



# WELCOME TO PUBLIC MEETING SERIES #2

## Doniphan Drive Corridor Plan

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

CSJ: 0001-01-060

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

September 26 & 27, 2017

We want to hear your feedback.

*A comment form has been provided to you  
for your convenience.*

*If you do not have one, please ask a study team member.*



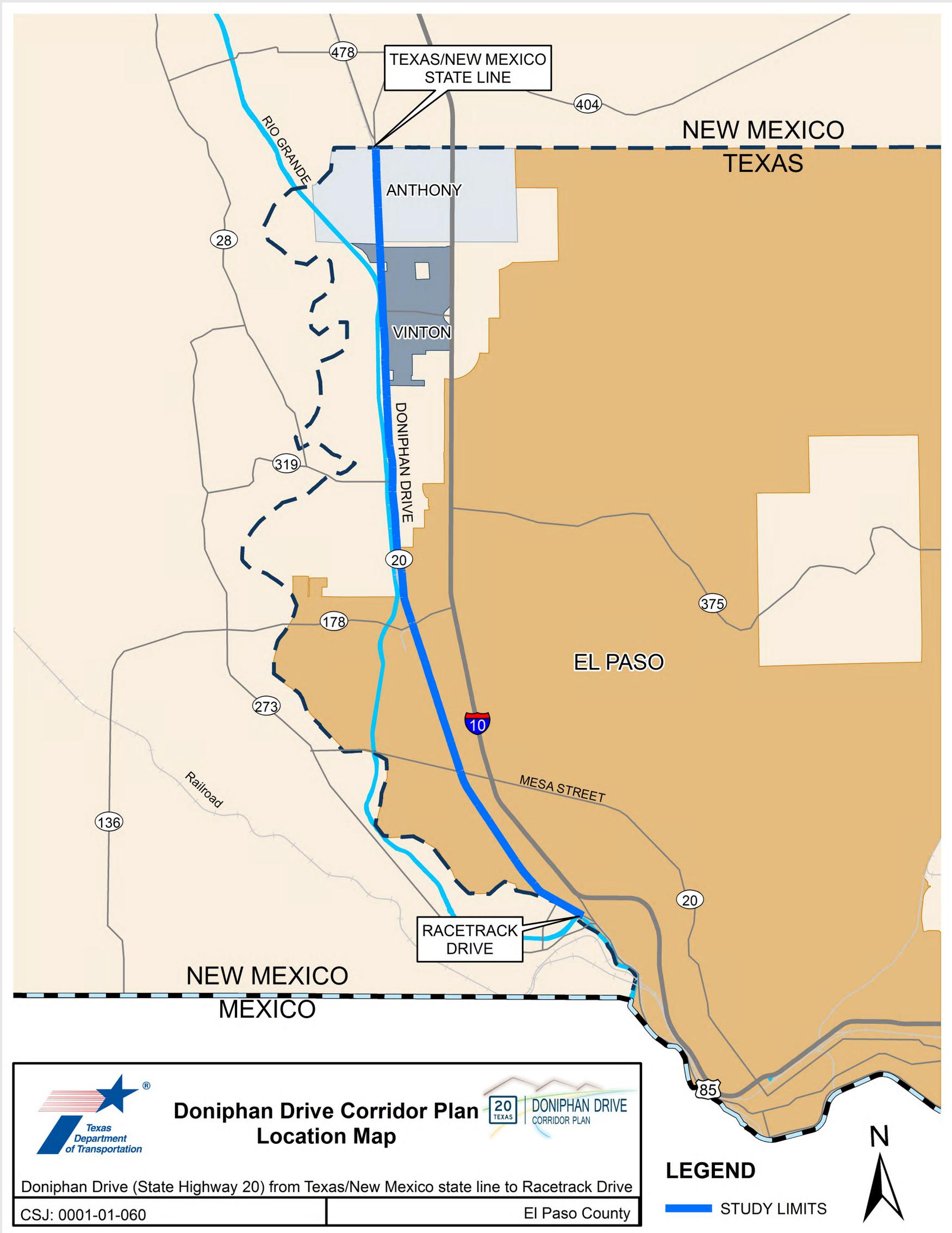
# **PURPOSE OF THE DONIPHAN DRIVE CORRIDOR PLAN**

**The Corridor Plan will document the community's vision for a 15-mile section of Doniphan Drive as it relates to future transportation and development along the corridor through 2040.**

**One of the results of this process will be the identification of a set of improvements for short-, medium- and long-term implementation.**

