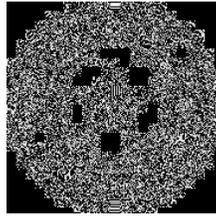


JOHN COOK  
MAYOR



JOYCE WILSON  
CITY MANAGER

CITY COUNCIL  
ANN MORGAN LILLY, DISTRICT 1  
SUSANNAH M. BYRD, DISTRICT 2  
EMMA ACOSTA, DISTRICT 3  
CARL ROBINSON, DISTRICT 4  
RACHEL QUINTANA, DISTRICT 5  
EDDIE HOLGUIN JR., DISTRICT 6  
STEVE ORTEGA, DISTRICT 7  
BETO O'ROURKE, DISTRICT 8

## MAYOR AND COUNCIL

# MEMORANDUM

**TO:** Mayor and Council

**FROM:** Susie Byrd, City Representative, District #2

**DATE:** March 28, 2011

**RE:** Item #15 (4 and 5) on City Council Agenda for March 29, 2011

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Dear Mayor and Council:

In response to a growing community consensus that the Transmountain Freeway design should be altered to mitigate local environmental concerns, I have placed the following two items on the City Council agenda for your consideration.

1. Directing the City Manager to amend the Master Thoroughfare Plan to remove the Paseo del Norte arterial at Transmountain.
2. Directing the City Manager to work with TxDOT to remove the Paseo del Norte overpass from the Transmountain Freeway design.

I am writing to encourage you to support this item for the following reasons:

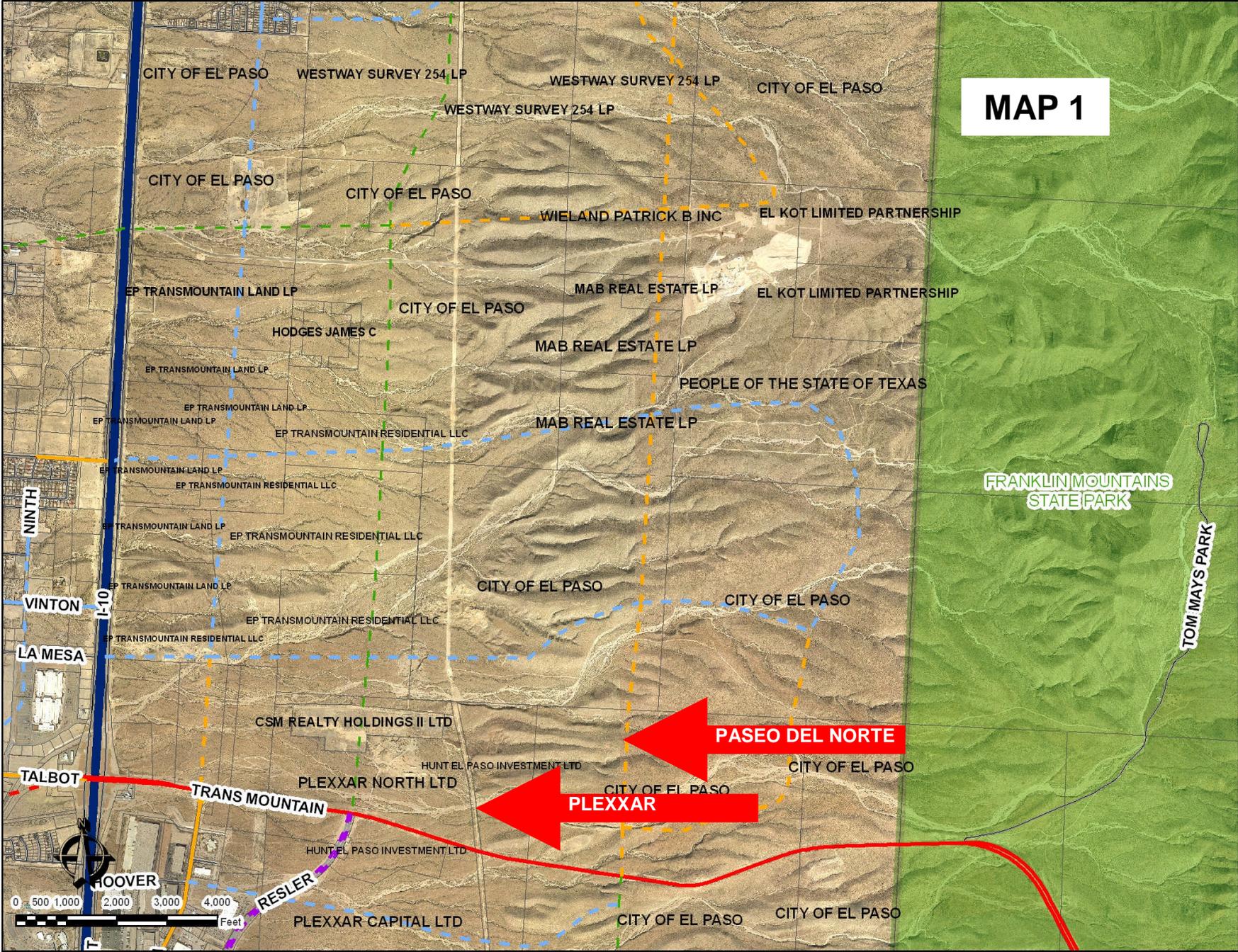
1. Not building this last overpass would make the surrounding 700 acres of City land harder to develop and would therefore extend the scenic Transmountain corridor by almost a mile before it transitions into developed land. We could have acres of commercial development at this interchange as planned in the Northwest Master Plan, or we could have acres of wide open space.
2. Removing Paseo del Norte would remove the incentive to develop so far up the mountain into areas with significant arroyos and would hopefully develop a pattern heading north that would keep development closer to I10 and west of Plexxar. Most of the land in the path of Paseo del Norte is publicly owned. (See Maps 1 and 2 for views of terrain intersected with proposed Paseo del Norte north of Transmountain.)

