

Oscar Leeser
Mayor

Cary Westin
Interim City Manager



CITY COUNCIL
Brian Kennedy, District 1
Josh Acevedo, District 2
Cassandra Hernandez, District 3
Joe Molinar, District 4
Isabel Salcido, District 5
Art Fierro, District 6
Henry Rivera, District 7
Chris Canales, District 8

NOTICE OF WORK SESSION OF THE EL PASO CITY COUNCIL

July 01, 2024
COUNCIL CHAMBERS, CITY HALL, 300 N. CAMPBELL AND VIRTUALLY
9:05 AM

Teleconference phone number 1-915-213-4096
Toll free number: 1-833-664-9267
Conference ID: 847-540-386#

Notice is hereby given that a Work Session of the City Council of the City of El Paso will be conducted on July 1, 2024 at 9:05 A.M. Members of the public may view the meeting via the following means:

Via the City's website. <http://www.elpasotexas.gov/videos>
Via television on City15,
YouTube: <https://www.youtube.com/user/cityofelpasotx/videos>

In compliance with the requirement that the City provide two-way communication for members of the public, members of the public may communicate with Council regarding agenda items by calling the following number:

1-915-213-4096 or Toll free number: 1-833-664-9267

At the prompt please enter Conference ID: 847-540-386#

The public is strongly encouraged to sign up to speak on items on this agenda before the start of this meeting on the following link:

<https://app.smartsheet.com/b/form/7086be5f4ed44a239290caa6185d0bdb>

The following members of City Council will be present via video conference:

Brian Kennedy and Art Fierro

A quorum of City Council must participate in the meeting.

AGENDA

1. Discussion and action on an Emergency Ordinance extending Emergency Ordinance No. 019333 authorizing the City Manager to assign personnel and resources to assist in addressing the humanitarian and public safety crisis resulting from a mass migration through El Paso. [24-890](#)

All Districts

City Manager's Office, Mario M. D'Agostino, (915) 212-1069

2. Presentation and discussion on the Neighborhood Traffic Management Program (NTMP) FY2024 update. [24-848](#)

All Districts

Streets and Maintenance, Richard Bristol, (915) 212-7000

Streets and Maintenance, Olivia Montalvo-Patrick, (915) 212-0151

3. Presentation on 2022 Community Progress Bond: Proposition B Parks & Recreation facilities, the regional, community, All-Abilities Playground. [24-852](#)

The All-Abilities Playground planning initiative was launched to create an inclusive and accessible play space for children of all abilities. Over the past seven months, this initiative has focused on key areas:

- Programming
- Theme
- Site Selection
- Community Engagement

El Paso's All-Abilities Playground Planning Report "Beyond Boundaries" provides a comprehensive overview of the 7-month process and final recommendations.

All Districts

Capital Improvement Department, Daniela Quesada, (915) 212-1826

Capital Improvement Department, Appolonia Roldan, (915) 979-5826

4. Presentation on the Safe Routes to School Action Plan Draft. [24-883](#)

All Districts

Capital Improvement Department, Joaquin Rodriguez, (915) 212-0065

5. Discussion and action on a Resolution authorizing the use of funding from capital asset sales to fund the FY24 and FY25 local match associated with projects identified in the Regional Mobility Strategy 2050 Metropolitan Transportation Plan, and Regional Mobility Strategy 2023-2026 Transportation Improvement Program and presentation on updates from the Capital Improvement Department Grant Funded Program. [24-888](#)

All Districts

Capital Improvement Department, Joaquin Rodriguez, (915) 212-0065

EXECUTIVE SESSION

The City Council of the City of El Paso may retire into EXECUTIVE SESSION pursuant to Section 3.5A of the El Paso City Charter and the Texas Government Code, Chapter 551, Subchapter D, to discuss any of the following: (The items listed below are matters of the sort routinely discussed in Executive Session, but the City Council of the City of El Paso may move to Executive Session any of the items on this agenda, consistent with the terms of the Open Meetings Act and the Rules of City Council.) The City Council will return to open session to take any final action and may also, at any time during the meeting, bring forward any of the following items for public discussion, as appropriate.

- Section 551.071 CONSULTATION WITH ATTORNEY
- Section 551.072 DELIBERATION REGARDING REAL PROPERTY
- Section 551.073 DELIBERATION REGARDING PROSPECTIVE GIFTS
- Section 551.074 PERSONNEL MATTERS
- Section 551.076 DELIBERATION REGARDING SECURITY DEVICES OR SECURITY AUDITS
- Section 551.087 DELIBERATION REGARDING ECONOMIC DEVELOPMENT NEGOTIATIONS
- Section 551.089 DELIBERATION REGARDING SECURITY DEVICES OR SECURITY AUDITS; CLOSED MEETING

Goal 6: Set the Standard for Sound Governance and Fiscal Management

Discussion and action on the following:

- EX1.** Guadalupe Ramirez, et al v. City of El Paso and the State of Texas; 41st District Court; Cause No. 2007-2568; (551.071) [24-907](#)
 City Attorney's Office, Matt Marquez, (915) 212-0033
- EX2.** Robert Barley v. City of El Paso; 171st District Court; Cause No. 2020DCV1553; (551.071) [24-908](#)
 City Attorney's Office, Matt Marquez, (915) 212-0033
- EX3.** Edmundo Calderon v. City of El Paso, 2023DCV4372 (551.071) [24-909](#)
 City Attorney's Office, Kristen Hamilton-Karam, (915) 212-0033
- EX4.** Petition for Review of Municipal Rate Action of City of El Paso's Show Cause Order Regarding Texas Gas Service Company, a Division of One Gas, Inc.'s Collection of Revenues for an Interim Rate Adjustment for Calendar Year 2021-OS-23-00014883; HQ #Utility-13 (551.071) [24-910](#)
 City Attorney's Office, Matt Marquez, (915) 212-0033
- EX5.** Application of El Paso Electric Company for Approval of a Distribution Cost Recovery Factor; HQ #Utility-37 (551.071) [24-911](#)
 City Attorney's Office, Matt Marquez, (915) 212-0033
- EX6.** Discussion on economic development opportunities in Northeast El Paso, Texas. HQ #24-2438 (551.072) (551.087) [24-912](#)

Economic and International Development, Karina Bragalla, (915) 212-0065

EX7. Discussion on purchase, exchange, lease, or value of real property located in Northwest El Paso, Texas. HQ# 24-2106 (551.072)

[24-913](#)

Economic and International Development, Karina Bragalla, (915) 212-0065

ADJOURN

NOTICE TO THE PUBLIC:

Sign Language interpreters are provided for Regular City Council Meetings. If you need Spanish Interpretation Services, please email CityClerk@elpasotexas.gov by 12:00 p.m. on the Friday before the meeting.

Si usted necesita servicios de interpretación en español, favor de enviar un correo electrónico a CityClerk@elpasotexas.gov a mas tardar a las 12:00 p.m. del viernes previo a la fecha de la junta.

ALL REGULAR CITY COUNCIL AGENDAS ARE PLACED ON THE INTERNET THURSDAY PRIOR TO THE MEETING AT THE ADDRESS BELOW:

<http://www.elpasotexas.gov/>



El Paso, TX

300 N. Campbell
El Paso, TX

Legislation Text

File #: 24-890, Version: 1

**CITY OF EL PASO, TEXAS
LEGISTAR AGENDA ITEM SUMMARY FORM**

DISTRICT, DEPARTMENT, CONTACT INFORMATION:

*Please choose District and Department from drop down menu. Please post exactly as example below.
No Title's, No emails. Please use ARIAL 10 Font.*

All Districts

City Manager's Office, Mario M. D'Agostino, (915) 212-1069

AGENDA LANGUAGE:

This is the language that will be posted to the agenda. Please use ARIAL 11 Font.

Discussion and action on an Emergency Ordinance extending Emergency Ordinance No. 019333 authorizing the City Manager to assign personnel and resources to assist in addressing the humanitarian and public safety crisis resulting from a mass migration through El Paso.

**CITY OF EL PASO, TEXAS
AGENDA ITEM
DEPARTMENT HEAD'S SUMMARY FORM**

AGENDA DATE: July 1, 2024
PUBLIC HEARING DATE: July 1, 2024

CONTACT PERSON NAME AND PHONE NUMBER: Mario M. D'Agostino, (915) 212-1069

DISTRICT(S) AFFECTED: All Districts

STRATEGIC GOAL: Goal 2. Set the Standard for a Safe and Secure City
SUBGOAL: 2.1 Maintain standing as one of the nation's top safest cities

SUBJECT:

Discussion and action on an Emergency Ordinance extending Emergency Ordinance No. 019333 authorizing the City Manager to assign personnel and resources to assist in addressing the humanitarian and public safety crisis resulting from a mass migration through El Paso.

BACKGROUND / DISCUSSION:

On December 27, 2022 the United States Supreme Court issued an order allowing the injunction to remain in place until further review of the case can be carried out. The Biden administration ended the COVID-19 public health emergency on May 11, 2023 ending all use of Title 42 as a mechanism to control the border.

PRIOR COUNCIL ACTION:

On June 10, 2024, the Mayor and City Council of the City of El Paso (the "City") passed Emergency Ordinance No. 019333 "Authorizing the City Manager to Assign Personnel and Resources to Assist in Addressing the Humanitarian and Public Safety Crisis Resulting from a Mass Migration through the City of El Paso".

AMOUNT AND SOURCE OF FUNDING:

None.

HAVE ALL AFFECTED DEPARTMENTS BEEN NOTIFIED YES NO

PRIMARY DEPARTMENT: City Manager's Office

SECONDARY DEPARTMENT: Fire

*****REQUIRED AUTHORIZATION*****

DEPARTMENT HEAD:



ORDINANCE NO. _____

**AN EMERGENCY ORDINANCE EXTENDING EMERGENCY
ORDINANCE NO. 019333 AUTHORIZING THE CITY MANAGER TO ASSIGN
PERSONNEL AND RESOURCES TO ASSIST IN ADDRESSING THE
HUMANITARIAN AND PUBLIC SAFETY CRISIS RESULTING FROM A MASS
MIGRATION THROUGH EL PASO**

WHEREAS, on May 23, 2022, the Mayor and City Council of the City of El Paso (the “City”) passed an Emergency Ordinance No. 019333 “Authorizing the City Manager to Assign Personnel and Resources to Assist in Addressing the Humanitarian and Public Safety Crisis Resulting from a Mass Migration through the City of El Paso”; and

WHEREAS, the City finds that the expenditure of public funds for staff to coordinate resources and supplies, serve as shelter surge staff and transport migrants released in the City of El Paso accomplishes a valid public purpose of protecting public infrastructure, and protecting the health, safety and welfare of the citizens of El Paso; and

WHEREAS, in response to potential street releases and partly pursuant to Emergency Ordinance No. 019333, the El Paso City-County Office of Emergency Management (“OEM”) reallocated COVID-19 Operations staff to assist as migrant shelter surge staff and created a job specification, for general disaster operations to include humanitarian relief duties to hire and assign staff to assist with NGO capacity; and

WHEREAS, in the Fall of 2022, at least partly pursuant to the authority contained in Emergency Ordinance No. 019333, the City expended significant resources to create and staff a Welcome Center to assist with transportation assistance, providing long-distance charter services and over 39,000 meals to over 19,300 migrants through October 20, 2022; and

WHEREAS, the Director of Aviation has the authority, as granted by the El Paso City Council, to manage the day-to-day operations of the El Paso International Airport (“EPIA”) and to ensure that those operations are conducted in compliance with the rules and regulations regarding airports under Title 14 of the Code of Federal Regulations, Chapter 22 of the Texas Transportation Code, and Title 14 of the El Paso City Code, as well as federal, state, and local health and safety regulations to ensure the health, safety, and welfare of all occupants and travelers making use of EPIA facilities; and

WHEREAS, from time to time during the migration waves, EPIA in recent past, has become saturated with migrants awaiting air travel and has needed to take measures to preserve

ORDINANCE NO. _____

the health and safety of its customers, employees and the public, as well as measures to secure its facilities as the demand for air travel increases exponentially; and

WHEREAS, the City of El Paso is home to four international ports of entry between Texas and Mexico; and

WHEREAS, at times during the pendency of Emergency Ordinance No. 019333, border officials have barricaded and closed down the Paso del Norte bridge due to a breach of public safety involving hundreds of migrants present on the bridge attributed to rumors about the relaxation of immigration restrictions circulated on social media sites, which has caused significant delays at the international ports-of-entry involving trade; and

WHEREAS, the encampment of large groups of migrants on City rights of way, parks and other City property at one point led to street closures and cessation of the streetcar service and reassignment of City staff required to ensure safety and sanitary conditions in that area; and

WHEREAS, in order to protect the health of persons in the municipality, the City Council wishes to continue to assist the local non-governmental organizations (“NGOs”) with surge staff, coordination of resources and supplies, and transportation in light of the continued high number of community releases; and

WHEREAS, the Biden administration ended the COVID-19 public health emergency on May 11, 2023 ending all use of Title 42 as a mechanism to control the border; and

WHEREAS, at that time and subsequent to that time, tens of thousands of migrants from Latin America and around the world gathered at or near the U.S.- Mexico border in hopes that President Biden would ease immigration restrictions that will make it easier to enter the United States; and

WHEREAS, the El Paso sector of U.S. Customs and Border Patrol (“CBP”) had 482,095 land border encounters and over 174,000 community releases in the federal fiscal year 2023; and

WHEREAS, for federal fiscal year 2024, the Southwest had 1,520,502 migrant encounters and

WHEREAS, when the CBP Central Processing Center is over capacity and the NGO space is unavailable, that is when the potential for street releases arises; and

WHEREAS, the release of mass groups of people without access to potable water, food, or shelter exposes the migrants and El Paso residents to the origination and spread of potential and actual disease; and

ORDINANCE NO. _____

WHEREAS, there are significant public safety and security concerns related to the waves of migration, including but not limited to the risk of injury or loss of life with migrants in El Paso streets with little or no resources on days that reach hot or cold temperatures and the inherent risks that come with increased demand on local shelters; and

WHEREAS, for these reasons, the City is faced with the imminent threat of widespread injury or loss of life resulting from a surge in transient migrants traveling to the region; and

WHEREAS, there is the potential for loss of property for both residents and migrants due to those who would take financial advantage of these waves of migrants; and

WHEREAS, the White House issued a proclamation, effective June 5, 2024, limiting asylum eligibility, and increasing the consequences for crossing the southern border without authorization; and

WHEREAS, the El Paso City Charter Section 3.10, allows for the adoption of one or more emergency ordinances to meet a public emergency affecting life, health, property, or the public peace; and

WHEREAS, Section 121.003 of the Texas Health & Safety Code states that a municipality may enforce any law that is reasonably necessary to protect public health; and

WHEREAS, Section 122.006 of the Texas Health & Safety Code provides home-rule municipalities express authority to adopt rules to protect the health of persons in the municipality, including quarantine rules to protect the residents against communicable disease; and

WHEREAS, this Ordinance shall remain in effect until otherwise terminated, re-enacted, superseded by a conflicting ordinance, El Paso Local Health Authority Ordinance, state or federal law, or repealed automatically as of the 31st day following the date on which it was adopted unless re-enacted pursuant to City Charter Section 3.10; and

WHEREAS, this document reflects the authority of the City of El Paso's Office of Emergency Management in the handling of the local mass migration and is separate and apart from any authority possessed by any other jurisdiction on migrant issues.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF EL PASO:

1. That the Emergency Ordinance No. 019333 passed and adopted by the City Council of the City of El Paso on May 23, 2022 is hereby re-enacted and shall continue for thirty (30) days unless re-enacted in accordance with City Charter Section 3.10 or until terminated by City Council, whichever is sooner.

ORDINANCE NO. _____

2. This ordinance is adopted as an emergency measure with the unanimous vote of the City Council Representatives present and the consent of the Mayor and pursuant to City Charter Section 3.10.

(Signatures Begin on Following Page)

PASSED AND ADOPTED, this ___ day of July, 2024.


THE CITY OF EL PASO, TEXAS

Oscar Leeser
Mayor

ATTEST:

Laura D. Prine
City Clerk


APPROVED AS TO FORM:



Karla M. Nieman
City Attorney

6/13/2024

APPROVED AS TO CONTENT:



Mario M. D'Agostino, Deputy City Manager
Public Health & Safety

ORDINANCE NO. _____

23-334-Fire Dept. | TRAN-526876

Emergency Ordinance – August 2024 Extension– Migrant Wave Surge Staff with Resources & Supplies/KMN/JF/CLA

Page 4 of 4



El Paso, TX

300 N. Campbell
El Paso, TX

Legislation Text

File #: 24-848, Version: 1

**CITY OF EL PASO, TEXAS
LEGISTAR AGENDA ITEM SUMMARY FORM**

DISTRICT, DEPARTMENT, CONTACT INFORMATION:

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No Title's, No emails. Please use ARIAL 10 Font.*

All Districts

Streets and Maintenance, Richard Bristol, (915) 212-7000

Streets and Maintenance, Olivia Montalvo-Patrick, (915) 212-0151

AGENDA LANGUAGE:

This is the language that will be posted to the agenda. Please use ARIAL 11 Font.