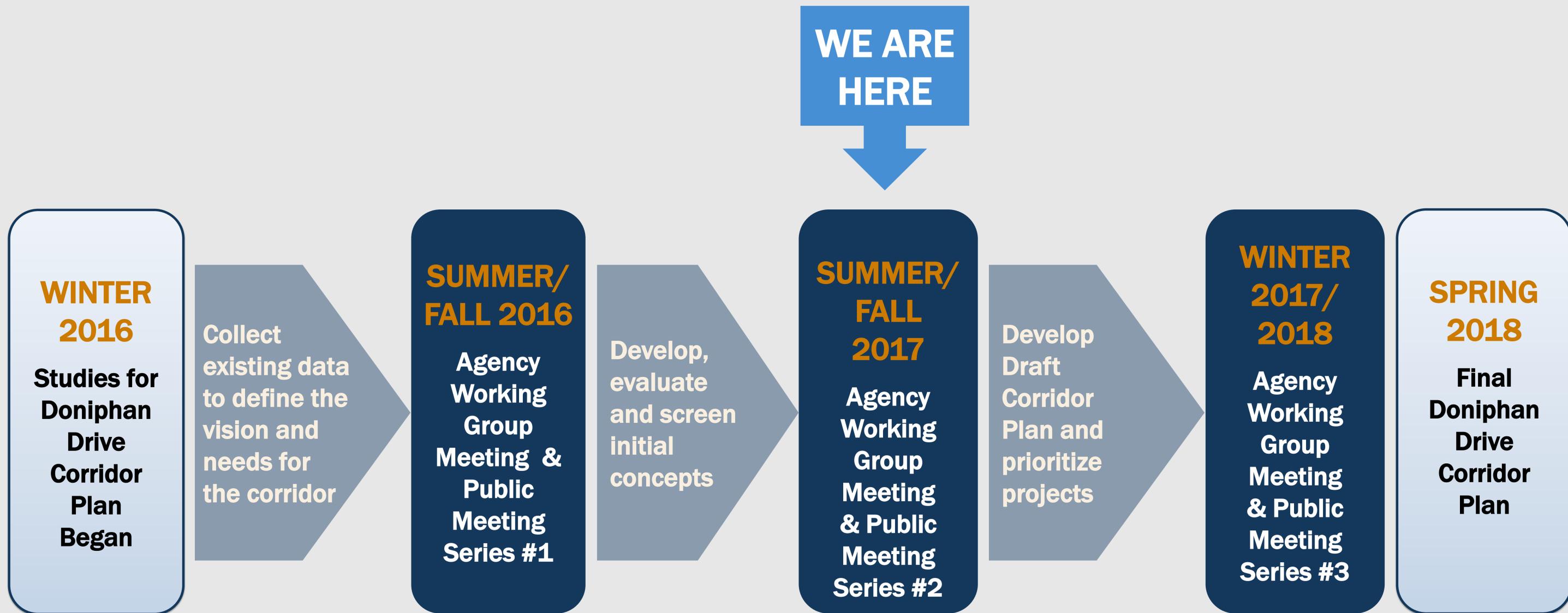


# TEXAS DEPARTMENT OF TRANSPORTATION



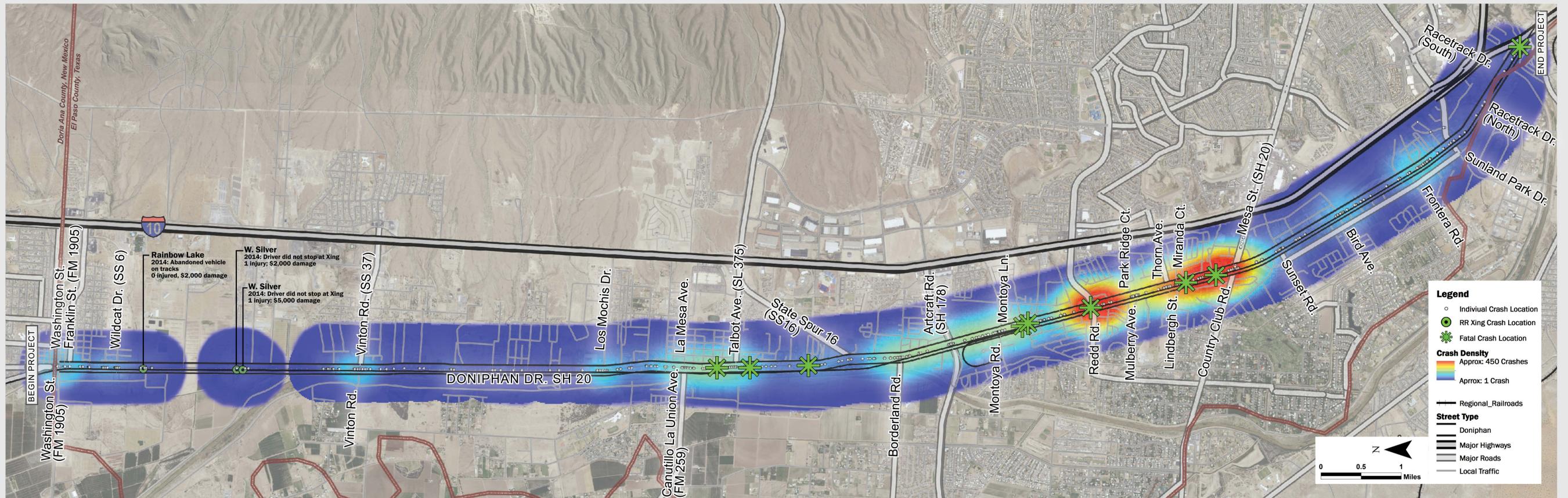


# STUDY TIMELINE

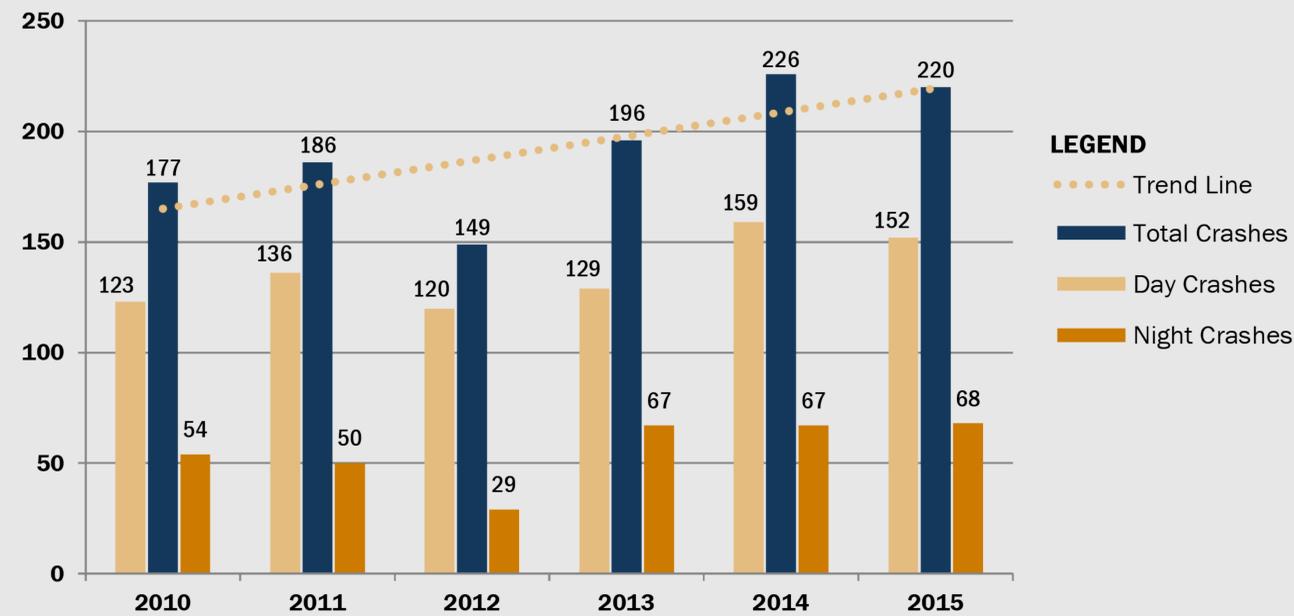


Subject to Change

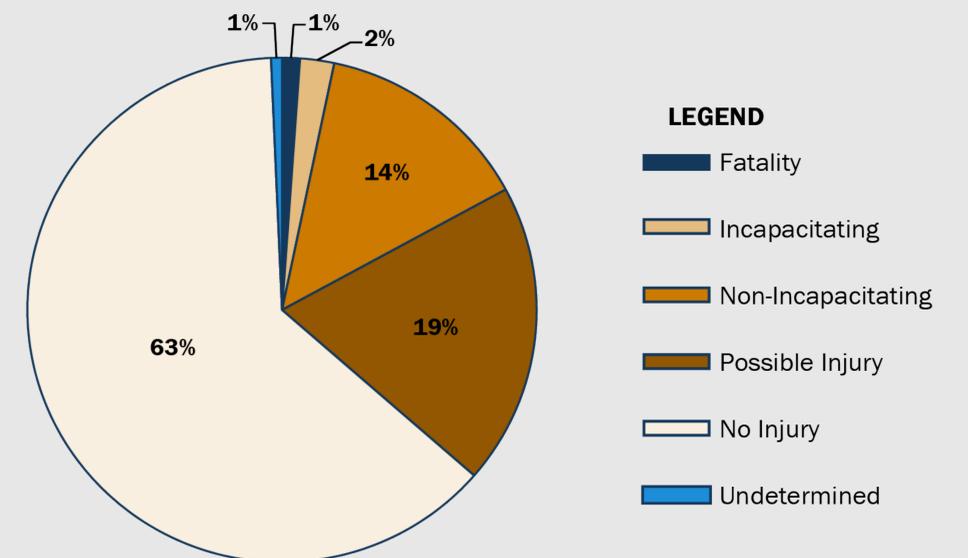
## SAFETY: CRASH ANALYSIS SUMMARY (2010 - 2015)



Annual Crashes by Time of Day



Total Crashes by Collision Type





## ECONOMIC AND DEMOGRAPHIC ANALYSIS

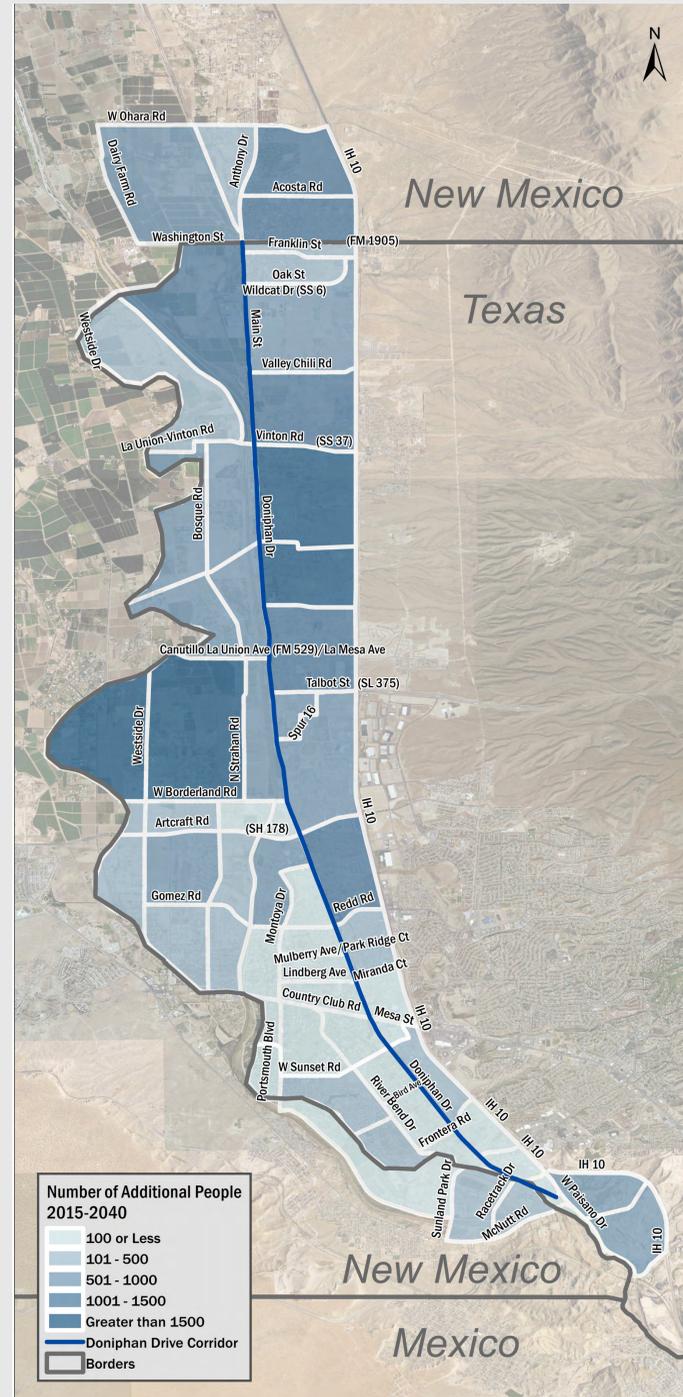
The 2040 Redevelopment Scenario was developed using:

- Projected population, household, and employment growth
- Current growth trends
- Input from stakeholders
- Real-estate market conditions