3. The City's traffic analysis shows that if the last overpass is not built and if the Public Service Board land is built with Smartcode (limiting the number of built units to those in the Northwest Master Plan), the traffic disperses evenly throughout the system creating a situation in which all roads and intersections in the area are less congested and cause less delay than if the overpass were built. Because there is less congestion and delay without Paseo del Norte, the Traffic Analysis says that the city will not have to invest in any traffic mitigation measures in the future in this area. (See Maps 3, 4, 5 and 6 for more detail.)
4. Not building Paseo del Norte will result in a much longer uninterrupted hike/bike trail. Not building Paseo del Norte will result in one less intersection that bikers and pedestrians will have to contend with on their trip to the State Park. Paseo del Norte is planned as a six lane roadway which bikers and pedestrians will have to cross in order to make their way up to the State Park. The hike and bike trail and currently planned will be interrupted by the planned intersections at Northwestern (four lanes), Resler (six lanes), Plexxar (four lanes), Paseo del Norte (four lanes) and by the numerous cuts across it from property owners accessing the frontage lanes. TXDOT has not yet negotiated a deal with property owners about how many entrances they will have from their property onto the frontage road but each point of access will be a conflict point between vehicles and pedestrians or bicyclists. This many points of conflict make the hike/bike trail more dangerous for pedestrians and bicyclists and might make it less attractive to use. Removing Paseo del Norte provides a safer hike/bike trail in that section of roadway that is more useful and inviting for pedestrians and bicyclists who would like to travel to the State Park entrance. (See Map 7 for drawing of the Paseo del Norte interchange and imagine a pedestrian or bicyclist trying to get from the southwest corner to the northeast corner. How many would actually try to make that trip, and how safe would that trip be?)
5. There is broad public support for this item illustrated by the more than 1,400 signatures validated by the City Clerk on the initiative petition advocating for this design alternative.

