10
[illegible]	JOHN WATERS	4941 HORSE CREEK	79938	10/1/10
[illegible]	Eric Gutierrez	4428 Loma Suave / egutie9706@gmail.com	79934	10-1-10
[illegible]	Diana P. Garcia	200 N. Festival Apt. 1308	79912	10/1/10
[illegible]	Stephanie Nobhan	stephn3ob@yahoo.com	79902	10/1/10
[illegible]	Juan Yepez	juanyepezjr@gmail.com	79907	10/1/10

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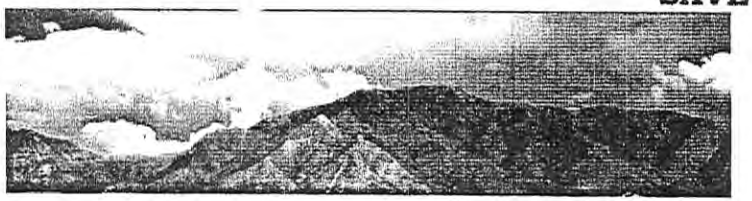

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
	Carlos Alvarado	memcalvarado@aim	79849	9/30/10
	Miguel Martinez	miguel.martinez@ttu.edu	79927	9/30/10
	LUIS SETTA	luigiseta@gmail.com	79912	9/30/10
	UGGLE FERRINI	NF@PSRBB.COM		
	DAVID CRISTIENI	david.c@thequeralsgroup.com	87123	9/30/10
	Carlos Arguijo	carguijo@bathgroup.com	79934	9/30/10
	MIKE GAGLIO	MIKE@HD-ENV.COM	79932	9/30/10
	ANDREA ROSS	aross@facilitiesconnection.com	79912	9/30
	ROBERT PARKER	rmparker@utep.edu	79912	9/30/10
	Abigail QUIMIRO	Abquimiro@yahoo.com	79905	9/30

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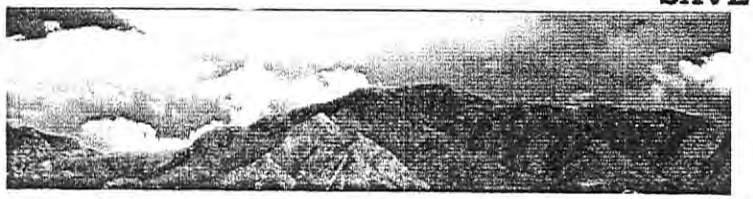

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
M. Villegas	Meghann Villegas	12208 amstater cir	79936	9/30/10
[illegible]	Marcos Martell	5142 carusel Apt #74 El Paso TX 79912	79912	9/30/10
[illegible]	Sergio Altamirano	10506 Tomwood Av. El Paso TX	79925	9/30
[illegible]	Cassandra Delaune	Chdelaune@gmail.com	98108	9/30
[illegible]	Clarissa Guevara	6508 Brook Ridge Cr	79912	9/30
[illegible]	Nora Muñoz	105 Sun Park	79927	9/30
[illegible]	Jose Juarez	juarezjue4029@yahoo.com	79925	9/30
[illegible]	Chris Esper	chnesper@yahoo.com	79912	9/30
[illegible]	Miguel Cheng Civasarro	613 Bluff Canyon Cir	79912	9/30
[illegible]	B Fierro	201 Tanton 79929	79927	9/30

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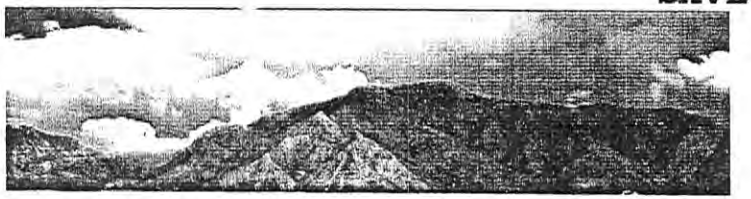

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
	Modesto Melendez III	biobizket@aol.com	79927	9/30
	Julen Arruti	~~julenarruti~~ julenat-12@hotmail.com	79936	9/30
	Karla D. Arras	karladae_89@hotmail.com	79936	9/30
	Mike Fleming	mike.fleming@hacworth.com	85225	9/30
	SARAH E. DINSMOOR	8001 N. mesa #E-166	79932	9/30
	FRANK Beasley	5353 Jack Markus Dr.	79934	9/30
	Liliana Medina	7957 heid ln El paso	79915	9/30
	Guerrero, Gabriel	gabgtorres@yahoo.com	79928	30 Sep
	KEN GORSKI	kgorski@yahoo.com	79912	9/28
	Daniel Contreras	10404 Sugarberry / redrancher@msn.com	79925	9/30

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
	David Casillas	1901 Brown St Apt J-9	79902	9-23-10
	Lilia Abbud	4830 Graham Ct	03	9/23/10
	Elizabeth Flores	7221 Imperial Ridge	12	
	Joseph Moody	5525 N. Stanton #22A,	13	9-25
	Daniel Anchondo	2509 Montana Ave	03	9/25
	Francisco Cruz	3132 Gaps Rd	35	9/25
Mary Gourdoux	MARY GOURDOUX	4605 CHARLOTTE CT. EL PASO 79924	24	9.25.10
	Gerald Smolo	6149 S. Desert Blvd # 61	32	9/25
Karen Boozer	KAREN BOOZER	4605 Academy Cir.	24	9/25/10
Terry Shapiro	Terry Shapiro	4501 R L Shoemaker	24	9/25/10

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Amanda Hurtado	Amanda Hurtado	7812 Gran Vida Dr. El Paso, Tx 79912 fhur105899@sbcglobal.net	79912	10/1/10
Michelle Williams	Michelle Williams	2705 Fir El Paso TX 79925	79925	10/1/10
M. Garcia	Maria Del Socorro Garcia	mgarci25@sisd.net	36	10/1/10
Jose Alvarez	Jose Angel Alvarez	Jaa-80@yahoo.com	79902	01/10/10
Christina Funkhouser	Christina Funkhouser	tfunkh@msn.com	79912	10/01/10
Flo Sanchez	Flo Sanchez	6014 Gateway E.	79905	10/1/10
Mayra Coldero	Mayra Coldero	mcorle30@epcc.edu	[illegible]	[illegible]
Maria T. Herrera	Maria T. Herrera	5228 De Beers	79924	10/1
	Juan Vicente Duran	2747 Grant Ave / V.Duran@epwu.org	79930	10/1
George Pinal	George Pinal	6209 Loma de Cristo	79912	10/1

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[illegible]	Ray Valdez	1015 N. Campbell	02	Oct 10
Alex Verdugo	Alex Verdugo	9394 Scooter	07	10/1/10
Desirae Manzanares	Desirae Manzanares	673 Bluff Canyon	12	10/1/10
Susan Babenco	Susan Babenco	1229 Spartan Canutillo	79835	10/1/10
Maria Loya	Maria Loya	1740 Mitchell Jones	79936	10/1/10
Joel Nelson	Joel Nelson	4564 Loma Canada Ct	79934	10/1/10
[illegible]	Pat Esparza	4312 Loma Del Norte	79934	10/1/10
[illegible]	Hillary Georges	3328 Slocum St.	79936	10/1/10
Christine P. Diaz	Christine P. Diaz			
Albert Arroyo	[illegible]	3614 Tyler	79930	11/1/10

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Susan K. Adams	Susan K. Adams	11305 Loma Royal Pl.	79934	9-13-10
Carole S. Kleinschmidt	CAROLE S. KLEINSCHMIDT	10339 SUEZ DR.	79925	9-14-10
	Mary Lou Church		79924	9/14/10
Nancy Heidelberg	NANCY Heidelberg	328 Luna Azul Chaparral	88081	9/16/10
R Hahn	Rosemary Hahn	10048 Quebec St. El Paso TX	79924	9/17/10
	Mary Lou Church			9/20/2010
Sergio Bilbao	Sergio B	5715 OCAN CT. 116	79924	9/20/10
Martha Hayes	MARTHA Jackson Hayes	3114 Stanley Green	34	9/20

www.franklinmountains.org to access online petition

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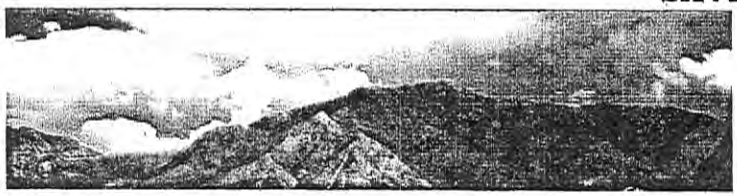

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Signature	Print Name	Address	ZIP Code	Date
Patricia E Ross	Patricia E. Ross	3101 40th St, New Brighton, PA	15066	9-19-10
Karen K. McCutcheon	Karen K McCutcheon	270 Center St, Beaver Falls PA	15010	9-19-10
Yvonne Bozek	Yvonne Bozek	775 Catherine St, Rochester, PA 15074	15074	9-19-10
Dolores E Soltes	DOLORES SOLTES	3505 5th AVE BEAVER FALLS PA. 15010	15010	9-19-10
Mary Romesburg	Mary Romesburg	1225 Linden St. Monaca, Pa. 15061	15061	9-21-10
Will Guy	WILL GUY	132 BIG KNOB RD. ROCHESTER, PA.	15074	9-21-10
Rita A. Young	RITA A YOUNG	3505 5th AVE BEAVER FALLS PA	15010	9-21-10
Jo White	Jo White	937 Ohio Ave East Liverpool, OH	43920	9-24-10
Kathy Starcher	Kathy Starcher	1111 McGuire St. New Brighton Pa	15066	9-24-10
Ruthann Debo	RUTHANN DEBO	3212 46th St New BRIGHTON	15066	9.24-10

All Persons May Sign!

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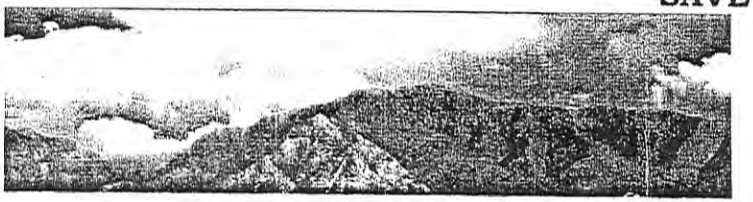

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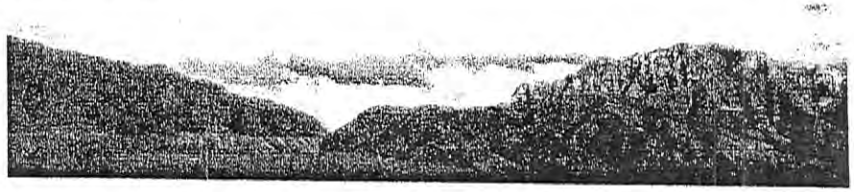

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
F. Arellano	FERNANDO ARELLANO	1649 LOU GRAHAM / FMARELLANO@SBC	79936	9/22/10
Henry Drake	Henry Drake	2216 N. Kern 79902 / drakehm@elpasotexas.net	79902	9-22-10
Yolie Cedillo	Yolie Cedillo	11941 Manuel Acosta	79936	9-22-10
Yvette Garcia	Yvette Garcia	1141 Conrad Nathan Pl.	79936	9-22-10
Edna Hidalgo	Edna Hidalgo	8417 Hartford Drive	79907	9.22.10
Raquel Garcia	Raquel Garcia	3429 Spotted Horse (30) / rgmaldonado26@yahoo.com	79936	9-22-10
W. C. Bennett	WILLIAM BENNETT	2931 LOUISVILLE (30) BENNETTWC@msn.com	79930	9-22-10
Norma Corona	NORMA CORONA	2 civic center plz	79901	9-22-10
Lorena Blanco	Lorena Blanco	2 Civic Center plaza, 8th floor	79901	9.22.10
Robert Hicks	Robert Hicks	2 Civic Center Plaza 8th Floor	79901	9/22/10

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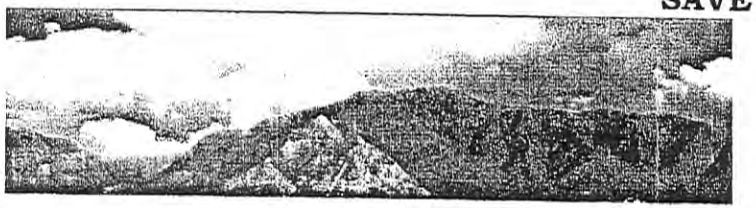

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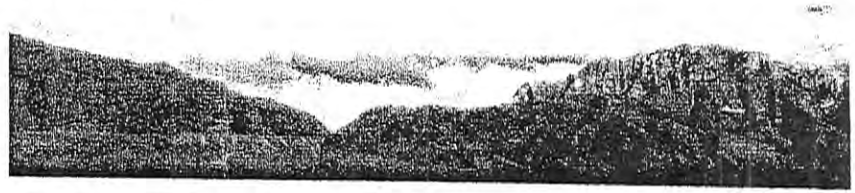

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Janet A Gonzalez	Janet A. Gonzalez	5731 Hamilton jesusjan@yahoo.com	79930	9/21/10
Rosario A. Ortiz	Rosario A. Ortiz	8612 Lait rortiz137@yahoo.com	79925	9/21/10
Maria I. Valdivia	Maria I. VALDIVIA	3579 Joe Blvd, svaldivia@elp.rr.com	79930	9/21/10
Joanna Vargas	JOANNA VARGAS	3201 Manny Aquilera jvargasdg@yahoo	79936	9/21/10
Jo Ann Vera	JO ANN VERA	3915 Dundee / rvera29@yahoo.com	79925	9/21/10
	Hilda Gutiérrez	1828 Agua Dulce	79936	9-21-10
Reina L. Rodriguez	REINA L. RODRIGUEZ	12016 CASTLE WOODS DR	79936	9-21-10
Sandra Serrano	Sandra Serrano	1517 Prickley Pear / sserranosx@elpasotexas.gov	79912	9-21-10
	PRISCILLA ARELLANO	1518 TIMBERWOLF / truetexan26@hotmail.com	79903	9.21.10
Patricia Molina	Patricia Molina	2725 Grant / Guinypie@yahoo.com	79902	9-21-10

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Signature	Print Name	Address	ZIP Code	Date
Barbara Hansen	Barbara Hansen	10556 Warren	79924	Sept 23 10
Arla Holder	Arla Holder	5605 Rick Husband	79934	Sept 23 2010
Norman L Collins	Norman L. Collins	5640 Calgary	79924	Sep 24, 2010
Willie Thomas	Willie Thomas	10740 Texar Kana	79924	Sep 24, 2010
Sergio Bilbao	Sergio B	5715 OKAN CT. 116	79924	9-24-10

