



WELCOME TO PUBLIC MEETING SERIES #3

Doniphan Drive Corridor Plan

Doniphan Drive (SH 20) from the Texas/New Mexico state line
to Racetrack Drive in El Paso County

CSJ: 0001-01-060

January 22nd & 23rd, 2018

- **Please sign in**
- **Explore and interact with the exhibits**
- **Submit a comment form**
- **Ask questions**

We Want to Hear from You...

Fill out a Comment Form and Participate in the Online Survey at Today's Meeting

After Today's Meeting, send us comments via Mail or Email and Participate in the Online Survey on the Project Webpage

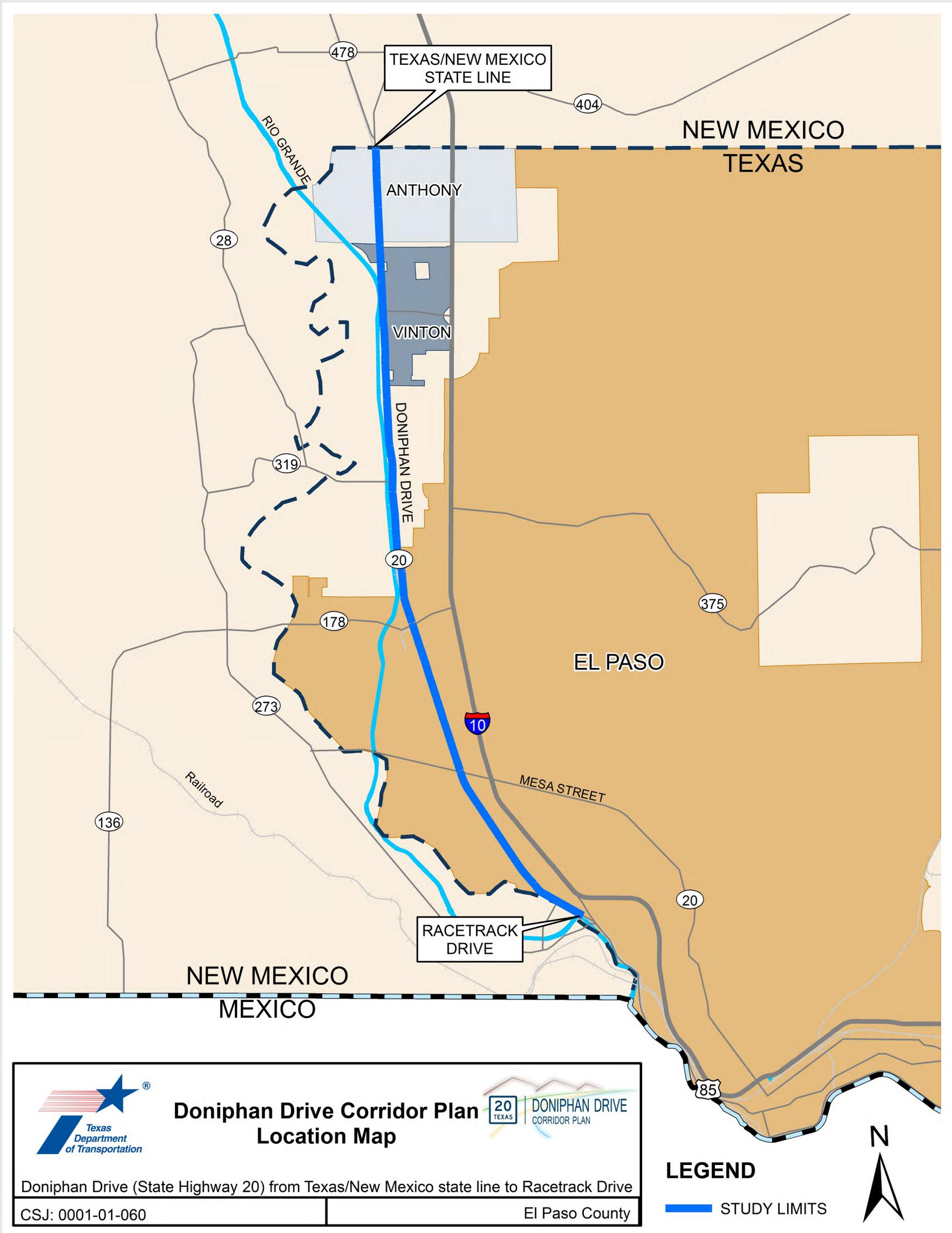
ALL COMMENTS MUST BE POSTMARKED BY FEBRUARY 7, 2018

STATION 2

Background Information



TEXAS DEPARTMENT OF TRANSPORTATION





STUDY TIMELINE



Subject to Change

STATION 3

What we Learned

& What we Heard



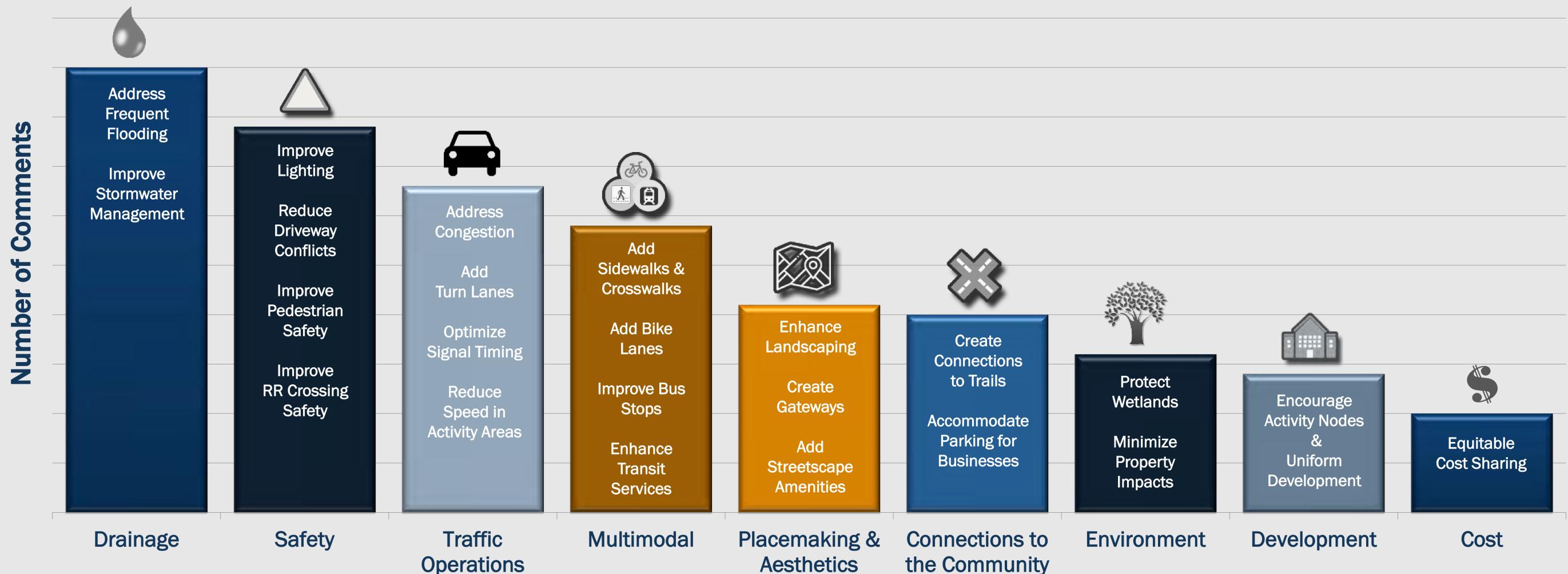
PUBLIC MEETING SERIES #1: NEEDS AND CHALLENGES