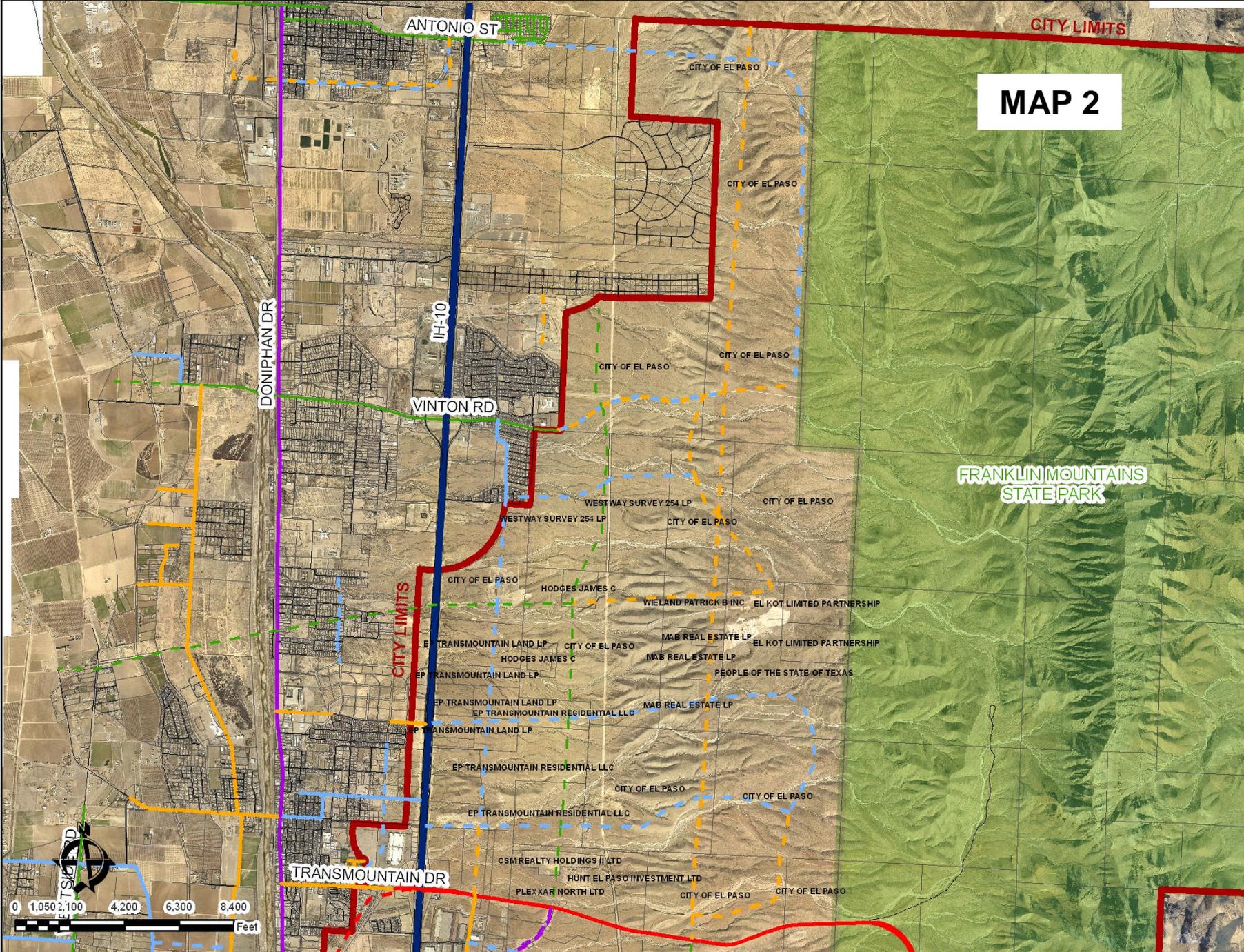
Thank you for your consideration.