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Signature	Print Name	Address	ZIP Code	Date
	Cynthia Dona Alvarez	741 SAGUARO WAY EL PASO, TX	79907	15 Sept 2010
	Paul Geneson	5459 Beth View El Paso, TX	79932	15 Sept. 2010
	Raquel Zepeda	932 Mesita Dr. El Paso, TX	79902	15, Sept 2010
	Waynefyn Segotta	4516 Bobolink Way	79922	Sept 16 2010
	CARL Chesnutt	5704 W. Valley Circle	79932	Sept 16, 2010
	Kim Fowlkes	4737 Rosinante, ~~79922~~	79922	Sept. 16, 2010
	Mary McElroy	7537 Medanado	79912	Sept 16 2010
	David Austin	5745 Mira Grande	79912	9/16/2010

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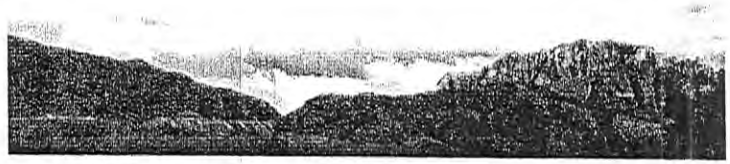

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Signature	Print Name	Address	ZIP Code	Date
Barbara Crews	BARBARA CREWS	6324 SNOWHEIGHTS	79912	9-18-10
Jeanne Henderson	Jeanne Henderson	6233 La Posta	79912	9-18-10
Billy Crews	BILLY CREWS	6324 Snowheights	79912	9-18-10

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Edward R Green	Green, Edward R	4600 Fairbanks #221	79924	8 Sep 10
Maria Creekmore	MARIA CREEKMORE	224 IRMA RD	88081	8/8/10
[illegible]	Jorge L. Venegas	4406 Loma Casitas	79934	8SEP10
[illegible]	Adam Ruiz	4917 Sun Valley Dr	79924	9-8-10
Jeffrey H. Foote	Jeffrey H. Foote	4517 Hellas Dr., El Paso, TX	79924	9-9-10
Denise M Wagner	Denise M Wagner	4409 Loma Diamante Dr	79934	9-9-10
Norma Jones	Norma Jones	124 Wagon Trail Rd.	88081	9-10-10
Sergio Bilbao	Sergio Bilbao	5715 ORAN CT 116	79924	9-10-10

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Mark Johns	MARK JOHNS	10649 Isleroch, El Paso, TX	79935	9/24/10

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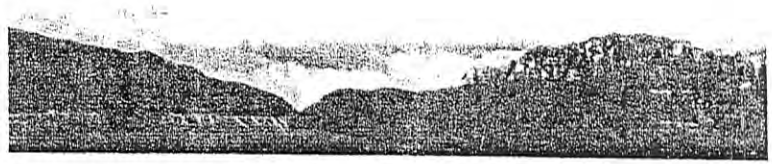

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Signature	Print Name	Address	ZIP Code	Date
Alyssah Roth	Alyssah Roth	313 Shady Lane	79922	9/30/10
Olac Fuentes	Olac Fuentes	6768 Copper Ridge	79912	9/30/10
Cindy Pallares	Cindy Pallares	2401 N. Oregon 329	79902	9/30/10
Roy Brown	Roy Brown	2401 N. Oregon #123	79902	9/30/10
Ashli Ridenour	Ashli Ridenour	4963 Vista Grande	79922	9/30/10
Kathy Staudt	Kathleen Staudt	7289 Cactus Spine	79912	9/30/10
Irma V. Montelongo	IRMA V. MONTELONGO	3520 BROADDUS	79904	9/30/10
Aurolyn Luykx	Aurolyn Luykx	4570 Brighton Ln. 79902	79902	9/30/10
Brandon Strawn	Brandon Strawn	1140 Rio Grande #1	79902	9/30/10

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[illegible]	John Kiseda	404 Kenyon Joyce El Paso, TX	79902	7/4/2010
[illegible]	KATHY KISEDA	404 Kenyon Joyce EP. TX	79902	9-4-10
[illegible]	Charles Ambler	1125 BALTIMORE DR	79902	9-4-10
[illegible]	Gloria Ambler	1125 Baltimore Dr	79902	9-4-10
[illegible]	CHERYL HOWARD	1428 HAWTHORNE	02	9-4-10
[illegible]	Bill Addington	635 BLUFF CANYON CIRCLE	79912	9-4-10
[illegible]	RICHARD TRIPP	79 KINGERY DR	79902	9-4-10
[illegible]	BETTY OWEN	9531 SIMS Rd #27	79925	9-4-10
FRED EILAND	FRED EILAND	109 AUGUSTA, SANTA TERESA	88008	7/4/10

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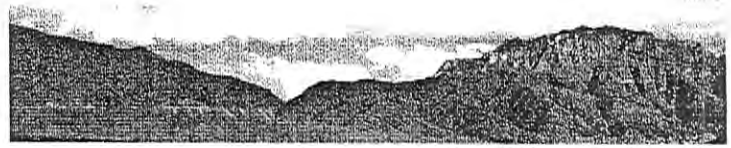

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Marianne Portillo	Marianne Portillo	501 Queretaro Dr.	79912	9/9/10
M. Niemira	Margie Niemira	3328 Old Spanish Trail	79904	9-9-10
Shelly R. Wilson	Shelly R. Wilson	11816 Pueblo Carmel Way	79936	9-9-10
[illegible]	LYDIA BACA	4800 N Stanton # 33	79902	9/9/10
Dianne Kimpell	Dianne Kimpell	9509 Albany	79924	9/9/10
Ceci Cortez	Ceci Cortez	4608 Cayla	79903	9/9/10
Thomas Flammang	Thomas Flammang	3211 Richmond Ave	79930	9/10/10
Germaine [illegible]	GEORGANNE LOCKHART-WALLS	12073 Meadow Gate DR.	79936	9/10/10
Jeannette Mensivais	Jeannette Mensivais	1217 Stockwell Ln.	79902	9/10/10

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Maria Fernanda Manduiano

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Ma Fernanda Manduiano	Maria F. Manduiano	108 S. HWY 28 Anthony NM	88021	Sep 14, 2010
Connie Hartley	Connie Hartley	10629 Park View Circle	79935	9-14-10
Olga C. Macias	Olga C. Macias	720 Live Oak Dr.	79932	9/14/10
M. Austin	Melissa Austin	6036 Aztec	79925	9/14/10
Dalia Castro	Dalia Castro	1429 Rainbow Ridge	79912	9/14/10
Karla S. Méndez	Karla Méndez	1508 Charles Owens	79936	9/14/10
Estefania Castillo	Estefania Castillo	809 Escalon Way	79912	9/14/10
Courtney Hays	Courtney Hays	6830 Mineral Ridge Dr., El Paso, TX	79912	9/14/10
Astrid Roman	Astrid Roman	1095 Whirloway Dr.	79936	9/14/10

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[illegible]	Franshesca Garcia	11613 Bunky Henry	79936	9/14/10
[illegible]	Jessica Vartaslus	6520 Cohesano ct	79912	9/14/10
Cassandra [illegible]	Cassandra Ramirez	1690 Donna Caponi Ln.	79936	9/14/10
Andrea Lugo	Andrea Lugo	4530 Harey Willow Way	79922	9/14/10
Taylor Bailey	Taylor Bailey	4601 Esparza Lane	79934	9/14/10
Krista Penagos	Krista Penagos	832 Via Descanso		9/14/10
Mary Katherine Belknap	Mary Katherine Belknap	829 El Parque	79912	9/14/10
[illegible]	Ximena Rodriguez	Paseo del Sol 2012		9/14/10
[illegible]	FERNANDA MTZ.	8116 North loop		9/14/10

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SAVE EL PASO'S FRANKLIN MOUNTAINS!

PROTECT SCENIC TRANS MOUNTAIN CORRIDOR IN NORTHWEST EL PASO

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Signature	Print Name	Address	ZIP Code	Date
Ofelia Bustamante	Ofelia Bustamante	7280 Westside Dr Anthony, NM	88021	09/14/10
[illegible]	Mary Lily Ayala	9008 Coventry cir	79907	9/14/10
Katherine Colon	Katherine Colon	1645 Billy Casper Dr.	79936	9/14/10
[illegible]	Paloma Grey	2208 N. Stanton	79902	9/14/10
[illegible]	natalia ostos	4313 N. Stanton	79902	9/14/10
Nitza Janice Chavez	Nitza Chavez	415 S mesa hills apt. 1069	79912	9/14/10
alexia Guillen	alexia Guillen	200 N. mesa Hills #1702	79912	9/14/10
Emma Saidi	Emmas lopez	Calzada del rio 8202		9/14/10
Andrea Roldan	Andrea Roldan	Via Norte 5933	79912	9/14/10

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Signature	Print Name	Address	ZIP Code	Date
	Marie Gambor	1300 Hardaway	79903	9/10
	Sophia Reza	Mesa Hills Apt. 1231	7	
	Andrea Saucedo	11930 Paseo Regal Way	79936	9/11
	Laura acosta	7520 nimitz pl.	79915	9/10
	Kennya Aguilar	Paseo San Geronimo 1526-6	–	9/10
	Betsy Arias	4737 Emory Rd.	79922	9/10
	Vanessa Ortega	812 Alice Marie.	88081	9/10.
	Justine Del Castillo	4959 Marie Tobin	79924	9/10
	Gaby Campos	476 St. Matthews	79907	9/10

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Marissa Nuñez	Marissa Nuñez	10312 Ridgewood	79925	9/10/10
Zoë Housen	Zoë Housen	172 Whitney Way	79907	9/10/10
Ari Ortiz	Ari Ortiz	513 Crown Point	79912	9/10/10
Alexis Espinoza	Alexis Espinoza	12221 Roberta Lynne	79936	9/14/10
Olivia Leos	Olivia Leos	8005 Edgemere	79925	9/13/10
Cassandra Holguin	Cassandra Holguin	3325 Polk Ave	79930	9/13/10
Rebecca Hurtado	Rebecca Hurtado	7212 Gran Vida	79912	9/13/10
Mariany Grainza	Mariany Grainza	1443 Cheyenne Ridge	79912	9/13/10
Frances Mulkern	FRANCES MULKERN	1300 Hardway	79908	9-13-10

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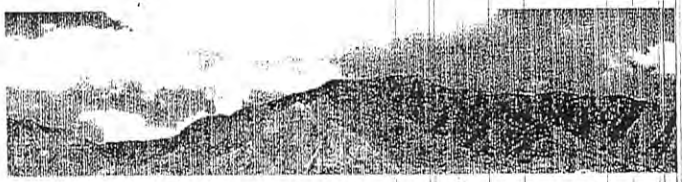

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Signature	Print Name	Address	ZIP Code	Date
Pamela Gomez	Pamela Gomez	1401 Cross Ridge Dr.	79912	9/9/10
[illegible]	Rossina Lozoya	6851 Rock canyon Dr.	79912	9/9/10
Nicole Herrera	Nicole Herrera	2435 Ceylon Drive.	79925	9/9/10
[illegible]	Sarahi Soto	1105 Leo Collins	79938	9/9/10
Amanda Dal	Amanda Dal	2121 Sea Palm Dr	79936	9/9/10
[illegible]	Christian Ruiz	1300 Hardaway	79903	9/10/10
[illegible]	Alina Rayas	1418 N. Campbell	79902	9/10/10
[illegible]	Heaven Jurado	1300 Hardaway	79903	9/10/10
CM Gailey	Catherine Gailey	67 Kingery	79902	9/10/10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Zenda Peters	Zenda Peters	9836 Goby (24)	(24)	9/9/10
Diane Trinidad	Diane Trinidad	31 STRATFORD HALL CIR	(12)	9/9/10
Melisa Sida	MELISA SIDA	2226 ROBERT WYNN	(36)	9-9-10
Selma Balderrama	Selma Balderrama	2033 Solano azukay@yahoo.com	35	9/9/10
B Duchene	B Duchene	1593 Pete Faulkner	36	090910
M. Hapgood	M. Hapgood	12304 Diane Troyer	36	9/9/10
M Mata	M Mata	441 Oasis	03	9/9/10
[illegible]	[illegible]	11540 [illegible]	36	9/9/10
Rosa M. Dorado	Rosa M. Dorado	1671 Doug Olson Dr.	34	9/9/10
Lindsey Marquez	Lindsey Marquez	2033 Solano Dr.	36	9/16/10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
[signature]	Courtney Brown	6524 camino fuente ep, tx	79912	9/18/10
[signature]	Ron Wagler	500 W. University Ave El Paso TX	79912	9/18/10
[signature]	D.W. Echeveste	617 Inez Pl Anthony TX	79821	"
[signature]	Diana Lam	12289 Sun Bridge Pl	79928	
[signature]	L.C. Garcia	140 Red Robin	79915	9/18/10
[signature]	Sara Garcia	8704 McFall	79925	9/18/10
[signature]	THELMA NAVARRO	7270 SHIRE WAY	79925	9/18/10
[signature]	DIANE FOX	7270 Shire WAY	79922	"
[signature]	Vanessa Carmichael	9375 Viscount Blvd	79925	9/18/10
[signature]	Jose Herrera jherrera8@utep.miners.edu	157 Durrill Rd El Paso TX 79915	79915	

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
[illegible]	BENJAMIN ACKERMAN	3344 EILEEN DR EL PASO	79904	12 SEP 2010
[illegible]	Philip Goodell	6024 Pinehurst 79912		12 Sep
[illegible]	Matthew	833 violet way el Paso 79905	79905	12 Sep
[illegible]	MELISSA MUNOZ	12000 Sep Rivera Ct. EP, TX	79928	12 Sep 10
[illegible]	Alberto Hernandez	7204 Bollrose EP, TX	79925	9/12/10
[illegible]	Clarence Cooper	305 Comille El Paso, Tx	79912	9/12/10
[illegible]	RICHARD LOOSE	PO BOX 278 ORGAN NM	88052	9/12/10
[illegible]	DONNA MAHR	820 Del Mar 79932		9/11/10
[illegible]	Erma L. Nelson	825 Dulcinea Ct. El Paso (22)	79922	9/11/10
[illegible]	Jim Tolbert	2701 Frankfort EP 79930 jimhtolbert@elp.rr.com	7980	9/12/10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
	Michelle Davila	910 Sunfire #151 md2326@yahoo.com	79936	9-11-10
	Crystal Juzdowski	910 Sun Fire #301	79938	9/12/10
	Jose A. Ochoa	5987 Pumpkin Patch In.	79932	9/12/10
	DONNA BLUEDORN	2744 Gunnison	79904	9/12/10
	KAREN Q JONES	1101 S Alpine Cir Green Valley AZ 85614	85614	"
	Judy Welch	3011 ~~3055~~ ALAMOGORO, DEMING		
	CARROLL WELCH	3011 "		
	Melissa Lea Cruz	269 S. Collingsworth	79905	9/12/10
	Graciela A Cruz	269 S. Collingsworth	79905	9/12/2010
	[illegible]	269 S Collingsworth El Paso Tex	79905	9/12/2010

melissalea05@yahoo.com

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Rosario Walton	Rosario Walton	Riveras234@hotmail.com	79902	9-8-10
W.D. Hoover	W.D. Hoover	WD102062@yahoo.com	79907	8-8-10
Korina Navarro	Korina Navarro	venusglitter@hotmail.com	79902	9/9/10
Nancy Bain	Nancy Bain	10614 Palomino	79924	9/9/10
Erika Villegas	Erika Villegas	villegasEA@elpasotexas.gov.	79901	9/9/10
Lora Jackson	Lora Jackson	loralie jackson@yahoo.com	88011	9/9/10
Gina Posada	Gina Posada	eugeniaposada@att.net	79924	9/9/10
Claudia Ortega	Claudia Ortega	~~ortega.cla~~ claudiaorte@gmail.com	79902	9/19/10
Maria Sisneros	Maria Sisneros	masisneros@yahoo.com	79925	9/9/10
Lynn Fitzgerald	Lynn Fitzgerald	N/A	79930	9-9-10