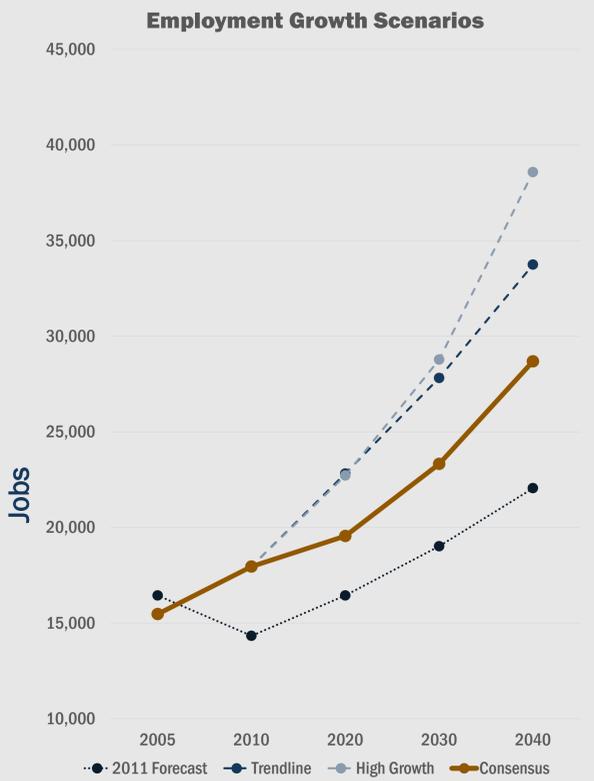
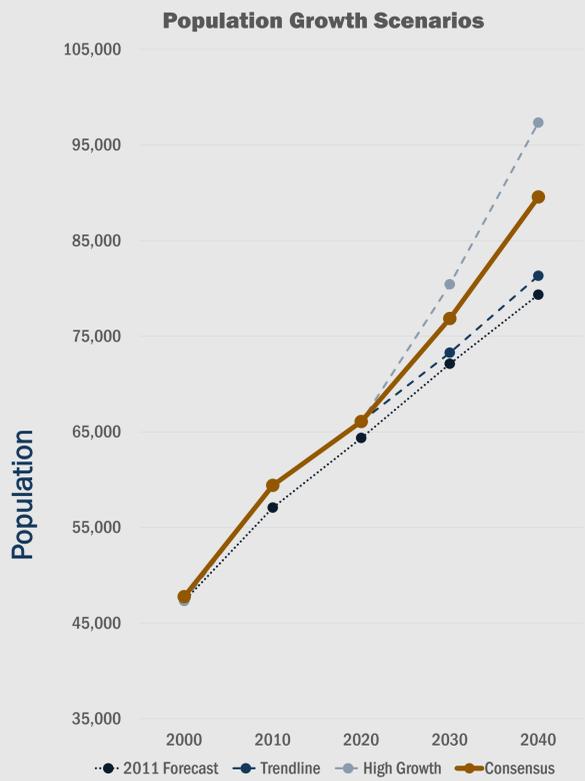
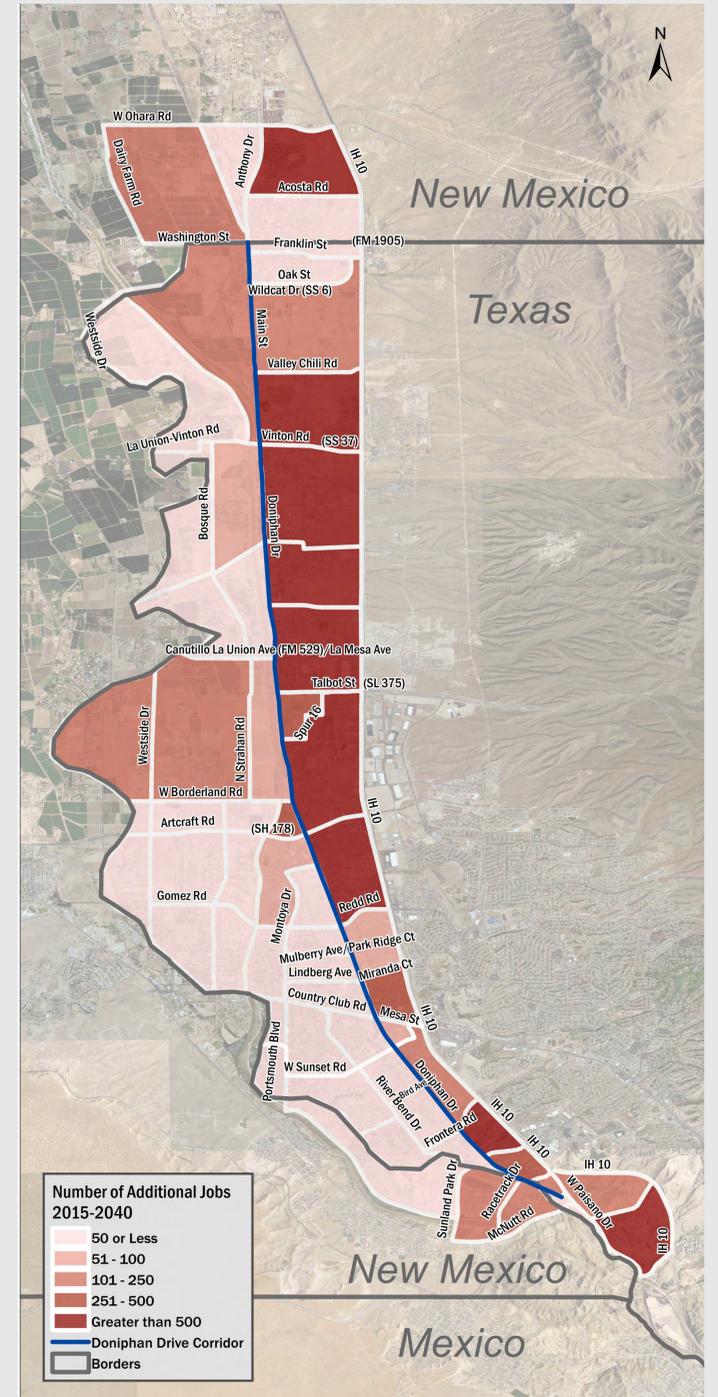
**2015 - 2040 Corridor Growth**

**+27,000** Residents  
**+11,000** Households  
**+11,000** Jobs

### Population Growth



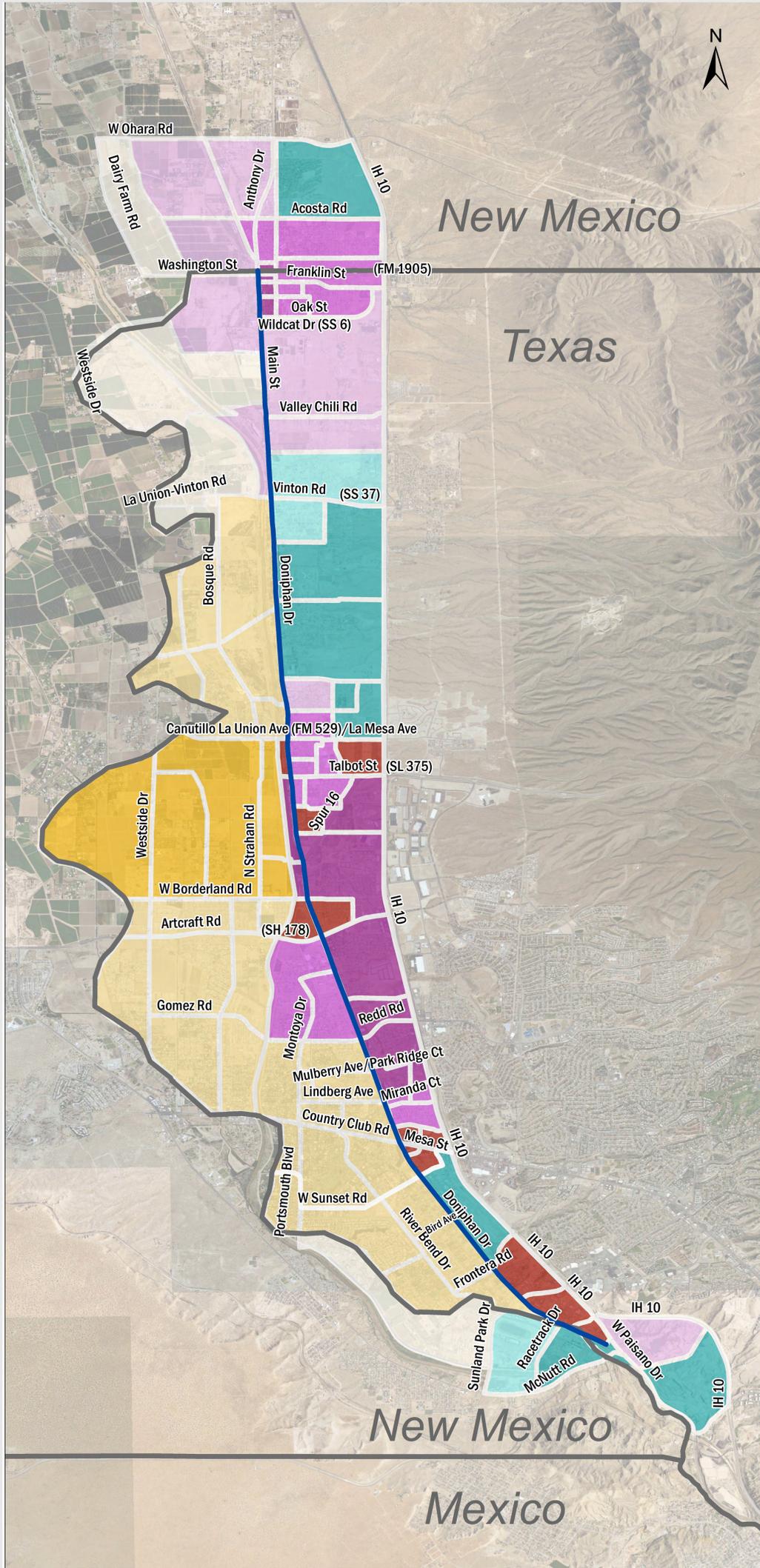
### Employment Growth



Source: El Paso Metropolitan Planning Organization, El Paso Demographic Forecast; ESRI 2010-2015 Demographic Data; US Census Bureau, 2000 & 2010 Population Data; US Census Bureau, Longitudinal Employer Household Dynamics, 2005-2014 Employment Data; Doniphan Study Team 2016



## POTENTIAL DEVELOPMENT AREAS



### Residential



**Suburban Estates:** Primarily developed with large-lot single family residential; some small lot infill residential.



**Rural Residential:** Features a mixture of agricultural and residential land uses at low densities.



**Farm Residential:** Low potential for development; likely to remain primarily agricultural.

### Mixed-Use (Infill)



**Corridor Suburban:** Limited potential for large scale development, but some opportunities for mixed use development at a moderate density.