SEPTEMBER 2016

PURPOSE OF PUBLIC MEETING SERIES #1:

- Introduce the purpose of Doniphan Drive Corridor study
- Present/gather feedback on known needs and challenges gathered through agency coordination & data collection/analysis
- Present/gather feedback on the draft criteria to be used to evaluate possible solutions
- Present/gather feedback on possible solutions

WHAT WE HEARD:





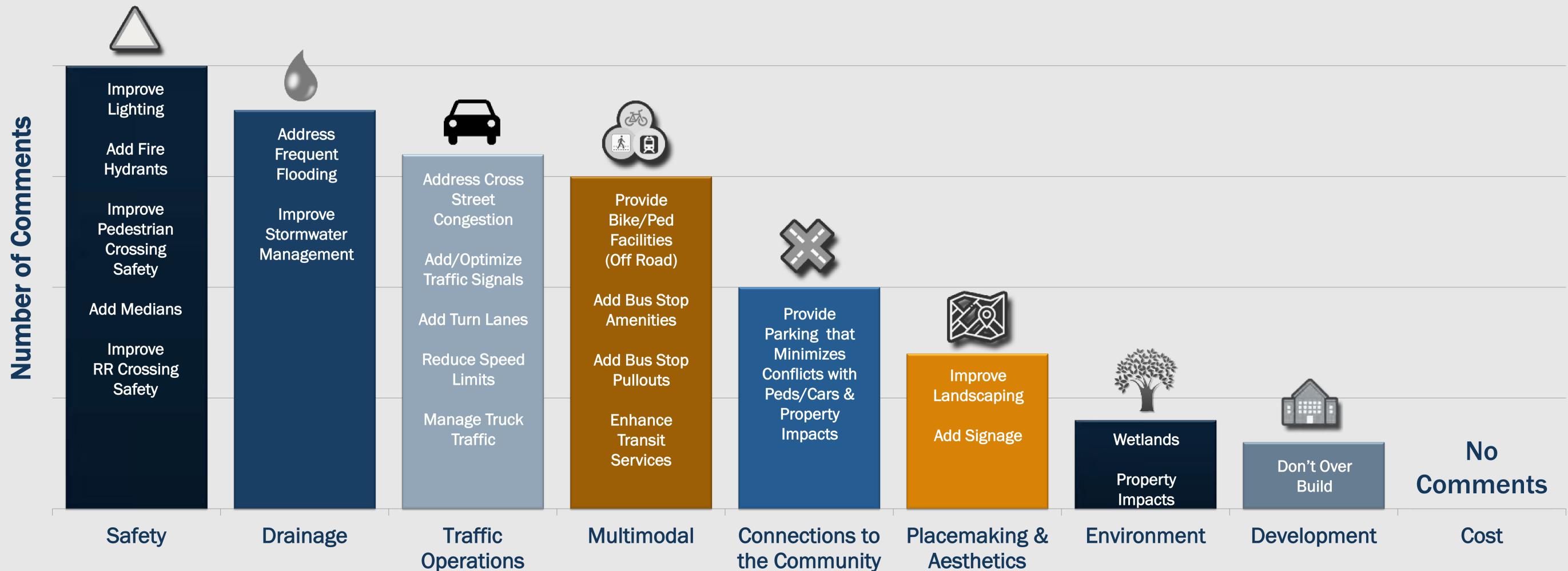
PUBLIC MEETING SERIES #2: CONCEPTUAL DESIGN ALTERNATIVES

SEPTEMBER 2017

PURPOSE OF PUBLIC MEETING SERIES #2:

- Summarize the purpose of the Doniphan Drive Corridor study
- Review the known needs and challenges
- Share feedback from Public Meeting Series #1
- Present/gather feedback on the conceptual design alternatives, drainage improvements & urban design elements

WHAT WE HEARD:



STATION 4

Technically Preferred

Alternative



DEVELOPMENT OF THE TECHNICALLY PREFERRED ALTERNATIVE*

Step 1: Collect Existing Data and Define the Vision and Needs for the Corridor

STAKEHOLDER FEEDBACK

- Address frequent flooding by improving stormwater management
- Enhance safety by adding lighting, providing access management and improving safety at railroad crossings
- Address congestion along the corridor & at intersections by adding turn/accel/decel lanes, optimizing signal timing, realigning off-set intersections
- Provide multimodal access by improving sidewalks/crosswalks/bike facilities and providing bus stop shelters/pullouts
- Create a sense of place through landscaping, gateway markers and signage

Step 2: Develop, Evaluate and Screen Conceptual Design Alternatives

All conceptual design alternatives address the needs. Elements from each alternative can be mixed and matched based on local needs and preferences.

