



LEGISLATIVE REVIEW COMMITTEE
Meeting Action Report

Committee: Transportation

Members: City Representative Beto O'Rourke (Chair)
City Representative Susie Byrd
City Representative Rachel Quintana
City Representative Steve Ortega

Date of Meeting: August 19, 2009

I. Discussion and Action on the integration of a walkability component and/or plan as part of the major update to the City's comprehensive plan, as recommended by the Development Services Department.

Summary:

Staff was directed by the City Council to develop a plan to address pedestrian fatalities and injuries on El Paso Streets. In 2008 El Paso had 14 pedestrian fatalities and 215 pedestrian injuries. At the LRC meeting staff made a presentation regarding the objective of a Comprehensive Plan which is to address a broad scope of community issues, including land use, housing, transportation, the environment, urban design, and economic development. Staff made a recommendation that issues related to walkability should be included in the update of the Comprehensive Plan because the broad range of community issues are interrelated to designing complete streets, i.e., streets that are safe for all users.

Action Taken:

The LRC voted 4-0 to support staff's recommendation and to incorporate a walkability plan into the update of the Comprehensive Plan. Future development should embrace the concept of complete streets which is to allow pedestrians, bicyclists, motorists and public transportation users of all ages and abilities to safely move and cross the City's streets.

Disposition:

The concept of complete streets will be incorporated into the update of the Comprehensive Plan. Contract negotiations are occurring for the selection of a consultant for the update to the Comprehensive Plan. Rep. Byrd also suggested that an item be placed on the next Transportation Policy Board meeting to discuss the goal for all public street projects to be designed so that the street can be safely utilized by all users. The public commented that more sidewalks are required on Hondo Pass and staff is reviewing the issue.

II. Discussion and Action on proposed Sun Metro goals and key performance indicators.

Summary:

Staff provided the LRC with a list of key performance indicators for the fixed route service considering ridership, affordability, safety, maintenance and customer satisfaction (see attached). The Citizens Advisory Committee also reviewed and provided comment in establishing these performance measures. The LRC suggested that Sun Metro's key performance indicators should also include the following:

- Average time travel before and after transfer centers are constructed;
- Bus travel time compared to car travel time for popular destinations; and
- Reduction in vehicle miles traveled.

Further, the LRC recommended that similar performance indicators be established for LIFT service.

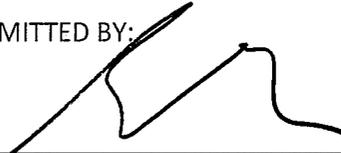
Action Taken:

The LRC voted 4-0 to support the performance indicators and requested staff to provide an update at the October Mass Transit Board meeting. Rep. O'Rourke requested that staff provide an update on the status of Google Trip planning at the September Mass Transit Board meeting.

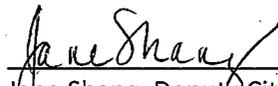
Disposition:

Updates will be provided as requested.

SUBMITTED BY:



City Representative Beto O'Rourke, District 8
Chair, Transportation LRC



Jane Shang, Deputy City Manager
City Manager – Mobility Services



CITY OF EL PASO, TEXAS

LEGISLATIVE REVIEW COMMITTEE - TRANSPORTATION SERVICES

Date: Wednesday, August 19, 2009
Time: 1:00 p.m.
Place: City Hall Building, Two Civic Center Plaza
Council Chambers

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AGENDA

1. Call to order and introductions.
2. Discussion and action on approval of the minutes for the Transportation LRC meeting of April 27, 2009.
3. Discussion and action on the integration of a walkability component and/or plan as part of the major update to the City's comprehensive plan, as recommended by the Development Services Department. [Development Services-Planning, Mathew McElroy, 915 541-4193]
4. Discussion and action on proposed Sun Metro Goals and Key Performance Indicators. [Jay Banasiak, Sun Metro, 915 534-5811]
5. Set next meeting date and discussion item(s) for the agenda of the next meeting.
6. Adjournment.

EXECUTIVE SESSION

The Legislative Review Committee 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 Legislative Review Committee 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.) The Legislative Review Committee 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
Section 551.087 DELIBERATION REGARDING ECONOMIC DEVELOPMENT NEGOTIATIONS

Sign language interpreters will be provided for this meeting upon request. Request must be made to this department at a minimum of 24 hours prior to the date and time of the meeting.

Copies of this agenda will be provided in Braille, large print or audio tape upon request. Request must be made a minimum of 48 hours prior to the date and time of the meeting.