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3 Sep 2010

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Sakthi Buchanan	Sakthi Buchanan	4329 LOMA DE BRISAS	79934	9.2.10
John Kuberka	John Kuberka	104 Sherwood Frost Ct JohnKuberKa@hotmail.com	79924	9/2/2010
[illegible]	Bryan Z Lipe	bryan.lipe@us.army.mil	79934	9/2/2010
A Richards	Autumn Richards	7334 Luz de Lumbre 79912	79912	9/2/10
[illegible]	Bruce Villarreal	3617 Montana Ave #B, 79903		9/3/10.
[illegible]	Rick Swan	723 Agua Caliente Dr El Paso TX	79912	9/3/10
Donald Keime	DONALD KEIME	100 NORTHWIND DR. EL PASO TX	79912	9/3/10
Ruby D Stapler	Ruby D Stapler	8672 Pilgrimage Cir	79912	9/3/10
[illegible]	Charles Stapler	8672 Pilgrimage Cir EPTX	79912	9/3/10
S Valencia	STEVEN VALENCIA	4910 BLUE RIDGE EL PASO TX	79904	9/3/10

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Gena Esposito	Gena Esposito	617 E. Robinson Ave	79902	8/31
[illegible]	Alyssa Solis	409 Ben Swain	79915	8/31
Christine Laney	Christine Laney	4183 Stryker Rd	88005	8/31
[illegible]	Ector Mc Hill	3505 Altura Av.	79930	8/31
Gabrielle-O. McNeely	Gabrielle-Octavia McNeely	1825 Paseo Real Circle, El Paso, TX	79936	9/2
[illegible]	JURI BRAMBLETT	3205 PAGOSA CT	79904	9/2
[illegible]	Jose R. Baldenama	10544 Ernie Banks	79934	9-2
Amanda Reyes	Amanda Reyes	2507 Altura Ave	79930	9-2
[illegible]	Jemimah Sandifer	4649 loma Del Sur #2503	79934	9-2
Christina Mayes	CHRISTINA MAYES	4649 Loma Del Sur #3006	79934	9-2

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Salvador Rivera Jr	SALVADOR RIVERA JR.	401 K-1/E	915	10-18-10
Mark Worley	MARK WORLEY	7133 N MESA #14	79912	10-18
Matt Durning	Matt Durning	3951 Golondrina Las Cruces NM	88012	10/11
Linda Durning	Linda Durning	3951 Golondrina L.C NM	88012	9-18
Philip Dangel	PHILIP DANGEL	BOX 23202, EL PASO	79923	OCT 18
Etta Arrigo	Etta Arrigo	1263 Olga Mapula El Paso	79936	9-18-10
Diandra Perez	Diandra Perez	perez_diandra@yahoo.com	79907	9-18-10
[illegible]	Frank Gonzalez	frank_gonzalez@usa.net	79912	9-18-10
Nicole Medina	Nicole Medina	4368 Los Robles	79912	9-18-10
[illegible]	[illegible]	3532 Proud Eagle Dr	79936	7/18/10

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	LUIS HERNANDEZ	138 S. HARRIS ST 79907 LHDEZ2007@ATT.NET	79907	9/18/10
	LEO PORRAS	2860 MAGIC ROCK 79938 leo.porras@yahoo.com		
	Sharon Aziz	600 Vern Butler 79932 july0269@aol.com	79932	9/18/10
Samantha Aziz	Samantha Aziz	600 Vern Butler 79932 Sdaziz@aol.com	79932	9/18/10
Susie Jensen	Susie Jensen	598 LAMWARD CT. El Paso TX	79932	
Teresa Owens	Teresa Owens	5701 Michael P. Anderson El Paso 79934/teresa.owens@carefusion	79934	9-18-10
	Michael Healy	4436 Lorna Suave El Paso, TX 79934 me.healy@yahoo.com	34	9-18-10
Mitchell Rohrbaugh	Mitchell Rohrbaugh	10468 Hedges / mitchellrohrbaugh@yahoo.com	79924	9-18-10
Maria Munoz	MARIA MUNOZ	9058 BENITO WAY	79907	9-18-10
	Connie Knox	5224 Juliandra El Paso Tx	79924	9-18-10

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PROTECT SCENIC TRANS MOUNTAIN CORRIDOR IN NORTHWEST EL PASO

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Signature	Print Name	Address	ZIP Code	Date
Oscar A. Knight	Oscar Knight	1933 Dana Bree Dr.	79936	9/17/10
Zahn Camacho	Zahn Camacho	12429 Paseo de Arco	79928	"
Zenaido Camacho	Zenaido Camacho	"	"	"
Carol Camacho	Carol Camacho	"	"	"
Tres Camacho	Tres Camacho	"	"	"
Theresa M. Provencio	Theresa Provencio	1308 Elmhurst, El Paso, TX	79925	9/17/10
Rosana Arebalo	Rosana Arebalo	10805 Fort Worth St.	79924	9/17/10
Abel Arebalo Jr	Abel Arebalo	10805 Fort Worth St	79924	9/18/10
[illegible]	MIKE GAGLIO	268 ACISANO DR.	79932	9.19.10

All Persons May Sign!

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Fiesta

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Osvaldo Ortega	Osvaldo Ortega	9969 Gschwind / vium316@yahoo.com	79924	9/18/10
Crystal Johnston	Crystal Johnston	9969 Gschwind	79924	9/18/10
[illegible]	Abraham Saldana	14121 Carrybrook El Paso TX	79938	9/18/10
[illegible]	Angie M. Barraza	14045 Tierra Halcon El Paso, TX	79938	9/18/10
[illegible]	Katrina Patterson	1710 Wood Quail Way El Paso, TX	79936	9/18/10
[illegible]	Jaymi L. Powell	11124 Montana spc 210	79936	9/18/10
[illegible]	Leonor Gunning	3645 Breean Isabell Pl.	79938	9/18/10
[illegible]	Beatriz G. Rivera	401 Kyle	79905	9/18/10
[illegible]	John Alevato	863 Southwick Dr	79928	9/18/10
[illegible]	Anna Alevato	863 Southwick Dr	79928	9/18/10

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Kristina Aziz	Kristina Aziz	600 Vern Butler curly4top36@hotmail.com	79932	9-18-2010
Phyllis Hildreth	Phyllis Hildreth	8308 Magnetic El Paso ~~7990~~	79904	9/18/10
Rita Owens	Rita Owens	9008 Belk St El Paso	79904	9-18-10
Jescelia Upton	Jescelia Upton	5640 Longview Cir	79924	9-18-10
Juan Huerta	Juan Huerta	4584 Loma Linda Cir.	79934	9.18.10
Gabriel Castillo	Gabriel Castillo	5615 Kensington	79924	9-18-10
Lloyd Chaffey III	Lloyd Chaffey	lchaffey4@yahoo.com	79934	9 18 10
Jose Munoz	Jose Munoz	9058 Benito Max	79907	9/18/10
A Wagler	Amy Wagler	14460 Cheyenne Ridge	79912	9/18/10
Reesa Turner	Reesa Turner	8141 Gilbert ~~79907~~ EP TX	79917	9-18-10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
[illegible]	Brian Dunnihoo I	204 Rosinante	79922	10-3-10
[illegible]	Ross Saunders	444 E Robinson	79902	10-3-10
[illegible]	Edward R Martinez	4790 Loma Feliz	79934	10-3-10
[illegible]	Lisa Farah	859 Broadmoor	79902	10-3-10
[illegible]	Scott Pelking	6439 Belton Rd	79912	10/03/10
[illegible]	Robyn L. Pelking	6439 Belton Rd.	79912	10/03/10
[illegible]	Lyn McKinley	417 W. Yandell #20	79902	10/3/10
[illegible]	Olivia DeLeon	11005 Duster Dr.	79934	10-3-10
[illegible]	Zachary Jenkins	617 Espina Duke	79912	10/3/10
[illegible]	Lauren M Jackson	6244 Tarascus	79912	10/3/10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
H McCall	HEATHER McCALL	heather1023@elp.rr.com	79936	10-3-10
V Jaquez RN	Victoria JAQUEZ	12748 Tierra Alexis El Paso, TX 70	79938	10-3-10.
S. Conner RN	SONIA CONNER	USERVL9059 @ aol.com 10935 DUKE Snider EL PASO, TX	79934	10/3/10
K. Noriega RN	Kimberly Noriega	1417 N. Kansas ST.	79902	10/3/10
D Diaz	Gloria Diaz	8404 N. Loop Hi El Paso, TX	79907	10.3.10
[illegible]	PETE KLUNDT	PETERJKLUNDT@GMAIL 4800 N. STANTON ~~79902~~ #44	79902	10.3.10
[illegible]	Robert E. Brockhaus	207 East San Antonio bbrockh@aol.com	79901	10-3-10
B Sanchez	Blanca Sanchez	barlsanchez@yahoo.com 2118 Woodgewood #119 El Paso TX	79925	10-3-10
[illegible] RN	Imelda Tamayo	~~teka~~ teka@tokto.com 212 Carnival Dr. El Paso, TX 79912	79912	10-3-10
Hannah Y RN	Hannah Yentrapati	12429 Paseo Largo, Elpaso, TX -	79928	10-3-10

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Rebecca A Martinez	REBECCA A. MARTINEZ	1881 Polly HARRIS EL PASO TX	79936	9/20/10
Mercedes Medrin	Mercedes Medrin	591 Zeba EP Tx 79927	79927	9/20/10
Angela Monroe	Angela Monroe	1625 Medical Center Drive	79902	9-20-10
Michelle Marquez	Michelle Marquez	1625 Medical Center EPT 79902	79902	9-20-10
Norma Aguirre	NORMA AGUIRRE	10308 ASHWOOD Dr 79925	79925	9-20-10
TONIA HERMANEZ		1001 Mesita Dr. EL PASO TX 79902		
Betty Hernandez	Betty Hernandez	14917 Roslyn	79928	9.20.10
Valerie Rivera		10722 Haverroc 79935	79935	9-20-10
Charlie Rivera	CHARLIE RIVERA	2307 olive EPT 79901	79901	9-20-10
[illegible]	Christina White	10534 Creek 79924	79924	9/20/10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
[signature]	ERIC RILEY	5757 MIRA GRADE DR, ELP / ERILEY59@JUNO.COM	79912	9/20/10
[signature]	LIBRADO SOLORZANO	506 Wild Willow, 79925 / lalo@globaltrammgcenter.com	79922	9/20/2010
[signature]	Fernando Gomez	708 Gary Ln. 79922 / fdhjgomez@msn.com	79922	9/20/10
Kim North	Kim North	4824 Portsmouth 79922 / KANorth02@yahoo	79922	9-20-10
[signature] Depew	DEPEW, RICK	816 MARIMBA DR, 79912 Rdepew@gmail.com	79912	9-20-10
[signature]	Stephen Snyder	529 Willow Glen JANE in el Paso @ yahoo.com	79922	20/sep/10
[signature]	Tamara L Gandt	442 Counting Oaks Kamalas@elp.rr.com	79932	9/20/10
[signature]	JOHN HERRON	1031 ESPLANADA CR. - jherron@elp.rr.com	79932	9/20/10
[signature]	Thomas R. Swahlen	133 Libby DR TSwahlen@ATT.NET	79835	9-20-10
[signature]	Aki Johnson	1509 Plaza Del Sur Ct. akipack96@hotmail.com	79912	9-20-10

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Signature	Print Name	Address	ZIP Code	Date
[illegible]	Frank Rockabrand	6447 Via Aventura	79912	10/1/10
[illegible]	[illegible]	485 Costa De Oro Rd.	79922	10/1/10
[illegible]	[illegible]	20 [illegible]	79915	10/1/10
[illegible]	W W Littlefield	620 Somerset	79912	10/1/10
[illegible]	[illegible] Marquez	1624 Tommy Aaron Dr	79936	10/1/10
[illegible]	Carlos Kaplan	408 E Paisano Dr	79901	10-1-10
[illegible]	[illegible]	[illegible]	79912	[illegible]
[illegible]	E Gene Reimer	1408 Cloud Ridge - El Paso TX	79912	10/1/10
Andrew Cutler	Andrew Cutler	112 Colina Alta	79912	10/2/10

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Leslie K. Chavez	Leslie K. Chavez	1021 Rio Vista ~~999~~	79927	9/14/2010
Yolanda McKinney	YOLANDA MCKINNEY	1532 CHARLES OWENS DR	79936	9/14/2010
[illegible]	Vaughn Wintamute	465 Herring	79928	09-15-10
Randall Bailey	Randall Bailey	14741 Calhoun	79928	9-15-10
Nita Perry	Nita Perry	16002 Keno Dr	79928	9/15/10
Gracia Titus	[illegible]	15000 Ashford #47	79928	9-15-10
Tom Titus	[illegible]	15000 Ashford #47	79928	9/15/10
Wendell M Osleber	Wendell M Osleber	——— #2S	79928	9/15/10
Teresa Boehler	TERESA. L BOEHLER	14574 Desierto Lirio	79928	9/15/10

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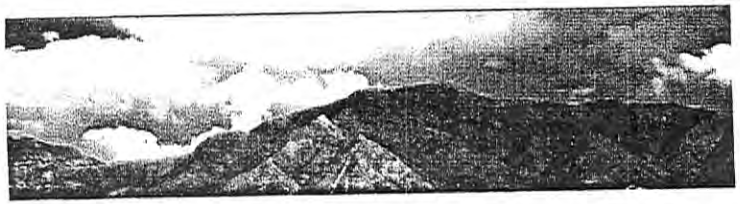