ALTERNATIVE A

- Least amount of ROW/property impacts
- Bicycles use shared use lane
- Sidewalks (east side/west side)
- Minimal buffer between sidewalk & curb
- No parking

ALTERNATIVE B

- Moderate amount of ROW/property impacts
- Bicycles use shared use lane or SUP
- Sidewalk (east side), SUP (west side)
- Moderate buffer between sidewalk/SUP & curb
- Parking at urban development nodes

ALTERNATIVE C

- Highest amount of ROW/property impacts
- Bicycles use bike lane or SUP
- SUP (east side/west side)
- Large buffer between SUP & curb
- Parking at urban development nodes

STAKEHOLDER FEEDBACK

Address the drainage, safety, traffic operations and multimodal needs and create a sense of place throughout the corridor, while separating bicycle traffic from the roadway and minimizing impacts to properties/business parking

Step 3: Develop a Draft Corridor Plan and Prioritize Improvements

TECHNICALLY PREFERRED ALTERNATIVE

- Minimal amount of ROW/property impacts
- Bicycles use shared use lane or SUP
- Sidewalk (east side), SUP (west side)
- Varying buffer between sidewalk/SUP & curb
- No parking



* The "Technically Preferred Alternative" is the recommended alternative based on technical analysis of traffic operations, safety, conceptual engineering and stakeholder feedback. If advanced into a project, this alternative would be developed and evaluated in more detail.



EVALUATION CRITERIA & COMPARISON OF ALTERNATIVES

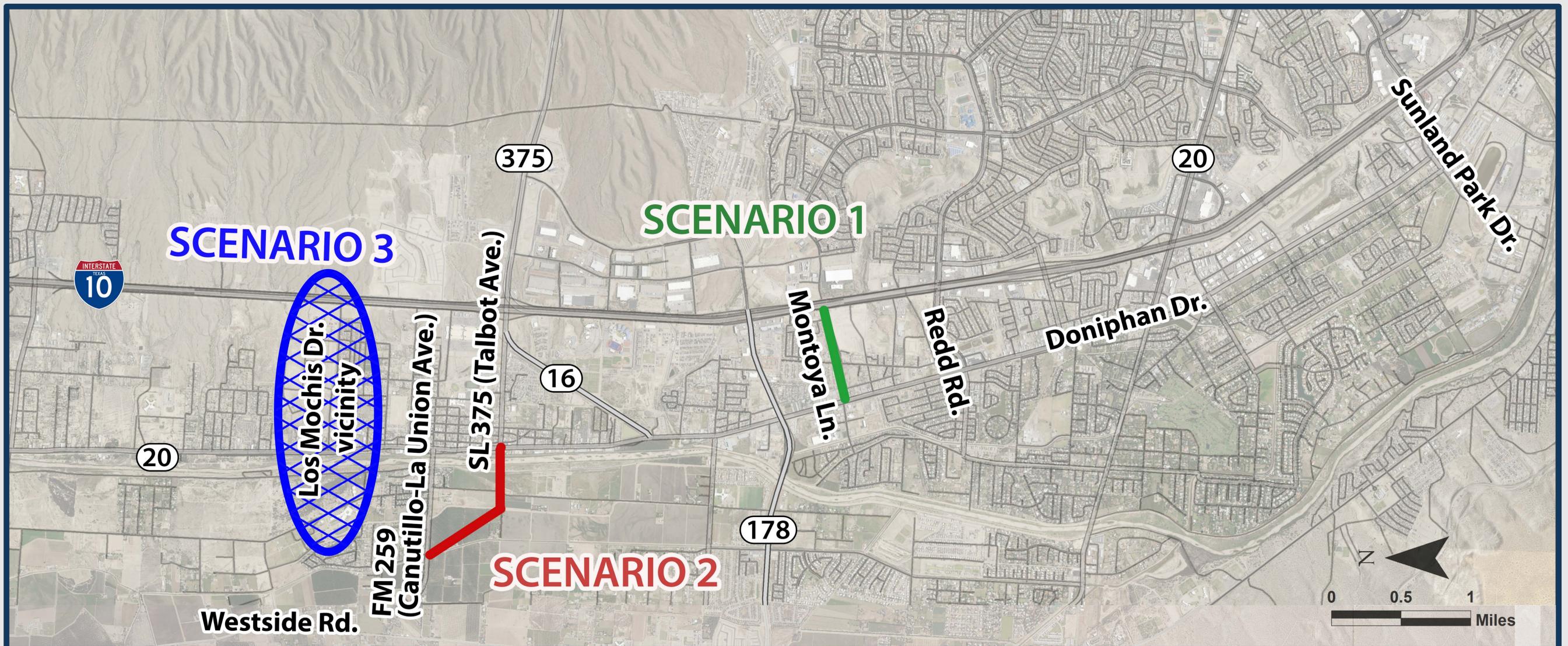
EVALUATION CRITERIA	CRITERIA DESCRIPTION	EXISTING (2016)	NO-BUILD (2040)	ALTERNATIVE A (2040)	ALTERNATIVE B (2040)	ALTERNATIVE C (2040)	TECHNICALLY PREFERRED ALTERNATIVE (2040)
SAFETY	Improves vehicle, pedestrian and bicycle safety on Doniphan Drive and at railroad crossings.						
TRAFFIC OPERATIONS	Improves travel times and reduce travel delays.						
CONNECTION TO THE COMMUNITY	Improves connections to neighborhoods, trails and areas of interest.						
DEVELOPMENT	Supports new development, redevelopment and economic vitality.						
MULTIMODAL	Accommodates all modes of transportation (vehicles, bicycles, pedestrians, transit vehicles and freight services).						
DRAINAGE	Addresses flooding and drainage issues.						
ENVIRONMENT	Protects the natural, human, and cultural environment.						
PLACEMAKING & AESTHETICS	Provides a landscape/streetscape that reflects the community's identity and creates a sense of place.						
PROJECT COST	Transportation & local funding needed to improve Doniphan Drive.	\$	\$	\$ \$	\$ \$ \$	\$ \$ \$ \$	\$ \$

Poor
 Fair
 Good
 Excellent



PROPOSED REGIONAL MOBILITY SCENARIOS

1. Extension of Montoya Ln. to connect to I-10 including ramp reversal along southbound I-10 to facilitate freight movement in the region
2. Extension of SL 375 (Talbot Ave.) to connect to FM 259 (Canutillo-La Union Ave.)
3. East-West connectivity in the vicinity of Los Mochis Dr. between I-10 and Westside Dr.



* Implementing agencies include TxDOT, City of El Paso, and/or El Paso County.