NOTICE TO THE PUBLIC: This is a meeting of a legislative review committee of the El Paso City Council. The committee ordinarily consists of four Council members for purposes of establishing a quorum and the voting membership on the committee. However, any other member of the City Council may, on an ad hoc basis, join the meeting and participate in the discussions.



Sun Metro

	2008		2009		Goal	Austin	Phoenix	Albuquerque
	Month	YTD	Month	YTD	2009	Annual	Annual	Annual
Ridership								
Total (in 1,000)	996	10,493	929	10,930	13,140	22,269	45,198	10,760
Passengers per Hour	23	24	20	25	26	33	31	32
Farebox Recovery Ratio	16.03%	19.31%	15.00%	21.87%	20.00%		22.00%	
Passengers per Capita	N/A	21	N/A	24	23	47	16	
Affordability								
Cost per Trip	\$3.48	\$2.99	\$4.76	\$2.83	\$3.57		\$3.06	
Comparing fares- Full Fare	N/A	\$1.00	N/A	\$1.25	N/A	\$0.75	\$1.75	\$1.00
Safety								
Collisions per 100,000 Miles	3.6	1.8	1.2	1.6	2.0	224.0	0.6	
Worker's Comp Claims per 100 Employees	1.0	1.8	0.8	1.0	1.0			
Maintenance								
Preventive Maintenance	100.0%	97.4%	100.0%	100.0%	98.0%			
Road Calls	684	6,636	244	3,390	5,972			
Customer Satisfaction								
On-Time	96.0%	93.0%	97.0%	97.0%	97.0%	91.2%	92.0%	
Missed Trips	0.6%	0.6%	0.3%	0.3%	0.2%	0.1%		
Detailed Bus Cleanings per Month	148	1,863	328	2,935	3,816			
Customer Complaints per 100,000 Passengers	16	14	20	15	8	37	28	
Shelters / Bus Stops		4.60%		5%	6.50%	22.70%	58.70%	7.50%
Schedule Displays / Bus Stops				4%				



Walkability



as part of a
Comprehensive Plan



Comprehensive Plan

- Comprehensive plans address a broad scope of community issues, including land use, housing, transportation, the environment, urban design, and economic development, among other elements.
- According to the [A Guide to Urban Planning in Texas Communities](#) published by the Texas APA, a transportation plan is vital part of a comprehensive plan and should include circulation for pedestrians and bicycles.





- Specifically, the Comprehensive Plan supports the following goals: safety, accessibility, education, connectivity, streetscape, land use, and public health. These goals are further enhanced through identification of action items that serve to implement the policies.





Walkability

“Walkability” can be a design element that helps to promote good health, reduce traffic congestion and increase quality of life.



As part of a comprehensive plan that correlates a broad range of interrelated elements; a walkability plan can more effectively increase connectivity for pedestrians and other modes of transportation.





Cities that include elements of Walkability in their Comprehensive Plan

- San Antonio
- Tucson (Planning a comp plan rewrite with a walkability plan.)
- Santa Fe

Cities that include a Walkability Plan as part of their Comprehensive Plan

- Seattle
- Kansas City



Complete Streets

- Complete streets are designed and operated to enable safe access for all users.
- Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.





Comprehensive Plan RFQ

- Citywide Profile
- Future Land Use Plan
- Transit Oriented Development (TOD): Define TOD corridors, supportive land uses, design standards, and densities.
- Transportation Plan: Define current and future circulation patterns for pedestrians, bikes and motor vehicles (Major Thoroughfare Plan or MTP).
- Walkability Plan: Define current and future circulation patterns for pedestrians and design standards along major corridors and neighborhoods.



Comprehensive Plan RFQ

- Analyze existing thoroughfare system for improvement, including multi-modal transportation.
- Define areas for suburban retrofit considering Land use plan, TOD, transportation plan, and walkability plan described above.
- Urban Design: Consultant should consider sign regulation (on and off premise), building types and set backs, historic preservation, open space, special study areas, and neighborhood conservancy.
- Community facilities.

Master Street Plan

This certifies that this is the official Master Street Plan map referred to in Resolution No. 143-07 of the City of Fayetteville.