Presentation and discussion on the Neighborhood Traffic Management Program (NTMP) FY2024 update.

**CITY OF EL PASO, TEXAS
AGENDA ITEM
DEPARTMENT HEAD'S SUMMARY FORM**

AGENDA DATE: July 01, 2024
PUBLIC HEARING DATE: N/A

CONTACT PERSON(S) NAME AND PHONE NUMBER:
Streets and Maintenance, Richard J. Bristol, (915) 212-7000
Streets and Maintenance, Olivia Montalvo-Patrick, (915) 212-0151

DISTRICT(S) AFFECTED: All

STRATEGIC GOAL: 7 – Enhance and Sustain El Paso's Infrastructure Network

SUBGOAL: 7.5 – Set one standard for infrastructure across the city

SUBJECT:
Presentation and discussion on the Neighborhood Traffic Management Program (NTMP) FY2024 update.

BACKGROUND / DISCUSSION:
Staff was directed to provide an update on the Neighborhood Traffic Management Program (NTMP).

PRIOR COUNCIL ACTION:
March 25, 2008 – Adopted NTMP
August 17, 2010 – Approved addition of placement guidelines and removal process
July 18, 2018 – Approved revised program and criteria
April 12, 2022 – Approved revised program and criteria

AMOUNT AND SOURCE OF FUNDING:
\$350,000 – FY2024 General Funds

HAVE ALL AFFECTED DEPARTMENTS BEEN NOTIFIED? ___ YES NO

PRIMARY DEPARTMENT: Streets and Maintenance
SECONDARY DEPARTMENT: N/A

*****REQUIRED AUTHORIZATION*****

DEPARTMENT HEAD:

(If Department Head Summary Form is initiated by Purchasing, client department should sign also)



File #: 24-852, Version: 1

**CITY OF EL PASO, TEXAS
LEGISTAR AGENDA ITEM SUMMARY FORM**

DISTRICT, DEPARTMENT, CONTACT INFORMATION:

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All Districts

Capital Improvement Department, Daniela Quesada, (915) 212-1826
Capital Improvement Department, Appolonia Roldan, (915) 979-5826

AGENDA LANGUAGE:

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Presentation on 2022 Community Progress Bond: Proposition B Parks & Recreation facilities, the regional, community, All-Abilities Playground.

The All-Abilities Playground planning initiative was launched to create an inclusive and accessible play space for children of all abilities. Over the past seven months, this initiative has focused on key areas:

- Programming
- Theme
- Site Selection
- Community Engagement

El Paso's All-Abilities Playground Planning Report "Beyond Boundaries" provides a comprehensive overview of the 7-month process and final recommendations.

**CITY OF EL PASO, TEXAS
AGENDA ITEM
DEPARTMENT HEAD'S SUMMARY FORM**

AGENDA DATE: July 1st
PUBLIC HEARING DATE: N/A

CONTACT PERSON(S) NAME AND PHONE NUMBER: Daniela Quesada, 915-212-1826, Appolonia Roldan 915-979-5826

DISTRICT(S) AFFECTED:

- Citywide

STRATEGIC GOAL:

- Goal 3 Promote the Visual Image of El Paso
- Goal 4 Enhance El Paso's Quality of life through recreational, cultural and educational environments
- Goal 8 Nurture and promote healthy, sustainable community

BACKGROUND / DISCUSSION: Presentation on 2022 Community Progress Bond: Proposition B Parks & Recreation facilities, the regional, community, All-Abilities Playground.
The All-Abilities Playground planning initiative was launched to create an inclusive and accessible play space for children of all abilities. Over the past seven months, this initiative has focused on key areas:

- Programming
- Theme
- Site Selection
- Community Engagement

El Paso's All-Abilities Playground Planning Report "Beyond Boundaries" provides a comprehensive overview of the 7-month process and final recommendations.

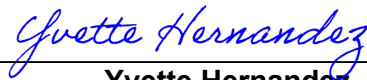
PRIOR COUNCIL ACTION: N/A

AMOUNT AND SOURCE OF FUNDING:
Community Progress Bond 2022 \$10 Million

HAVE ALL AFFECTED DEPARTMENTS BEEN NOTIFIED? YES NO
PRIMARY DEPARTMENT: Capital Improvement Department
SECONDARY DEPARTMENT: N/A

*****REQUIRED AUTHORIZATION*****

DEPARTMENT HEAD:
Yvette Hernandez – City Engineer



Yvette Hernandez, City Engineer



El Paso, TX

300 N. Campbell
El Paso, TX

Legislation Text

File #: 24-883, Version: 1

**CITY OF EL PASO, TEXAS
LEGISTAR AGENDA ITEM SUMMARY FORM**

DISTRICT, DEPARTMENT, CONTACT INFORMATION:

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All Districts

Capital Improvement Department, Joaquin Rodriguez, (915) 212-0065

AGENDA LANGUAGE:

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Presentation on the Safe Routes to School Action Plan Draft.

**CITY OF EL PASO, TEXAS
AGENDA ITEM
DEPARTMENT HEAD'S SUMMARY FORM**

AGENDA DATE: July 1, 2024
PUBLIC HEARING DATE: N/A

CONTACT PERSON(S) NAME AND PHONE NUMBER: Joaquin Rodriguez, 915-268-5148

DISTRICT(S) AFFECTED: City-wide

STRATEGIC GOAL: Goal 2 – Set the standard for a safe and secure city.
SUBGOAL: 2.3 Increase public safety operational efficiency.

SUBJECT:
Presentation on the Safe Routes to School Action Plan Draft.

BACKGROUND / DISCUSSION:
The CID –Transportation Division, in collaboration with Streets and Maintenance, is in the public review period of a school zone safety action plan. The proposed content of the school zone safety action plan corresponds with implementation items A-3a - A.3g of the Vision Zero Action Plan, adopted in July 2023.

PRIOR COUNCIL ACTION:
N/A

AMOUNT AND SOURCE OF FUNDING:
N/A

HAVE ALL AFFECTED DEPARTMENTS BEEN NOTIFIED? YES NO

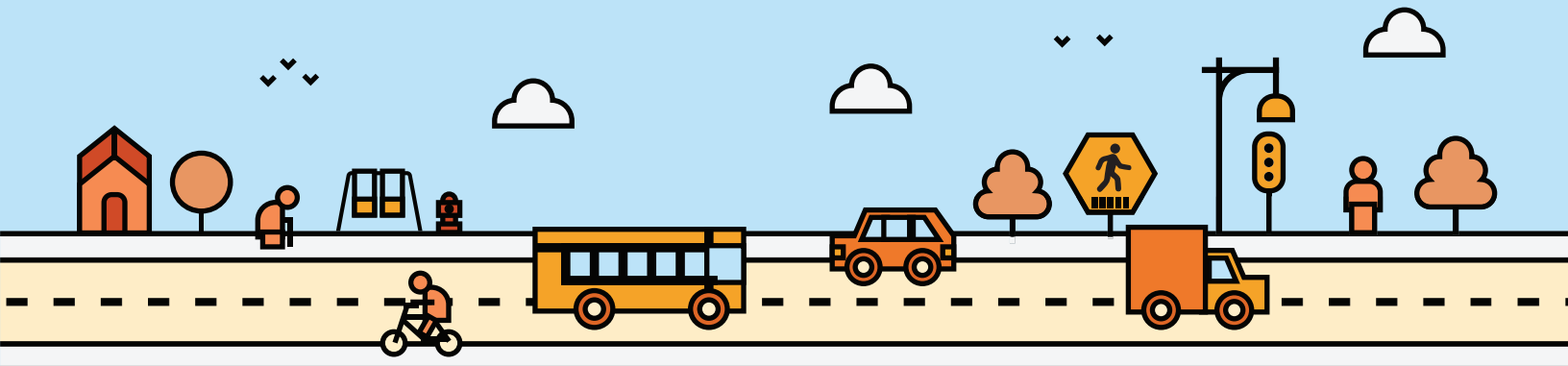
PRIMARY DEPARTMENT: CID
SECONDARY DEPARTMENT: Streets and Maintenance

*****REQUIRED AUTHORIZATION*****

DEPARTMENT HEAD:

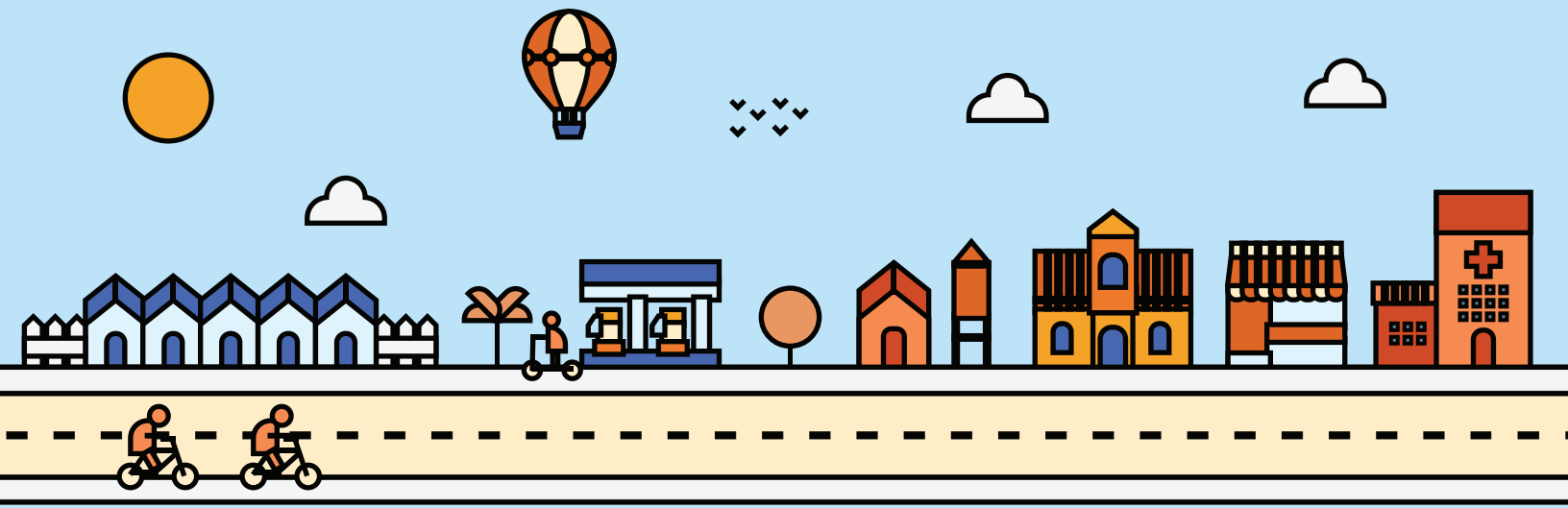


Joaquin Rodriguez, AICP, Director
CID - Grant Funded Program



SAFE ROUTES TO SCHOOL ACTION PLAN

APRIL 2024



PUBLIC DRAFT

THIS IS AN EARLY DRAFT OF A PROPOSED ACTION PLAN SUBJECT TO PUBLIC AND COUNCIL APPROVAL. THIS DOCUMENT SHOULD BE REVIEWED FOR CONCEPTS AND LANGUAGE ONLY. ALL FORMATTING, GRAPHICS, AND MAPS WILL BE CHANGED. THE FINAL PLAN WILL BE GRAPHICALLY ENHANCED.

ACKNOWLEDGMENTS

Project Team

Joaquin Rodriguez, AICP, *Director of Grant Funded Programs*

Anna Mesa-Zendt, AICP, *Bicycle and Pedestrian Program Manager*

Ivan Chan, *Traffic Engineer*

Adam Gorski, *Data Scientist*

This action plan would not be possible without the contributions, collaboration, and commitment of the following city departments and external organizations.

City Departments

Planning and Inspections

Capital Improvement

Streets and Maintenance

Sun Metro

International Bridges

Public Health

Community and Human Development

Parks and Recreation

Police and Fire

Entities Involved in Planning

City of El Paso Mobility Advisory Committee

El Paso Independent School District

Socorro Independent School District

Ysleta Independent School District

Action for Healthy Kids

Velo El Paso

Camino Real Regional Mobility Authority

El Paso Metropolitan Planning Organization

Vision Zero Texas

University of Texas El Paso

Centro San Vicente

University Medical Center of El Paso - Trauma Services

Safe Kids El Paso

Downtown Management District

Texas Department of Transportation

Paso Del Norte Health Foundation

What is a Safe Routes to School Action Plan? (Executive Summary)

This Safe Routes to School Action Plan is a long-range strategy to promote walking and biking to school and engage the community in creating a healthier environment for City of El Paso students.

The ultimate goal of this plan is to encourage walking and biking to school in El Paso through infrastructure improvements, safety education, expanded law enforcement, and community collaboration. Walking and biking to school increases children's sense of independent mobility¹ and pedestrian safety skills, reduce traffic congestion and car emissions and provide various health benefits to students.

The methodology of this plan emphasizes the role of infrastructure and design in transportation safety. By designing school zones to be safer and consequently more comfortable, we aim to reduce traffic-related incidents and safety concerns. This plan uses data and community input to make recommendations for the construction of sidewalks, crosswalks, bicycle lanes, and other traffic-calming measures near school zones. This plan also advocates for policy changes at the City and State level to prioritize pedestrian and bicycle safety in transportation planning.

An indispensable element of this action plan is safety education and community partnerships. This action plan explores bicycle and pedestrian safety programs for students, parents, teachers, and motorists. Expanding education will instill safe behaviors children can carry with them to adulthood and foster a friendlier active transportation culture. To execute this plan successfully, we will seek partnerships with local agencies, non-profit organizations, and local businesses. These collaborations will not only help secure funding and resources but also provide valuable expertise in the fields of transportation safety, local needs, and community engagement. As we progress with the implementation of the Safe Routes to School Action Plan, we will closely monitor several metrics to measure success.

By focusing on infrastructure improvements, education, community engagement, and policy changes, we aim to create a safe, vibrant, and healthy community where students can confidently walk, bike, and roll to school. This plan is not just about making our streets safer; it's about enhancing the overall quality of life in El Paso. *Together, we can build a future where our children can thrive in a secure and active environment.*

¹ Independent mobility here refers to the ability of students to get around our city safely without direct supervision or cars.

SECTION ONE INTRODUCTION & BACKGROUND

Why Safe Routes to School

Crash Data & Transportation Culture in El Paso

El Paso residents express a reluctance to allow their children to walk and bike independently. This concern can be attributed to the city's transportation culture and corresponding crash data. In 2023, 3,476 car collisions in El Paso totaled 83 deaths. Last year, 5,996 children under the age of 18 were involved in car collisions, and 18 children were killed as a result. 17 of the 83 total deaths in 2023 were pedestrians or approximately 20%.

Between 2017-2022, 16% of killed or seriously injured bicycle and pedestrian crashes occurred near schools. Additionally, people aged 10-19 were overrepresented in bicycle and pedestrian crashes.

When streets and schools are built for cars and not pedestrians, children are generally unable to safely transport themselves without a personal vehicle and therefore an adult. This car dependency negatively impacts environmental health, public health, public safety, economic growth, and low-income and disadvantaged communities citywide. El Paso students deserve to feel safe and comfortable getting around our city. To continue a transportation culture that denies our students the numerous benefits of safe active transportation is not a sustainable future for the city.

Benefits of Safe Routes to School

Health & Improved Academic Performance

Walking, biking, or rolling to school offers numerous health and academic benefits for students. Daily exercise reduces the risk of chronic disease, mental health problems, diabetes, and obesity². It also is an opportunity to instill healthy habits at a young age. Walking just one mile to and from school each day would be two-thirds of the Center for Disease Control's recommended daily sixty minutes of physical activity.

Student health has been linked to academic performance by neurologists nationwide, and grade school students specifically are at an important age for cognitive development. Learning, memory, focus, content retention, and energy are all found to be positively correlated with physical activity. According to the Safe Routes to School Partnership Association, physically fit children have larger hippocampal volume and basal ganglia, brain components both connected with learning. Walking and biking to school can help ensure students arrive ready to learn.

Safe Routes to School is one of the most effective evidence-based children's health strategies in the chronic disease realm. Safe Routes to School is one of only fourteen approaches that the CDC has selected as an evidence-based strategy that has a positive health impact and is cost-effective within five years (known as HI-5 interventions).

² Source: Center for Disease Control

Traffic Congestion and Air Quality

The City of El Paso is designated an area of non-attainment³ for ozone by the Environmental Protection Agency. Safe Routes to School programs can improve air quality by reducing overall automobile trips and emissions. Exposure to traffic pollution can be linked to asthma, permanent lung deficits, and a higher risk of heart and lung problems in adults⁴. The reduction of motor trips to school will also reduce overall traffic congestion during peak hours.