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John R Sharp	JOHN R. SHARP	611 CINCINNATI AVE	79902	9-20-10
Eddie W. Chew	Eddie W. Chew	390 Flemish Cir	79912	9/20/10
Susie Schneider	Susie Schneider	607 Blanchard	79902	9/20/10
Betty Fisbeck	BETTY FISBECK	613 W. SUNSET RD.	79922	9/20/10
Roxanne Schroeder	Roxanne Schroeder	1235 La Cruz DR	79902	9/20/10
Matthew F Carroll	MATTHEW F. CARROLL	1011 N ST VRAIN	79902	
[illegible]	Doug Ashby	7677 Paiute	79912	9-25-10
Anna Ashby	Anna Ashby	7677 Paiute Way	79912	9-25-10
Laura Jones	Laura Jones	5216 Marie Tobin	79924	9-25-10
[illegible]	Adam Bela	10915 Bob Stone	36	9/25/10

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[illegible]	Rick T. Kincade	1558 Catham	79928	9-24-10
[illegible]	Elizabeth Barajas	433 Sand Vadera	79928	9-23-10
[illegible]	Oscar Favela	418 S Kenazo Ave	79928	9-23-10
[illegible]	Cecily Armstrong	18007 Darrington Horizon TX 79928	79928	9-23-10
[illegible]	Daniel Kaszuba	15325 Dilly Ct Horizon City	79928	9-23-10
[illegible]	Dale Weaver	301 Golf View Horizon City, TX	79928	9-23-10

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M Lopez	Maria Lopez	5604 E. Jandel	79903	9-22-10
Marissa Dorantes	Marissa Dorantes	2437 Tierra Buena	79938	9-22-10
Kenneth West	KENNETH WEST	5109 PRINCE EDWARD	79924	9-22-10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Martha C. Meyer	MARTHA C. MEYER	topomcm@yahoo.com 521 VIA DE LOS ARBOLES	79932	9-20-10
Suhey Renteria	Suhey Renteria	suheyrent@aol.com	79928	9/20/10
[illegible]	Fred Carbajal	enfermero001@aol.com	88032	9/20/10

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Manuel Salas	MANUEL SALAS	7920 SANTA MONICA CT	15	10 3 10
Joe Rojas	Joe Rojas	11521 Valle Dorado	79927	10/4/10
L Marquez	LAURA MARQUEZ	13418 EMERALD TIDE WAY	79928	10-3-10
Maria Gallego	MARIA Gallego	2905 ESCARPA Dr	79935	10/3/10
[illegible]	Ebralin Klettels	712 Agua Caliente	79912	10/4/10

All Persons May Sign!

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SAVE EL PASO'S FRANKLIN MOUNTAINS!

PROTECT SCENIC TRANSMOUNTAIN CORRIDOR IN NORTHWEST EL PASO

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Y Smith	Yeodon Smith	3221 Hueco Ave	79903	3-oct-10
Y Smith				

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Signature	Print Name	Address	ZIP Code	Date
Carole Aspinwall	Carole Aspinwall	7228 Imperial Ridge Dr, El Paso TX	79912	9/3/10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Elizabeth Polinsky	Elizabeth Polinsky	liz@thebollyrebels.com	79912	10/2/10
Rick Millard	RICK MILLARD	rcmilz@sbcglobal.net	79912	10/3/10
Adam Bacon	Adam Bacon	bluebacon615@gmail.com	79903	10/3/10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Cynthia Falcon	Cynthia Falcon	3754 John Henry kittyhat_200202@yahoo.com	79938	10/3/10
Romelia R Serna	Romelia R Serna	4110 Berkshire	79902	10/3/10
Fabian Banuelos	Fabian Banuelos	9837 Naomi	79927	10/3
Albert Moreno	Albert M	11911 VAN Gogh	79936	10/3/10
Bettina Boyd	Bettina Boyd	429 D. Ironsale City 79910	79912	10/3/10
[illegible]	Judie Widrajaja	4124 N STANTON	79902	10/3/10
Maria Garibay	Maria GARIBAY	12048 El Greco Cir.	79936	10/3/10
Angelica Alarid	Angelica Alarid	1107 Prescott C	79915	10/4/10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Gale Cavender	GALE CAVENDER	10330 GATEWAY N. APT. 17 EL PASO TX, 79924		9-22-10
Eddie Cubillos	Eduardo Cubillos	3007 Killarney St. 79925	79925	9/22/10
	RICHARD R. SOLIS	1048 NATHAN RAY / bearcatbalt@yahoo.com	79934-1	9/22/10
	Veronica Balderrama	6613 Imperial Ridge / veronica_st@live.com	79912	9/22/10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
[signature]	CRAIG D. CAMERON	6500 LA POSTA DRIVE EL PASO, TX 79912	79916	2-53-P10

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B

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Signature	Print Name	Address	ZIP Code	Date
[illegible]	WELDON FISBECK	613 W. SUNSET DR	79922	9-20-10
Lucy C. Salcido	LUCY C. SALCIDO	9040 DIANA DR.	79904	9-25-10
Dorline O. Wonciak	DORLINE O. WONCIAK	10333 Grouse #82	79924	9-25-10
Dora Moreno	DORA MORENO	5217 HOOVER PASS	79924	9-25-10
Tilghman	TILGHMAN	4504 R.L. Shoemaker	24	9-25-10
Griselda Avalos	Griselda Avalos	3825 Thomason	79904	9-25-10
Estela Amaya	Estela Amaya	10325 Biscaine	79924	9-25-10
Margarita Noeske	Margarita Noeske	5645 Dearborne	79924	9-25-10
[illegible]	911 Dallas	490-7877	79907	

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Signature	Print Name	Address	ZIP Code	Date
Gary R Thompson	Gary R Thompson	149 Desert Mesa Dr	79928	9-15-010
Ruben Duran	Ruben Duran	13485 Emerald Falls	79928	9-15-10
Darrell G Mond	Darrell G. Mond	11668 Norman Morton Dr	79936	9-15-10
D E Wood	DANIEL E.T. WOOD	1420 RUDR	79928	9-15-10
Lionel J. Hartog	LIONEL J. HARTOG	1556 Common	36	9-15-10
[illegible]	Robert Fonseca	613 Agua Clara	79928	9-16-10
Jim Perry	JIM PERRY	16002 Kendo	79928	9-23/10
[illegible]	JOHN COLMAN	12100 Swaps	79936	9/23/10
Sandra J Colman	SANDRA J. COLMAN	12100 SWAPS DR	79936	9/23/10

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Signature	Print Name	Address	ZIP Code	Date
Kelly C Wiseman	Kelly C Wiseman	649 Abingdon Drive	79912	10-1-10
Walter N Sandyman	Walter N Sandyman	326 Navicard Dr	79912	10-1-10
[illegible]	[illegible]	1304 Walnut St	79905	✓
[illegible]	Richard Salvador	520 Thurman East	79912	10-1-10
[illegible]	William G. Driscoll, Jr.	510 Malloy Court	79912	10-01-10
[illegible]	Elizabeth Grace Driscoll	513 Malloy Ct, El	79912	10-1-10
Rick Kerr	Rick Kerr	1908 Rathke Cir, El	79936	10-1-10
[illegible]	[illegible]	1539 [illegible] 416 Hunsell	79925	
Scott Cutler	Scott Cutler	112 Colina Alta Dr	79912	2 Oct 2010

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
	Ernest Gonzalez	102 Troop Ct ~~Santa Teresa~~ NM GONZALEZEP2@yahoo.com	88008	9/20/10
	Mercedes Barrera	4701 Rosenberg Rd hparrera@elpasoisd.com EL Paso, TX 79922 elpasoisd.com	79922	9/20/10
	Jane Snyder	529 Willow Glen Dr EL P TX 79922	79922	09/20/10
	Anna A Chavez	4935 Anna Ln RACclub@aol.com EL PASO TX 79922	79922	9/20/10
	Ruben Esquivel	7553 Luz de Ciudad Ct. Esquivel EL PASO, TX ~~79912~~ ELP.TX.	79912	9/20/10
	Robert Ferrell	6829 Canyon Run / rferrell1@epcc.edu com	79912	9/20/10
	Gustavo Lew	6029 Bel Mar Ave	79912	9-21-10
	Carlos Cuevas	11540 Edward Jones Ave.	79936	9-21-10
	Angel Domingoez	angelin-050@hotmail.com	79922	9/21/10
	Alberto Quintanilla	4755 Emory Rd ~~79922~~	79922	9/21/10

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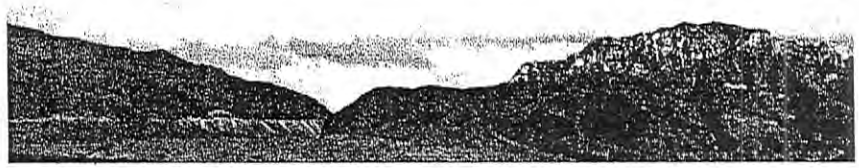
PROTECT SCENIC TRANSMOUNTAIN CORRIDOR IN NORTHWEST EL PASO



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Signature	Print Name	Address / E-Mail	ZIP Code	Date
[signature]	Richard Castillo	6960 Bruce Bissonette, El Paso richicastillo@cpelectric.com	79912	9/20/10
[signature]	Rebecca Verma	1452 Plaza Verde	79912	9-20-10
[signature]	Richard Glaese	6911 Enid Ctk-7 79912 NEAT STUFF HERE(S) ATT. MT	79912	9-20-10
Bernardino Martinez Jr.	Bernardino Martinez Jr.	153 Elvira Way El Paso TX. 79922		9-20-10
[signature]	Joaquin Blanco	1440 Luz del Sol El Paso TX 79912	79912	9-20-10
[signature]	Glenn Adams	704 Meadowlark Dr. El Paso, TX 79922	79922	9-20-10
James W. Bennett	James W. Bennett	5405 Coly Dr.	79932	9-20-10
[signature]	Brackett, Andrea	317 Los Nietos	79932	9-20-10
[signature]	Brackett, Larry	317 Los Nietos	79932	9-20-10
[signature]	Margaret Grace	213 Lomont	79912	9/21/10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Evangeline Quintanilla	Evangeline Quintanilla	4755 Emory Rd (79922)	79905	9/20/10
Javier R	JAVIER RUIZ	1625 Medical CTR 79902		9/20/10
Abraham Robles	Abraham Robles	6013 Oleaster DR.	79932	9-20-10
H J Kim	[illegible]	612 Coeur d'Alene 79922		9/20/10
[illegible]	PABLO MOUSAN	709 Twin Hills Pkwy	79912	9/20/10
[illegible]	Stephanie Payne	9353 Viscount El Paso, TX	79925	9/20/10
[illegible]	JOSS A [illegible]	445 [illegible]	79904	9-20-10
Alfredo Guerrero	[illegible]	1625 Medical Ctr El Paso TX.	79902	9/20/10
Lorisa O. Ortega	LORISA O. ORTEGA	5300 Prairieview 79924	79924	9/20/10
[illegible]	GEORGE RODRIGUEZ	10132 Honolulu 79925	79925	9-20-10

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	Rebecca Segura	Bersseg@msn.com / 6813 Bellrose Dr. Apt 36	79925	10/3/10
	EVELYN Ellett	3810 Waymore Dr. / eellett@msn.com	79902	10/3/2010
	Cecilia Aquino	171 Yellowlegs Santa Teresa NM 88008 / cecyb_99@hotmail	88008	10/3/2010
	Imelda Acuña	imelda_831@yahoo.com	79938	10/3/10
	M. Gloria Arroyo	mgarroyo@live.com	79849	10-3-10
	Rebecca Delgadillo	bekkky-7777@hotmail.com	79915	10/03/2010
	Lizette Quinonez	lizettequinonez@hotmail.com	79903	10/03/2010
	Jeramey Goss	Jfgoss@gmail.com	79912	10-3-10
	Colleen Beard	colleenbeard9@hotmail.com	22	10/3/10
	Emanuel Garcia	garcia emanuel @ yahoo.com.	79936	10/03/10

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Signature	Print Name	Address	ZIP Code	Date
Rosa Ma. Besta	Rosa Maria Besta	3008 Titanic Av.	79904	9/23/10
Peter Besta	PETER BESTA	3008 TITANIC	79904	9/23/10
Veronica Reyes	Veronica Reyes	4300 Firwood	79938	9/24
Rocio Jimenez		716 Myrtle ave.	79901	9/24/10
Don & Cora Brewster	Don & Cora Brewster	3217 Ridge View LN	79904	9/24/10
[illegible]	Cindy Ulloa	3412 La Cuesta	79936	9/24/10
[illegible]	Leo Rodriguez	3716 McConnell	79904	"
Joel Escapita	Joel Escapita	8512 Mackenzie	79907	9-24-10
Elizabeth Cordova	Elizabeth S. Cordova	3023 Copper	79930	9-25-10

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Raymond J Bradley	RAYMOND J BRADLEY	10209 Aggie EP rebradley@elpn.com	79924	18SEP10
Erika Bradley	ERIKA BRADLEY	10209 Aggie El Paso	79924	18Sep 10
Martha Myers	Martha Myers			
Martha Beltran	MARTHA BeLTRAN	213 Foster	79907	9-18-10
K Barton	KATHRYN BARTON	8808 Kait	25	9-18-10
[illegible]	Albert Woo	7282 Wz DeCasita	12	9-18-10
Liz Woo	Liz Woo	7282 Wz De Casita	12	9-18-10
Albert Woo	Albert Woo	SAME AS ABOVE	12	9-18-10
Barbara Woo	BARBARA WOO	Same As Above	12	9-18-10
[illegible]	SPINDLER, UWC	EL PASO	79912	09-18-10

All Persons May Sign!

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Fiesta

SAVE EL PASO'S FRANKLIN MOUNTAINS!