Susie Byrd

# MAP 1



# MAP 2



ANTONIO ST

CITY LIMITS

CITY OF EL PASO

CITY OF EL PASO

CITY OF EL PASO

CITY OF EL PASO

VINTON RD

FRANKLIN MOUNTAINS STATE PARK

WESTWAY SURVEY 254 LP

CITY OF EL PASO

CITY OF EL PASO

HODGES JAMES C

WIELAND PATRICK B INC

EL KOT LIMITED PARTNERSHIP

EP TRANSMOUNTAIN LAND LP

CITY OF EL PASO

MAB REAL ESTATE LP

EL KOT LIMITED PARTNERSHIP

EP TRANSMOUNTAIN LAND LP

HODGES JAMES C

MAB REAL ESTATE LP

PEOPLE OF THE STATE OF TEXAS

EP TRANSMOUNTAIN LAND LP

EP TRANSMOUNTAIN RESIDENTIAL LLC

MAB REAL ESTATE LP

EP TRANSMOUNTAIN LAND LP

EP TRANSMOUNTAIN RESIDENTIAL LLC

CITY OF EL PASO

CITY OF EL PASO

EP TRANSMOUNTAIN RESIDENTIAL LLC

CSM REALTY HOLDINGS II LTD

HUNT EL PASO INVESTMENT LTD

PLEXXAR NORTH LTD

CITY OF EL PASO

CITY OF EL PASO

DONIPHAN DR

IH-10

TRANSMOUNTAIN DR



# MAP 3: CORRIDOR LEVEL OF SERVICE WITH PASEO DEL NORTE

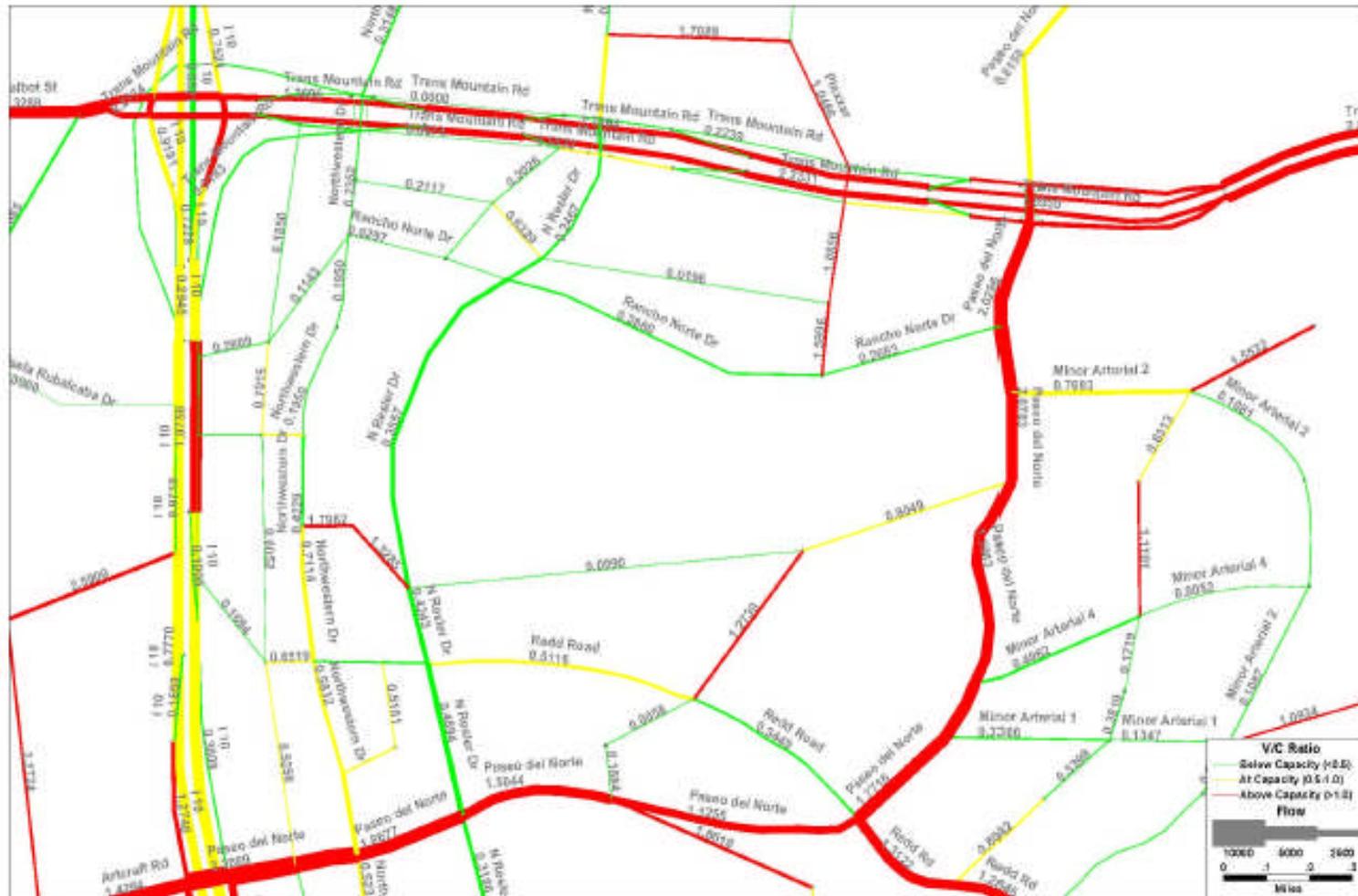


Figure 7: 2025 Roadway Levels of Service for Alternative 1 Full Build 2025 (Phase 1)