Cost and Savings

Transportation is the second-highest household expense in the United States⁵. When students walk, bike, and roll to school every day it reduces gas consumption and car mileage, overall reducing transportation expenses. Safe Routes to School is an evidence-based strategy that has been proven cost-effective within five years by the CDC.

These expense savings extend to school district resources. Improving walking conditions near schools could reduce the cost of transportation substantially, by decreasing the need for school bus service for students who live close enough to walk, bike, and roll to and from school.

Recent studies show \$230 million in national savings from long-term care costs due to injury prevention and 800 million- 1.2 billion savings in busing and driving costs nationwide. New York City's current program costs \$10 million annually with an estimated reduction in health costs for injury, disability, and death of \$221 million.

Since the adoption of Safe Routes to School, the City of Austin has allocated \$2.75 million of its Mobility Bond to Safe Routes to School improvements to be evenly distributed between the City's ten Council Districts. In Austin's project selection, they evaluate cost-benefit and select alternative approaches that may prove more feasible or cost-effective.

Sense of Community

Streets are our largest and most fundamental public spaces nationally. Private automobiles create a private space within these public spaces. Generally, traffic congestion, commute times, and school zone congestion can lead to frustrated drivers and unsafe or aggressive behavior. There is also a loss of community when commuting as a motorist. The same social norms that apply on the sidewalk do not apply in traffic because the nature of your relationship with others in traffic is competitive and impersonal. A morning routine characterized by traffic congestion, frustration, and isolation is a loss of opportunity for community health. When biking or walking to school together, parents and students look out for one another to safely arrive at a destination, together. Fostering this sense of community is critical to our overall sense of place⁶, quality of life, health, and safety.

³ An area of non-attainment is an area that exceeds limits for one or more pollutants identified by the EPA.

⁴ Tiotiu AI, Novakova P, Nedeva D, Chong-Neto HJ, Novakova S, Steiropoulos P, Kowal K. Impact of Air Pollution on Asthma Outcomes. *Int J Environ Res Public Health*. 2020 Aug 27;17(17):6212. doi: 10.3390/ijerph17176212. PMID: 32867076; PMCID: PMC7503605.

⁵ Source: Safe Routes to School Partnership Association

⁶ "Sense of place" describes a perception, experience, or relational feeling towards an environment. This phrase is commonly used to describe a unique or special feel of a city or town and when present can foster community and sense of belonging.

Setting the Stage (Action Plan Process and Timeline)

In June of 2023, the City of El Paso adopted the Vision Zero Action Plan with the goal of reducing traffic deaths to zero through a Safe Systems Approach. The Safe System Approach is a framework developed by the Federal Highway Administration (FHWA), both to prevent crashes from happening in the first place and to minimize the harm to those involved when crashes do occur. The Safe Systems Approach is built upon the idea that roadway fatalities and serious injuries are not inevitable but are preventable.



Image Caption: The Safe System Approach

The Vision Zero Plan included strategy recommendations and several corresponding action items to provide specific direction and identify key steps to achieving Vision Zero. Strategy 3 listed in the plan is to expand the Safe Routes to School Program, which includes related action items A-3a-A-3g.



Image Caption: The City of El Paso Vision Zero Action Plan

Action Item	Timeline <i>Short, Mid, Long</i>	Lead Agency	Supporting Partners	Performance Target	Implementation Needs					Rationale for Recommendations		
					Funding	Staff Capacity	Relationship Building	Legislation	Crash Profiles	Systemic Analysis Finding	HIN	Policy Assessment
A-3b. Develop a Safe Routes to School Plan, including an audit of the schools that have the highest crash rates within their school zone. Develop safety recommendations including both quick build opportunities and long-term improvements.	▶▶▶ Short	City of El Paso - Capital Improvement Department	El Paso, Ysleta, and Socorro Independent School Districts	Identify the schools located within disadvantaged communities that have the highest crash rates and the highest number of existing students who walk or bike to school. Conduct a road safety audit of each school zone to identify and implement improvements.	\$	👥				★	★	★
A-3c. Expand the Love Your Block grant program's geographic reach and increase awareness of the program to implement pop-up safety and placemaking initiatives, particularly near schools.	▶▶▶ Short	City of El Paso - Community and Human Development		Increased awareness of the Love Your Block grant program and number of grants awarded.	\$	🤝						★
A-3d. Using the results of school zone road safety audits, apply for Transportation Alternatives funding through the El Paso MPO to implement safety improvements at high priority schools.	▶▶▶ Mid	City of El Paso - Streets and Maintenance		Apply for TA funding to support implementation of high priority school zones improvements.		👥				★	★	★
A-3e. Develop suggested route maps for each school to identify preferred walking and biking routes; these maps will support communication with school communities and can guide prioritization of capital investment.	▶▶▶ Mid	City of El Paso	El Paso Independent School District	Develop suggested route maps in coordination with school zone road safety audits; prioritize schools with the highest crash rates to be completed first.	\$	👥	🤝			★	★	★
A-3f. Develop and implement safe walking and biking curriculum for elementary and middle school students.	▶▶▶ Long	El Paso Heart Association	City of El Paso - Public Health	Identify SRTS curriculum best practices and work with partners to integrate SRTS principles into curriculum.		👥	🤝				★	★

In October of 2023, the City Council directed the Capital Improvement and Streets and Maintenance Departments to begin outreach and formalize a Safe Routes to School Action Plan.

In December of 2023, The Capital Improvement Department held joint focused input sessions with the Mobility Advisory Committee and the Vision Zero Task Force. During these sessions, Capital Improvement presented proposed goals, prioritization concepts, and strategies.

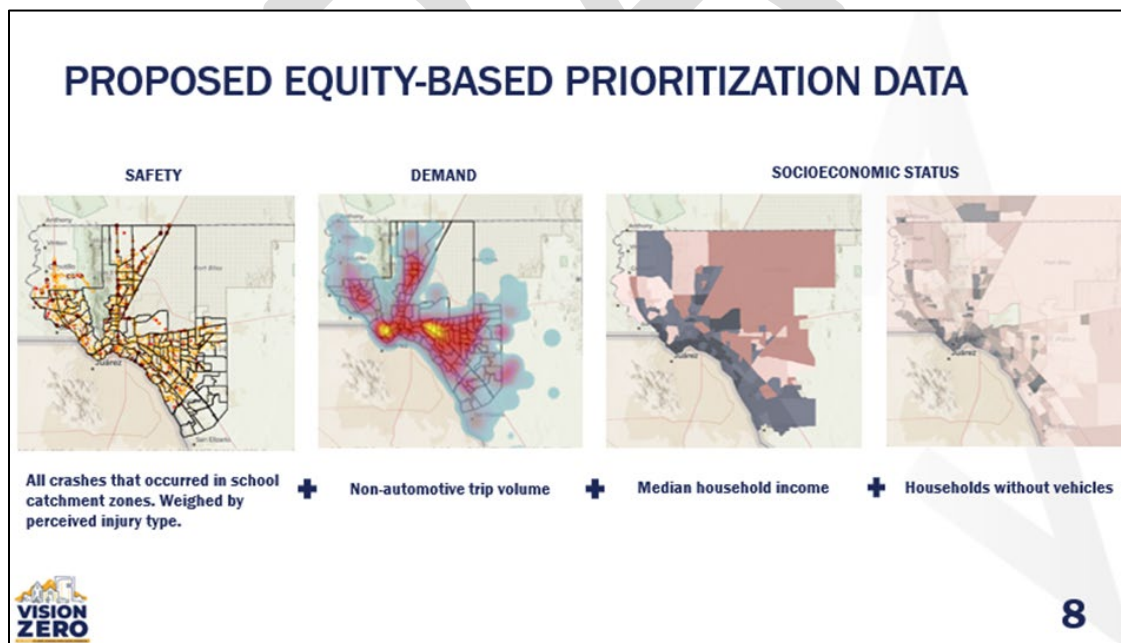


Image Caption: Slides from the outreach sessions presentation from December and January.

In December of 2023, The Department of Transportation awarded the City of El Paso funds to launch a Safe Routes to School Program as part of the Safe Streets and Roads for All Grant. During this time, the city launched a "Safe Routes to School Survey" soliciting input from the public on priorities, goals, and solutions.

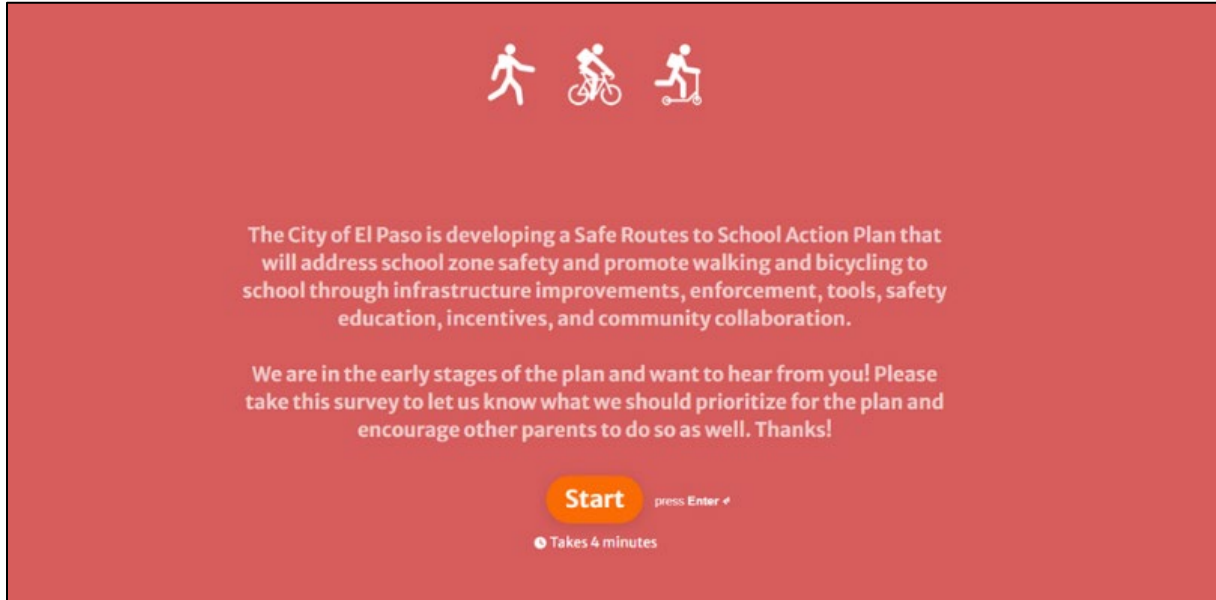


Image Caption: Safe Routes to School Survey

In January of 2024, The Capital Improvement Department held a joint focused input session with representatives from local school districts, internal stakeholder departments, the Mobility Advisory Committee, and the Complete Streets Technical Review Committee.

In April of 2024, The Capital Improvement Department presented a draft to the Mobility Advisory Committee and all aforementioned stakeholders.

What We Heard (Community Outreach Results)

Introduction

Public outreach is the most indispensable element of any planning process. El Paso residents are experts on local issues, and their opinions, input, and buy-in are crucial for effective implementation and community collaboration. The Capital Improvement Transportation team led a public outreach process over 5 months to ensure the plan was guided by the unique values and needs of our community. This action plan is a culmination of an extensive and transparent community planning process that reflects many points of view. Thank you to the residents, businesses, and stakeholders who participated in this process and guided the creation of the initiative. We heard you.

Outreach Sessions Feedback

Outreach session participants expressed a desire to emphasize community engagement and education as a main goal and element of this Action Plan. Another large takeaway from the focus groups was the strong need for context-sensitive solutions. Meaningful solutions, strategies, education, and outreach will not be “one size fits all” and should address the specific needs, concerns, and desires of each school and audience.

Prioritization was a large topic of discussion for these groups. When presented with equity analysis data, the consensus was that there needed to be a balance in prioritization between high-risk schools and schools with a strong desire to participate. While schools with high participation should be considered, high-risk schools will experience higher participation barriers and should receive support from City Staff with the process.

Collaboration between schools, organizations, and the City is essential. Recommendations, solutions, and strategies should not be burdensome amongst any external stakeholders but rather enable a partnership amongst organizations and provide support to expand existing efforts.

Survey Feedback

City Staff recognized a need to make participation comfortable and available to all residents and therefore launched a series of online feedback opportunities. The city conducted a 12-question survey for feedback on desired improvements, existing conditions, and proposed goals and strategies for the Action Plan. The survey was advertised on local news outlets, social media, and city websites. The survey was also distributed by city staff and council members, school district representatives, the Mobility Advisory Committee, Action for Healthy Kids, and the Paso Del Norte Health Foundation. To ensure fair results, City Staff tracked responses geographically throughout the process and reached out to local stakeholders for assistance in targeting areas and schools lacking representation. All survey results are included in this document's index.

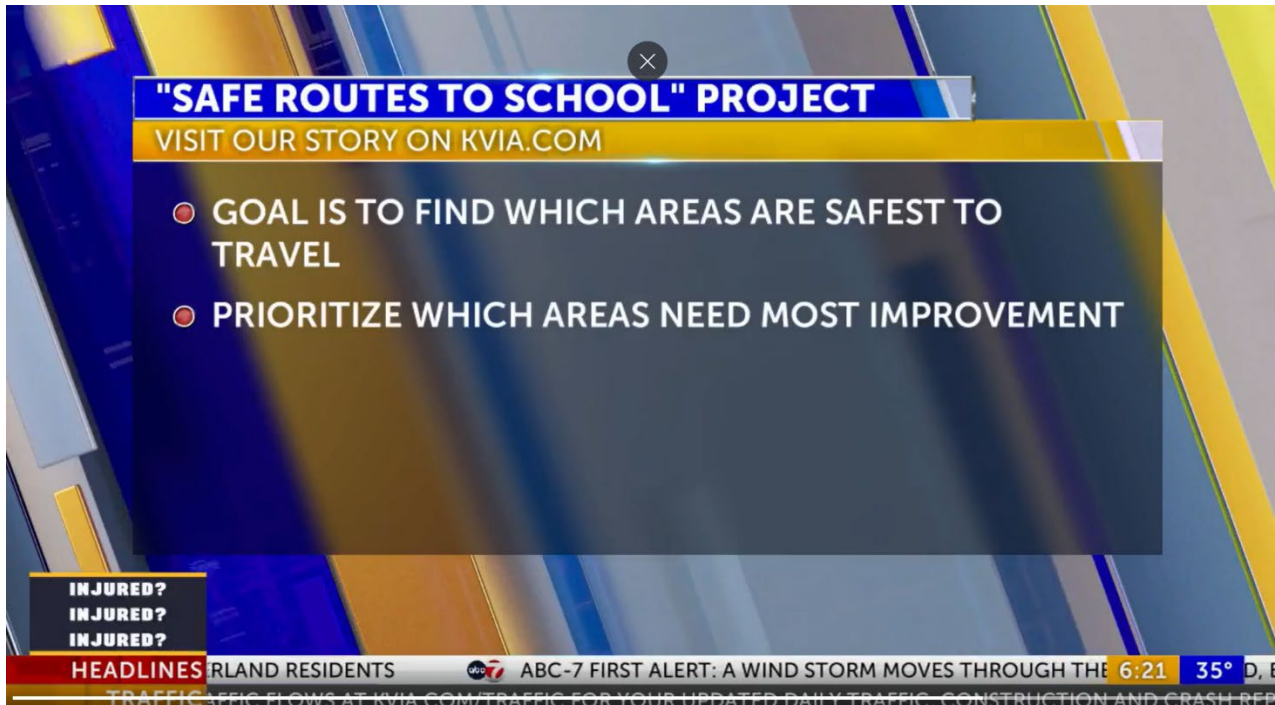


Image Caption: Safe Routes to School Survey featured January 12, 2024, on KVIA local news



Image Caption: News clipping from the Juarez Herald from January 11, 2024

Public Draft Open House

Results from the open house will be summarized here

Goals

Capital Improvement worked with the community to identify a set of goals for the Safe Routes to School Action Plan. These goals embody the desired outcomes for the Safe Routes to School Action Plan, expressed by our community and for our community.

- I. Prioritize areas that are at risk, underrepresented, and highly utilized.
- II. Create a connected and comfortable infrastructure network for children to walk and bike safely to school.
- III. Provide a clear and implementable pathway for future improvements.
- IV. Effectively reduce vehicle speeds through design and compliance.
- V. Engage in local partnerships to expand safety education and community participation.

DRAFT

SECTION TWO INVENTORY & EXISTING CONDITIONS

Schools

There are approximately 160 schools and 3 school districts in El Paso city limits. El Paso ISD (EPISD) alone contains 50k students and 8k employees. Of these schools in 2024, there were 10 high schools, 10 middle schools, and 43 elementary schools. 69% of students attending EPISD schools are considered economically disadvantaged in 2024.

Ysleta Independent School District (YISD) is comprised of 26 elementary schools, 7 middle schools, and 11 high schools. 53 % of students attending YISD are considered economically disadvantaged.