STATION 5

Traffic Operations



TRAFFIC CONDITIONS: EXISTING (2016 / 2017)

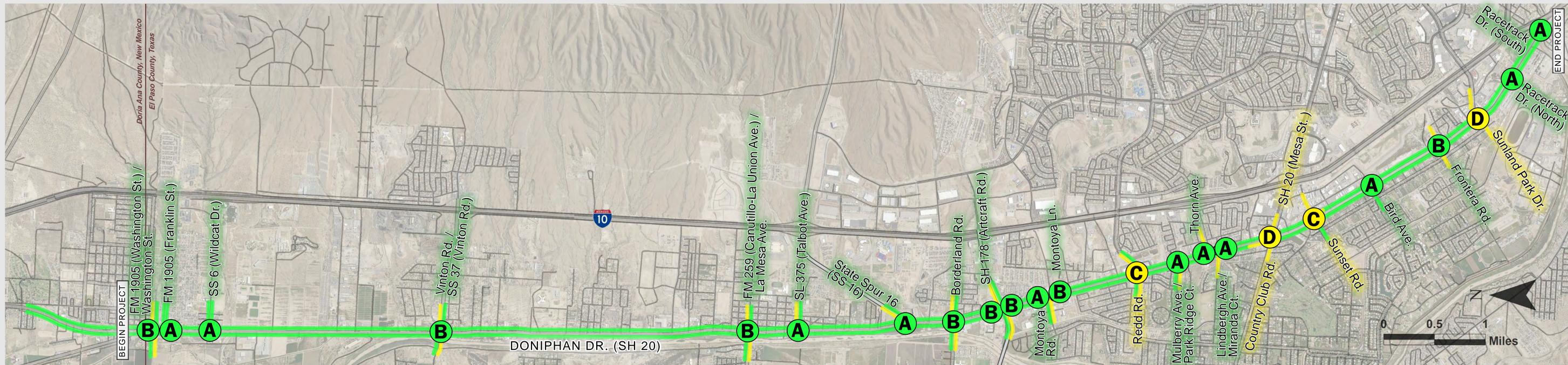
AM PEAK HOUR

Legend

- █ LOS A - Free-flowing traffic
- █ LOS B - Reasonably free-flowing traffic
- █ LOS C - Stable traffic flow
- █ LOS D - Approaching unstable traffic flow
- █ LOS E - Unstable traffic flow and significant delays
- █ LOS F - Extremely low speed traffic flow; significant delay and extensive queuing



PM PEAK HOUR



Source: Doniphan Study Team 2016.

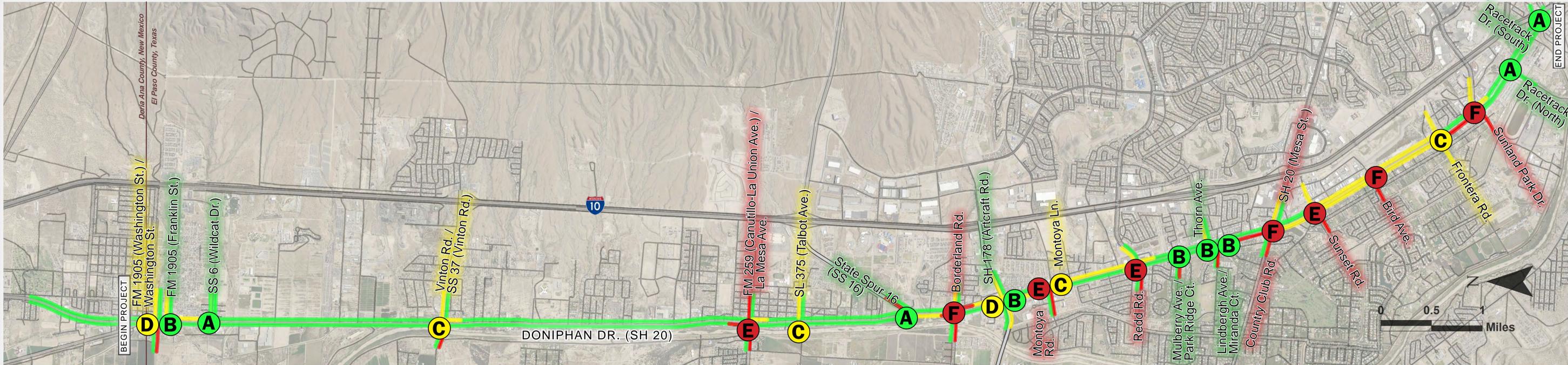


TRAFFIC CONDITIONS: FUTURE NO-BUILD (2040)

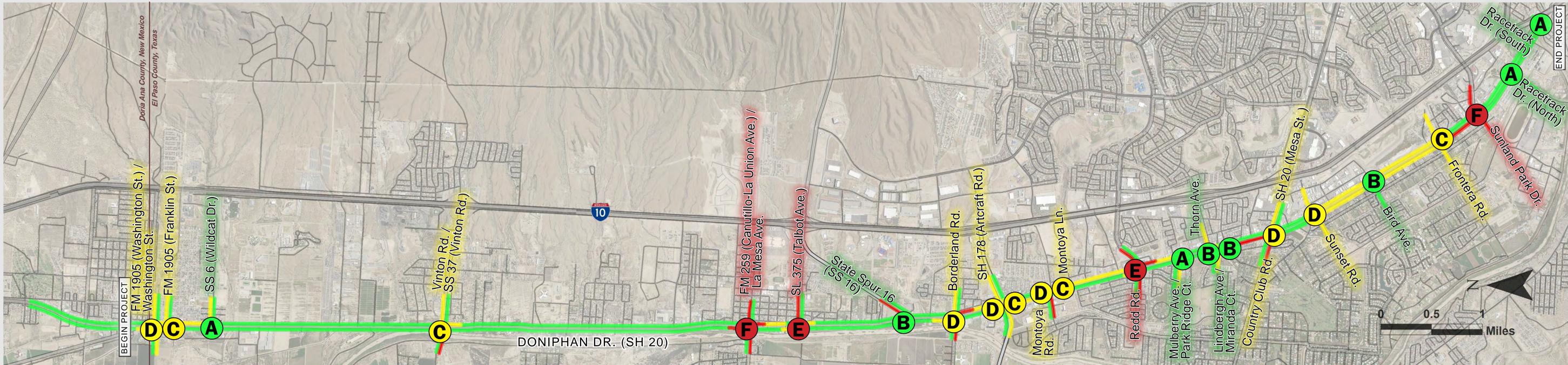
AM PEAK HOUR

Legend

- LOS A - Free-flowing traffic
- LOS B - Reasonably free-flowing traffic
- LOS C - Stable traffic flow
- LOS D - Approaching unstable traffic flow
- LOS E - Unstable traffic flow and significant delays
- LOS F - Extremely low speed traffic flow; significant delay and extensive queuing