# MAP 4: INTERSECTION LEVEL OF SERVICE WITH PASEO DEL NORTE

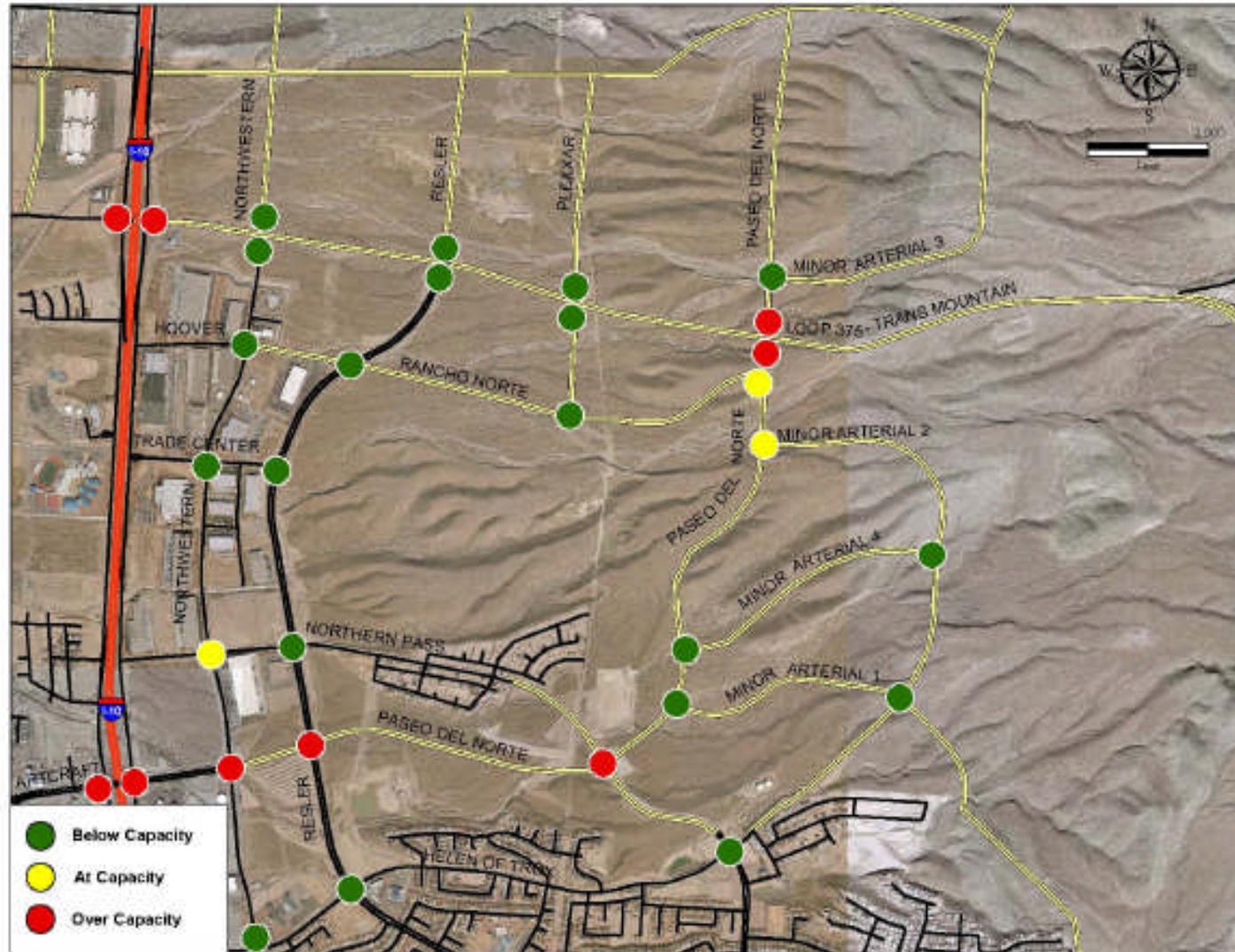


Figure 16: Intersection LOS for Alternative 1 Full-Build 2025 (Phase 1)