Socorro Independent School District (SISD) has 51 total campuses including 11 middle schools, 25 elementary schools, and 6 high schools. 74.4% of students attending SISD are considered economically disadvantaged in 2024.⁷

Crosswalks & Signage

There are approximately 4,200 crosswalks and 6,500 crosswalk signs in El Paso School Zones in 2024. Crosswalks are installed using thermoplastic or street paint and often due to extreme temperatures fade quickly. School crosswalks are currently re-striped on a 36-month cycle depending on the material used.

Currently, signage is replaced when signs become damaged, vandalized, or stolen.

Rectangular Rapid Flashing Beacons

Marked crosswalks and pedestrian signage greatly improve safety and visibility for students. Safety and visibility can be improved even further with the usage of Rectangular Rapid Flashing Beacons (RRFBs). RRFBs consist of two, rectangular-shaped yellow indicators that emit light. These signs flash with an alternating high frequency when activated to enhance the conspicuity of pedestrians at the crossing to drivers. The City recently installed its first and only RRFB at El Paso High.

HAWK Systems and School Zone Flashers

High-intensity Activated Crosswalks (HAWK) systems are pedestrian-activated lights similar to Rectangular Rapid Flashing Beacons. However, HAWK systems are mounted above the crosswalk similar to an intersection traffic light, increasing visibility drastically. The city currently has 21 HAWK systems and 469 School Zone Flashers.

⁷ <https://www.sisd.net/page/about-us>

SECTION THREE SOLUTIONS AND STRATEGIES

Infrastructure

The following infrastructure Improvements have been identified through outreach and research as appropriate and effective measures for traffic calming and improved safety in school zones. Recommendations will be catered to the unique conditions of each school. All infrastructure improvements should be paired with education and engagement to ensure students have all the necessary tools to safely walk, bike, and roll to school.

School Zone Maintenance Program

The City of El Paso Streets and Maintenance Department handles repairs, maintenance, and installation of crosswalks and signage within school zones. The maintenance program outlined below aims to ensure the safety and functionality of pedestrian infrastructure, particularly around schools. This proposed program encompasses scheduled maintenance cycles, technological upgrades, new and missing signage, and additional resource allocation. The Streets and Maintenance Department will expand its personnel to include additional teams dedicated to this school zone maintenance program. Streets and Maintenance requested a new school zone maintenance and Vision Zero quick deploy team in the Fiscal Year 2025 budget. This action is Vision Zero Action Item D-1h, Add staff capacity specifically for implementing safety work.

Maintenance Cycles

All schools will run on a scheduled 18-month maintenance cycle for evaluation, refurbishment, and/or replacement of all traffic control devices and roadway lighting within school zones. Crosswalks specifically will run a 12-month maintenance cycle for streets that contain heavy traffic ⁸, poor roadway geometric design conditions, on or abutting the High Injury Network. Signage will go on a 5-year replacement schedule to ensure retro-reflectivity compliance. Additionally, the city will evaluate and update its GIS inventory monthly for school zone traffic control devices to ensure detailed accuracy.

Technology Upgrades

The following technology upgrades will be implemented by the school zone maintenance team

- Wireless connectivity on all existing HAWK pedestrian and school zone flashers to facilitate remote monitoring and adjustment of operating schedules to enhance responsiveness and efficiency
- Identification of locations to install Rectangular Rapid Flashing Beacons and other Intelligent Traffic Control Systems
- Using technology (such as A.I) to help identify which school zones need to have improved traffic control devices or similar maintenance activities

⁸ "Heavy Traffic" will be based on traffic study data.

Project Request Program

The Streets and Maintenance Department and Capital Improvement will collaborate to develop a formal Safe Routes to School Project Request Program. This program will allow schools and parents to request improvements and maintenance for their schools. The program will provide clear guidance on eligible requests and project selection.

Additional Personnel Required

The Streets and Maintenance Department has requested additional funds to expand their personnel to include an additional team dedicated to school zone maintenance. This expansion includes 4 additional crews containing 3 employees each dedicated to marking and striping, 2 employees dedicated to signage, and 2 additional technicians to oversee the installation, site selection, and maintenance of Intelligent Traffic Control Systems.

Quick Builds & Asphalt Art

Quick builds are infrastructure improvements that are typically done with paint, vertical delineators, planters, cones, and other low-cost semi-permanent materials. Quick-Build improvements are affordable solutions that can be implemented city-wide and used to measure the effectiveness of infrastructure improvements and ensure thoughtful permanent investments. Quick-Build projects are not meant to be maintained rather than analyzed and post-implementation, adjusted accordingly, and evaluated to inform long-term design and modifications.

Using paint, infrastructure quick builds can double as local art canvases. In 2022, consulting firm Sam Schwartz released a Historical Crash Analysis and Observational Behavior Assessment of Asphalt Art Sites. The study thoroughly analyzed intersection murals, crosswalk art, painted plazas, and painted sidewalk extensions and found significant improvement in safety performance across a variety of measures during periods when asphalt art was installed, including a 50% reduction in crashes involving pedestrians and cyclists and a 27 percent increase in drivers yielding to pedestrians with the right of way.



Image Caption: Example of quick build asphalt art project in Long Beach California.

Case Study: Diagonal Crosswalks

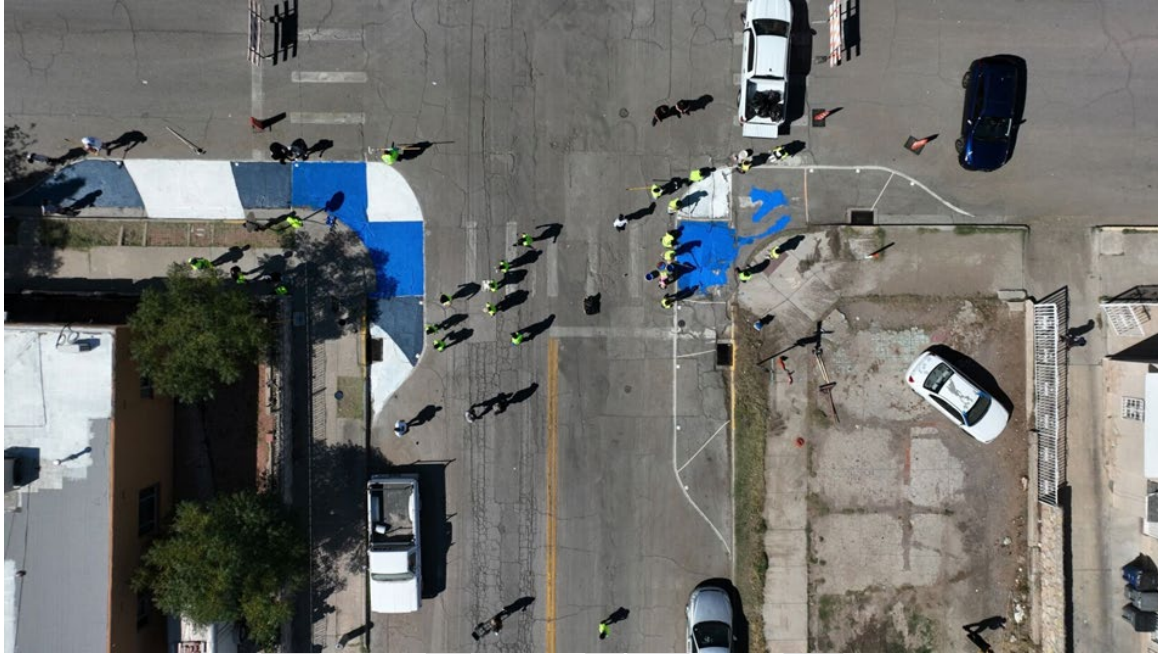
States such as California, Illinois, and New York have installed diagonal crosswalks, also known as “pedestrian scrambles” or “Barnes dances,” for Henry Barnes, a traffic engineer who promoted their use in Denver 70 years ago. These crosswalks require all vehicles at an intersection to stop so all pedestrians can move freely from corner to corner, including in the intersection. These crosswalks prioritize pedestrian movement over automobile and studies show they are safer for pedestrians than traditional intersections. Existing versions of the diagonal crosswalks are located in dense urban areas, where they are most appropriate.

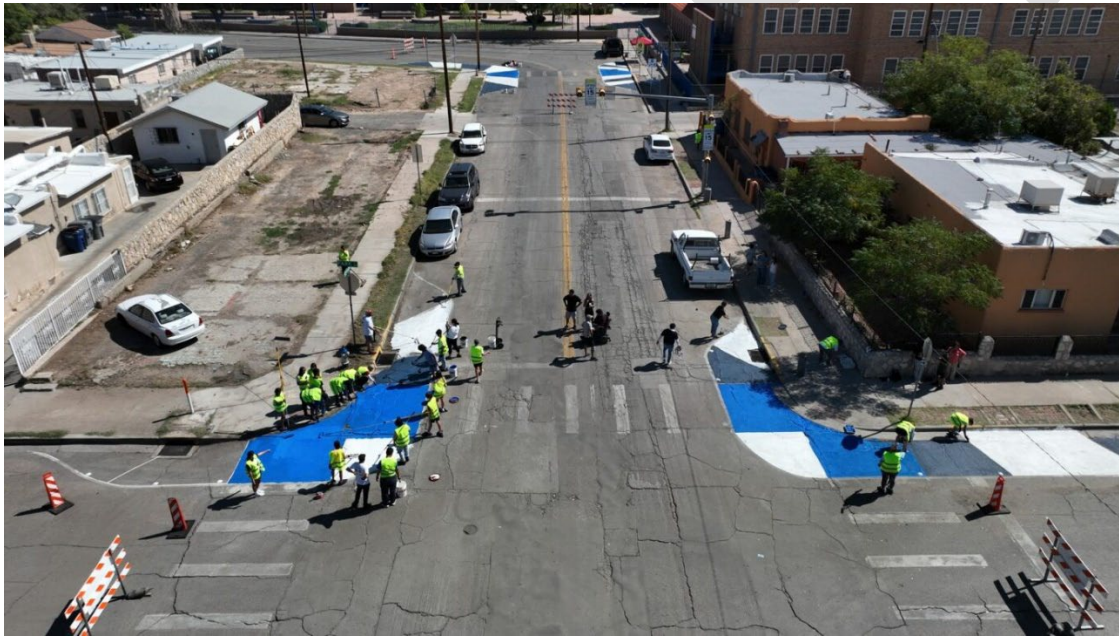


Image Caption: Pedestrian scramble example in Chicago.

Celebrating our Success: Guillen Middle & Hart Elementary Curb Extensions

In September of 2023, the American Heart Association collaborated with the City of El Paso to host a community painting event for quick-build curb extensions in the Segundo Barrio. These curb extensions increase the pedestrian space and visibility, narrow the vehicular space, and force motorists to reduce speed through design. Later, a local artist enhanced these asphalt paintings with designs of pastries from the Segundo Barrio's Bowie Bakery.





Photos Caption: Students, parents, and teachers during the painting event.



Image Caption: Later, a local artist enhanced these asphalt paintings with designs of pastries from the Segundo Barrio's Bowie Bakery.

Case Study: Pedestrian Safety Park, Knoxville TN

The City of Knoxville, Tennessee built a 12-acre park, which is a child sized replica of their own city, to educate school age children on pedestrian, vehicle, bicycle, and fire safety through play. The park is complete with buildings, paved streets and sidewalks, working traffic signals and traffic signs. The site is commonly utilized for school field trips region wide.

These "Safety Town" parks are not unique to Knoxville. They have gained popularity nationwide and notably exist in Frisco and Coppell, Texas, and Juarez, Mexico. A Safety Town Park in El Paso is an opportunity to both foster a safer transportation culture and to become a state leader in parks innovation and children transportation safety.



Bicycle and Pedestrian Facilities

In July of 2022, the City of El Paso adopted the Complete Street Policy committing to incorporating multi-model ⁹ transportation facilities city-wide in all future projects. The complete streets project selection criteria include prioritizing facilities on streets near schools, parks, and libraries. To ensure active transportation options are accessible to all students, the city should continue its dedication to prioritize connecting active transportation facilities, such as sidewalks, and school campuses.

The 2016 El Paso Bike Plan includes recommendations for different bicycle facilities City-wide. Because biking is faster than walking, bicycle facilities allow students to commute longer distances to school. Updates to the 2016 Bike Plan should reflect the complete street methodology, prioritize school connections, and identify specific construction projects.

Safe Streets and Roads for All Grant | Bel Air and Eastwood High School

The City of El Paso was awarded \$9 million from the Safe Streets and Roads for All Grant. \$5.8 million of the funds are designated to improvements on Yarbrough Drive, the region's corridor with the second-highest number of vehicle collisions involving a bicycle or pedestrians. This signature project was identified in Vision Zero and includes repainting pavement markings, replacing cross arms, installing signal heads, lane control signs, speed limit signs, landscaping, and improved signage. The Yarbrough reconstruction will improve access to Bel Air High school, which is located on Esther Dr by redesigning and improving a midblock crossing with a pedestrian median refuge and curb extensions. These improvements will be paired with a Pedestrian Hybrid Beacon that is being installed by the school district at Bel Air High School and at Eastwood High School.

Traffic Calming

The following additional traffic calming devices have been identified through public outreach and research as appropriate and effective measures. Repaint pavement markings, Replace cross arms, Install signal heads, Install lane control signs + speed limit signs, Landscaping, Signal ahead warning signs.

Speed tables & cushions



⁹ Multi-model refers to the various transportation options that don't require a personal vehicle (I.e transit, walking, biking etc.)

Curb extensions



Chicanes



Interactive Signage



Bike lanes with traffic control devices



Pick up and Drop Off

The following strategies may be used to create efficient and safe school zone pick up and drop off. Appropriate strategies may be determined on a case-by-case basis in collaboration with school administrations, capital improvement, and streets and maintenance.

- Adding an off-site queuing lane
- Temporary street closures
- Partial street closures
- Designating an area off of school grounds as a drop-off and pick-up zone ("Park a Block and Walk a Block" Program)
- Formalized and expanded crossing guard program

Expanding our Crossing Guard Program: Senior Volunteers

The City of El Paso Community & Human Development Department manages retired & senior volunteer programs. Involving senior volunteers in both crossing guard programs and organized walks to school is a mutually beneficial opportunity to engage all ages of our community in active transportation. Currently, all crossing guards volunteer through the school district.

Education & Engagement

Education and Event Toolbox & Safe Routes to School Designation

The City of El Paso hereby commits to creating a "toolbox" of educational resources, curriculum, outreach events, and other resources to maximize engagement for schools¹⁰. Schools that use four or more of these toolbox items will be granted an official "Safe Routes to School" designation, plaque, and optional ceremonial tree planting from the city. The following are

¹⁰ This accomplishes **Vision Zero Action Item A-3f** "Develop and implement safe walking and biking curriculum for elementary and middle school students."

events, education, and incentives that should be included in the toolbox for schools to utilize at no cost. Specifics for the program should be maintained on the City's webpage.

Case Study: Kirkland Washington

The City of Kirkland Washington provides program guides, multi-language pedestrian safety materials and handouts, and incentive materials that schools can download for free and utilize as part of their Safe Routes to School Program.

<p>Kirkland SchoolPool PUNCHCARD</p>  <p>Get your card punched or stamped every day you walk, bike, carpool or take the bus/shuttle to school</p> <p>NAME: _____</p> <p>ROOM #: _____</p> <p>1 2 3 4 5</p>	<p>Kirkland SchoolPool PUNCHCARD</p>  <p>Get your card punched or stamped every day you walk, bike, carpool or take the bus/shuttle to school</p> <p>NAME: _____</p> <p>ROOM #: _____</p> <p>1 2 3 4 5</p>	<p>Kirkland SchoolPool PUNCHCARD</p>  <p>Get your card punched or stamped every day you walk, bike, carpool or take the bus/shuttle to school</p> <p>NAME: _____</p> <p>ROOM #: _____</p> <p>1 2 3 4 5</p>
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PARK & WALK TO SCHOOL

Program Guide



Background

Park & Walk programs provide more options for students' commute to school while helping to reduce congestion and vehicle emissions near school campuses. This guide will **help you prepare, promote, and foster participation in a Park & Walk event** or to launch an ongoing Park & Walk program at your school.

What is a Park & Walk?

A Park & Walk program encourages families to park at a designated spot near the school and walk the last few blocks to school together. The program can be implemented as a standalone program or in coordination with other Safe Routes to School activities, such as Walk & Roll to School Day or Walking School Buses.

Park & Walk locations are typically two-to-four blocks from school. Families are encouraged but not required to meet at the designated location and walk together.

Check if school and district policies permit students to walk without adult supervision or if adults coordinating and supervising walking students need to be registered as volunteers with the school.



Targeted Education

Education centered around biking and pedestrian safety skills for parents, teachers, bus riders, drivers, and students will all require materials tailored to each audience's unique needs and perspective¹¹. Education can occur on several levels such as printed materials, digital media, presentations, activities, and events.