PROTECT SCENIC TRANSMOUNTAIN CORRIDOR IN NORTHWEST EL PASO

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Faye A. Noerr	FAYE A. NOERR	10421 BON AIRE	79924	09/18
Adelyn Baray	Adelyn C. Baray	9731 Eastridge Dr.	79925	9/18
[illegible]	Edna Palacios	9550 Verbena El Paso TX 79924 lovedna@yahoo	79924	9/18/10
M F Harris	MARY F. HARRIS	3646 Melody LN. EL PASO TX 7993	79932	9/18/10
[illegible]	Lynn Lyth	3646 1/2 Melody Lane El Paso TX 79932	79932	9/18/10
Carolyn Ault	CAROLYN AULT	601 ALTA CUMBRE PL, El Paso	79912	9.18.10
Doug Agee	DOUGLAS AGEE	3311 CRAIGO AVE, EL PASO, TX ~~79~~	79904	9/18/10
Wendy Holt	Wendy Holt	6608 Heritage Ridge Way El Paso TX	79912	9/18/10
[illegible]	Damian Marrufo	620 Medina	79905	9/18/10
[illegible]	Nicia Fernandez	620 Medina	79905	9/18/10

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Signature	Print Name	Address	ZIP Code	Date
	Adrian Romero	1589 S. Longzo ave	79928	9/17/10
	Maria Seelig	3816 Quill	79904	9/17/10
	Emily Estrada	3816 Quill	79904	9-17-10
	William Seelig	3816 Quill El Paso, TX	79904	09/17/10
	Janet Perkins	813 Montclair	79932	9/20/10
	Mark Perkins	813 Montclair	79932	9/20/10
	Luis Sanchez	323 Pageant Ct.	79912	9/20/10
	Kika Sanchez	323 Pageant Ct	79912	9/20/10
	JANE FOWLER	3212 Kilkenny RD	79925	9/20/10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Wm C Sanders	Wm C. Sanders	wsander1@elp.rr.com		9/18/10
Joseph Miller	Joseph Miller	jo-miller@sbcglobal.net	04	9/18/10
Brigitte Stem	Brigitte Stem	dustem@yahoo.com	34	9/18/10
Linda La Fleur	LINDA LA FLEUR	200 N. Mesa Hills #804	912	9/18/10
Alan Koster	ALAN KOSTER	SAME		
David K Matthews	David K. Matthews	5240 Blue Ridge Dr.	04	9.18.10
D A Duarte	David A. Duarte	2201 Copper Ave El Paso Tx 79930	30	09-18-10
F 30	Felipe Duarte	2201 Copper Ave El Paso	30	09-18-10
Elva Rueda	ELVA Rueda	5128 Rushing	24	9.18.10
Kenneth Spence	KENNETH Spence	JenMess@Juno.Com	88021	9-18-10

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Signature	Print Name	Address	ZIP Code	Date
Manuel Navarro	Manuel Navarro	9304 cannesdrive.	79917	9/18/10
Lisa Gonzalez	Lisa Gonzalez	6368 Los Robles Dr	79912	9/18/10
Maria Gonzalez	Maria Gonzalez	6368 Los Robles	79912	9-18-10
ENZO ARDOVINO				
Rita Ardovino.				
Irene N. Rede	Irene N. Rede	3532 Proud Eagle Dr	79936	9-18-10
Veronica Knight	Veronica Knight	1933 Dana Bree Dr.	79936	9/18/10
Nicholas Knight	Nicholas Knight	1933 Dana Bree Dr.		
Cecilia				

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UTEP Eco Class

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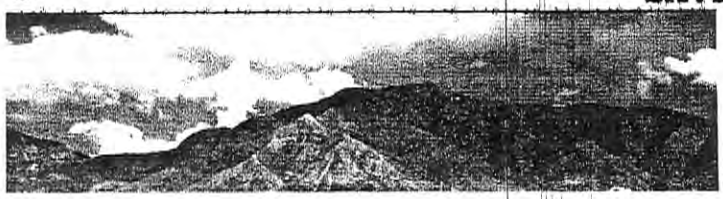

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
	Danielle Aragón	daraga01@yahoo.com	79936	08/31/10
	Alfred Lowe	aelowe7@yahoo.com	79925	08.31.10
	Ericka Amador	erickoxy618@yahoo.com	79912	8.31.10
	Meerthi Haritha	harithacws@gmail.com	79912	8-31-10
	Victoria Zavala	vzavala5@miners.utep.edu	79968	8-31-10
	Diana Martinez	damartinezgomez@miners.utep.edu	79936	08/31/10
	Stephanie Bulloch	skbulloch@miners.utep.edu	79912	08/31/10
	Anna Ortiz	acortiz@miners.utep.edu	79902	8/31/10
	Vanessa Lovsheed	vlovsheed@gmail.com	79912	8-31-10
	FUMIKO ALDERMAN	6400 MORNINGSIDE CIR	79904	8-2-10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
[signature]	Elvira D. Gutierrez	elgutier@nmsu.edu		9/3/10
[signature]	Pam Baker	pam@customsportscards.com	79902	9/3/10
[signature]	Rock Dasher	rdasher@elp.rr.com	79925	9/3/10
[signature]	Justin Harris	Justin Jainusica@Yahoo	79912	9/5/10
[signature]	TINA DWYER	6929 Rock CANYON DR. EL PASO	79912	9/3/10
[signature]	GRANT THOMAS	5729 Creston El Paso	79924	9/3/10
[signature]	GREGG BRETTEGAN	806 Forest Willow El Paso	79922	9/6/10
[signature]	JOSE MARTINEZ	10050 Socorro Rd Socorro, TX. 79927	79927	9/8/10
[signature]	JORETHA McDELL	5565 Gustavo Madrid Ln	79934	9/3/10
[signature]	Irelanette Broadnax	ibnax@sbcglobal.net		9/8/10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Diane E Perez	Diane E Perez	10751 Montana deperez@epiwu.org	79935	9-9-2010
Patricia Rios	Patricia Rios	1714 Calle Paz Pl prios888@yahoo.com	28435	9/9/10
Marilyn Gueda	MARILYN GUEDA	3714 Moonlight Ave 79904	79904	9/9/10
James C. Cervantes	James C. Cervantes Jr.	5032 Abilene Ave. El Paso Tx.	79924	9/11/10
Claudia Gamboa	Claudia	6028 Jemez Dr El Paso TX 799	79905	9/11/10
Mark Lenox	MARK LENOX	519 DORSEY DR 79912 LENVET@AOL.COM		9/12/10
	Daniel Rollings	1140 Rio Grande Ave - Apt. 9	79902	09/12/10
	Travis Gutierrez	4012 Bliss / Tgutierrez55@gmail.com	79903	9/11
Eileen Laverenz	Eileen Laverenz	11767 SGM Christian Fleetwood	79908	9/11
	Ray Laverenz	" "	79908	9/11

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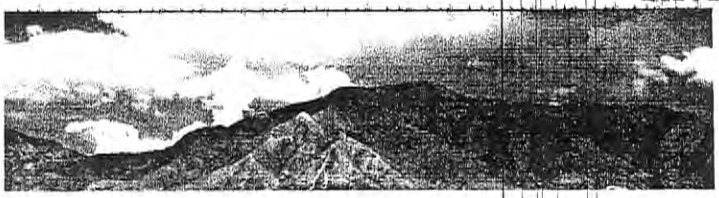

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
hrisline Swan	Christine A Swan	4409 Ebw. Maloney	79924	
Maureen E. Patton	Maureen E. Patton	4217 Loma Rosada Dr, mnjpatton@hotmail.com	79934	
M Barron	MAGDALENA BARRON	2608 Lado Chaulu (Magdalena 2000 yahoo	79934	
Edith Wyndham	Edith Wyndham	PO Box 1264, Mesilla NM edie@zianet.com	88046	
Claudia Rivers	Claudia R. Rivers	643 Upson Dr. El Paso 79902 crivers@utep.edu		9-12-10
David P Webster	David P Webster	5747 Mira Grande, El Paso	79912	9-12-10
L Webster	L. Webster	Leslie@DPWebster.net 5747 Mira Grande, El Paso	79912	9-12-10
R B Brown	R.B. Brown	748 C ESPADA EP TX 79912		9-10-10
Ernesto Dominguez	Ernesto J. Dominguez Jr	4115 Moonlight Ln EP TX 79904		9-12-10
Warren Warren	Warren Warren	3319 Mission Bay Blvd Orlando, FL	32817	9-12-10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Inja Groff	Inja GROFF	9151 MT ETNA DR, EL PASO, ~~TX 79~~	79924	18 Sep 10
Joe Groff	Joe GROFF	"	"	"
Mike Berroteran	Mike Berroteran	823 Derrickson Dr El Paso TX 79912	79912	Sept 18-10
Catherine Berroteran	Catherine Berroteran	823 Derrickson EPTX 79912		9-18-10
Maria Cranford	MARIA CRANFORD	600 BELVIDERE #18C EL PASO TX 79912		
David Romero	DAVID ROMERO	217 Kelvin EPT 79915	79915	9-18-10
Deena Harper	Deena Harper	5218 Cornell E.P.T.	79924	9-18-10
Yvonne Elmore	Yvonne Elmore	10808 Vista Lomas	79935	9-18-10
	Philip Elmore	"	"	"
Charles J. Noerr	Charles J. Noerr	10421 Bon Aire Dr. 79924		9/18/10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Sandra Medina	Sandra Medina	1393 George Dieter EPT 79936	79936	9-17-10
[illegible]	Zeke Delgado	600 Jim Bean	79927	9/17/10
[illegible]	Juan Pineda	228 Midianite	79927	9/17/10
[illegible]	Michelle Mora	8925 Otyokwa	79907	9/17/10
[illegible]	Lizbet Davila	8210 Carpenter Dr. #79 ayurie50@yahoo	79936	9-17-10
[illegible]	Angie Betancourt	3101 Royal Banner Ln.	79936	9-17-10
Carla Chavira	CARLA D. CHAVIRA	2401 N. Zaragoza Rd. Ap B31 EPT ~~79~~	79938	9-17-10
Espi Ruiz	ESPI RUIZ	1393 George Dieter, 79936		9-17-10
[illegible]	Jaime Espinoza	19116 Linda Dr. Tornillo	79853	9-17-10
Jacob Delgado	Jacob Delgado	10924 Rye Ln. 79927	79927	9-17-10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Chris Mendoza	Chris Mendoza	popping17@yahoo.com	79925	9/18/10
Palmira Castillo	Palmira Castillo	2727 Caples Cir	79903	9/18/10
Richard Puente	Richard Puente	MerPark@Yahoo.com	79905	9-18-10
Shabazz Burkes	Shabazz Burkes		79925	9-18-10
Juan M. Vera	Juan Vera	6220 Tejas Dr.	79905	9-18-10
[illegible]	CHARLES S GILBERT	900 DE LEON DR	79912	9-18-10
[illegible]	Jennifer Wilson	3307 Capella ave	79904	9/18/10
[illegible]	David Wilson	3307 CAPELLA AVE.	79904	9/18/10
Alice Takose	Alice Takose	aktakose@yahoo.com	79924	"
Liesebet Tausch	Liesebet Tausch	liesebet@hotmail.com	79904	9/18/10

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Signature	Print Name	Address	ZIP Code	Date
Mary E. Mata	MARY E. MATA	2907 TYLER AVE. EL PASO TX	79930	9/9/10
Ron Mulvihill	Ron Mulvihill	312 Crimson Cloud E.P. Tx	79912	9/9/10
Alejandra Trejo	Alejandra Trejo	517 Wild Willow, El Paso, TX	79922	9/9/10
[illegible]	Emery Cabada	4045 Boyscout Ln.	79922	9/9/10
Alondra Arredondo	Alondra Arredondo	Highway 28 Anthony NM		9.9.10
Daniela	Daniela Silva	1698 Janet Coles El Paso Tx	79936	9/10/10
Carla Lozano	Carla Lozano	1209 Brown Ridge Pl. El Paso, TX	79912	9/10/10
Krystal J. Pimentel	Krystal J. Pimentel	641 Vern Butler El. Paso Tx	79932	9/10/10
Paloma Zamarripa	Paloma Zamarripa	2202 King James, EP, TX	79903	9/10/10

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Elizabeth Reza	Elizabeth Reza	10016 Lockerbie	79925	9/10/10
adrianac	Adriana'C	272 Shadow mtn.	79912	9/10/10
Laura Mandujano	Laura Mandujano	108 S. Hwy New Mexico	1882	9/10/10
Chanell A. Rivera	Chanell A. Rivera	7380 Del Sol Way Canutillo TX	79835	9-10-10
Mariany Gainza	Mariany Gainza	1443 Cheyenne Ridge, El Paso, TX	79912	9-10-10
Gabriela Guebara	Gabriela Guebara	1365 Desert Canyon.	79912	9-10-10
Andrea Figueroa	Andrea Figueroa	4018 Little Lane	79922	9-10-10
Daniela Urias	Daniela Urias	208 'A' Vic Clark	79912	9-10-10
Denise Castro	Denise Castro	1429 Rainbow Ridge	79912	9/10/10

All Persons May Sign!

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SAVE EL PASO'S FRANKLIN MOUNTAINS!

PROTECT SCENIC TRANS MOUNTAIN CORRIDOR IN NORTHWEST EL PASO

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Signature	Print Name	Address	ZIP Code	Date
Kiki Alshouse	Kiki Alshouse	2601 Fir	79925	9/13/10
Celia Gonzalez	Celia Gonzalez	348 Kingswood Dr.	79932	9-13-2010
Bethany Delgado :)	Bethany Delgado	952 Wyatt Dr.	79907	9-13-2010
Paulina Ramirez :P	Paulina Ramirez	2472 Tierra Rica Way	79938	9-13-2010
Andrea Lugo	Andrea Lugo	4530 Honey Willow Way	79922	9/12/10 =)
Ana Paula Rodriguez	Ana Paula Rodriguez	657 Las Granjas Dr.	79917	9-13-10
Maria Zacarias	Maria Fernand Zacarias	6200 Sylvania	79912	9-13-10
Valeria Villalobos	Valeria Villalobos	136 Camino Barranca	79912	9-13-10
Samantha O.	Samantha Tarin	[illegible]	79905	9-13-10

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Sofia Leal	Sofia Leal	4609 Globe Willow	79922	9/14/10
Carolina Angulo	Carolina Angulo	6269 Dew	79912	9/14/10
Estefania O	Estefania Ortega	945 S. Mesa Hills	79912	9/14/10
Daniela Rodriguez	Daniela Rodriguez	wildwood	79912	9/14/10.
Christina Martin	Christina Martin	12079 Pueblo Laguna	79936	9/14/10
Mariana Sierra	Mariana Sierra MS	1740-30 Calzada Fresno Cd. Juarez		9/14/10
Gabi Ramirez	[illegible]	———	79912	9/14/10
Gabrielle Velasquez	Gabrielle Velasquez	Ridgecrest Drive.	79902	9/14/10
Paola D. Fernandez	Paola D. Fernandez	4401 Bliss Avenue	79903	9/14/10

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Nicole Montoya	Nicole Montoya	417 Jharondale Dr.	79912	9·13·10
Sandra Contreras	Sandra Contreras	... Pendale Suite I-2	79935	9/14/10
Stephanie Herrera	Stephanie Herrera	2435 Ceylon Dr.	79925	9/14/10
August mccool	AUGUST McCool	134 Crested Peak	88008	9-14-10
Ali Neal	Ali Neal	625 Willow Brook way	79922	9/14/10
Manuela Figueroa	Manuela Figueroa	505 Wild Willow	79922	9/14/10
Ashley Purcell	Ashley Purcell	4657 Loma Grande	79934	9/14/10
Mara Rivera	Mara Rivera	10932 white Hall dr.	79934	9/14/10
Broone Loya	BROONE LOYA	12001 Paseo De ORO	79936	9/14/10