**Infill Residential:** Similar to corridor suburban except that additional growth would be almost entirely moderate density, infill residential.



**Transitional Edge:** An eclectic mix of uses at various scales; most closely resembles existing development patterns in the northern portion of the study area.

### Mixed-Use (New)



**Town Center:** Opportunity for moderate density residential and mixed use.



**Neighborhood Center:** Large-scale planned residential communities and limited mixed use.

### Commercial



**Commercial Center:** Commercial and employment hubs, focused at key intersections within the study area.

Source: Doniphan Study Team 2016



# HIGHLIGHTS OF PUBLIC MEETING SERIES #1



## SAFETY

- Pedestrian & vehicle safety at railroad crossings
- Inadequate street lighting
- Driveway & parking conflicts and encroachment



## TRAFFIC OPERATIONS

- Limited acceleration/deceleration & turn lanes
- Off-set intersections
- Congestion at intersections during peak hours
- Traffic signal timing
- Speed through activity centers



## CONNECTION TO THE COMMUNITY

- Lack of pedestrian/bicycle connections to existing trails/neighborhoods/destinations
- Lack of parking for adjacent businesses
- Need alternate routes to I-10



## COST

- Costs should be shared between agencies/municipalities



## DEVELOPMENT

- Inconsistent/low-density development
- Limited nodes of activity along corridor
- Uniform development standards



## MULTIMODAL

- Insufficient sidewalks/crosswalks/bike lanes
- Limited transit/bus services
- Lack of bus shelters & bus pullouts



## DRAINAGE

- Drainage or stormwater management
- Frequent flooding



## PLACEMAKING & AESTHETICS

- Corridor lacks identity and gateway markers
- Streetscape lacks landscaping, signage and amenities (e.g. benches & pocket parks)