Walk Audits

Community walk audits are a tool that can be used to identify barriers to active transportation and missing or incomplete infrastructure. The Toolbox the city provides should include a walk audit checklist that administrators, teachers, and students can download and complete individually or together. Results from walk-audits may be shared with Capital Improvement and Streets and Maintenance to guide future improvements and repairs.

Route Mapping & Wayfinding

In collaboration with the city, schools and parents can work to identify and publish safe routes for children to walk, bike, and roll to school together¹². In states like Utah, Oregon, and Washington schools are required to identify, update, and publish suggested and safe routes for school. These states offer guides online on how to identify, improve, and update routes. Wayfinding along routes allows students and drivers to identify and navigate designated paths safely. The city shall include route mapping in the Safe Routes toolbox and maintain a database and website of identified safe routes. The State of Utah has public materials on how to do route mapping.

¹¹ This accomplishes Vision Zero Action Item **Vision Zero A-3g**. Develop targeted engagement for middle and high school students and families in traffic safety through the Safe Routes to School program, with a focus on empowering youth leadership to promote safe transportation in their own school communities, prioritizing Communities of Concern.

¹² This accomplishes Vision Zero Action Item **Vision Zero A-3e**. Develop suggested route maps for each school to identify preferred walking and biking routes; these maps will support communication with school communities and can guide prioritization of capital investment.



Mapping Planning Guide

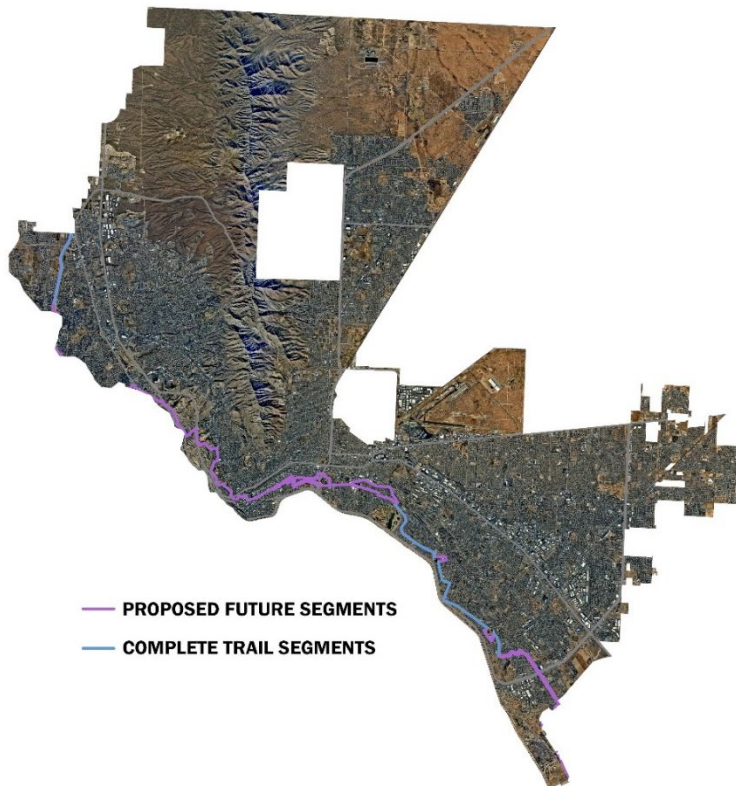


Image Caption: Under Utah law, every elementary, middle, and junior high school is required to create a Safe Routes Plan including suggested routes and identified areas of improvement. It is reviewed annually to see if there have been changes to the school attendance boundary,

Paso Del Norte Trail

Trails are separate facilities dedicated to pedestrian and bicycle activity, and the City of El Paso is fortunate to have many city-wide. The Paso del Norte trail is an in-progress 68-mile county-wide trail that promotes active transportation, preserves the history and culture of our region, highlights the Rio Grande River, supports economic development and ecotourism, and provides educational and volunteer opportunities. The following schools are located on the Paso Del Norte constructed trail, known as the Playa Drain Trail, and should consider incorporating the trail in their safe route mapping.

- Riverside High School
- Riverside Middle School
- Riverside Elementary School
- Capistrano Elementary School
- Ysleta High School
- Ysleta Middle School



Celebrating our Success: UMC Walk to School Day

El Paso is incredibly fortunate to have many schools, organizations, and parents dedicated to active transportation and students' health. The UMC walk to school events are a context-sensitive program that should be celebrated, supported, and expanded.

Starting in 2012, The University Medical Center (UMC) Trauma Department has partnered with the City of El Paso, El Paso County Sheriff's Office, EPISD, YISD, SISD, Suncycle, Velo Paso, and The American Heart Association to coordinate walk and bike to school events. These events are intended to cultivate pedestrian and biking safety skills, energize and connect the community, and foster a healthy and safe environment for students. The main activity is always partnered with safety education and includes parents, teachers, and representatives meeting students at a location and walking and/or biking along a safe designated route that students can feel comfortable walking or biking post-event.

For these events, safety education and tools are tailored to the specific needs and challenges of the school participating, and UMC often donates safety lights, helmets, and other safety gear. They implement evidence-based educational resources for physical education teachers to incorporate into their curriculums and reinforce safe behaviors throughout the school year. At a recent event in 2023 on National Bike to School Day, UMC arranged a walk and bike to school, bicycle rodeo, and bicycle safety poster contest. The bicycle rodeo was complete with a bicycle skills course, helmet fitting, safety stations, and concussion awareness materials. Afterward, El Paso Police Officers were judges for the student bicycle safety poster contest.





Images Caption: Students, Teachers, Police Officers, and UMC Representatives at the Bike to School Event

Bike Rodeos

Bicycle Rodeos are bicycle safety clinics where participants can learn about bicycle safety, complete safety inspections, and practice safety skills on courses.



Walking School Bus

Walking school buses are organized groups of students walking to school with one or more adults. This can be as informal as two families taking turns walking their children to school to as structured as a route with meeting points, scheduled time frames, and a regularly rotated schedule of trained volunteers.

Celebrating our Success: Safety Town

Safety Town is a free children's event that occurs in July and June at Bassett Place Mall. During Safety Town, students learn about various safety topics, participate in hands-on related activities, and enjoy exciting presentations by guest speakers, including the City of El Paso Police and Fire Department. Bicycle and pedestrian safety are an included topic, complete with a mini town for children to practice their skills. This program offers an indoor activity during a season when children are not in school, and heat can be limiting.



Image Caption: Safety Town in Session

Incentives

Continued Education and Safe Routes to School Designation Maintenance

It can be inferred, due to the legal driving age and parents' concern for younger children, that students most likely to walk to school in El Paso are those between 6-8th grade. However, students between K-5 on average live closer to their respective schools, and therefore have a greater opportunity to walk to school with an adult present. To foster a continued culture of active transportation that follows our students from the beginning to end of their education in our city, education will need to be widespread in all elementary schools and updated bi-annually. To incentivize the permanent commitment to pedestrian education, once a school obtains a safe route to school designation, they must commit to annually incorporating pedestrian and bicycle safety education into the curriculum, distribution materials, or events. The City of El Paso should provide updated materials to ensure low barriers to education and offer support to priority schools.

Case Study: Contests, Awards, and Incentives

Vermont Safe Routes to School provides a guide of creative and low-cost contests, incentives, and awards schools can implement.

Example Contests

The following is a list of example contests that you can hold at your school. This list is not comprehensive. Create your own contests or modify contests from this list.

Golden Shoe Competition

- Track number of walking and bicycling trips among classrooms. A tally may be displayed at the school entrance or hallway to encourage participation.
- Classroom with highest number of trips wins a rotating Golden Shoe Trophy (typically a spray-painted shoe glued to a plaque) to display in the classroom for a week/month/quarter. To encourage friendly competition, the award is passed between winning classrooms.
- Schools can use [Frequent Walking/Bicycling Punch Cards](#) to track trips. Teachers punch a hole in a student's card for each day the student participates.
- Tying this award to [Student Travel Tallies](#) helps collect data to measure program results (see the [Measuring Success MiniGuide](#)).

Mileage Clubs

- Similar to the Golden Shoe competition, track miles traveled among classrooms or individual students, over a specific period of time or until a classroom or student reaches a mileage goal. VT SRTS has a "Walk Across America" poster available for download.
- Mileage can be tracked by estimating distance to school, calculating time spent walking, or pedometers. Children generally walk a mile in about 20-25 minutes, or in about 2,000 steps.
- Schools can mark progress on a map or chart at the school entrance or hallway.

Earth Week Challenges

- Reward classrooms that reduce greenhouse gas emissions by walking or bicycling to school. Teachers multiply each student's distance to school by the [Environmental Protection Agency's per-mile vehicle emissions rates](#).

Family Walk and Roll Challenge

- Challenge both students and their families to walk or bicycle instead of driving. This can be a weekly, monthly, or single challenge. Students, classrooms, or grades can compete against each other in this challenge.

Poster Contest

- Students make posters about walking and bicycling to school. Posters may have a theme, such as health or environmental benefits.

Video or Storytelling Contest

- Similar to a poster contest, challenge students to make videos, poems, stories, or come up with other creations on topics related to SRTS. Creations may follow a theme such as distracted driving, safe crosswalk behavior, bike maintenance, or subject matter addressed in walking and biking curricula.

Way to Go! Week

- Annual challenge for schools, communities, and businesses to reduce their carbon footprint by switching from driving to walking, biking, carpooling, or taking the bus. Learn more on the [Way to Go! website](#).



Basic Steps

CONTESTS

Contests are a fun and rewarding way to motivate children to participate in SRTS activities. Contests work best when paired with incentive items and rewards, for example, stickers, certificates, or special privileges, like early dismissal.

- 1. Plan**
 - Choose your contest. See **Example Contests** on the next page for ideas. Consider team member availability; contests rely on record keeping.
 - Designate a feasible timeframe given the contest requirements.
 - Include incentive items or rewards to increase participation. See **Awards and Incentives** below for examples.
- 2. Promote**
 - Coordinate contest schoolwide or with multiple classrooms.
 - Display contest materials and posters to show progress. Use the intercom system to provide daily or weekly updates to the entire school.
- 3. Execute**
 - Allow students who cannot participate an alternative method of joining the contest (e.g., earning points by walking at recess or at home).
 - Announce the winner(s) using the intercom system.
- 4. Evaluate**
 - Analyze participation rates and level of effort, and ask team members to provide feedback. Adjust the contest logistics as needed to encourage greater participation and/or streamline the process.
 - Schedule your next contest.

KEY POINTS

FREQUENCY

Once per month or several times per year

TIME COMMITMENT

Varies by contest

TEAM MEMBERS

School Champion + teachers, parents, volunteers

AWARDS AND INCENTIVES

Small prizes or rewards can encourage participation in contests. Below are some ideas for rewards.

Note that individual schools may choose to order prizes from a local or online retailer, while school districts or schools buying in bulk (typically over 500 items) may order through a specialty vendor for discounted prices. Bulk items are often available through printing companies, safety-focused companies, or promotional items companies. Using local vendors can reduce shipping costs. Ask other participating schools or SRTS partner organizations for vendor recommendations. You can add the **VT SRTS logo**, your school's name, or other information on bulk items.

- **Golden Shoe or Golden Tire trophy:** Make your own trophy, using an old shoe or piece of a bike tire, gold spray paint, glue, and a wooden plaque, available at most craft stores. Add glitter or other embellishments if desired.
- **Reflective gear (blinking lights, glow in the dark zipper pulls, reflective tape, etc.):** Purchase from a safety product or promotional item vendor.
- **Stickers:** Purchase from a printing company, or print your own, using our **Sticker Templates**, which are sized for Avery 5294 labels. Office supply stores will carry Avery 5294 white labels, or you can purchase colored stickers from a specialty label store that use the Avery 5294 sticker template. Specialty colored labels should be around the same price as white labels.
- **Pencils, temporary tattoos, Toe Tokens, or other novelty items:** Purchase from a promotional item vendor.
- **Bicycle gear (lights, spoke reflectors, etc.):** Purchase from a local bike shop or online retailer.
- **Healthy snacks:** Purchase from a local company or ask for donations from a bakery or local store.
- **Non-material prizes, such as the privilege of reading morning announcements, getting their name on "Wall of Champions," choosing story at storytime, etc.**

Safe Routes to School Designation Tree Planting Incentive

Those achieving the safe routes to school designation may apply to be acknowledged with a tree dedication and ceremonial planting from the City and Eco-El Paso. Three to six trees appropriate to the site will be selected and donated from the City's approved tree and plant list. The trees will provide aesthetic enhancements to the school while also providing shade for students. A planting event partnered with a plaque is an opportunity to involve students and increase awareness while also facilitating a sense of school pride.

Enforcement

Due to finite resources, the City of El Paso Police Department currently monitors select school zones daily based on demand and driver behavior. Their presence and enforcement have proven effective in reducing unsafe driver behavior in the zones they monitor. To ensure thoughtful and efficient use of resources, El Paso Police will continue to follow demand and areas of need and should consider utilizing the equity-based prioritization data to target areas of high risk.

Enforcement was identified as an area of priority for parents in survey results and contributes greatly to perceived safety inside school zones. The City of El Paso advocates for automatic traffic camera enforcement inside school zones in Section 5 of this document- Legislative Priorities

Case Study: Deferred Disposition for School Zone Citations, Austin, Texas

The Safe Routes to School Program in Austin offers deferred disposition for speeding and distracted driving citations in school zones. When deferral is offered, the defendant has the option to participate in safe routes to school programs which upon completion keeps the offense from the defendant's record or reporting to their insurance provider.

The Safe Routes Deferred Disposition program requires the defendant to assist a crossing guard during two shifts. During the first shift, the defendant counts people walking, in the second shift the defendant counts cars. Austin reports a 99+ percent positive feedback rating and has only one repeat offender.

Increased Fines in School Zones

The City of El Paso Capital Improvement Department will explore increasing fines in school zones. Further research is necessary to determine the possibility and effectiveness of increased fines.

SECTION FIVE IMPLEMENTATION & PERFORMANCE MEASURES

Infrastructure Related | Expanding Programs | Enforcement Strategies

Time Frames Short = 1-3 years

Medium = 3-6 Years

Long = 6-9 years

Strategy	Description	Time Frame	Involved Parties	Performance Measure	Performance Measure Timeline
Maintenance and Special Project Installations	Hire additional required personnel to begin the routine maintenance plan outlined in Section Three.	Short	City of El Paso Capital Improvement & Streets and Maintenance.	This strategy will be measured by percent completed from schedule and number of projects installed	Annually
Infrastructure Improvement Priority Projects	Priority infrastructure improvement projects as identified in Section Six.	Short	City of El Paso Streets & Maintenance Sun Metro, Capital Improvement	This strategy will be measured by number of projects completed, speed and collision data, and community satisfaction.	This strategy should be assessed on a case-by case basis. All project conditions should be well documented before and after improvements.
Bicycle & Pedestrian Facilities	Improvements Identified in Section Three.	Long	City of El Paso Streets and Maintenance & Capital Improvement	This strategy will be measured by number of projects completed, speed and collision data, and community satisfaction.	This strategy should be assessed on a case-by case basis. All improvement conditions should be well documented before and after improvements.
Traffic Calming	Quick Builds, asphalt art, and other traffic calming measures are identified in Section Four.	Medium	City of El Paso Streets and Maintenance & Capital Improvement	This strategy will be measured by number of projects completed, speed and collision data, and community satisfaction.	This strategy should be assessed on a case-by case basis. All improvement conditions should be well documented before and

					after improvements.
Educational & Outreach Toolbox and Safe Routes School Designation	The Safe Routes to School Designation Program is outlined in Section Four.	Short	City of El Paso Capital Improvement, Paso Del Norte Health Foundation	This strategy will be measured by participation and community satisfaction.	This strategy should be annually re-assessed.
National Walk & Bike to School Day	Adopt a resolution for the first Wednesday of October and encourage schools to participate	Short	City of El Paso City Council, Public Health Department, YISD, SISD, SISD, UMC, Action for Healthy Kids, American Heart Association	This strategy will be measured by participation	This strategy should be annually re-assessed
Continue to Seek Funding	Vision Zero A-3d. Using the results of school zone road safety audits, apply for Transportation Alternatives funding through the El Paso MPO to implement safety improvements at high-priority schools.	Ongoing	City of El Paso Capital Improvement Department	This strategy will be measured by the funding received	NA
Formalized & Expanded paid Crossing Guard Program	Seek funding to create a paid crossing guard program.	Medium	City of El Paso Capital Improvement, EPISD, YISD, SISD	This strategy will be completed when the program is funded, and guards are hired.	NA
Retired & Senior Volunteer Crossing Guard Volunteer Program	Partner retired and senior volunteers into safe routes to school programs.	Short	City of El Paso Community and Human Development, SISD, EPISD, and YISD	This strategy will be measured by participation.	This strategy should be annually re-assessed.
Hire a full time Safe Routes to	Vision Zero A-3a Identify and expand SRTS	Medium	City of El Paso Capital Improvement,	This strategy will be completed when the position	NA

School Coordinator	policies and coordination and hire a dedicated El Paso SRTS coordinator.		EPISD, YISD, SISD	is funded and filled.	
Encourage & Expand Safety Town Program	Encourage the enrollment, advertisement, and expansion of Safety Town.	Short	City of El Paso (Capital Improvement Parks & rec, Police Department), Basset Place Mall	NA	NA
Route Mapping and Wayfinding	Identify and publish routes for students to walk, bike, and roll to school.	Short	City of El Paso Capital Improvement, EPISD, YISD, SISD.	This strategy will be measured by participation and community satisfaction.	This strategy should be bi-annually re-assessed.
Deferred Disposition for School Zone Citations	Develop a formalized program for school zone citations	Medium	City of El Paso Police Department & EPISD, SISD, YISD, El Paso Municipal Court	This strategy will be measured by participation and community satisfaction.	This strategy should be bi-annually re-assessed.