Adopted by the Fayetteville City Council on September 14, 2007. Resolution No. 143-07

[Signature]
City Clerk



DOWNTOWN MASTER PLAN

- ST-37
- ST-40 (ONE WAY)
- ST-45
- LOCAL URBAN
- MS-63

STREET PLANNED

- COLLECTOR
- FREEWAY/EXPRESSWAY
- MINOR ARTERIAL
- PRINCIPAL ARTERIAL
- PRIN ARTERIAL PKWY
- LOCAL

STREET EXISTING

- COLLECTOR
- FREEWAY/EXPRESSWAY
- MINOR ARTERIAL
- PRINCIPAL ARTERIAL
- PRIN ARTERIAL PKWY

	STREET		LAKE
	NEW STREET		STREAM
	CITY LIMIT		
	PLANNING AREA		
	PARK		

0 0.25 0.5 1 1.5 2 Miles

1:24,000

[North Arrow]

12.2.7

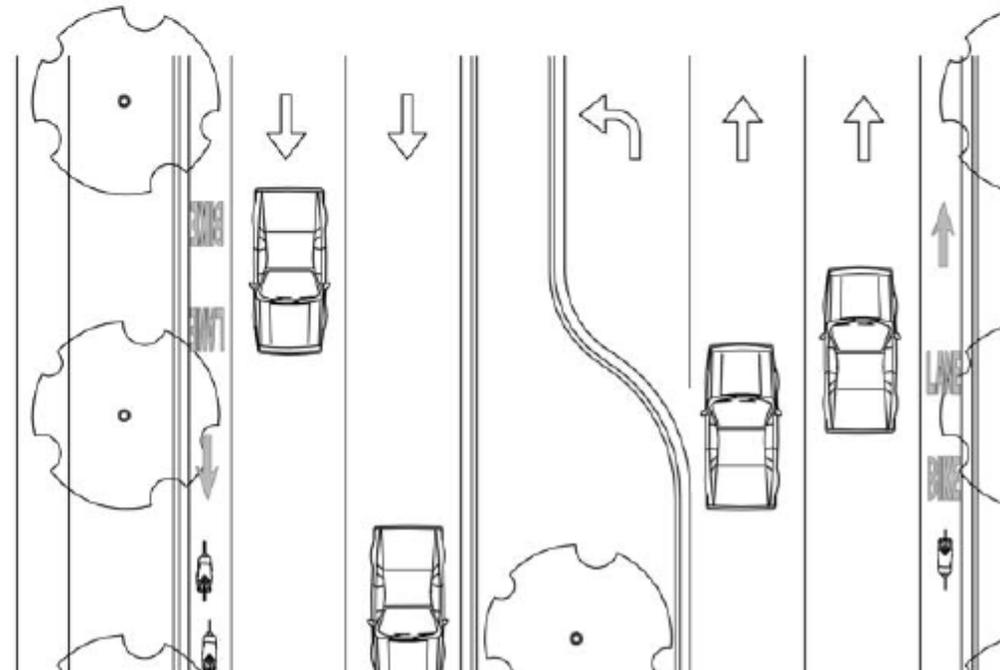
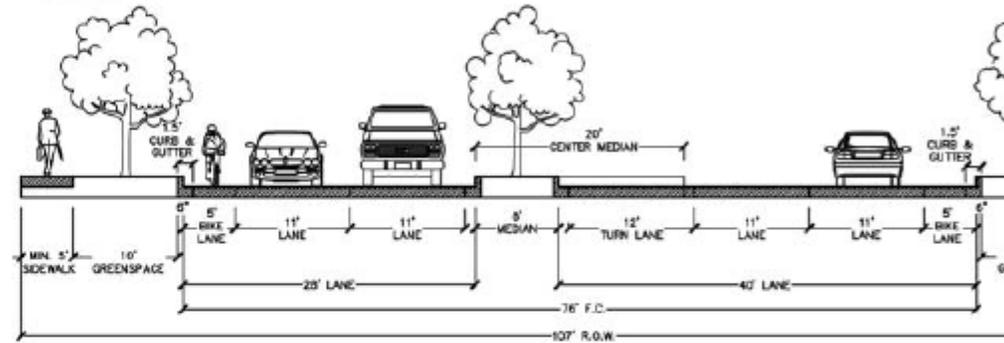
PRINCIPAL ARTERIAL PARKWAYS

PRINCIPAL ARTERIAL PARKWAYS carry high volumes of through traffic and are designed for beauty and safety. They have a high level of access management and access should be primarily by way of streets rather than curb cuts.