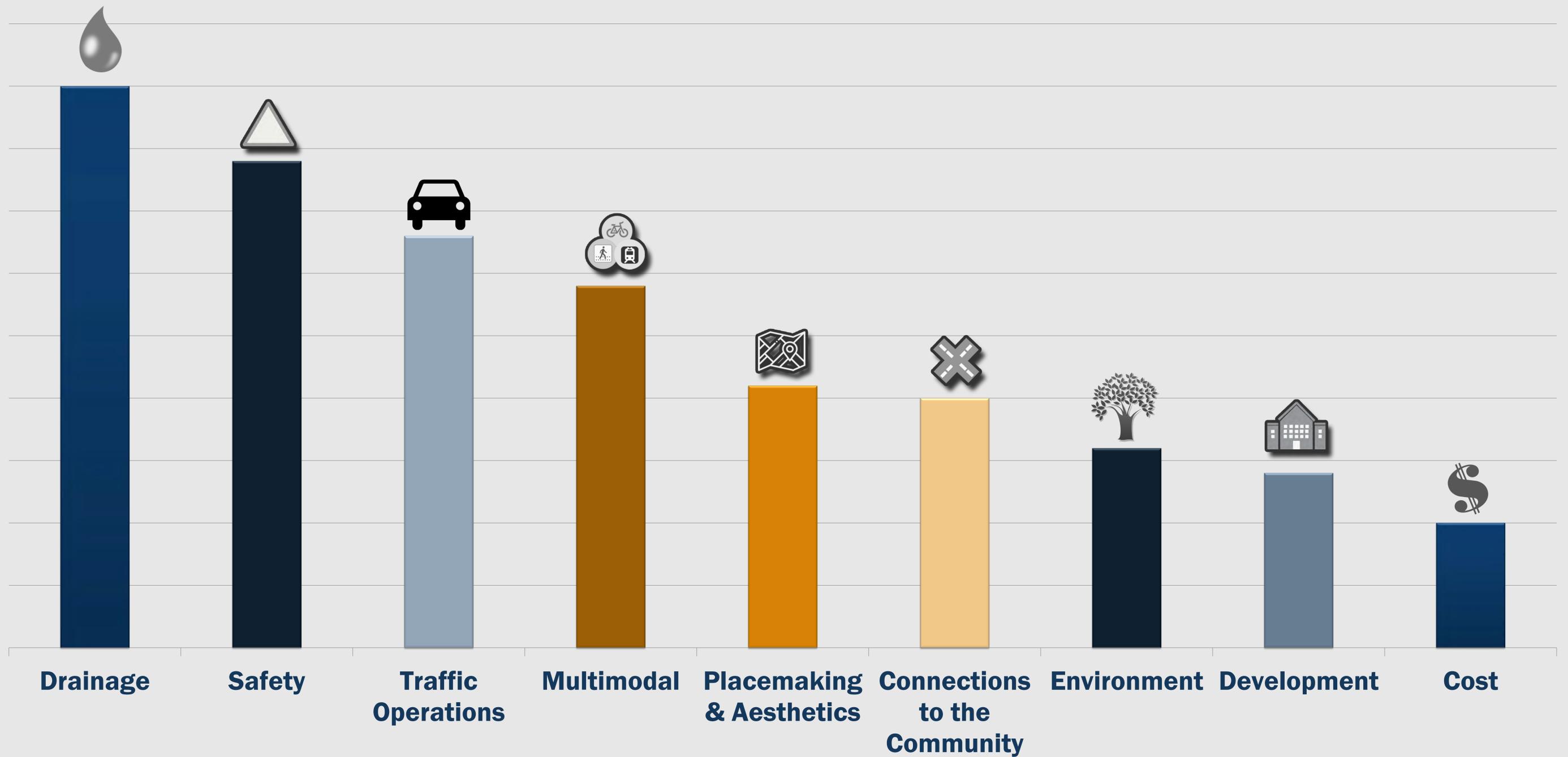


## ENVIRONMENT

- Wetlands
- Railroad noise
- Potential property impacts



# STAKEHOLDER PRIORITIES



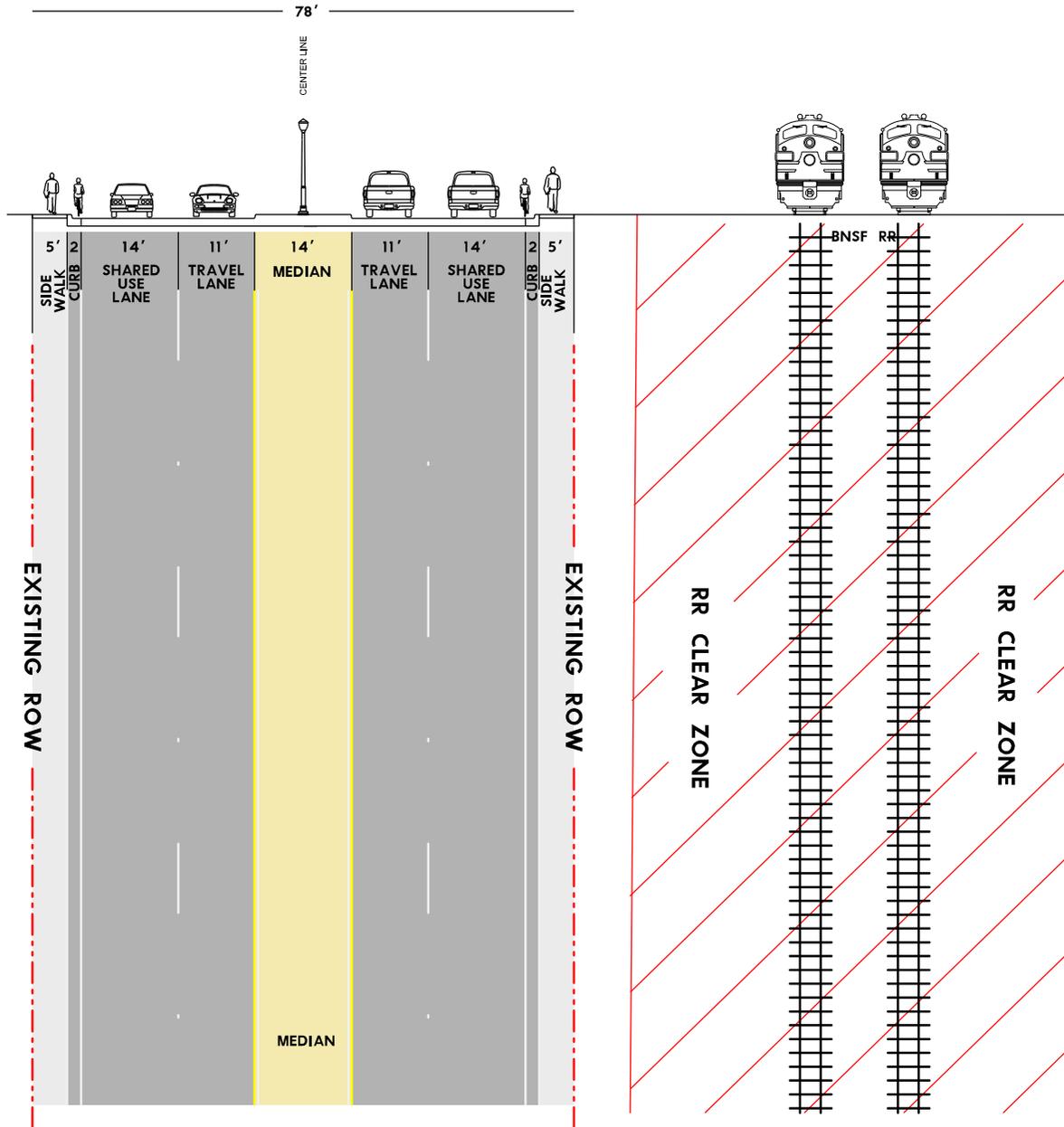


## OVERVIEW OF CONCEPTUAL DESIGN ALTERNATIVES

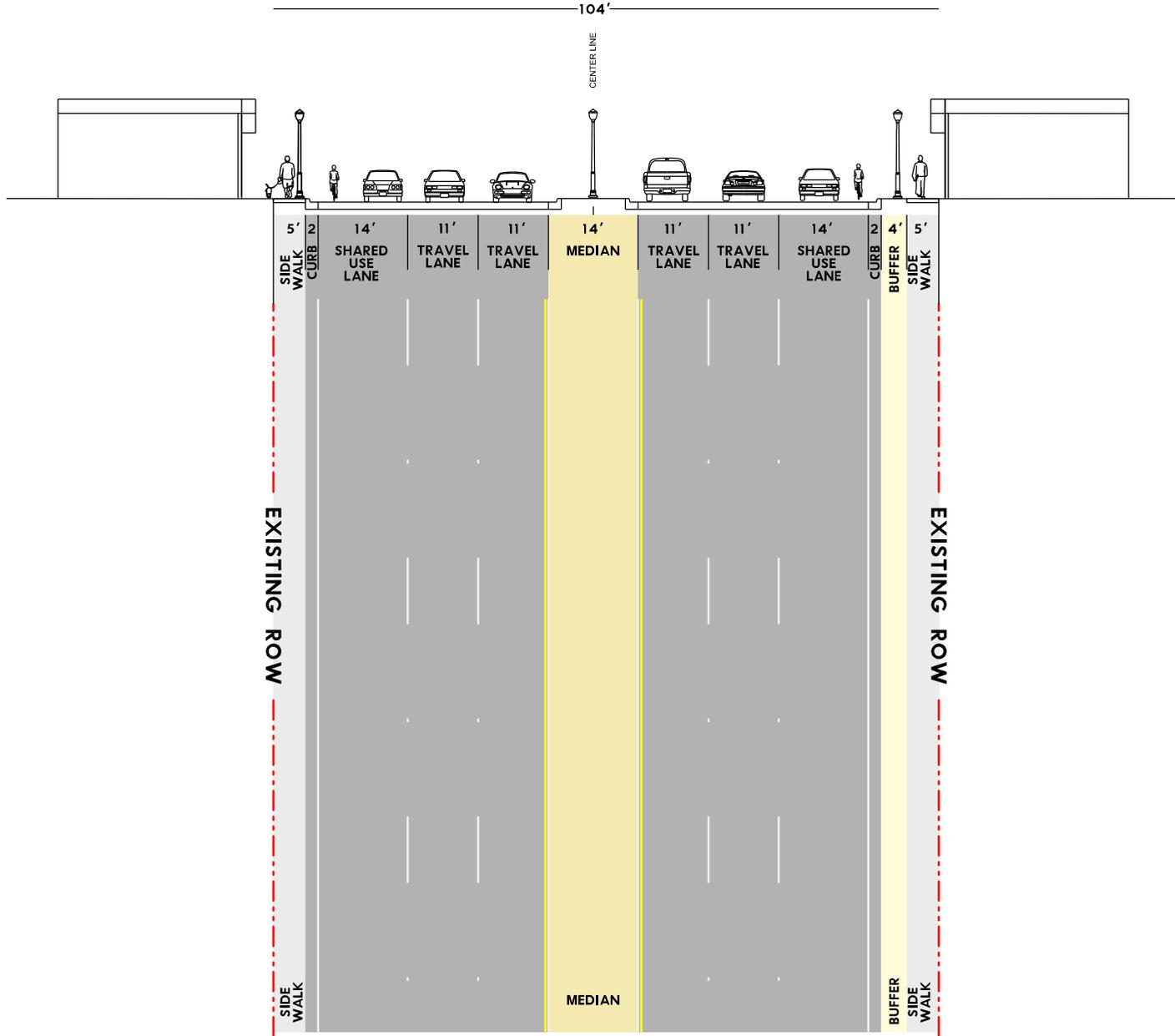
Elements from each alternative can be mixed and matched based on local needs and preferences.

Design Elements	Alternative A	Alternative B	Alternative C
4 to 6 Through Lanes	✓	✓	✓
Turn Lanes at Intersections	✓	✓	✓
Driveway/Access Management	✓	✓	✓
Sidewalks/Crosswalks/ Mid-Block Crossings	✓	✓	✓
Bus Pullouts	✓	✓	✓
Median Width	~ 12'	~14'	~20'
Bicycle Amenities	14' shared use lane (east & west)	14' shared use lane (east & west)	5' on-street bike lane with 2' buffer (east & west)
Pedestrian Amenities	5' sidewalk (east & west)	5' sidewalk (east) 14' shared use path (west)	10' shared use path (east & west)
Proposed Right-of-Way (ROW)	~ 80' to 86' ROW width 6 acres of add'l ROW	~ 106' to 120' ROW width ~ 24 acres of add'l ROW	~ 152' to 176' ROW width ~ 49 acres of add'l ROW
Parking	No parking proposed	9' parking lane at urban development nodes	9' parking lane at urban development nodes
Landscaped Buffer	~ 0 to 4' buffer between sidewalk & curb (east & west)	~ 5' to 10' buffer between sidewalk/shared use path & curb/parking (east & west)	~ 10' buffer between shared use path & curb/parking (east & west)