DRAFT

Community Partners

The city will seek partnerships and collaborate with the following organizations.

- EPISD, SISD, & YISD
- Metropolitan Planning Organization
- Moms on Board
- Vision Zero Texas
- UTEP
- Paso Del Norte Health Foundation
- Camino Real Regional Mobility Authority
- TxDOT
- American Heart Association
- Centro San Vicente
- University Medical Center (UMC)
- Velo Paso
- The Neighborhood Associations
- Downtown Management District
- Project Vida
- Action for Healthy Kids
- Eco El Paso
-

Performance and Implementation Transparency

To ensure transparency and accountability, The City of El Paso shall maintain a webpage of completed projects, programmed projects, performance measures, and updates. Performance measures include traffic incidents, the number of students walking or biking to school, community satisfaction with the program, and the completion and impact of infrastructure projects.

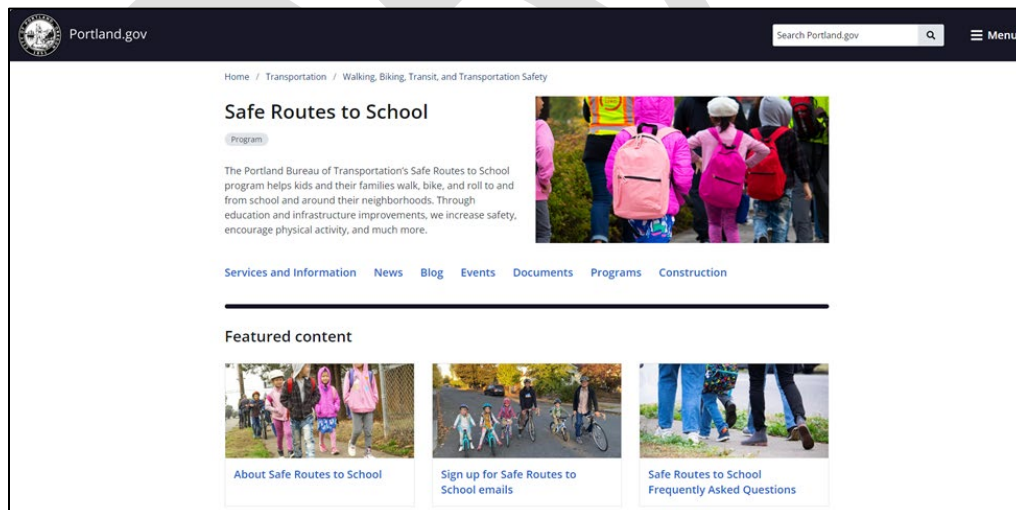


Image Caption: The City of Portland maintains a site with all Safe Routes to School documents, programs, and updates.

SECTION FIVE LEGISLATIVE PRIORITIES

Automated Traffic Enforcement within School Zones

In the Safe Routes to School public survey, many residents expressed enforcement as a main priority for school zone safety. City of El Paso Law Enforcement is a bounded and high-demand resource that is unable to cover all schools at all times. Automated enforcement acts as a neutral and effective alternative to police stops and includes both red light cameras and speed cameras. Effectively reducing speed reduces the risk of high injury when collisions do occur. Automated enforcement has proven effective in reducing both speed and crashes and are often implemented in school zones nationwide to ensure mindful driving, and accountability for children's safety. Reducing speeds is critical to the safety of child pedestrians who are more vulnerable due to their size and visibility. **A pedestrian is twice as likely to be killed in a collision when a car is traveling at 30 MPH compared to 20 MPH, and over five times more likely when the car is driving 40 MPH, according to data from the AAA Foundation.**

Red light and speed cameras allow local law enforcement agencies to enforce traffic laws remotely and make efficient use of limited personnel. State laws regarding automated enforcement establish the guidelines for municipal governments. In Texas, both red-light and speed cameras are currently illegal.

Communities in at least 17 states—Alabama, Arizona, California Colorado, Georgia, Illinois, Iowa, Louisiana, Maryland, New Mexico, New York, Ohio, Oregon, Pennsylvania, Rhode Island, Tennessee, and Washington—and the District of Columbia currently have speed camera programs in place. Currently, city and local governments in 22 states—Alabama, Arizona, California, Colorado, Delaware, Florida, Georgia, Illinois, Iowa, Louisiana, Maryland, Missouri, New York, North Carolina, Ohio, Oregon, Pennsylvania, Rhode Island, Tennessee, Virginia and Washington—and the District of Columbia use red-light cameras. This plan advocates for our state legislators to legalize red-light cameras and pledges to implement them if ever allowed.

City of El Paso Civic Building Ordinance

The City of El Paso Civic Building Ordinance regulates minimum standards for newly constructed educational facilities. The ordinance currently requires robust public outreach, detailed site plans, traffic circulation, and parking.

School siting policies that encourage schools to be placed along walkable streets can increase the number of students that walk bike or roll to school and reduce traffic congestion in school zones. The City's Civic Building Ordinance should be updated to reflect current best practices for school siting and pedestrian-oriented design elements.

SECTION SIX EQUITY BASED PRIORITIZATION

Health and Equity

The built environment ¹³ influences where and how our children exercise, eat, and play. Many studies nationally have identified a disproportional distribution of recreational, health, and transportation facilities amongst socioeconomic groups putting areas of lower socioeconomic status at risk for health-related issues and automobile-related collisions. The Vision Zero Action Plan identifies that 52% of all killed or seriously injured crashes in El Paso occur in disadvantaged areas, as identified by USDOT. The City of El Paso is dedicated to providing safe multimodal transportation facilities and opportunities for health to all people, regardless of socioeconomic status. To ensure fair prioritization of our vulnerable and disadvantaged populations, the city has completed a high-level data analysis that identifies students who are most at risk.

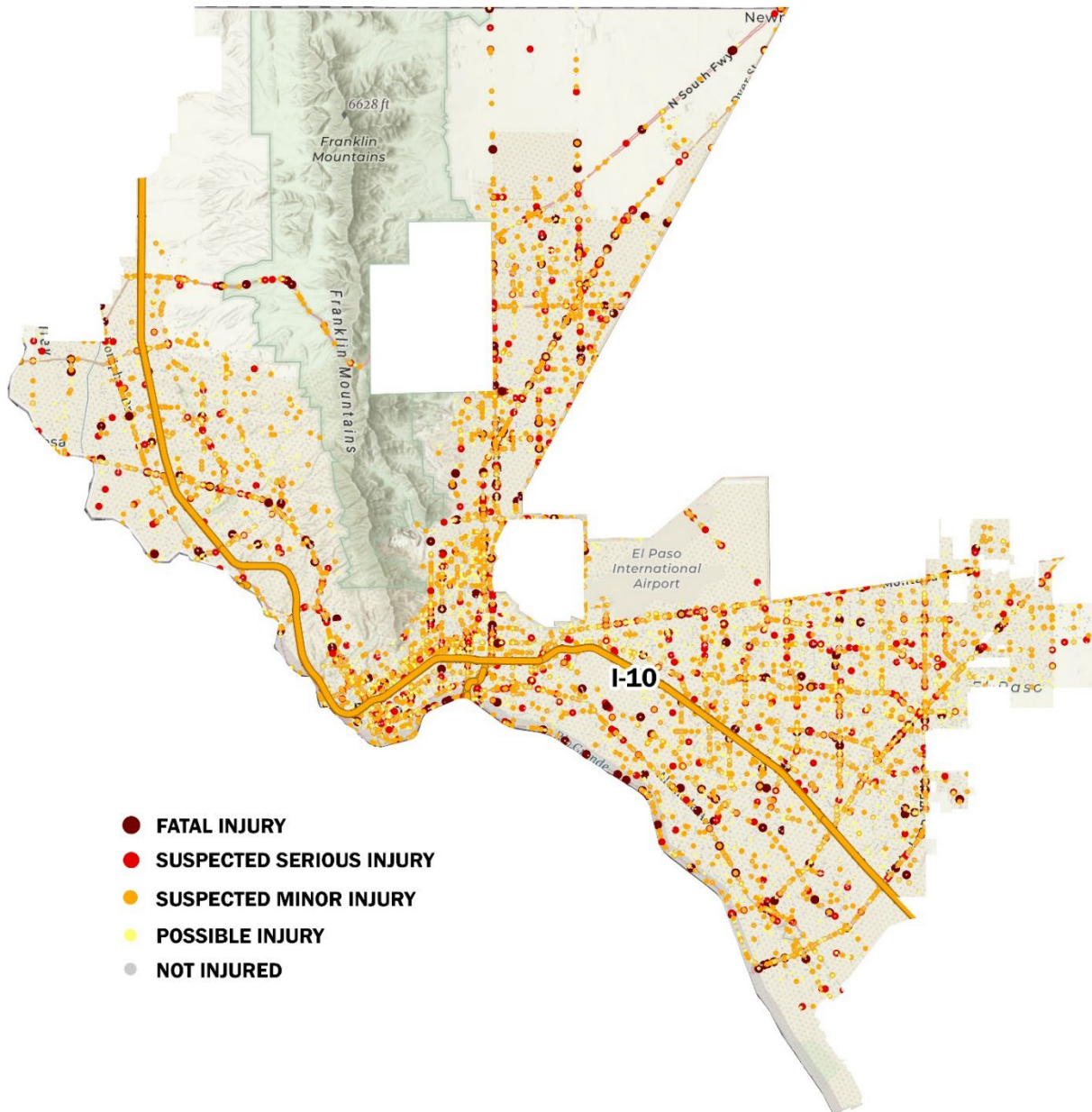
Equity Analysis

The Capital Improvement Department has developed a multi-factor index (here referred to as the 'school selection index') to guide the decision-making process of which El Paso schools should be prioritized for future studies and infrastructure investments. The school selection index is based on three categories of factors: safety, non-automotive trip volume, and socioeconomic status. For each school, the data for all factors is collected within the school's catchment area. All public elementary, middle, and high schools within El Paso city limits were included for consideration in this analysis. 164 schools were examined, from El Paso Independent School District (EPISD), Ysleta Independent School District (YISD), and San Isidro Independent School District (SISD).

¹³ The built environment refers to human made surroundings, such as buildings, parks, infrastructure and neighborhoods.

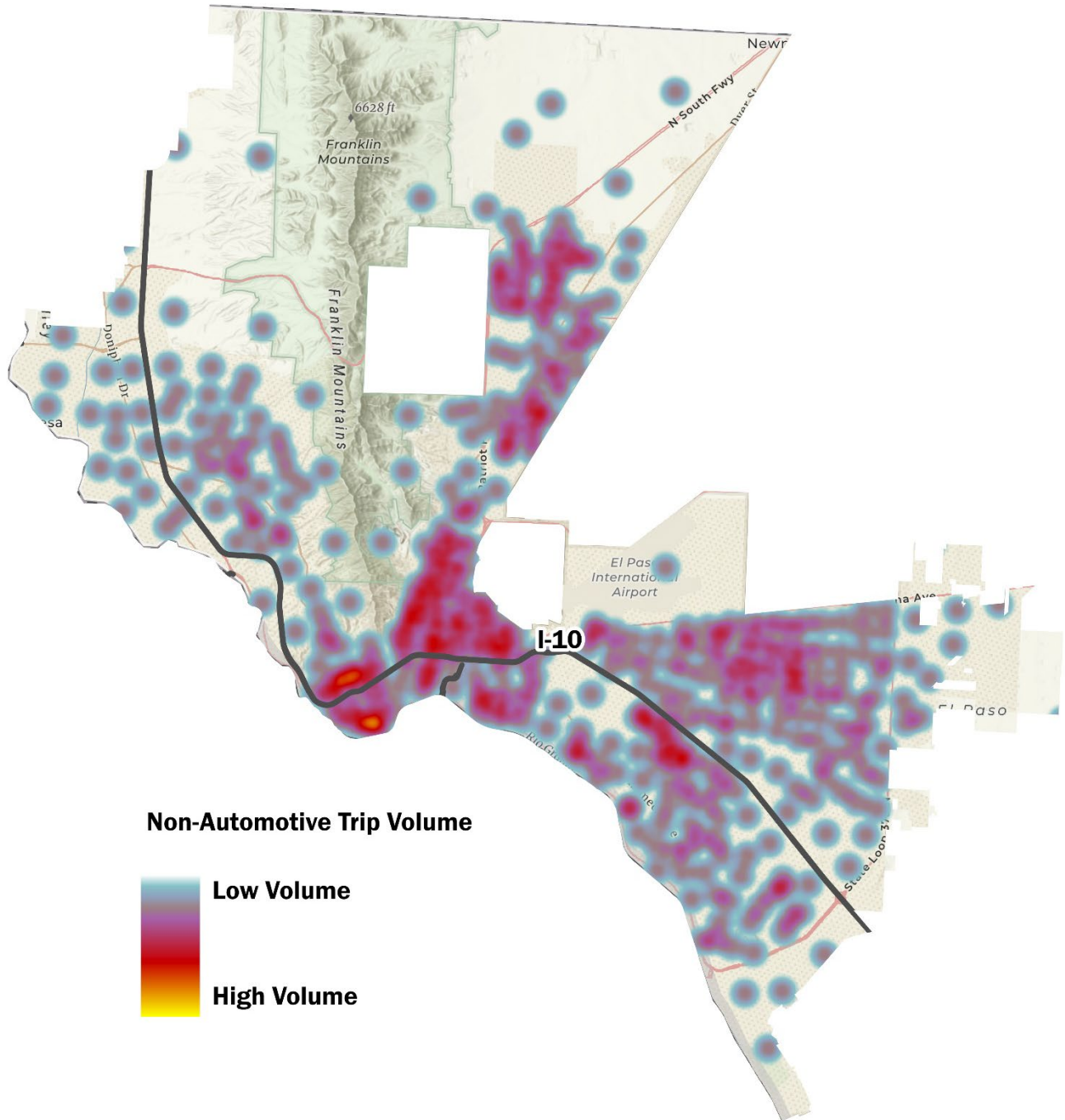
Safety

Safety was measured by analyzing traffic accidents that occurred between 2018 and 2022 within each school's catchment area. Accident severity is distinguished and weighed by observed injury type. Where relevant, crashes that occurred on freeways or interstates were excluded, given that highway safety is outside the scope of this project.