PM PEAK HOUR



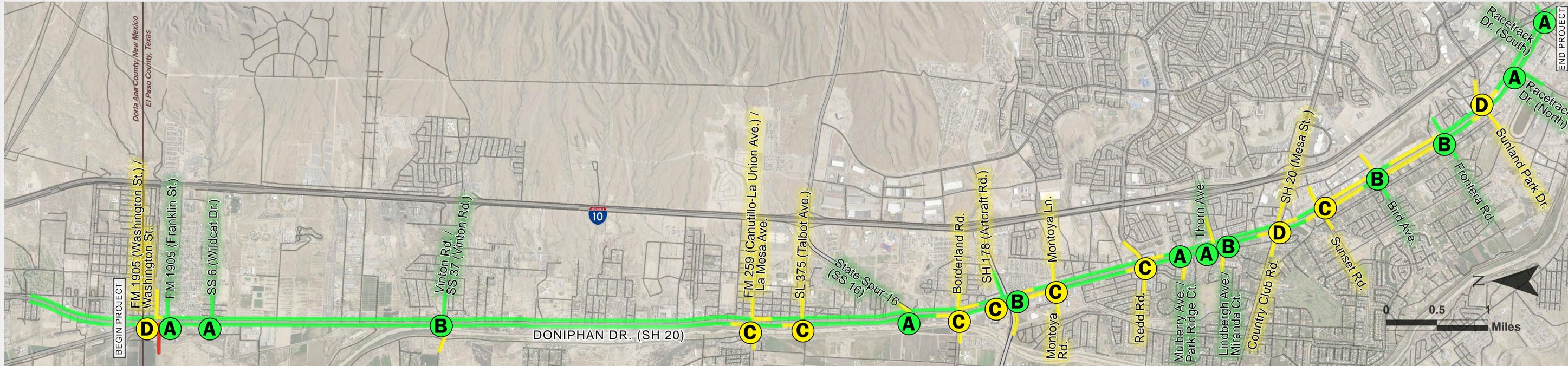


TRAFFIC CONDITIONS: TECHNICALLY PREFERRED (2040)

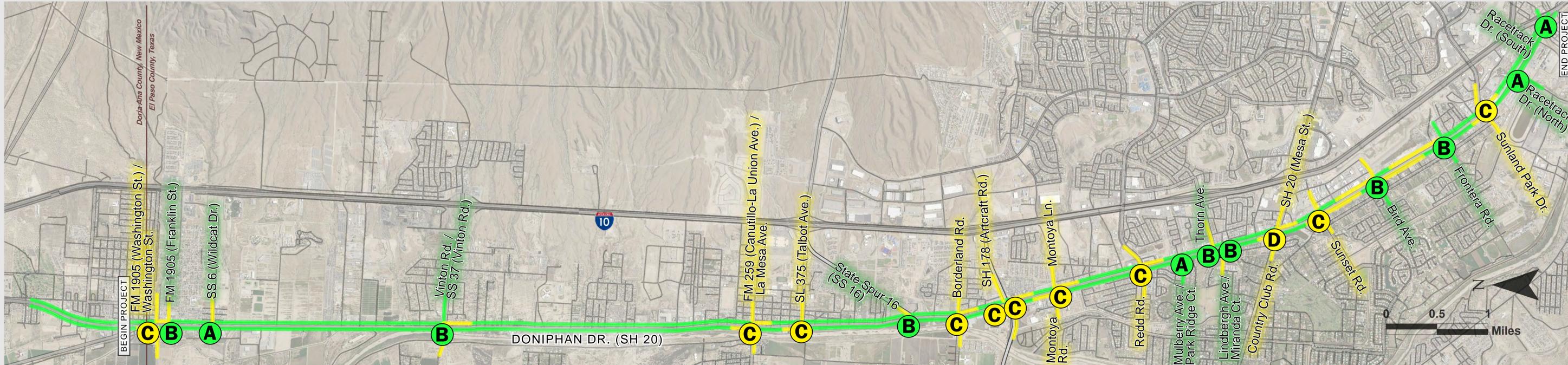
AM PEAK HOUR

Legend

- LOS A - Free-flowing traffic
- LOS B - Reasonably free-flowing traffic
- LOS C - Stable traffic flow
- LOS D - Approaching unstable traffic flow
- LOS E - Unstable traffic flow and significant delays
- LOS F - Extremely low speed traffic flow; significant delay and extensive queuing