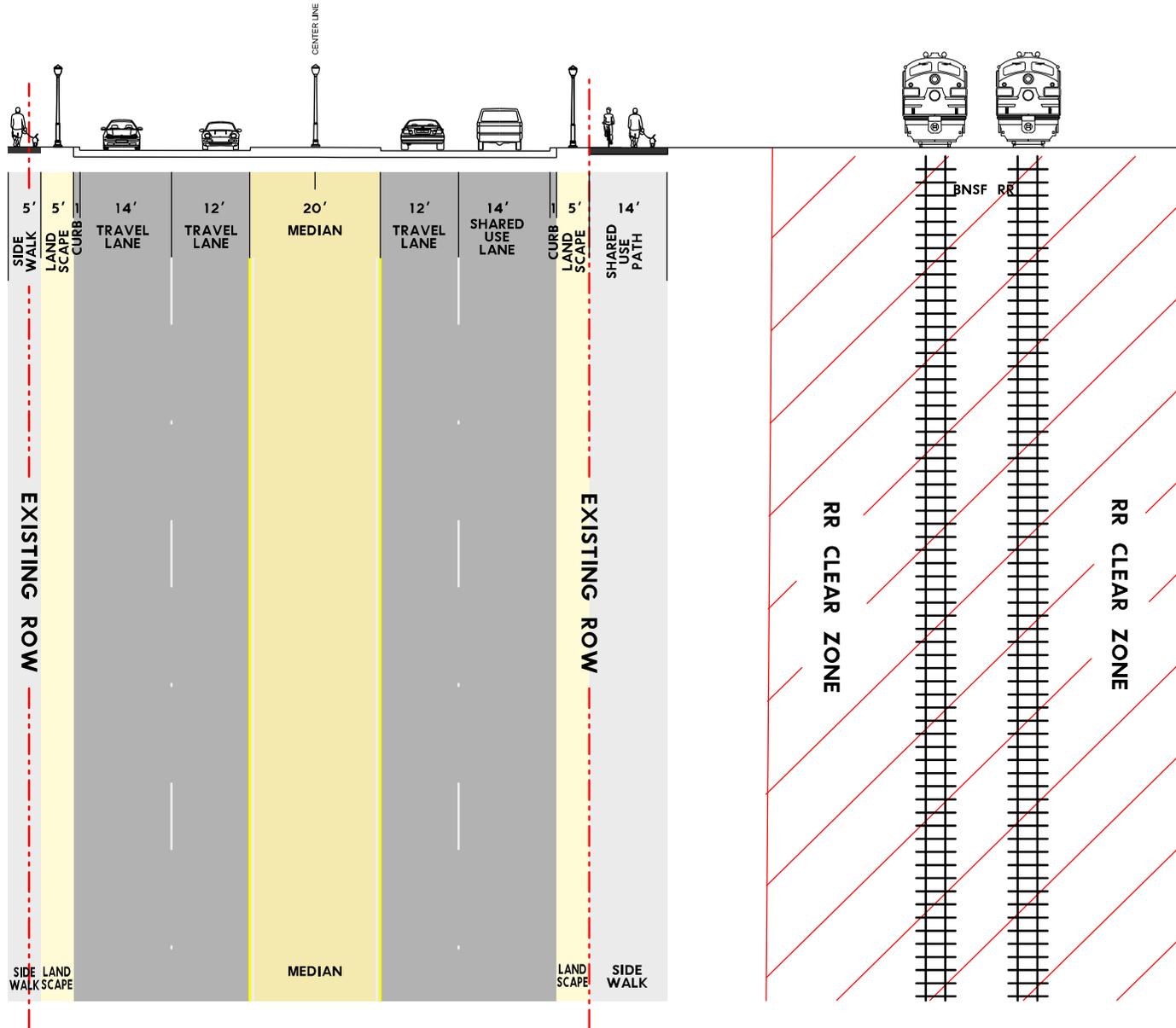
# ALTERNATIVE A - 4 LANES



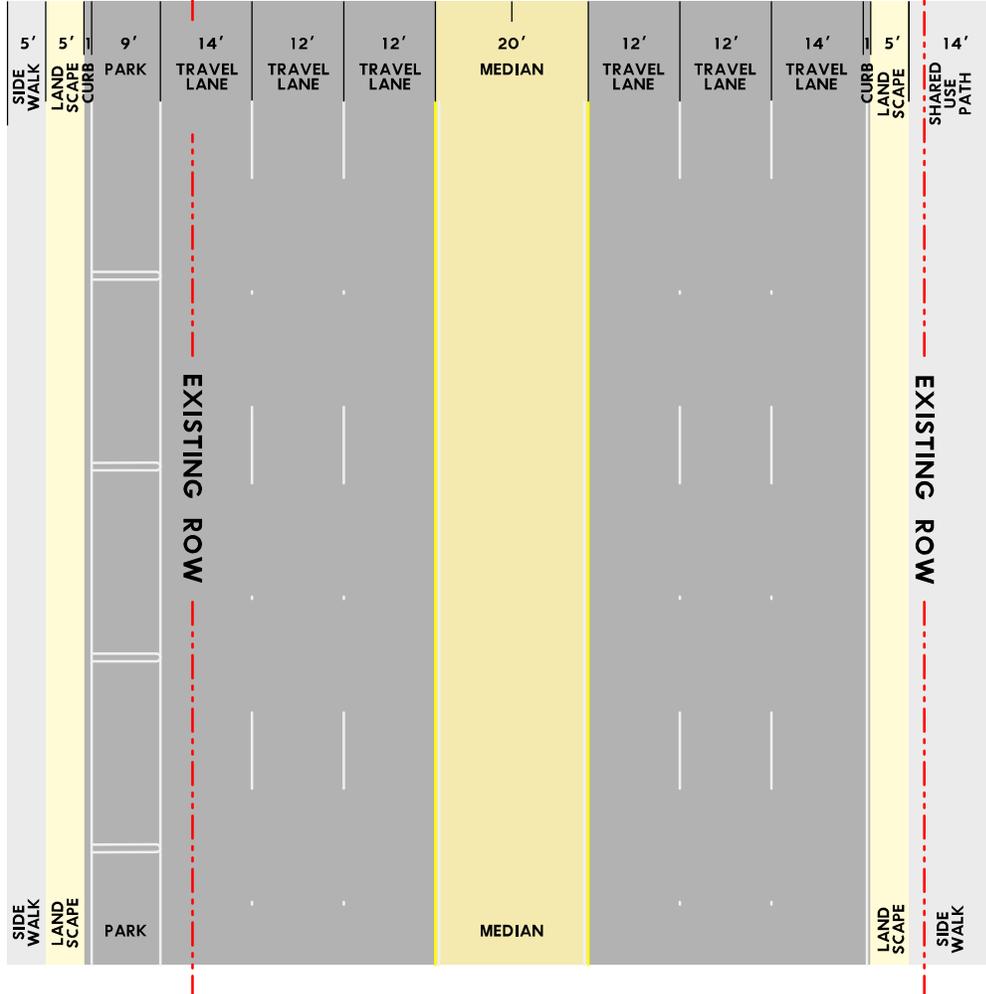
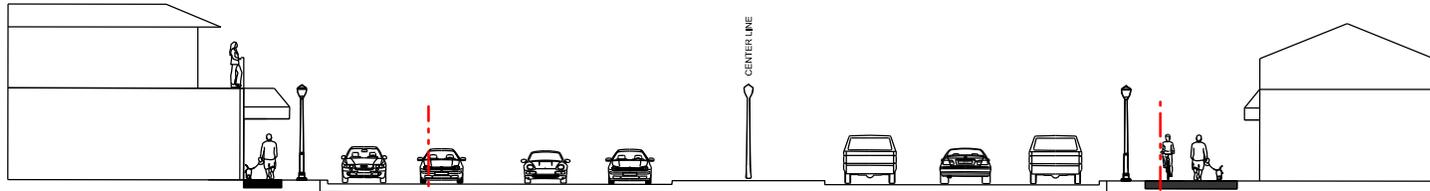
# ALTERNATIVE A - 6 LANES