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Signature	Print Name	Address	ZIP Code	Date
annikasheid	annikasheid	—	79904	9.14.10
Genesis Diaz	Genesis Diaz	—	79912	9/14/10
Alexia Delgado	Alexia Delgado	—	79912	9/14/10
Liliana Negrete	Liliana Negrete	4005 Flamingo Drive	79902	9/14/10
Ana Laura Villalobos	Ana Laura Villalobos	—	79912	9/14/10
Daisy Pere	Daisy Pere	—	79835	9/14/10
Eliza Barton	Eliza Barton	765 Castle Ave	79912	7/14/10
Delia Zacarias	Delia Sofia Zacarias	6200 Sylvania	79912	9/14/10
Noheme Sahagun	Noremi Sahagun	Panama 250 Sur	—	9/14/10

Noheme Sahagun

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Signature	Print Name	Address	ZIP Code	Date
Johanna T Barr	Johanna T Barr	9152 Turrentine	79925	9-4-10
[illegible]	Henry Drake	2016 N. Kansas El Paso, Tx	79902	9-4-10
Donna Hourigan	Donna Hourigan	5015 Alamo Mine Trail Las Cruces NM	88011	9/4/10
Barbara A. Lane	BARBARA A. LANE	10316 Bush Lane El Paso, Tx	79925	9/4/10
Denisa J. Garcia	Denisa J. Garcia	10316 Bush El Paso, TX	79925	9/4/10
John Walton	John Walton	801 Turney El Pa TX	79902	9-4-10
Jay Slusher	Jay Slusher	813 Del Mar	79932	4-Sep 10
Robert J. Barr	Robert J. Barr	9152 Turrentine	79925	09-04-10
Rosemary Regalado	ROSEMARY REGALADO	EL PASO, TX	79936	09-04-10

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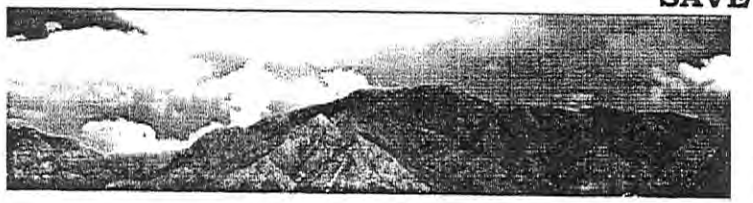

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
[illegible]	ARTURO M. ENRIQUEZ	[illegible]@vantage-point.com	02	10/2/10
[illegible]	Jasmine Lona	lonajasmine77@yahoo.com	915	10/2/10
[illegible]	JOHN GREEN	6604 Los ALTOS DR., jag0528@att.net	79912	10/2/10
[illegible]	Richard Durschlag	9010 Magnetic Rd-#106 rdurschlag@yahoo.com	79904	10/2/10
[illegible]	Gilberto Valencia	6082 Bandolero gvalencia@sbcglobal.net	79912	10-2-10
[illegible]	Berttye Barnhart	2200 Febrero 79935	79935	10/2/10

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Signature	Print Name	Address	ZIP Code	Date
Mary M Beard	Mary M. Beard	5805 DOLPHIN DR	24	9/25/1
Carmen E Rodriguez	Carmen E Rodriguez	1524 Camino Alto	02	9/25/10
Melissa Brandrup	Melissa Brandrup	720 Willow Glen Dr.	22	9/25/10
Karen Peissinger-Vernhaus	Karen Peissinger-Vernhaus	10933 Bay Bridge St.	34	09/30/10
[illegible]	Rob Tollen	805 Royal Oak	32	9/30/10
[illegible]	Louie Garcia	7417 Big Bend	04	9/30/10
James Estes	JAMES ESTES	6012 E VOLTAIRE SCOTTSDALE	85254	9/30/10
Adrian Rios	Adrian Rios	406 Hernandez St.	79905	9/30/10
Roger Guerrero	Roger Guerrero	7929 Meraz	79907	9/30/10

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Signature	Print Name	Address	ZIP Code	Date
Luis Nevarez	Luis Nevarez	12047 Timothy Drive	79936	9/20/10
D Gonzalez	Dianica Gonzalez	745 Mission Viejo	79912	9/23/10

www.franklinmountains.org to access online petition

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Signature	Print Name	Address	ZIP Code	Date
Marlene Stalker	Marlene Stalker	2921 Titanic Ave., El Paso	79904	9-24-10
Roger Stalker	Roger Stalker	2921 Titanic El Paso T-	79904	9-24-10

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Donna M. Minear	Donna M. Minear	1515 Circle Drive - No. 1	79902	8/30/10
Dominic R. Calvano	Dominic R. Calvano	6601 MORNINGSIDE CIR	79904	8/31/10
Johannes F. Vergouwen	Johannes F. Vergouwen	6953 Swede Johnson Drive	79912	09/07/10
[illegible]	Alejandro Vázquez	1333 Clay Basket cir.	79936	9-7-10
[illegible]	Francisco A. Fernandez	11201 WARCLOUD	79936	9/7/10

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Judith Tryon	Judith Tryon	4513 Aries Dr	79924	8 Sep 10
Marsha Mascorro	MARSHA MASCORRO	9009 MAGNETIC ST.	79904	8 Sep 10
Rosario Reynolds	Rosario Reynolds	3512 Van Buren	79930	9 Sept, 2010
Maria Patricia Ruddell	Maria Patricia Ruddell	14725 S.M. McNutt Drive	79924	10 Sep 10
Donald Kennedy	Donald Kennedy	6501 Cresta Bonita	79912	9/10/10
Adrian M Sandoval	Adrian M. Sandoval	6740 Morning Side Circle	79904	9/12/10
Stacey Caudillo	Stacey Caudillo	5372 Ignacio Almanzar Ln.	79934	9/13/10

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	TERRNCE M. EPP	7228 IMPERIAL RIDGE, EP	79912	9-12-2010
JoAnne L. Epp	JOANNE L. EPP	7228 IMPERIAL RIDGE, EP	79912	9-12-2010

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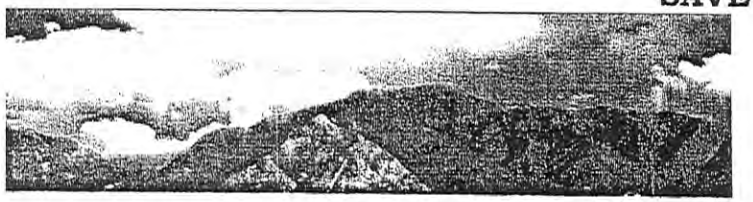

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
	JUAN M. ARAGON	6652 FIESTA EL PASO, TX 79912 JARAGON2@ELP.RR.COM	79912	9/22/10
	Mark A Marquez	1268 Michelangelo Dr. El Paso, Tx 79936	79936	9/22/10
	HECTOR TREVIÑO	2633 BERWICK 79925	79925	9/22/10
	JAVIER GUTIERREZ	2025 MERMAID DR. ELP. TX 79936	79936	9/22/10
	R. ALVARADO	2 CIVIC CENTER, 8th FLR.	79901	9/22/10
	ANA Giles	10137 Milan St El Paso, TX 79924		9/22/10
	Judy Sarabia	10950 Joway Socorro Tx 79927	79927	9-22-10
	ZULEMA JANIS	12237 HOLY SPRINGS CT El Paso TX 79928	79928	9-22-10
	Maria P. Rosiles	11760 Jimm Webb El Paso TX 79934	79934	9/22/10
	JAMES A. WAKEFIELD	12237 HOLY SPRINGS EP, TX 79928 →		9/22/10

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Gerda Lesh	Gerda Lesh	10521 McCombs St.	79924	9-8-10
Johnny L Perry	Johnny L. Perry	4401 Loma Alegre	79934	9-8-10
Raul Godoy	Raul Godoy	5136 Tropicana Ave. El Paso Tx. 79924	79924	09-08-10
Eva Ligons	Eva Ligons	10505 Warren St El Paso, ~~TX 79924~~	79924	09-09-10
Donna L. Kvapil	Donna L. Kvapil	10416 McCormick Lane ~~79924~~	79924	09-09-10
	Felipe Lara	5709 Hondo Pass Dr.	79924	9/13/10
Marie Savoca	Marie Savoca	5516 Kerwood Cl. El Paso Tx ~~79924~~	79924	9/16/10
Donna M. Hall	Donna M. Hall	5205 Cornell Ave El Paso Tx 79924	79924	9-17-10
[illegible]	Willie Thomas	10740 Texarcana Place	79924	9/24/10

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SAVE EL PASO'S FRANKLIN MOUNTAINS!

PROTECT SCENIC TRANSMOUNTAIN CORRIDOR IN NORTHWEST EL PASO

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Ruben Nunez	RUBEN NUNEZ	13804 HORIZON HEIGHTS CIRCLE	79928	9/26/10
Victor E Peña	VICTOR E PEÑA	11428 HANEY RD / VPENA1222@YAHOO.COM	79927	9-26-10
Carmen Vallejo	Carmen Vallejo	3601 Buxton El Paso, TX 79928	79928	9-26-10
J. Vallejo	Juan Vallejo	3601 Buxton El Paso, TX	79928	9-26-10
E. Moore	EILEEN MOORE	13961 BLOOMING DESERT	79928	9/26/10
[illegible]	Nick Hay	433 Sand Verbena	79928	9/26/10
Leo M	LEO MARGERUM	492 St. Matthews	79907	9/26/10
Sherry Longoria	SHERRY LONGORIA	13670 HORIZON BLVD	79928	9/26/10
Mark A. Chavez	Michael A. Chavez	1021 Rio Vista Rd	79927	9/27/10
ERVEY TARIN	[illegible]	261 Indian Head Rd.	79853	9-27-10

All Persons May Sign!

Please return signed petitions to the Franklin Mountains Wilderness C[illegible]ion, c/o Jim Tolbert, 2701 Frankfort Avenue, El Paso, TX 79930 or contact Jim at 915-565-5196 or jimhtolbert@[illegible]r.com to arrange for pickup. Thank you!

SAVE EL PASO'S FRANKLIN MOUNTAINS!

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Signature	Print Name	Address	ZIP Code	Date
Martha Hayes	MARTHA J HAYES	31149 STANLEY GROVE CT	34	9/21/10
Earl L. Mitchell	EARL L. Mitchell	5125 Kodiak AVE El PASO TX 79924	24	9-22-10
Jean Stewart	JEAN STEWART	5628 Sun Valley El Paso Tx 79924	24	9-22-10
Sergio Bilbao	Sergio Bilbao	5715 OLAN CT 79924		9-22-10
Linda Velasquez	Linda Velasquez	8500 Mountain View 79904	04	9-22-10
Elizabeth P Craft	Elizabeth P. Craft	10040 Keystone Dr 79924		9-23-10
Severo Contreras Jr	SEVERO Contreras JR	50103 MEADE Ct 79924	04	9-23-10
Martha Hayes	31149 Stanley Grove	MARTHA HAYES	34	9-23-10
Mitchell Earl	EARL MITCHELL	5125 Kodiak AVE El PASO TX	79924	9-23-10

www.franklinmountains.org to access online petition

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
S. Matt Myers	S. Matt Myers		79934	10/1/2010
[illegible]	RUDY TREJO	rudy.g.trejo@gmail	79907	10/1/10
Eva Rivera	EVA RIVERA		79930	
Art Gandara	ART GANDARA	3524 FILMORE	79930	10/1/10
[illegible]	WILLIAM MALLINDINE	mallindine@sbcglobal.net	79912	10/1/10
[illegible]	Mario Sandoval	10222 Silver Strand	79924	10/1/10
[illegible]	XAVIER SANCHEZ	2029 JACKSON	79930	10/1/10
[illegible]	Israel Bañuelas	10656 Pico Norte	79935	10-1-10
[illegible]	GAIL GALE	324 STOTTS AVE	79932	10/10/2010
Claudia Duran	Claudia Duran	2747 Grant Ave	79930	10/1/10

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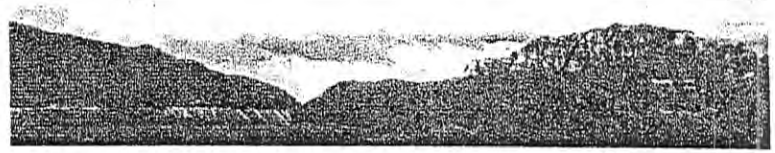

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Signature	Print Name	Address	ZIP Code	Date
Rosa Carpita	8512 Motley	El Paso	79907	
Angela Coll	Angela Collins	12025 Sgt Alchesay Ct	79908	
Veronica Escobar	Veronica Escobar	3014 Copper Ave	79930	
Irene Lewis	Irene Lewis	3432 Montridge Ct	79904	
Susan K. Shelton	Susan K. Shelton	5752 Marcus	79924	
Gina Hernandez	Gina Hernandez	9004 Mt. Delano	79904	
Sylvia Hernandez	Sylvia Hernandez	9004 Mt Delano	79904	
Ernesto Almeida	Ernesto Almeida	1125 Belen	79915	
Odilia H. Torres	Odilia H. Torres	3519 Van Buren Ave.	79930	

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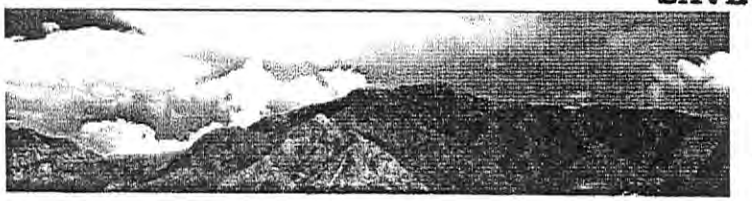