PM PEAK HOUR



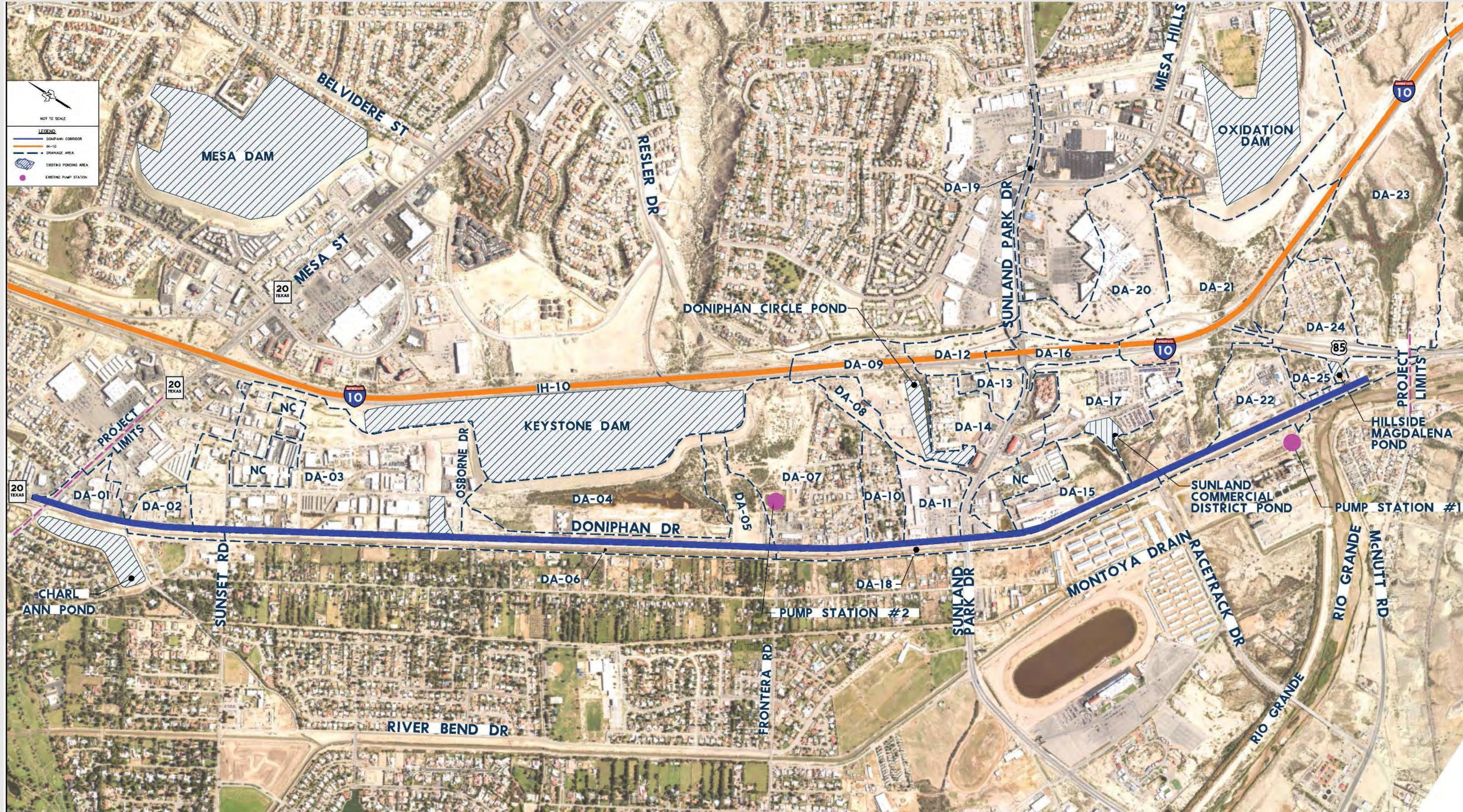
Source: Doniphan Study Team 2016.

STATION 6

Drainage



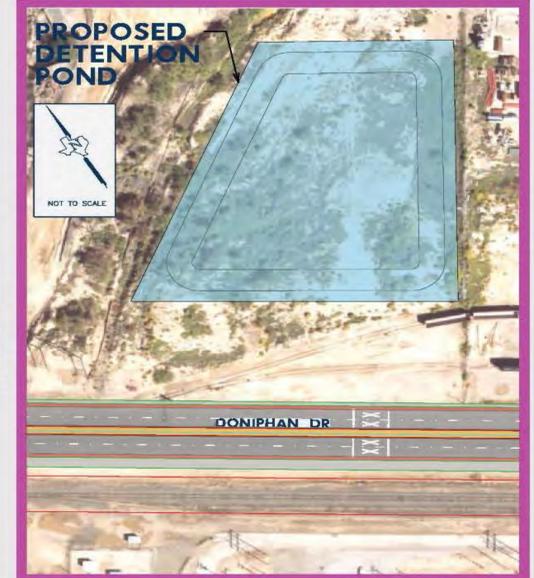
SH 20 (MESA ST.) TO RACETRACK DR. - RECOMMENDED DRAINAGE CONCEPTS



SH 20 (MESA ST.) TO RACETRACK DR. - RECOMMENDED DRAINAGE CONCEPTS



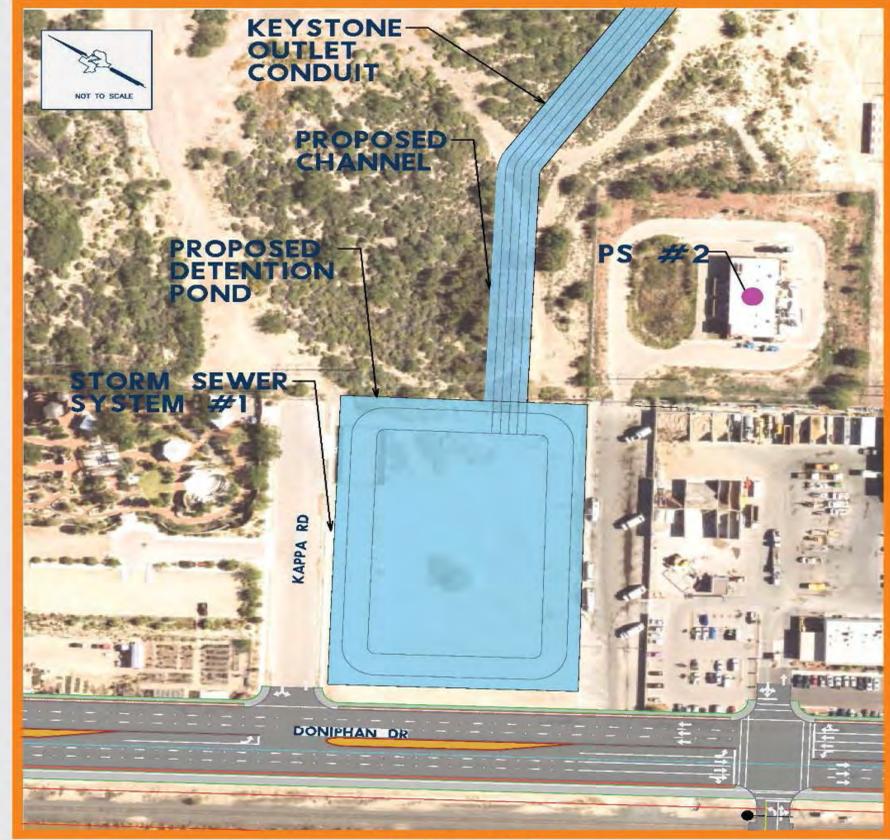
PLAN VIEW



INSET "D"



PLAN VIEW



INSET "C"



INSET "A"



INSET "B"