7 PRINCIPAL ARTERIAL PARKWAY:

Design Service Volume:	< 17,600 vpd
Desired Operating Speed:	40-45 mph
Travel Lanes:	Four 11' lanes
Bicycle Lanes:	5' wide, both sides of street against curb
Median/Turn Lane:	20' median, or 8' median with 12' turn lane
Parking:	None
Paved Width:	28' from face of curb with median 40' from face of curb with turn lane 76' entire width including median
Right of Way:	107'
Sidewalks:	Both sides of street, min. 5' wide, located in R.O.W. at R.O.W. line
Greenspace:	Both sides of street, min. 10'

7 PRINCIPAL ARTERIAL PARKWAY: RESIDENTIAL NEIGHBORHOOD CITY NEIGHBORHOOD URBAN CENTER



12.2.5

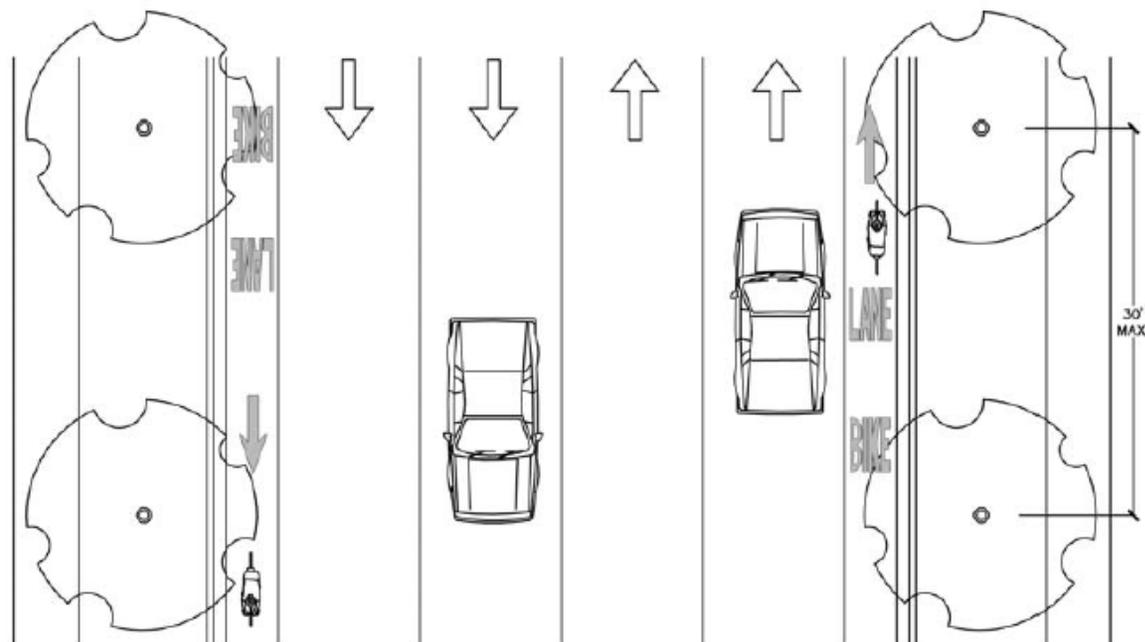
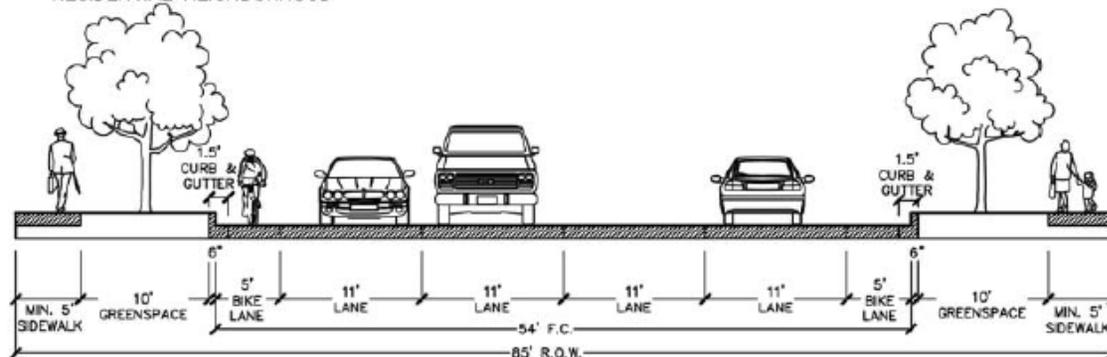
MINOR ARTERIAL STREETS

MINOR ARTERIAL STREETS provide mobility throughout the city, providing multiple modes of transportation within the arterial network. Access should be limited to controlled intersections where possible. They have a moderate level of access management.

5 MINOR ARTERIAL:

Design Service Volume:	< 12,200 vpd
Desired Operating Speed:	35-40 mph
Travel Lanes:	Four 11' lanes
Bicycle Lanes:	5' wide, both sides of street next to curb
Parking:	None
Paved Width:	54' from face of curb
Right of Way:	85'
Sidewalks:	Both sides of street, min. 5' wide, located in R.O.W. at R.O.W. line
Greenspace:	Both sides of street, min. 10' wide

5 MINOR ARTERIAL RESIDENTIAL NEIGHBORHOOD





Questions?