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
V. Bernhardt	VIRGINIA G. BERNHARDT	955 N. RESLER DR #104 EL PASO, TX ~~799~~	79912	9/30/10
Patricia Attel	Patricia Attel	289 Puesta Del Sol ~~799~~	79912	9/30/10
Karl Putnam	KARL PUTNAM	405 VALPARAISO	79912	9-30-10
James R. Vasquez	JAMES R. VASQUEZ	4216 O'Keefe	79908	9-30-10
Mary Holmsley	MARY Holmsley	59 Kingery Dr	79902	9-30-10
Tuari Sander	Tuari Sander	3201 AURORA AVE	79930	9-30-10
Ida Gardner	Ida Gardner	P.O Box 1804, Canutillo	79835	9/30/10
[illegible]	JANET MONTERO	2809 SAVANNAH AV	79930	9/30/10
Pamela J. Lovelace	PAMELA LOVELACE	2804 Savannah	79930	9/30/10
Sandra Duarte	Sandra Duarte	5408 Paraguay	79903	9-30-10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
	Humberto Cruz	humberto 90 @live.com	79903	30Sep 2010
	Wendy Avalos	waavalos@miners.utep.edu		30Sep 10
	CRISTINA RIVERA	CRIVERA 9 @ " "	79902	9/30/10
	Porfirio J. Tejeda	4930 mc Gregor 79904	79904	9-30-10
	Gregory S. Freyermuth	220 Silverwood Way 79922	79924	9/30/10
	Julio Noboa	6637 Cabana Del Sol	79911	9/30/10
	Elsa Duarte Noboa	Elsa Duarte Noboa 6637 Cabana Del Sol	79911	9/30/10
	Patricia Carafano	9359 WH Burges Dr	79925	9/30/10
	Arabela Lujan	7901 Kiely Rd Vinton TX	79821	9-30-10
	KAREN FABELA	501 Agua Clara / karenfabela@hotm.	79928	9/30/10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
[signature]	GABRIEL J. CRESPO	14333 DESERT SHADOW / gcrespo@sisk.net	79928	9/30/10
[signature]	MARTINA LOREY	1919 KANSAS / MLOREY@SBCGLOBAL.net	79902	9.30
[signature]	Manuel Moreno	144 Elder Rd /	79915	9/30/
[signature]	Jennifer Matthews	1318 Randolph	79902	9/30/10
[signature]	Bill Furgison	34 wildlife Trail bill.furgison@dalTile.com	79915	9/3/10
[signature]	VAL BROWN	106 N Castellano valbrownis.com	79912	
[signature]	RESA ANAYA	11090 TOM SHAW RESAANAYA@90.COM	79936	9/30/10
[signature]	ARNULFO RAMIREZ	3904 KEHTNER /arnulfo.ramirez@ttu.edu	79904	9/30/10
[signature]	Tom Holmsley	59 KINGERY / DHolmsley@elp.rr.com	79902	
[signature]	Ruth Sprout	5928 Via Cuesta Dr. 79912	79912	

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Emily Williams	Emily Williams	Emmaleeyo@gmail.com	79934	1 Oct
[illegible]	Alondra Buelna	alondrabuelna@hotmail.com	79928	
[illegible]	Aldo Esquivel	7803 Paula / kozillanice@hotmail.com	79915	
[illegible]	Robert Smith	Smithrm1@umsu.edu	88021	
[illegible]	Jeff Michno	jamichno@hotmail.com	78704	
[illegible]	Tania Ruvalcaba Delora	bol_taniaroval@hotmail.com	79836	1 Oct
Sonia Espino	Sonia Espino	sespino2@miners.utep.edu	79928	2 Oct
[illegible]	Eunice Rascon	erascon2@miners.utep.edu	79836	10-2-10
Vallarie Enriquez	VALLARIE ENRIQUEZ	905 Galloway	79902	10/2/10
[illegible]	Rodrigo Rodriguez	blue_papabear@Yahoo.com	79935	10/2/10

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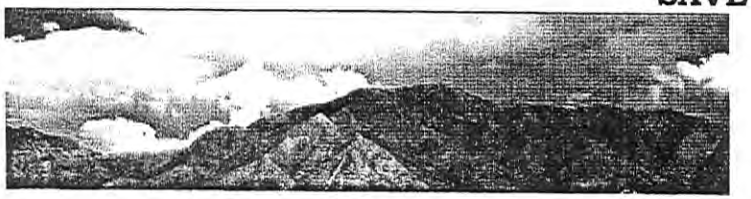

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Manny S Rodriguez	Manny's S. Rodriguez	470 Charles	01	10-1-10
Michelle Rodriguez	Michelle Rodriguez	470 Charles Rd	01	10-1-10
Deborah Esparza	Deborah Esparza	9257 Sorbonne	07	10-1-10
Joel Gilbert	Joel Gilbert	5612 W Valley Circle	32	10-1-10
Rebecca Utley	Rebecca Utley	4020 Loma Linda Circle, 79934	34	10/1/10
Lisa Gutierrez	Lisa Gutierrez	3213 Lanpliter	25	10/1/10
Rosa Gonzalez	Rosa Gonzalez	460 Hartley	48	10/1/10
Maria G Avila	Maria G Avila	14609 Las Aguilas	28	10/01/10
[illegible]	Maria Ortiz	1020 Mallett	07	10/01/10
Gabriela Garcia	Gabriela Garcia	750 Adobe Dr.	15	10/1/10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Diane E Perez	Diane Perez	diane_e_perez@yahoo.com 1809 W. Washington, Anthony NM	88021	10-1-10
[illegible]				
Terri Smythe	TERRI SMYTHE	terrismythe@yahoo	79932	10-1-10
S. Nilli[illegible]	S. Nilliams	401 E Franklin	79901	10-1-10
Grace Perez	G Terrazas	401 E Franklin	79[illegible]	10-1-10
[illegible]	Pedro Ortega	248 Dolan St.	79905	10-1-10
Anthony Garcia	Anthony Garcia	249 Columbia Ave.	79907	10-1-10
Lorinda Gardner	[illegible]	lgardner13@hughes.net	79927	10ct10
Regina Tarango	Regina Tarango	222 Bartlett #309 m_tarango@yahoo.com	79912	10-01-10
[illegible]	Michael Ada	1628 Quinta Del Sol / ada_michael@hotmail.com	79911	10/01/10

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Rudolph Aguirre	Rudolph Aguirre	9820 Goby	79924	10.1.10
Linda Gallegos	Linda Gallegos	6036 Palmdale	79932	10-1-10
R. Robledo	Rick Robledo	4062 Cherry Cider Ln	88003	10-1-10
Cindy Graff Cohen	Cindy Graff Cohen	4563 Weeping Willow Drive	79922	10-1-10
Michelle Gutierrez	Michelle Gutierrez	vickyblue-10@yahoo.com	79907	10/1/10
[illegible]	Rik S. Villarreal	510 Prospect St., El Paso	79902	10/1/10
Concepcion Perez	Concepcion Perez	1715 E. Yandell El Paso	79902	10/1/10
Jessica Indalecio	Jessica Indalecio	msindalecio@yahoo.com	79904	10/1/10
Katy E. Bean	Katy E. Bean	2906 Mountain	79930	10/1/10
[illegible]	Priscilla Calderon	9821 Fuchsia xiolasmith@gmail.com	79930	10/1/10

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Jennifer Eiland	Jennifer Eiland	109 Augusta Dr. Santa Teresa, NM 88008	88008	4 Oct 2010
Benjamin M Stevens	BENJAMIN M STEVENS	10905 Wanderland Ln, EL PASO TX	79934	4 OCT 2010
David S. Darby	DAVID S. DARBY	8929 Eclipse St. El Paso, TX 79904	79904	4 Oct 10
Mario A. Montes	MARIO A. MONTES	1105 Golden Dr. El Paso TX	79905	4 OCT 10
Larry D. Tucker	Larry D. Tucker	7425 Big Bend Drive, El Paso TX	79904	4 Oct 2010
Elizabeth A. Heide	Elizabeth A. Heide	7516 Big Bend Drive, El Paso	79904	4 oct. 2010
Anita D. Weber	ANITA D. WEBER	7521 Umbria Dr EP TX 79904		4 Oct 2010
Donna S. Beasley	DONNA S. BEASLEY	7433 UMBRIA DR EL PTX 79904	79904	4 Oct 10

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Efrain Quintana	Efrain Quintana	equintana95@yahoo.com		10-16-10
Cynthia Silva	Cynthia Silva	Cynthisilv@yahoo.com	79935	10-16-10
Ed Anthony	Ed Anthony	edan48@aol.com	79935	10-16-10
Melinda Erwin	MELINDA ERWIN	11332 DAMASCO/Melinda_duds@yahoo.com	79936	10-16-10
Kathy Frazier	KATHY FRAZIER	11729 Ronald McNair	79936	10-16-10
Jannette Hale	Jannette Hale	4245 N. Valley Dr	88007	10-16-10
Julia M Wyman	JULIA M. WYMAN	4680 ST. MICHAELS RD, LAS CRUCES	88011	10-16-10
Santiago Bellah	SANTIAGO BELLAH	377 MARIANA CIR. EL PASO	79915	10-16-10
Carmen Pacheco	Carmen Pacheco	377 Mariana Cir El Paso	79915	10-16-10
Javier F Mendoza	JAVIER F MENDOZA	6701 MERIDA EL PASO TEX	79905	10-16-10

All Persons May Sign!

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SAVE EL PASO'S FRANKLIN MOUNTAINS!

PROTECT SCENIC TRANSMOUNTAIN CORRIDOR IN NORTHWEST EL PASO

The Public Service Board land north and south of Trans Mountain Road is slated for commercial and residential development, changing this naturally scenic corridor, critical wildlife habitat, and potentially invaluable recreational land forever. The coming expansion of Trans Mountain Road to a much wider Freeway with four lanes with frontage roads on each side, by the Texas Department of Transportation will accelerate this process. The only way to help protect this beautiful corridor of the Trans Mountain scenic corridor on the west side of the Franklin Mountains is re-zoning all publicly owned land of the City of El Paso as currently managed by the Public Service Board (public land owned by all El Pasoans) as Natural Open Space (NOS).

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Gabriela Soria	Gabriela Soria	morissa700@hotmail.com	79924	10/16/10
Ana Soria	Ana Soria	anacsor@hotmail.com	79924	10/16/10
Victoria Valdez	Victoria Valdez	7049 Delia Ave El Paso TX 79938		10/16/10
Jasmine Valdez	Jasmine Valdez	7049 Delia Ave El Paso TX 79938	79938	10/16/10
[illegible]	Chris Hluchan	cph85a@gmail.com	75080	10/16
[illegible]	Brett Biggs	[illegible] brett_biggs@yahoo.com	73099	10/16
[illegible]	Rachael Heister	sftbll_snwbdr7@yahoo.com	74008	10/16
Jessica Fithian	Jessica Fithian	mtoclimber@yahoo.com	74074	10/16
America Tirado	America Tirado	americatirado@hotmail.com	79902	10-16-10
✓ [illegible]	Martha Morales	*msmorales53@yahoo.com	79902	10/16/10

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Anna M. Fowle	ANNA M FOWLE	4621 Cupid Dr.	79924	10/16/10
Calvin M Fowle	CALVIN M. Fowle	4621 Cupid Dr	79924	10/16/10
Martha Streng	Martha Streng	2722 FM 1593 Lolita, TX	77971	10/16/10
Sylvia Hill	Sylvia Hill	6238 Franklin Eagle	79912	10/16/10
Kevin Hill	KEVIN HILL	6238 FRANKLIN EAGLE	79912	10-16-10
John R. Freyermuth	John R. Freyermuth	734 N Reymond St Las Cruces NM	88005	10-16-10
Carolyn Gressitt	Carolyn Gressitt	" " " " " "	88005	10-16-10
Lynn E Bevill	Lynn Bevill	810 N. Camino Santiago Tucson	85745	10/16/10
Margaret Midy Stephenson	Margaret Stephenson	3331 N. Brookstone Pl Tucson	85712	10/16/10
Leesha Miller Leesha Miller	Leesha Miller	2000 E. Kleinfeld Dr. Apt. 506	79936	10/16/10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
	JOSE RODRIGUEZ	11380 David Carrasco	79936	16 Oct 10
	SARABIA	4212 Perth	79922	16 OCT
	David Gomez	11884 Crimson Sky Dr	79936	16 Oct 10
Theresa Gomez	Theresa Gomez	11884 Crimson Sky Dr.	79936	16 Oct 10
	Linda Brooks	620 W Hadley	88005	16 Oct 10
	Hector Figueroa	13920 Fort Defiance Dr.	79938	Oct 16 2010
Irania Figueroa	Irania Figueroa	13920 Fort Defiance	79938	Oct. 16 10
	Catherine Quinones	1466 San Vicente Ct. Las Cruces NM	88005	10-16-10
	Madeline Schreiber	7405 IRELAND CT	79930	10-16-10
	SCOTT SCHREIBER	7405 IRELAND CT	79930	16 OCT 10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Ilene S. Kaplan	Ilene S. Kaplan	ilene.s.kaplan@comcast.net	88012	16 OCT 10
[illegible]	Joe Rosch	Ronko1954@gmail.com	74342	OCT 16 10
[illegible]	Janet Delgado	koala_bear_13@yahoo.com	79934	OCT 16, 10
Juan Adame	Juan Adame	adame2jp@hotmail.com	79912	Oct 16 2010
Marisa Santacruz	Marisa Santacruz	mgsantacruz32@hotmail.com	79912	10/16
Rosemary Velasco	Rosemary Velasco	~~[illegible]~~	79904	10/16
[illegible]	Gilbert Walter	walter412@yahoo.com	79934	10-16
Sue Gilbert	Sue Gilbert	sb_gilbert@yahoo.com	79935	10-16
Nancy Siversson	Nancy Siversson	N/A	97211	10-16
Pat Campa	Pat Campa	~~Ramsfan_79@yahoo.com~~	79915	10-16

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Edith C. Nelson	Edith C. Nelson	edienelson@q.com	88012	16 OCT 10
[illegible]	Ana Romero	aromer05@yahoo.com	79956	16 Oct 10
[illegible]	P.A. Franklin	pfrankl@episd.org	79912	10-16-10
Fabiola Tortajada	FABIOLA TORTAJADA	fabiolatortajada@hotmail.com	79934	10-16-10
[illegible]	Sergio Solorzano	solorzaps@aol.com		10-16-10
[illegible]	LEE BRADLEY	[illegible]	88031	10-16-10
[illegible]	Adrian Rivera	adrian rivera-21@yahoo.com	79938	10-16-10
[illegible]	Robert P Huston		79936	10 16 10
Nichole Torpey Sabo	Nichole Torpey-Sabo	nichole.torpey@gmail.com	79930	10-16-10

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
	Ricardo Vargas	studioacu@gmail.com	79912	24 Oct
Carol Baumgardt	Carol Baumgardt	4329 Donnybrook carolmb10@elpm.com	02	10/24
	Don Baumgardt	4329 Donnybrook donb@pinatapublishing.com	79902	10/24
	Marc Robert	2041 Cortabella Ln NM mrobert57@msn.com	88005	10/24
K. Brunner	Kristin Brunner	kristin.brunner@live.de	76337	10/24
	Brian Netzley	7445 Ostrom Ave Van Nuys CA	91406	10/24
	Jeff Radaich	1377 Lee Ave. Long Beach Ca.	90804	
	Maureen Scott Field	1300 Cincinnati	79902	10/24
	DENNIS MCELVEEN	548 CROSS TIMBERS	79932	10.24
	Susan Urbieta	1324 Madeline Tx	79902	10-24