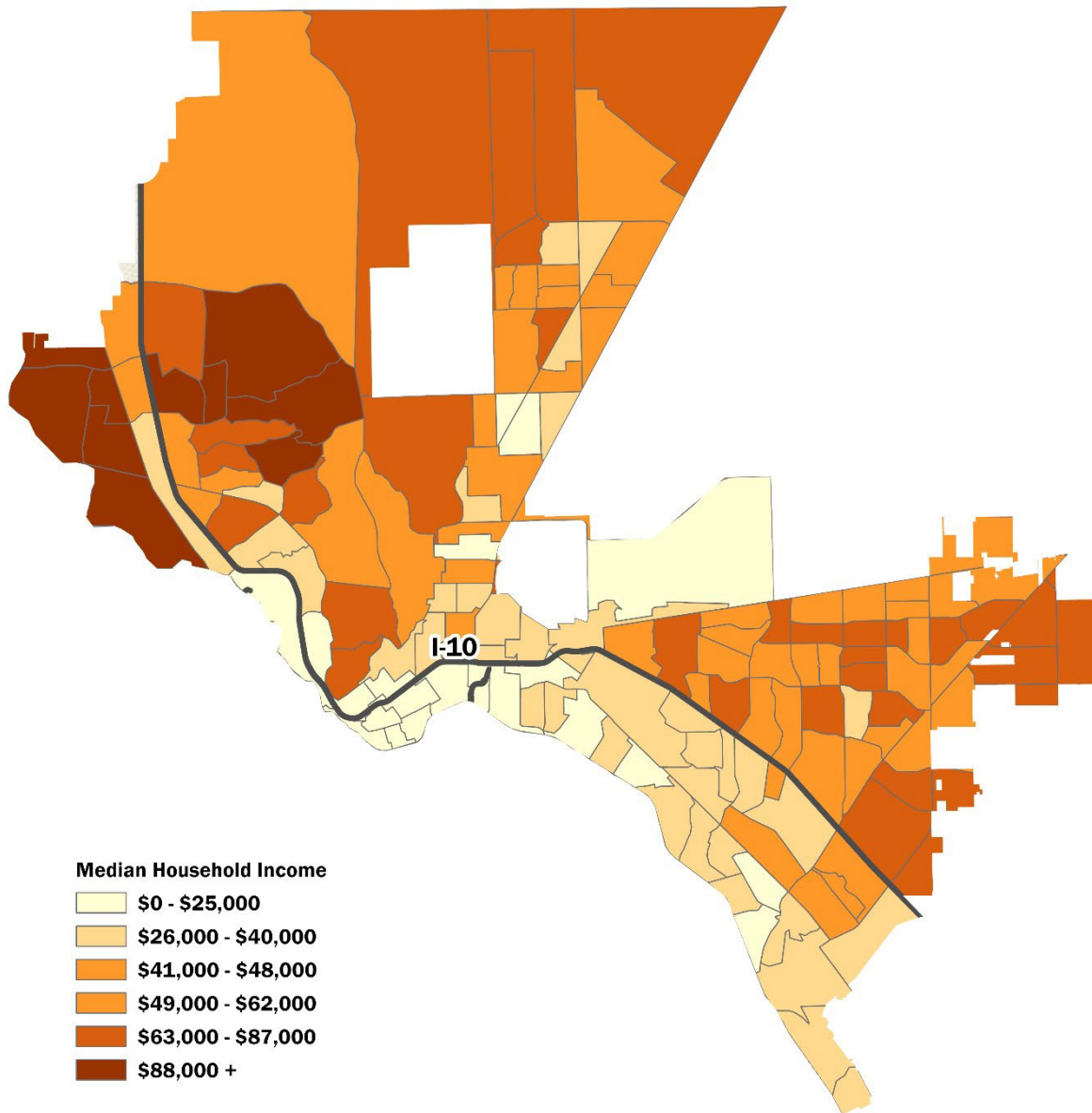
Non-Automotive Trip Volume

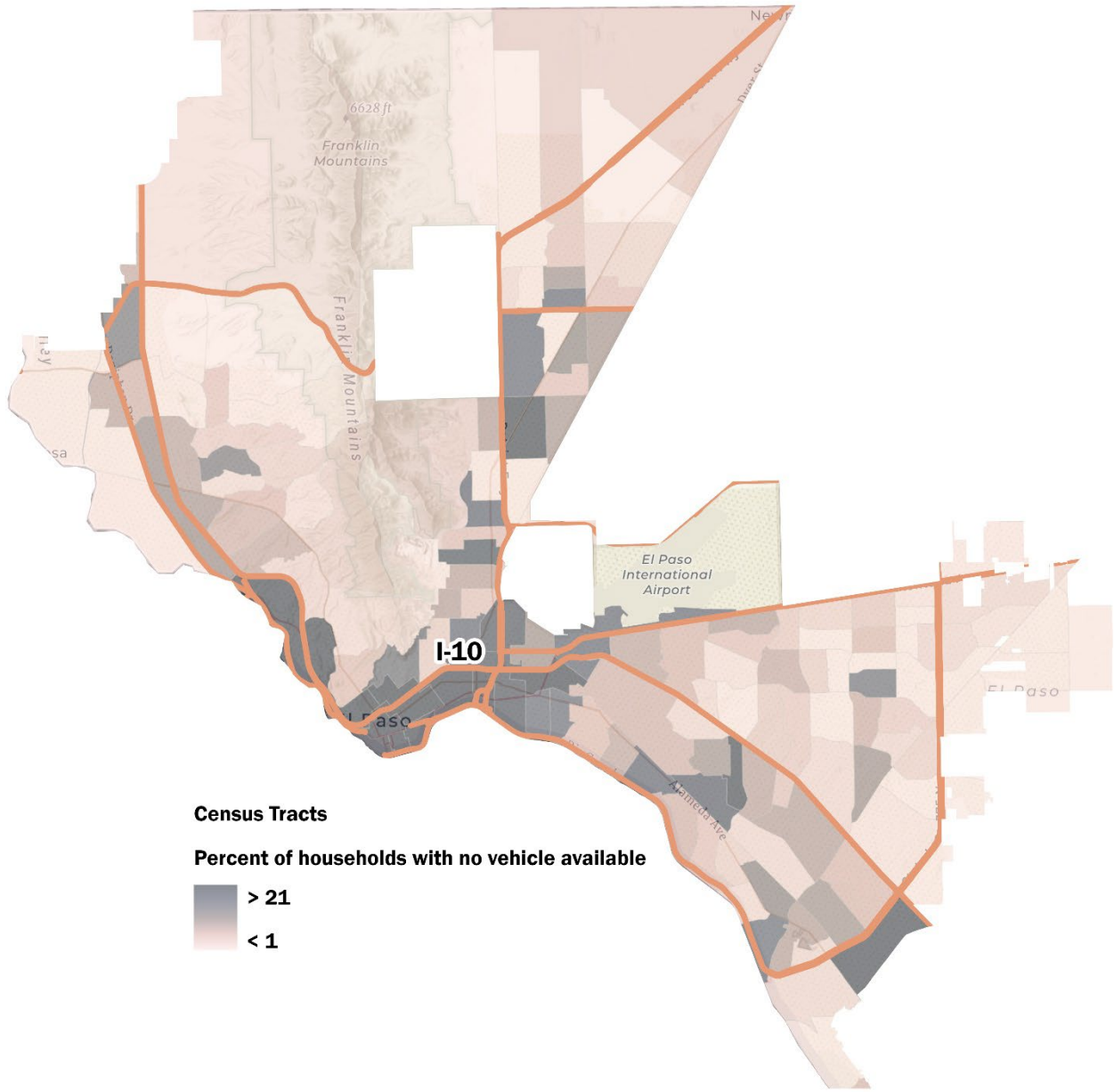
Non-automotive trip volume includes an estimate of the number of pedestrians, bicycles, and other non-automotive trips within a school's catchment area.



Socio Economic Status

Socioeconomic status was evaluated using median household income and accessibility to automobiles.

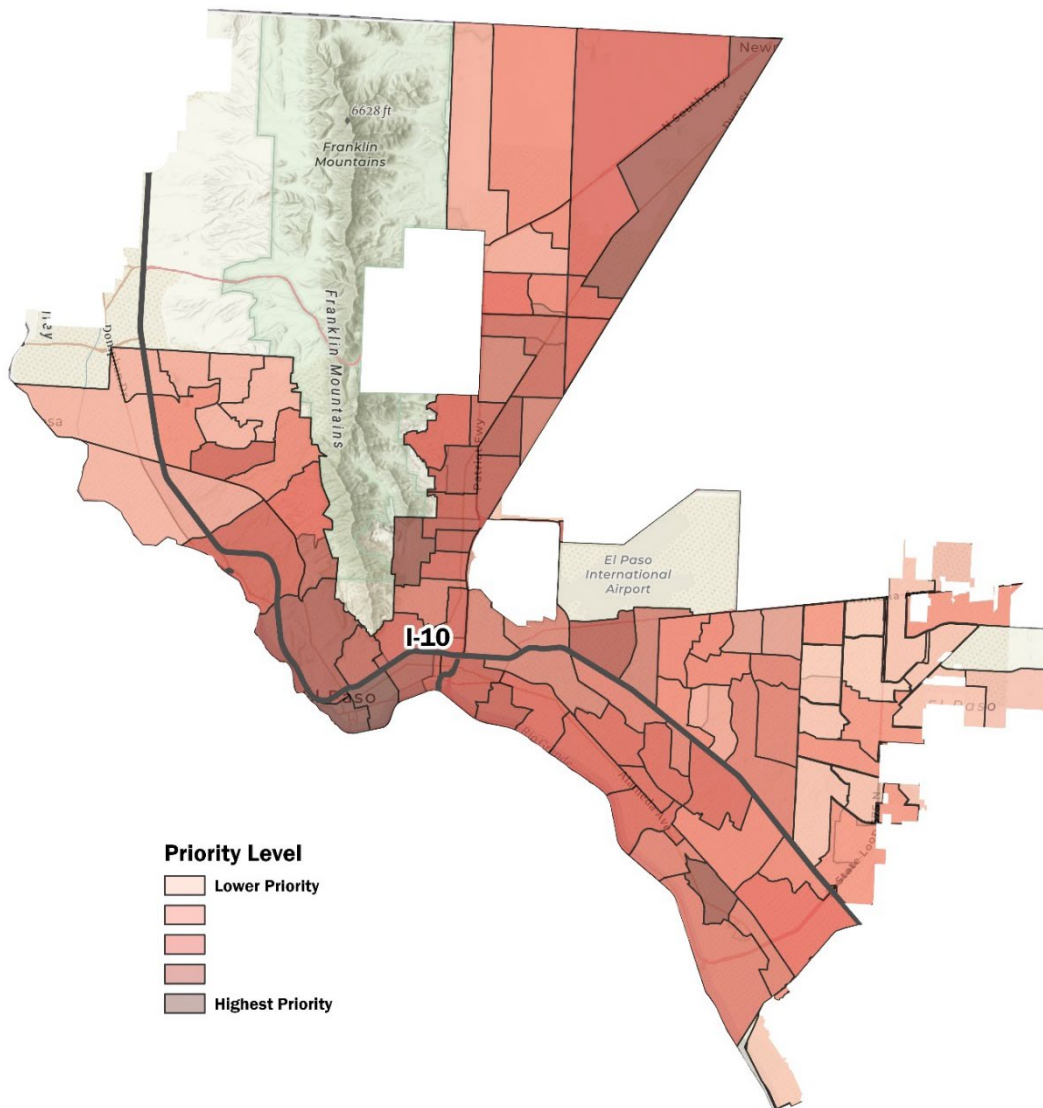




Results

The three indicators that make up the index – safety hazards, non-automotive trip volume, and socioeconomic status – were combined agnostically, with each category comprising a third of the index's final value. All final index values were then grouped into priority levels using a Jenks classification method. In natural breaks classification (Jenks), classes are based on natural groupings inherent in the data. Class breaks are then created in a way that best groups similar values together and maximizes the differences between classes. Because all values in a class must be similar, this grouping method allows for fair prioritization.

The “highest priority” group consists of the 11 schools with the highest index value, grouped based on their similar values. Total results and analysis data can be found in the Index of this document.



Priority School Projects

The City of El Paso has prepared priority projects corresponding with the schools ranking highest in the equity-based analysis. During the Public Review Process, the City will begin conversations at each school seeking input on these projects.

These priority projects accomplish **Vision Zero Action Item A-3B** *Develop a Safe Routes to School Plan, including an audit of the schools that have the highest crash rates within their school zone. Develop safety recommendations including both quick build opportunities and long-term improvements.*

#1 Desertaire Elementary School (YISD)

Desertaire Elementary School ranked highest in the equity analysis likely because of the concentration of high Injury car collisions in the school enrollment boundary and the campus's proximity to Dyer St, the roadway with the highest frequency of severe crashes citywide.



#2,3,5,9 Segundo Barrio

History & Community Input

The Segundo Barrio neighborhood is one of the oldest and most historic in El Paso. Comprised of the lowest income census blocks citywide and a socio-economic disadvantaged population, the neighborhood has been subject to unwanted government involvement and lack of community input in the past. This context is important to understand while implementing the priority projects for the neighborhood. Meaningful community engagement, transparency, and thoughtful collaboration are mandatory. **No project shall move into the design phase without extensive community outreach and input.**

Context

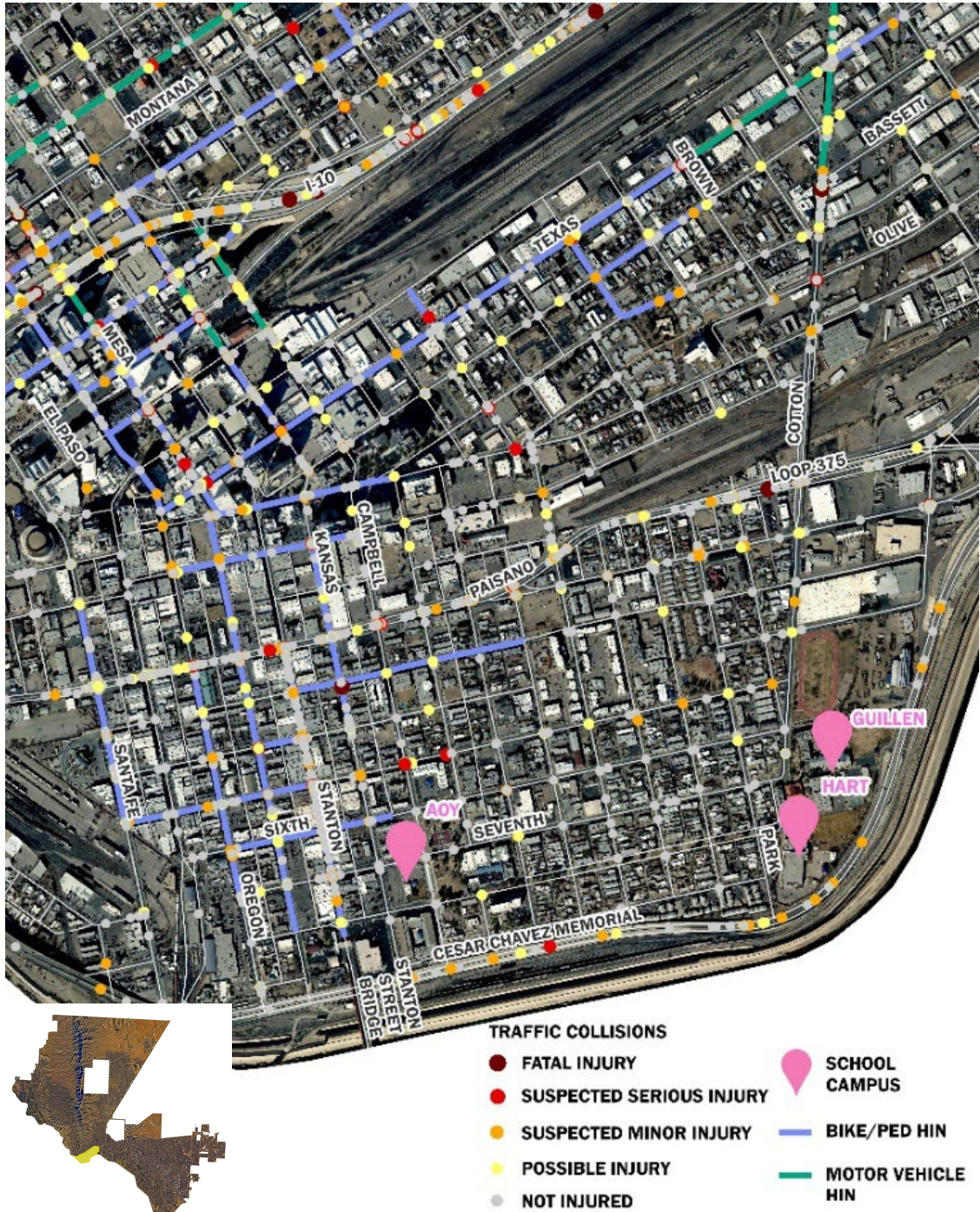
4 of the eleven highest priority schools are located in South El Paso's Segundo Barrio. These priority schools' catchment areas overlap, and they are all within 1- ½ miles of each other. The schools are connected by the Motor Vehicle High Injury Network¹⁴, Bike and Pedestrian High Injury Network, and the El Paso High-Risk Roadway Network. Because of the proximity, risk, programmed improvements, and social connections, this area will be evaluated semi-holistically. There is dense residential development in the Segundo Barrio and a semi-complete sidewalk network.

Transit and International Students

Sun Metro, El Paso's public transportation service, experiences its highest ridership on downtown routes. Downtown and central is where non-automotive trip volume, households without vehicles, and high-injury collisions are concentrated. Public transportation may be utilized by students in these areas attending after-school activities or jobs. Additionally, students and teachers walk over the downtown international bridge every day to attend school in El Paso. Because the downtown border area is experiencing a high volume of pedestrians, bicyclists, and transit riders, downtown sidewalk and bicycle facilities maintenance, improvements, and repairs for Safe Routes to School should be prioritized moving forward. The City will also seek partnerships and programs to

¹⁴ The High Injury Network consists of consist of City-maintained local streets with the highest concentrations of injury crashes. The High Injury Network identifies areas where investment can have the highest impact in reducing serious crashes.