**MAP 7**  
**Proposed**  
**Paseo del**  
**Norte**  
**Interchange**

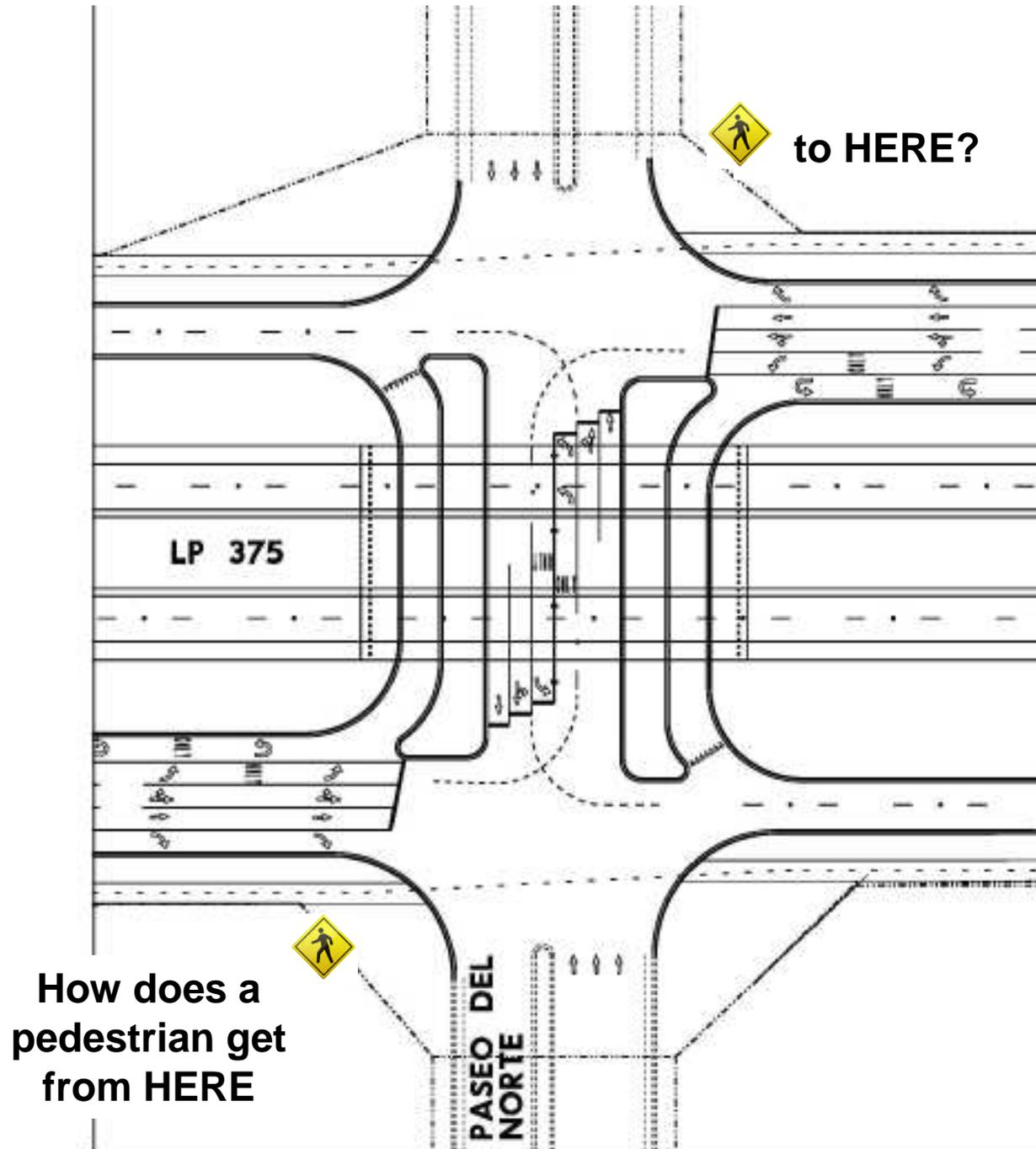


Figure 14: Proposed Lane Configuration at Loop 375 at Paseo del Norte