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Ellen Hughes	Ellen Hughes	548 Cross Timbers	79932	10/24/10
Mary Chavez	Mary Chavez	10949 Sombra Verde	79935	10/24/10
[illegible]	Beta Parson	708 Wellesley	79902	10-24-10
Tony Jimerson	[illegible]	4317 Santa Rita	02	" "
C. H. Coope	Clarence Coope	305 Camille	12	10/24/10
Nan E Leffler	Nan E Leffler	10936 Art Wall	79936	10/24/10
Nancy Natalicio	Nancy Natalicio	1113 Whitaker	79902	10/24/10
Luis Natalicio	[illegible]	" "	"	"
Jeannine B Kennedy	Jeannine B. Kennedy	4016 Flamingo Drive El Paso 79902 →		10/24/2010
Michelle Tan	Michelle Tan	7137 Villa Hermosa	79912	25/10/2010

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Catalina Hdez	Catalina Hernandez	8484 Alameda Spc #9	79907	11/2/10
[illegible]	Gaston Quinonez	2708 [illegible]	79930	Nov 2, 2010
[illegible]	JAVIER ALVAREZ	12053 Paul Klee dr.	79936	11/2/10
[illegible]	Lord E. Juarez	3400 Brook Rock	79935	11/2/10
Jazmin Soto	Jazmin Soto	605 Lomaland Sp 144	79907	2 Nov 2010
[illegible]	RAMON C JONES	12516 Tierra Curvo	79930	Nov 2, 2010
[illegible]	AMIT K GHOSH	4228 New Law		11/2/10
Phyllis Goodrich	Phyllis Goodrich	222 Shadow Pt		11/2/2010
[illegible]	ALFREDO MARQUEZ	809 Transition Ave	79821	11/2/2010
Tammy Galvan	TAMMY GALVAN	#7 SAN MARCOS DR.	79922	11/2/10

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Signature	Print Name	Address	ZIP Code	Date
Gloria Perez	Gloria Perez	5842 Johannsen	79932	9-29-10
Federico Gonzalez	Federico Gonzalez	310 Conifero	79932	9-29-10
Elizabeth Aldama	ELIZABETH ALDAMA	300 COATES.	79932	9-29-10
Hortencia Aldama	HORTENCIA ALDAMA		79932	9-29-10
Sofia Gonzalez	Sofia Gonzalez	216 Mike Lane	79932	9-29-10
Mrs Elena Salgado		5859 Johannsen	79932	9-29-10
Isela Mendez	Isela Mendez.	5871 Ethel.	79932	9-29-10
Linda Chavira		5863 Batiste	79932	9.29.10
Ramon Escobedo	RAMON ESCOBEDO	210 Coates Dr. E.P. Tx.	79932	9-29-10

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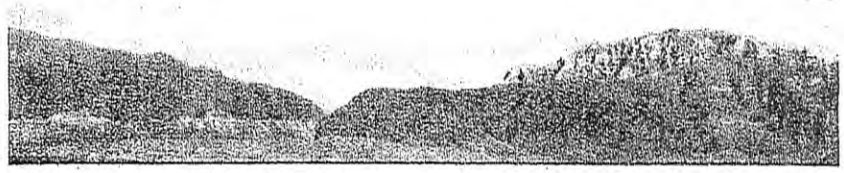

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
	Roberto Ruiz			
	Maria Gomez	5871 Batista LN.	79932	10/26/010
		5871 Batista LN	79932	10/26/010
	Antonio Ruiz	358 Liana	79932	10/26/10
	Guadalupe S Olguin	358 LIANA	79932	10/26/10
	Maricela Holguin	364 Liana Court	79932	10/26/10
	Aylin K Martinez	325 Liana	79932	10/26/10
	Federico Gonzalez	310 Conifero	79932	10-26-10
	Martha Vargas de Glez	310 Conifero	79932	10-26-10
	[illegible]	375 Conifero	79932	10-26-10
Ana Maria Marquez	Ana Maria Marquez	375 Conifero	79932	10-26-2010

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Abelardo Flores	Abelardo Flores	5870 Johannsen	79932	10-25-10
Antonio D. Flores	Antonio D. Flores	5870 Johannsen	79932	10-25-10
Aurelia Flores	Aurelia Flores	5870 Johannsen Rd	79932	10-25-10
Steve Flores	Steve Flores	5870 Johannes Rd.	79932	10-25-10
[illegible]	Francisco Casa	200 Edgar-B	79932	10-25-10
RL	Ramona Lujan	200 Edgar-B	79932	10-25-10
Mª Elena Salgado	Mª Elena Salgado	5859 Johannsen	79932	10-25-10
Aida Banuelos	Aida Banuelos	5866 Johannsen Rd	79932	10-25-10
Araceli Vega	Araceli Vega	8713 Tom Mays	79835	10-25-10
Mayra Vega	Mayra Vega	8713 Tom Mays	79835	10-25-10

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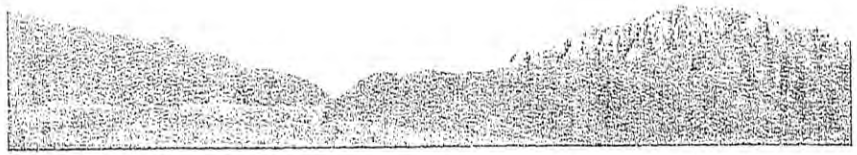

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
Oscar L G.	Oscar Luis Garcia	5879 Batiste	79932	10/24/10
David Garcia	David Garcia	5879 Batiste	79932	10/24/10
Oscar Garcia Jr	Oscar Garcia Jr.	5879 Batiste LN.	79932	10/25/10
Bertha Borraza	Bertha Borraza	5886 Batiste	79932	10-25-10
[illegible]	[illegible]	5878 Batiste LN	79932	10-25-10
Carmen Tierra	BATISTA LEN	5858	584-4022	
[illegible]	EDGAR BEJARANO	5861 BATISTE	79932	10/25/10
[illegible]	David Bejarano	5861 Batiste	79932	10/25/10
[illegible]	Rosa Bejarano	5861 Batiste	79932	10/25/10
Francisco gutierrez	Francisco gutierrez	5870 Batiste	79932	10/25/10

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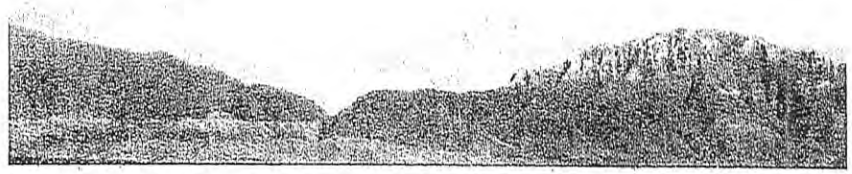

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Signature	Print Name	Address / E-Mail	ZIP Code	Date
[signature]	Luis Banuelos	5834 Johannsen	79932	10-24-10
[signature]	Jose Perez	5842 Johannsen	79932	10-24-10
[signature]	Ismael Perez	5842 Johannsen	79932	10-24-10
[signature]	Richard Lopez	5842 Johannsen	79932	10-24-10
[signature]	Amparo Perez	301 ~~E~~ ~~[illegible]~~ 301 E Boderland	79932	10-24-10
[signature]	Nancy Rivera	301E Borderland #3	79932	10-24-10
[signature]	Jose Martin Perez	6112 River Park Place	79932	10-24-10
[signature]	JESUS ESTEVANE	5842 Johannsen	79932	10-24-10
[signature]	Chano Perez	5842 Johannsen	79932	10-24-10
Tania Padilla	Tania Padilla	925 Fairlane	79835	10-24-10

All Persons May Sign!

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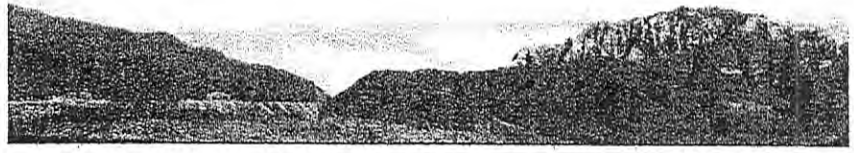
SAVE EL PASO'S FRANKLIN MOUNTAINS!

PROTECT SCENIC TRANSMOUNTAIN CORRIDOR IN NORTHWEST EL PASO



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Signature	Print Name	Address / E-Mail	ZIP Code	Date
[signature]	RAYMOND M HOTTINGER	5940½ DONIPHAN ELPNO TX 79	79932	10-23-2010
Hunter Casner	HUNTER CASNER	" "	"	"
[signature]	ANTONIO E. FLORES	5950 DONIPHAN 79932	79932	10-23-10
[signature]	LEONARDO GARCIA	CONLEY 5052	79932	" "
Bridget Swahlen	BRIDGET SWAHLEN	6002 DONIPHAN DR 79932	79932	10/23/10
JESUS KOMEIO			"	"
[signature]	AL. FLORES	5922 Johannsen	79932	10-23-10
Martha Melero	Martha Melero	5912 Johannsen Rd.	79932	10/23/10
[signature]	Isidro JR Melero	5912 Johannsen Rd	79932	10/23-10
Joe Balderrama	JOE BALDERRAMA	5781 ETHEL RD	79932	10/23/10

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Signature	Print Name	Address	ZIP Code	Date
Jacqueline Peticolas	Jacqueline Peticolas	240 Fremont Ln El Paso	79912	10/18/10
Mary Lou Currier	Mary Lou Currier	7568 B LeConte El Paso	79912	10/18/10
Essie Ayoub	Essie Ayoub	4042 Roadside Ct.	79922	10-18-10
Harriett Dorgan	Harriett DORGAN	2112 Woodfin Dr.	79925	10-18-10
Mary Ruth Bedford	Mary Ruth BEDFORD	7344 Good Samaritan Ct	79912	10-18-10
Jaralee Strauss	Jaralee Strauss	7133 N. Mesa #12	79912	10-18-10
Joy Shepard	Joy Shepard	2203 King James Place	79903	10-18-10

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Signature	Print Name	Address	ZIP Code	Date
Doris Rosskopf	DORIS Rosskopf	4515 memphis	79903	10-22-10
Ulises Alejandre	Ulises Alejandre	4416 Nashville	79903	10-22-10
Gloria P. Alejandre	Gloria P. Alejandre	" "	79903	"
Barbara Baldwin	Barbara Baldwin	4421 Nashville Ave	79903	10/22/10
Robert G Baldwin	Robert Baldwin	4421 Nashville ave	79903	10/22/10

All Persons May Sign!

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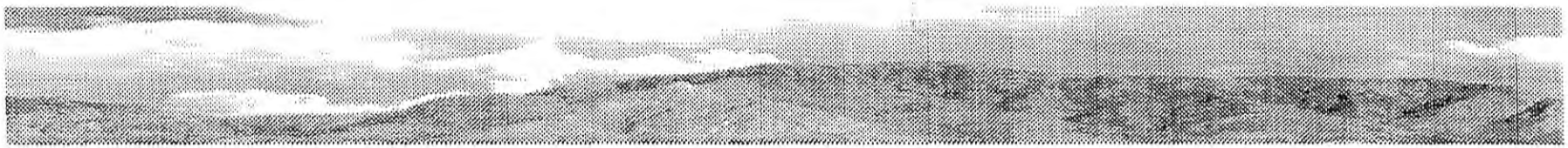
Por favor aseguren que tengan el correo: jimhtolbert@elp.rr.com
Para que le llege a este senor.
Gracias



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is re-zoning all publicly owned land of the City of El Paso as currently managed by the Public Service Board (public land owned by all El Pasoans) as Natural Open Space (NOS).

Signature	Print Name	Address	Zip Code	Date
Krystal Martinez	Krystal Martinez	4321 Oxford	79903	10/04/2010

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Signature	Print Name	Address	ZIP Code	Date
Frances St Clair	Frances St Clair	1575 Belvidere, El Paso	79912	
Frank Feuille	FRANK FEUILLE	912 CHERRY HILL " "	79912	10/18/10
SUSAN Kelley	Susan Kelley	11232 LEO Collins " "	79936	10/18/10

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Signature	Print Name	Address	ZIP Code	Date
Carol N. Puschett	Carol N. Puschett	1575 Belvidere Rd., El Paso 79912	79912	10-18-10
Florene Lusk	Florene Lusk	" " " " "	79912	10-18-10

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Signature	Print Name	Address	ZIP Code	Date
Ruth E. Gillett	Ruth E. Gillett	P. O Box 340 Canutillo, TX	79835	10/18/10
William Cook	William Cook	6309 Pino Real Dr El Paso, Tx	79912	10/18/10

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Julia L. Peak	Julia L. Peak	4832 Costa de Oro Rd.	79922	10/18/10
Rexanna Anderson	REXANNA ANDERSON	6801 CANYON RUN DR	79912	10-18-10
Nick Vilardell	Nick Vilardell	3701 PIERCE AV.	79930	10-18-10
Marion H. Turner	MARION H. TURNER	7020 ECHO CLIFFS DR	79912	10/18/10
Ruth A. Bassett	Ruth A. Bassett	6636 Mariposa Dr	79912	10/18/10
George E Bassett	George E Bassett	6636 Mariposa Dr.	79912	10/18/10

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Signature	Print Name	Address	ZIP Code	Date
Esther L Spence	Esther L Spence	8800 Basil Court	79925	10-18-10
Frank + Susan Kamoroff	Frank + Susan Kamoroff	231 Northwest Dr	79942	10-18-10
[illegible]				

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Looks like they r gonna put in carpool lanes!!!! YAY!!!!! Finally in El Paso, we have carpool lanes. We have been needing those for years now!!!!!
elevatortimes 2 months ago

Currently the proposed project provides for direct connectors to and from the El Paso Central Business District or I-10 East. The ultimate freeway to freeway configuration will provide direct connectors to I-10 West. Typically, the freeway to freeway connection in the initial phase of implementing a full system interchange, the "inbound" or Central Business District connection is the first to be implemented. As funding becomes available, the other direct connectors will be implemented.
TxDOTpio 4 months ago

Why no seamless entrance ramps onto I-10 West? Or am I just not seeing them? How will this improve traffic flow at that intersection when half the traffic still has to stop at the lights?
amonson1984 4 months ago

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Thanks!
TxDOTpio 5 months ago

@TxDOTpio Sure thing . If you ever have had the chance to drive this route it is amazing .
ScrewdUPClickV2 5 months ago

Very nice visualization here. Thumbs up
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YOUTUBE COMMENT #1

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YOUTUBE COMMENT #2

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YOUTUBE COMMENT #3

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