#2 Guillen Middle School & #9 Hart Elementary School



#3 Bowie High School



- FATAL INJURY
 - SUSPECTED SERIOUS INJURY
 - SUSPECTED MINOR INJURY
 - POSSIBLE INJURY
 - NOT INJURED
- BIKE/PED HIN
 - SCHOOL CAMPUS
 - MOTOR VEHICLE HIN

#3 Bowie High School

Paisano Corridor Study

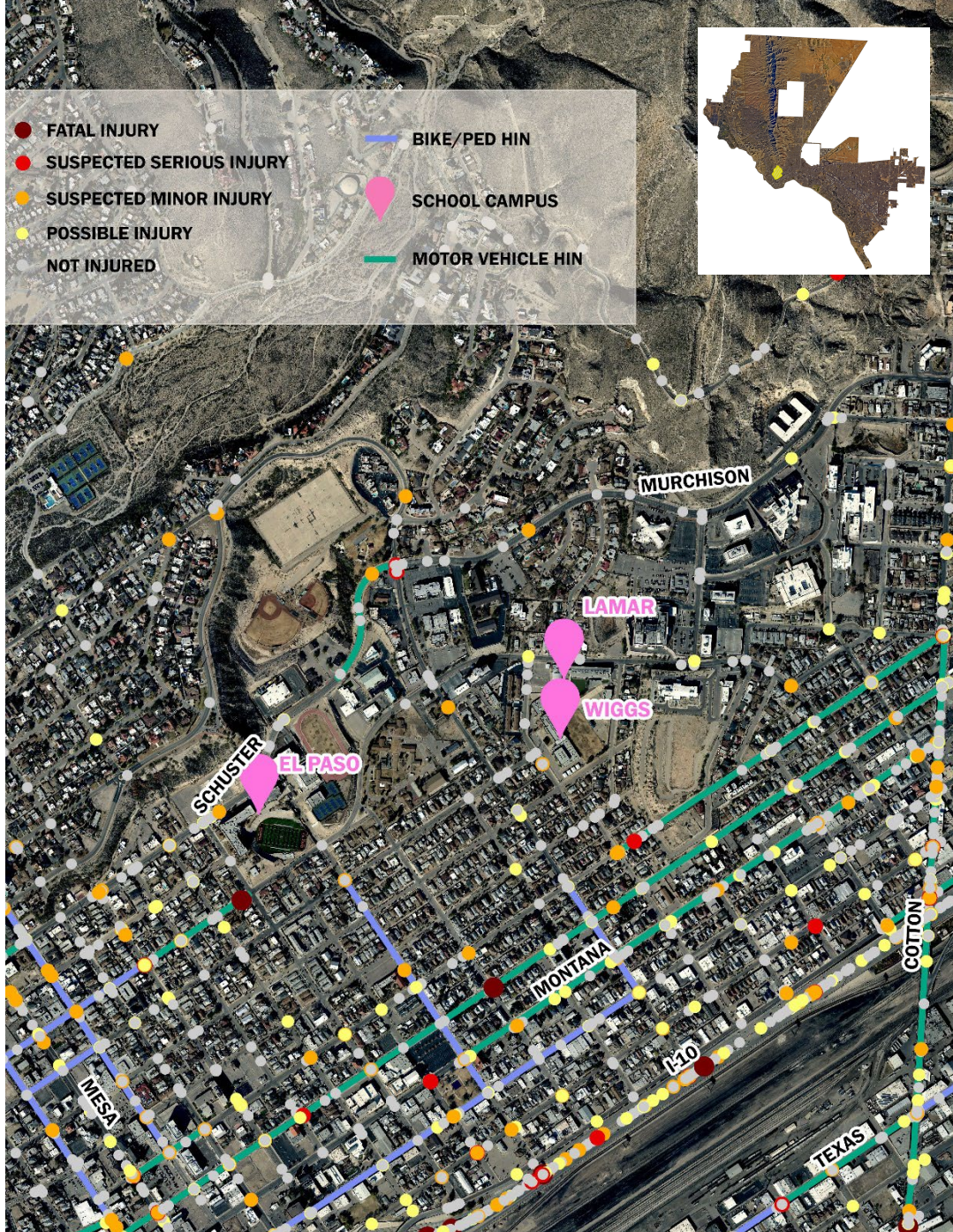
The Texas Department of Transportation (TxDOT) El Paso District is conducting a study to propose improvements along Paisano Drive and Montana Avenue from Sunland Park Drive to Montana Avenue and from Paisano Drive to Loop 375. The study will propose short-, mid, and long-term improvements for multi-modal safety, connectivity, drainage, and transportation operations along Paisano Drive. In coordination with the City of El Paso 2016 Bike Plan, the corridor study will also analyze the most imperative bicycle and pedestrian updates needed for the community.

Paisano is a six-lane TxDOT roadway with minimal pedestrian facilities that separate the residential population from Bowie High School. According to census data, approximately 37.5% of households north of Bowie High School do not have access to a personal vehicle, which is much higher than the El Paso County average of 6.5%. The City of El Paso advocates for permanent, well-designed, safe, and accessible bicycle and pedestrian facilities that mitigate the disconnect and danger Paisano creates for residential populations walking to Bowie High School and Chamizal Park.

DRAFT

#10 Wiggs & #11 El Paso High

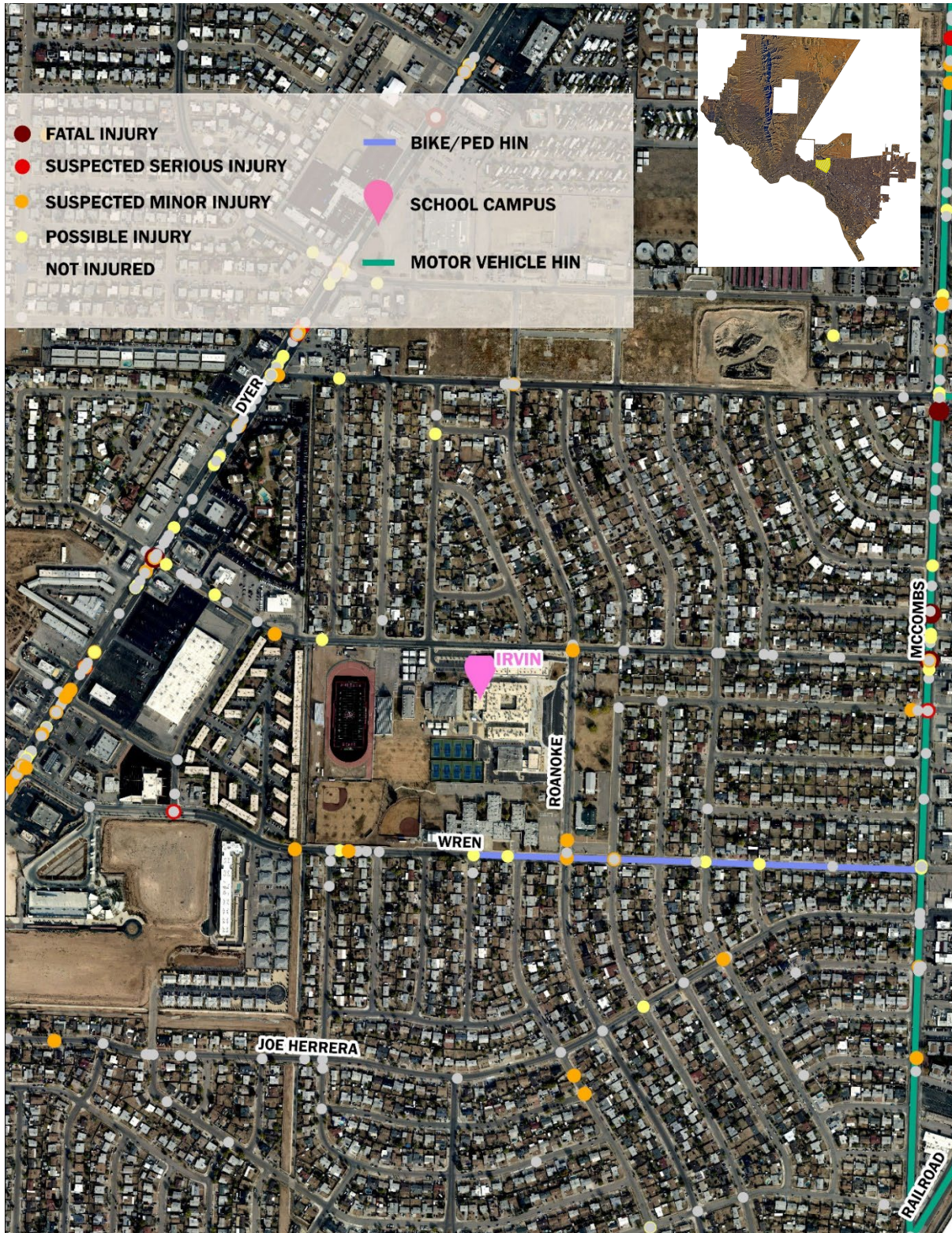
There is approximately 60ft of pedestrian space between the front door and the parking lot at Wiggs Middle School. The streets adjacent to the school entrance are where collisions in the school zone are concentrated.



#4 Burges High School



#7 Irvin High School



6 & #8 Navarrete Middle School and Clendenin Elementary School

Navarrete Middle School and Clendenin Elementary School share a campus.





File #: 24-888, Version: 1

**CITY OF EL PASO, TEXAS
LEGISTAR AGENDA ITEM SUMMARY FORM**

DISTRICT, DEPARTMENT, CONTACT INFORMATION:

*Please choose District and Department from drop down menu. Please post exactly as example below.
No Title's, No emails. Please use ARIAL 10 Font.*

All Districts

Capital Improvement Department, Joaquin Rodriguez, (915) 212-0065

AGENDA LANGUAGE:

This is the language that will be posted to the agenda. Please use ARIAL 11 Font.

Discussion and action on a Resolution authorizing the use of funding from capital asset sales to fund the FY24 and FY25 local match associated with projects identified in the Regional Mobility Strategy 2050 Metropolitan Transportation Plan, and Regional Mobility Strategy 2023-2026 Transportation Improvement Program and presentation on updates from the Capital Improvement Department Grant Funded Program.

**CITY OF EL PASO, TEXAS
AGENDA ITEM
DEPARTMENT HEAD'S SUMMARY FORM**

AGENDA DATE: July 1st, 2024
PUBLIC HEARING DATE: N/A

CONTACT PERSON(S) NAME AND PHONE NUMBER: Joaquin Rodriguez, 915-268-5148

DISTRICT(S) AFFECTED: City-wide

STRATEGIC GOAL: Goal 7 – Enhance & Sustain El Paso’s Infrastructure Network
SUBGOAL: 7.2 Improve competitiveness through infrastructure improvements impacting the quality of life

SUBJECT:

Discussion and action on a resolution authorizing the use of funding from capital asset sales to fund the FY24 and FY25 local match associated with projects identified in the RMS 2050 MTP and RMS 2023-2026 TIP and presentation on updates from the Capital Improvement Department Grant Funded Program.

BACKGROUND / DISCUSSION:

CID Grant Funded Program manages a portfolio of federally and state funded transportation projects in various phases of construction and design. Staff will present updates on the program to include active and upcoming projects. Additionally, staff is requesting action to use funding from capital asset sales to fund the expected FY24 and FY25 local match.

PRIOR COUNCIL ACTION:

N/A

AMOUNT AND SOURCE OF FUNDING:

Capital Asset Sales - FY 24 (\$6,890,000.00) and FY25 (\$11,181,092.60)

HAVE ALL AFFECTED DEPARTMENTS BEEN NOTIFIED? YES NO

PRIMARY DEPARTMENT: CID
SECONDARY DEPARTMENT:

*****REQUIRED AUTHORIZATION*****

DEPARTMENT HEAD:



Joaquin Rodriguez, AICP, Director
CID - Grant Funded Program

Resolution

WHEREAS, The City of El Paso (“City”) is part of The El Paso Metropolitan Planning Organization (EPMPO); the metropolitan planning organization for El Paso County, Texas, southern Doña Ana County, New Mexico, and a portion of Otero County, New Mexico; and

WHEREAS, on January 20, 2023, the EPMPO Transportation Policy Board (the “TPB”) unanimously approved amending the RMS 2050 MTP and RMS 2023-2026 TIP which included various projects throughout the City of El Paso (“City MTP & TIP Projects”); and

WHEREAS, the City had previously not identified funds to meet the local funding contribution and match obligations (“City MPO Match”) associated with the RMS 2050 MTP and RMS 2023-2026 TIP required to implement the projects in the City; and

WHEREAS, the current shortfalls for FY24 and FY25 are estimated at (\$6,890,000.00) and \$11,181,092.60 respectively; and

WHEREAS, City anticipates having funds available from capital asset sales to pay for completion of the MPO match projects;

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EL PASO:

That the City Council hereby approves the allocation of funds from capital asset sales to fund the City MPO Match for the purpose of funding the completion of projects benefitting the City as identified in the RMS 2050 MTP and RMS 2023-2026 TIP; and

That said allocation from capital asset sales will be encumbered only in amounts realized by the City upon the closing of the various capital asset sales; and

That the City Manager be authorized to execute any and all documents required to effectuate the above-described City MTP & TIP Projects; and

That the City Manager or designee is authorized to establish the funding sources, once available through capital asset sales, and make any budget transfers necessary to provide City MPO Match required to pursue the City MTP & TIP Projects.

[SIGNATURES BEGIN ON THE FOLLOWING PAGE]

APPROVED this _____ day of July, 2024.

THE CITY OF EL PASO:


ATTEST:

Oscar Leoser
Mayor


Laura D. Prine
City Clerk

APPROVED AS TO FORM:

APPROVED AS TO CONTENT:



Juan S. Gonzalez
Senior Assistant City Attorney



Robert Cortinas
Chief Financial Officer



El Paso, TX

300 N. Campbell
El Paso, TX

Legislation Text

File #: 24-907, Version: 1

**CITY OF EL PASO, TEXAS
LEGISTAR AGENDA ITEM SUMMARY FORM**

DISTRICT, DEPARTMENT, CONTACT INFORMATION:

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City Attorney's Office, Matt Marquez, (915) 212-0033

AGENDA LANGUAGE:

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Guadalupe Ramirez, et al v. City of El Paso and the State of Texas; 41st District Court; Cause No. 2007-2568;
(551.071)



El Paso, TX

300 N. Campbell
El Paso, TX

Legislation Text

File #: 24-908, Version: 1

**CITY OF EL PASO, TEXAS
LEGISTAR AGENDA ITEM SUMMARY FORM**

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City Attorney's Office, Matt Marquez, (915) 212-0033

AGENDA LANGUAGE:

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Robert Barley v. City of El Paso; 171st District Court; Cause No. 2020DCV1553; (551.071)



El Paso, TX

300 N. Campbell
El Paso, TX

Legislation Text

File #: 24-909, Version: 1

**CITY OF EL PASO, TEXAS
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City Attorney's Office, Kristen Hamilton-Karam, (915) 212-0033

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Edmundo Calderon v. City of El Paso, 2023DCV4372 (551.071)



El Paso, TX

300 N. Campbell
El Paso, TX

Legislation Text

File #: 24-910, Version: 1

**CITY OF EL PASO, TEXAS
LEGISTAR AGENDA ITEM SUMMARY FORM**

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City Attorney's Office, Matt Marquez, (915) 212-0033

AGENDA LANGUAGE:

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Petition for Review of Municipal Rate Action of City of El Paso's Show Cause Order Regarding Texas Gas Service Company, a Division of One Gas, Inc.'s Collection of Revenues for an Interim Rate Adjustment for Calendar Year 2021- OS-23-00014883; HQ #Utility-13 (551.071)



El Paso, TX

300 N. Campbell
El Paso, TX

Legislation Text

File #: 24-911, Version: 1

**CITY OF EL PASO, TEXAS
LEGISTAR AGENDA ITEM SUMMARY FORM**

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No Title's, No emails. Please use ARIAL 10 Font.

City Attorney's Office, Matt Marquez, (915) 212-0033

AGENDA LANGUAGE:

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Application of El Paso Electric Company for Approval of a Distribution Cost Recovery Factor; HQ #Utility-37
(551.071)



El Paso, TX

300 N. Campbell
El Paso, TX

Legislation Text

File #: 24-912, Version: 1

**CITY OF EL PASO, TEXAS
LEGISTAR AGENDA ITEM SUMMARY FORM**

DISTRICT, DEPARTMENT, CONTACT INFORMATION:

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Economic and International Development, Karina Brasgalla, (915) 212-0065

AGENDA LANGUAGE:

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Discussion on economic development opportunities in Northeast El Paso, Texas. HQ #24-2438 (551.072)
(551.087)



El Paso, TX

300 N. Campbell
El Paso, TX

Legislation Text

File #: 24-913, Version: 1

**CITY OF EL PASO, TEXAS
LEGISTAR AGENDA ITEM SUMMARY FORM**

DISTRICT, DEPARTMENT, CONTACT INFORMATION:

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Economic and International Development, Karina Brasgalla, (915) 212-0065

AGENDA LANGUAGE:

This is the language that will be posted to the agenda. Please use ARIAL 11 Font.

Discussion on purchase, exchange, lease, or value of real property located in Northwest El Paso, Texas. HQ# 24-2106 (551.072)