STATION 7

Urban Design Elements



ELEMENTS FOR CITY OF EL PASO/EL PASO COUNTY

RAILROAD CROSSINGS



CROSSWALKS



TRAFFIC SIGNALS



FURNITURE



CULVERTS



LIGHTING



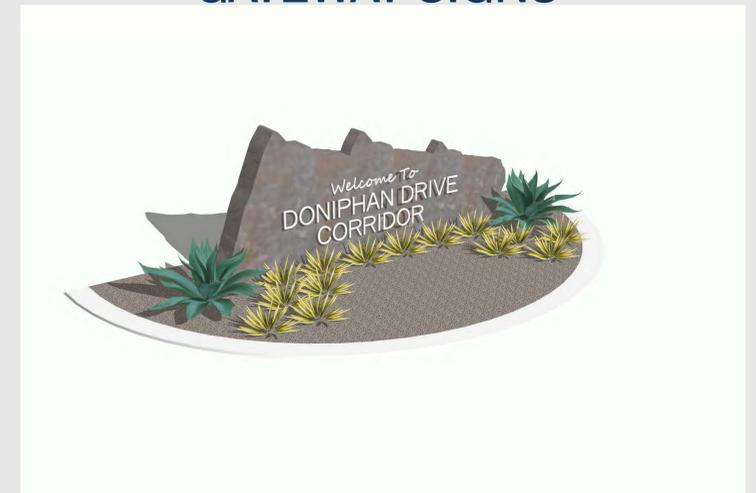
BUS STOPS



TRAIL CONNECTIONS



GATEWAY SIGNS





ELEMENTS FOR THE VILLAGE OF VINTON

RAILROAD CROSSINGS



CROSSWALKS



TRAFFIC SIGNALS



FURNITURE



CULVERTS



LIGHTING



BUS STOPS



TRAIL CONNECTIONS



GATEWAY SIGNS





ELEMENTS FOR THE TOWN OF ANTHONY

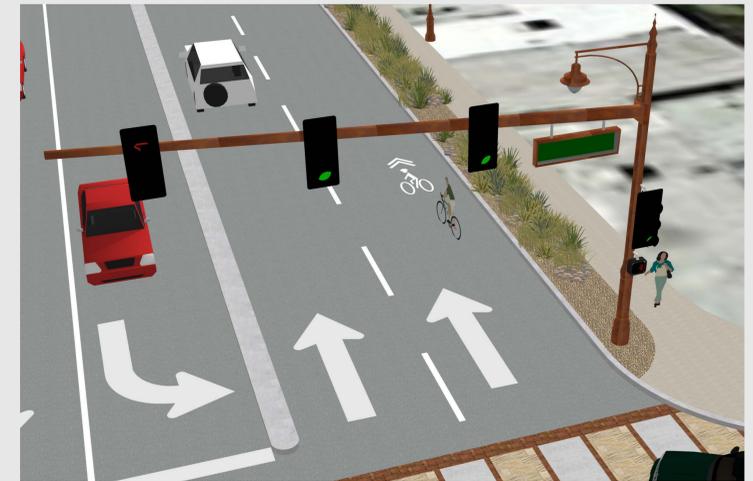
RAILROAD CROSSINGS



CROSSWALKS



TRAFFIC SIGNALS



FURNITURE



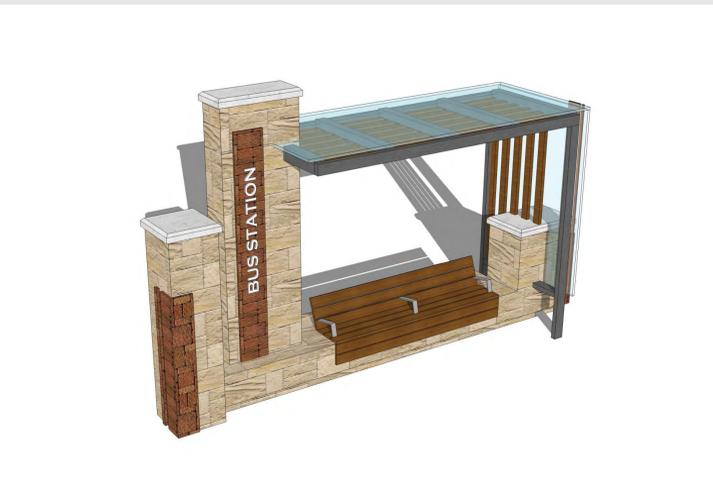
CULVERTS



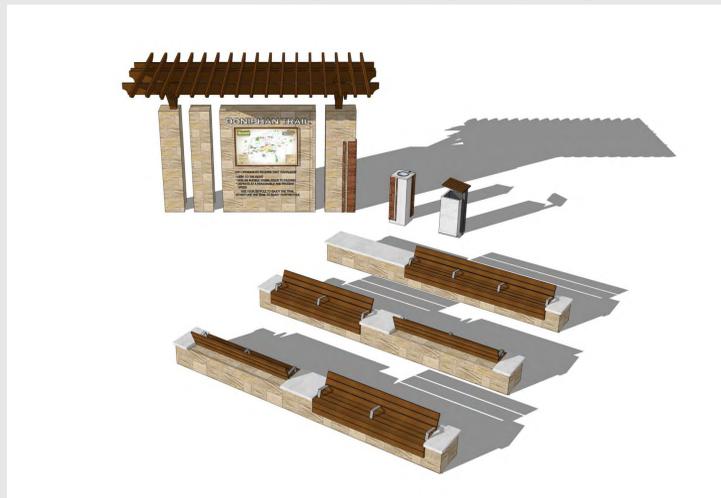
LIGHTING



BUS STOPS



TRAIL CONNECTIONS



GATEWAY SIGNS



STATION 8

Short-, Medium-, &

Long-term Improvements



SHORT-TERM IMPROVEMENTS (1 – 5 YEARS)

Place a Dot Next to the Improvements that are a Priority to You.

Description	Limits	ROW Impacts	Construction Cost Estimate	Which Improvements are a Priority to You?
Bus Stop Shelters	Key Locations in City of El Paso	None	\$10 - \$20K/ per stop	
Bus Stop Shelters	Key Locations in El Paso County	None	\$10 - \$20K/ per stop	
Shared-Use Path & Pedestrian Intersection Improvements	TX/NM State Line to Racetrack Drive	None (easement)	~ \$15M (\$1M/mile)	
Mid-Block Crossings (HAWK Signals)	5 Key Locations	None	~ \$500,000 (\$100,000/ location)	
ITS Fiber and Ground Boxes for Integrated Corridor Management	TX/NM State Line to Racetrack Drive	None	~ \$3.5 to 4M	
Roadway Clear Zone Protection (e.g. light standards w/in 30' of travel lane)	Key Locations	None	\$30K/ mile	
Regular Maintenance of Drainage Elements	Key Locations	None	\$4.5M	



MEDIUM-TERM IMPROVEMENTS (5 – 10 YEARS)

Place a Dot Next to the Improvements that are a Priority to You.