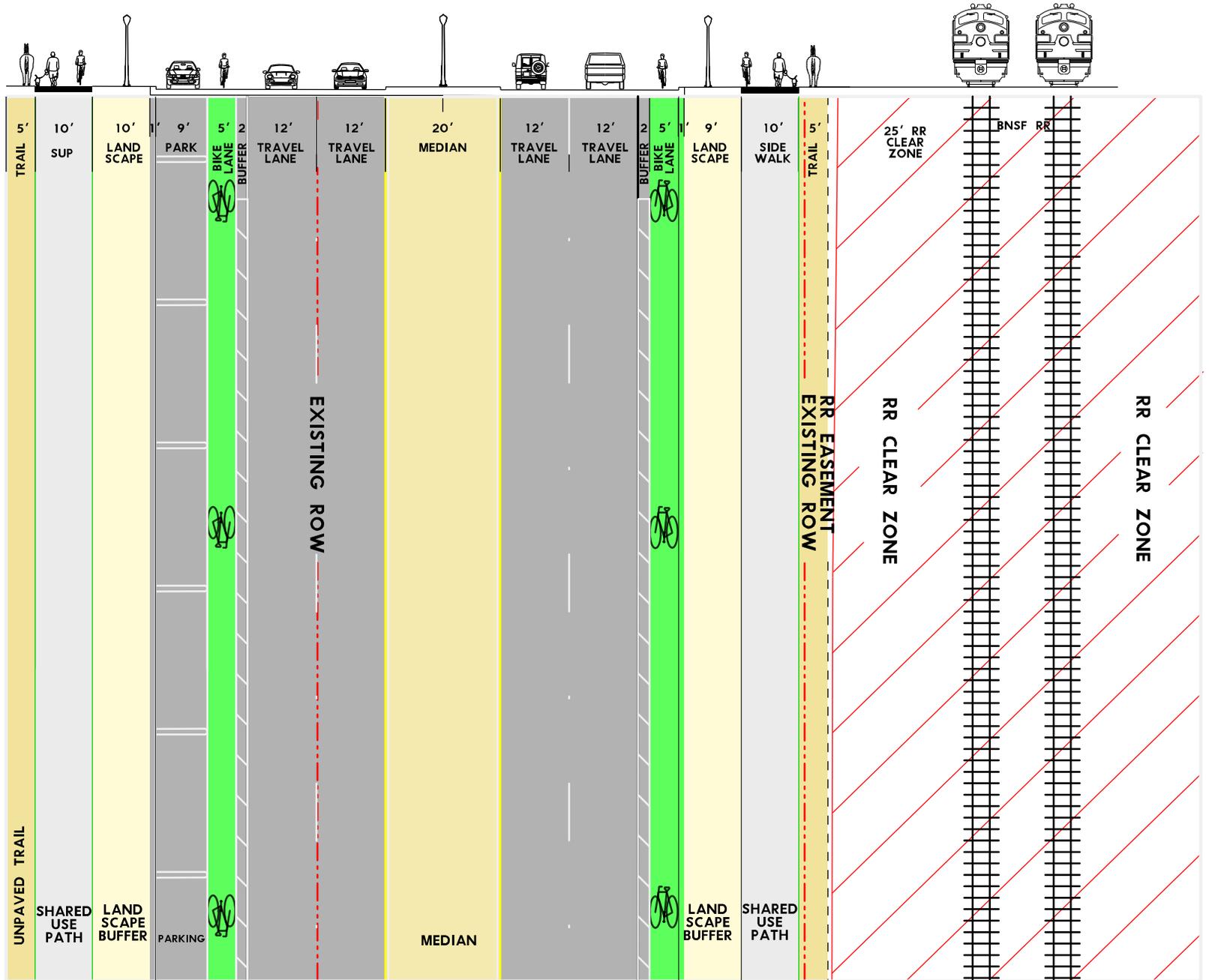
114'  
ALTERNATIVE B - 4 LANES



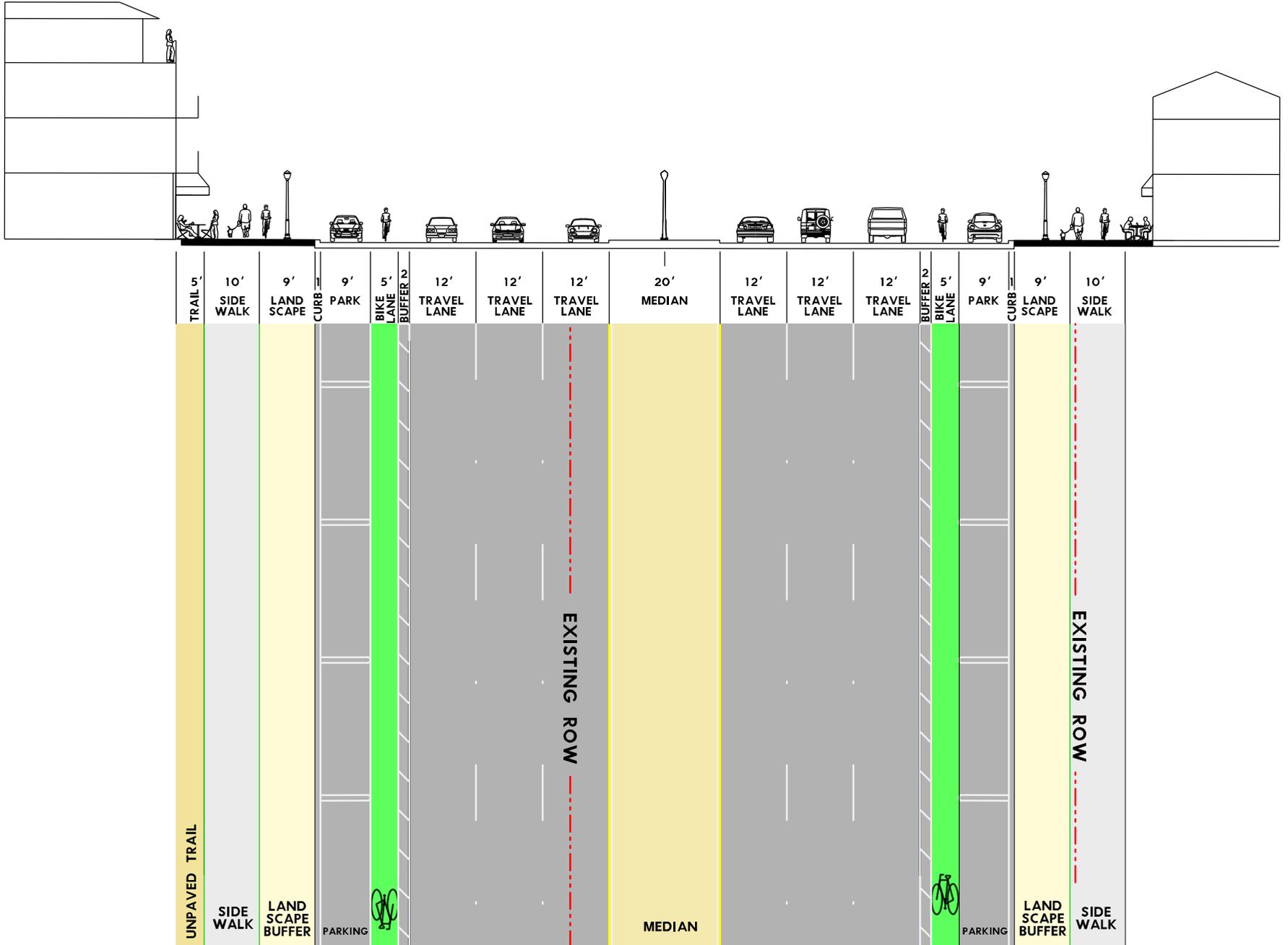
130'  
ALTERNATIVE B - 6 LANES



# ALTERNATIVE C - 4 LANES



# ALTERNATIVE C -- 6 LANES



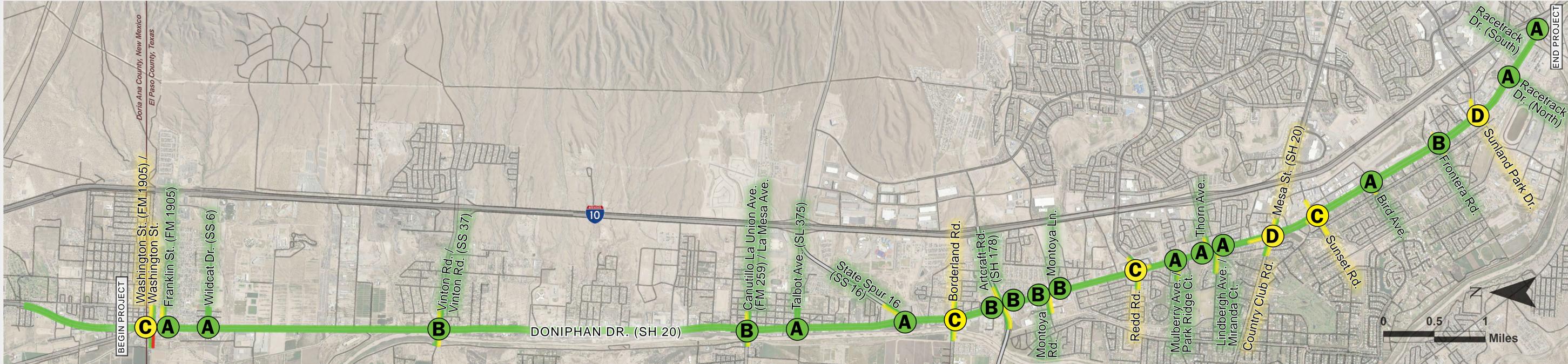


## TRAFFIC CONDITIONS: EXISTING (2016 / 2017)

### 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



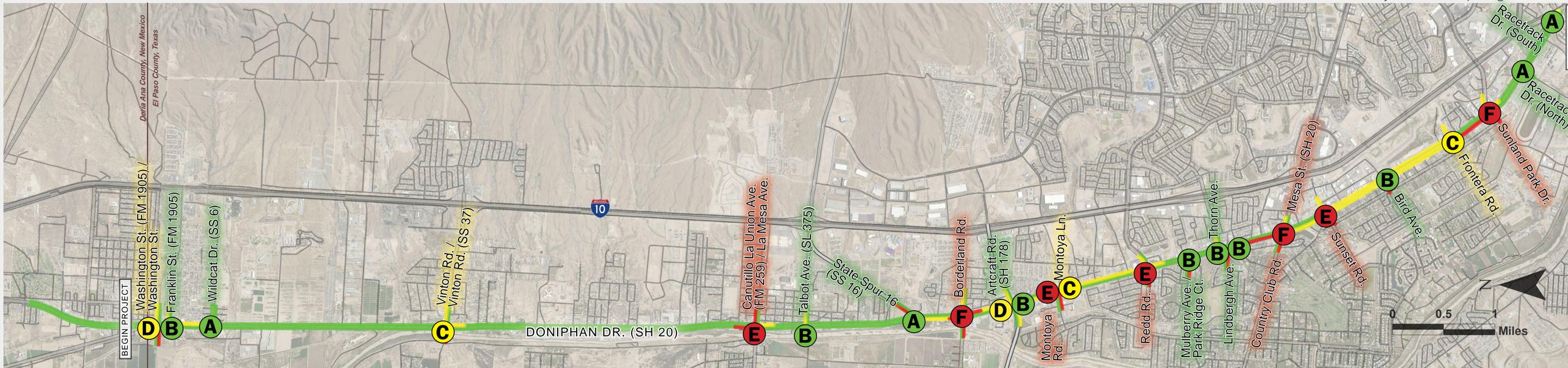
Source: Doniphan Study Team 2016.



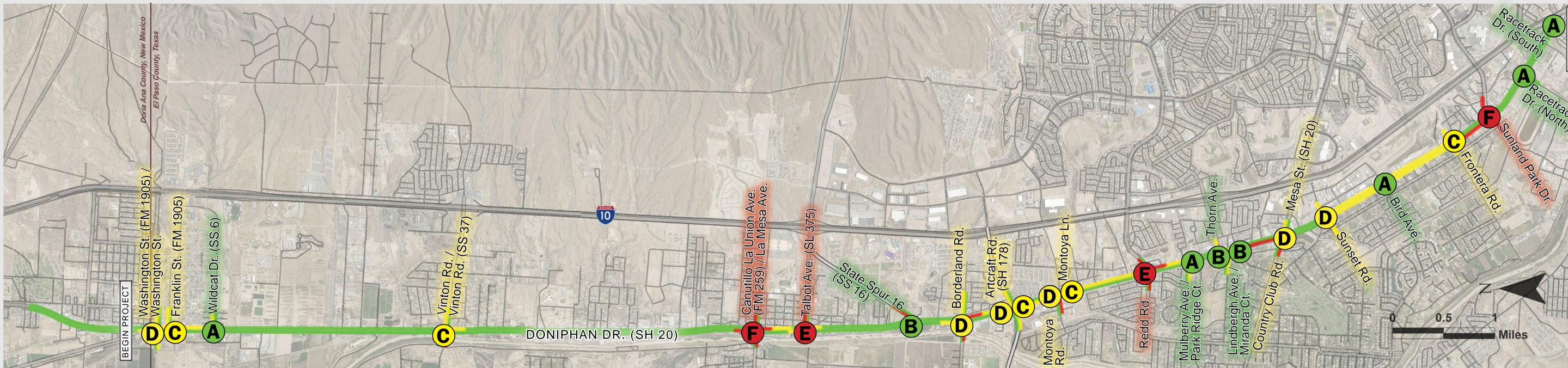
## TRAFFIC CONDITIONS: FUTURE DO-NOTHING (2040)

### 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
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  - LOS F - Extremely low speed traffic flow; significant delay and extensive queuing



### PM PEAK HOUR



Source: Doniphan Study Team 2016.