Description	Limits	ROW Impacts	Construction Cost Estimate	Which Improvements are a Priority to You?
Improve to 4-Lanes divided, including: <ul style="list-style-type: none"> • Median and Buffer • Sidewalk • Illumination • Intersection Improvements • Aesthetic Elements (Alternative A/B) 	TX/NM state Line to Valley Chili Road	Minimal	\$20M	
Improve to 4-Lanes divided, including: <ul style="list-style-type: none"> • Median and Buffer • Sidewalk • Illumination • Intersection Improvements • Roundabout at Doniphan/Vinton • Aesthetic Elements (Alternative B) 	Valley Chili Road to Chicken Farm Road	Minimal	\$26M	
Improve to 4-Lanes divided, including: <ul style="list-style-type: none"> • Median and Buffer • Sidewalk • Illumination • Intersection Improvements • Aesthetic Elements (Alternative A) 	Chicken Farm Road to SH 16	Minimal	\$40M	
Improve to 4-Lanes divided, including: <ul style="list-style-type: none"> • Median and Buffer • Sidewalk • Illumination • Intersection Improvements • Aesthetic Elements (Alternative A) 	SH 16 to Redd Road	Minimal	\$30M	
Improve to 4-Lanes divided, including: <ul style="list-style-type: none"> • Median and Buffer • Sidewalk • Illumination • Intersection Improvements • Aesthetic Elements (Alternative A) 	Sunland Park Drive to Racetrack Drive	Minimal	\$6M	
Improve Railroad Crossings, including: <ul style="list-style-type: none"> • Z Crossings for Pedestrians • Fencing 	18 Public Crossings	None	~ \$720,000 (\$40,000/Xing)	
Drainage Improvements except Retention Ponds	TX/NM state Line to Racetrack Drive	Minimal	\$9.5M	



LONG-TERM IMPROVEMENTS (10+ YEARS)

Place a Dot Next to the Improvements that are a Priority to You.

Description	Limits	ROW Impacts	Construction Cost Estimate	Which Improvements are a Priority to You?
Widen to 6-Lanes divided, including: <ul style="list-style-type: none"> • Median and Buffer • Sidewalk • Illumination • Intersection Improvements • Aesthetic Elements (Alternative A) 	Redd Road to Mesa Street (SH 20)/Country Club Drive	Significant	\$18M	
Widen to 6-Lanes divided, including: <ul style="list-style-type: none"> • Median and Buffer • Sidewalk • Illumination • Intersection Improvements • Aesthetic Elements (Alternative A) 	Mesa Street (SH 20)/Country Club Drive to Sunland Park Drive	Significant	\$30M	
Retention Ponds	La Mesa Avenue (2) Redd Road Vinton Road (2) Wildcat Drive (2) Bird Avenue Teramar Way Racetrack Drive Frontera Road Sunset Road	23 acres	\$33M	

STATION 9

Comments



HOW TO SUBMIT COMMENTS

1) Today at the Public Meeting:

- Fill out a comment form and drop it in the comment box
- Participate in the MetroQuest Survey at the computers

2) After the Public Meeting:

- Send your Feedback via Mail:

Texas Department of Transportation
Re: Doniphan Drive Corridor Plan
c/o Gus Sanchez - Project Manager
13301 Gateway Boulevard West
El Paso, Texas 79928-5410

- Send your feedback via Email:

Doniphan.Study@jacobs.com

- Send your feedback via Online:

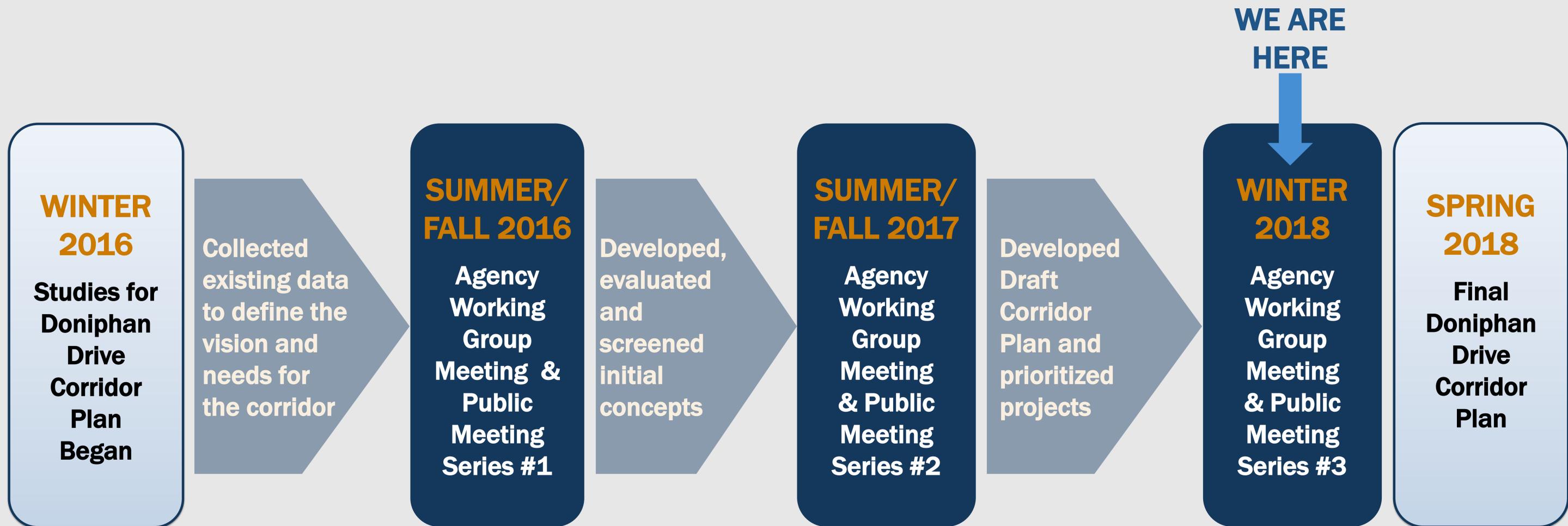
- Visit www.txdot.gov, keyword “Doniphan Drive”
- Participate in the MetroQuest Survey
- Scan this code with your smart phone or tablet

*All comments must be postmarked by **February 7, 2018** to be part of the official record of Public Meeting Series #3.*





NEXT STEPS



Subject to Change