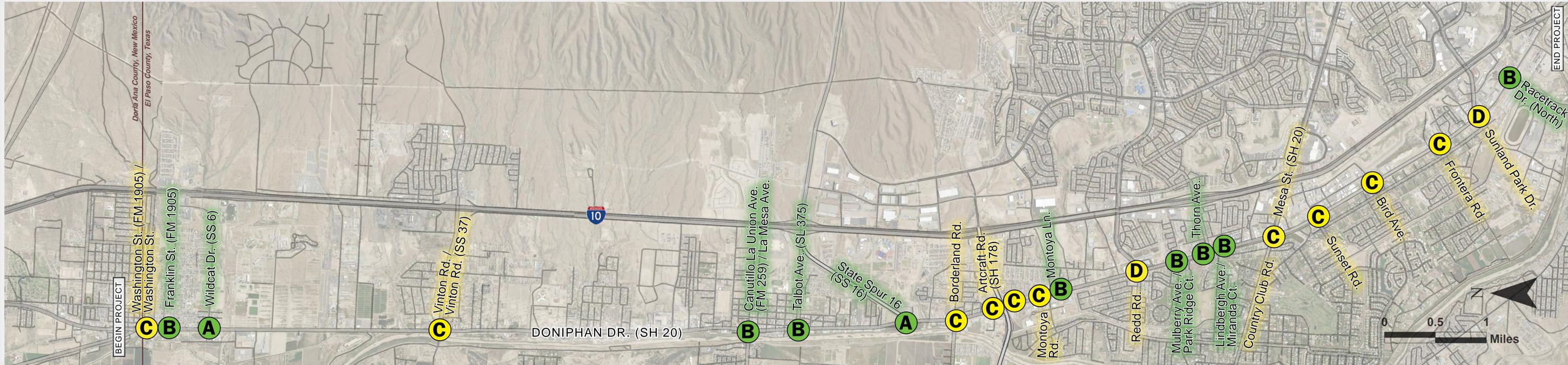


## TRAFFIC CONDITIONS: FUTURE BUILD (2040)

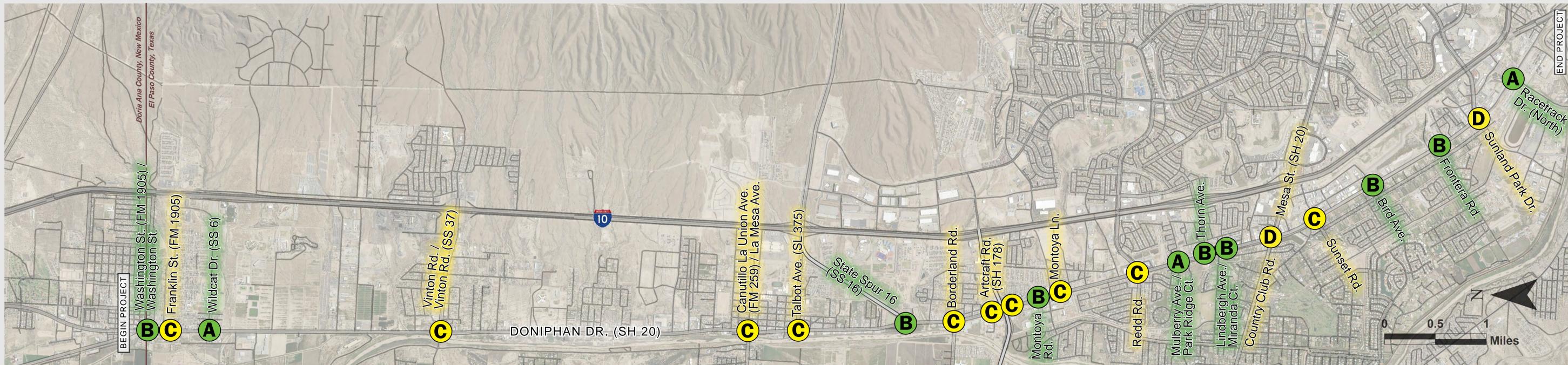
### AM PEAK HOUR

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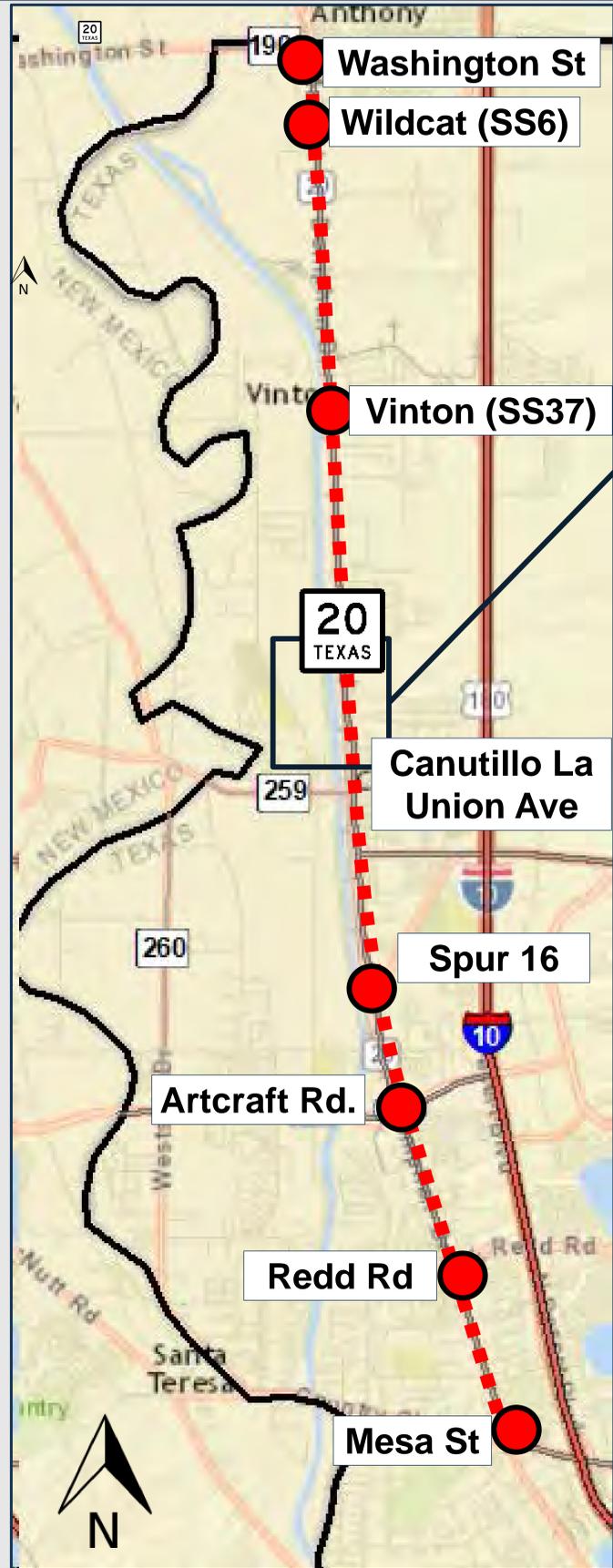


### PM PEAK HOUR

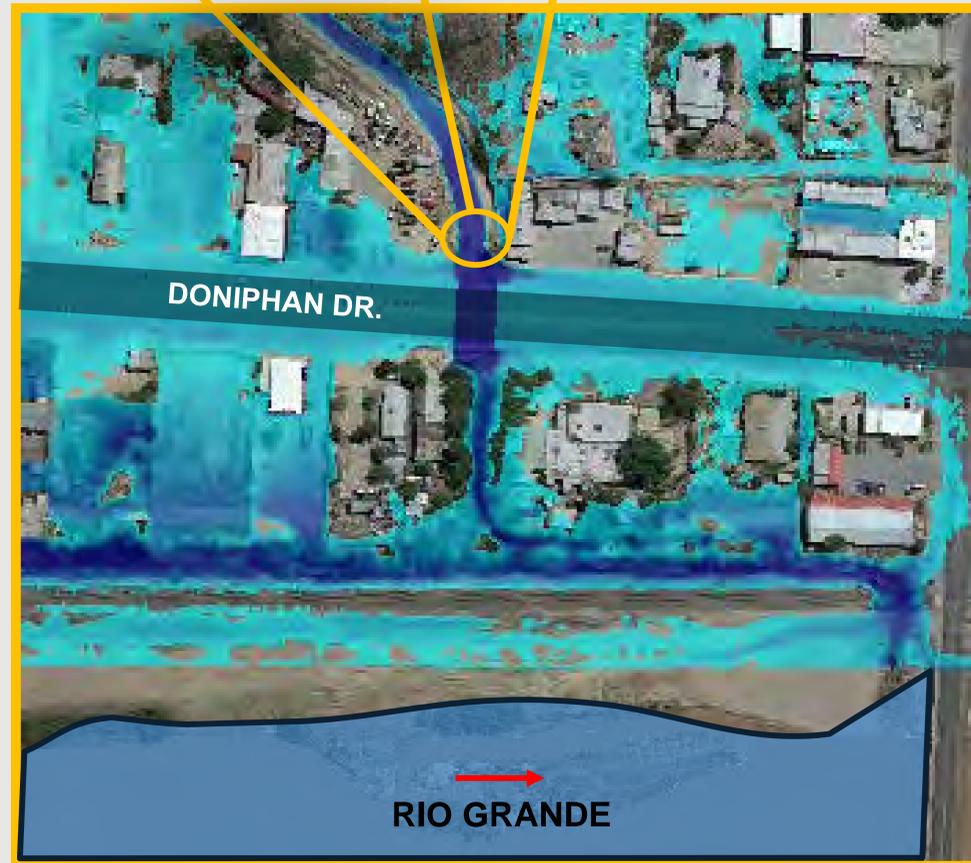




## EXISTING DRAINAGE PROBLEM AREAS



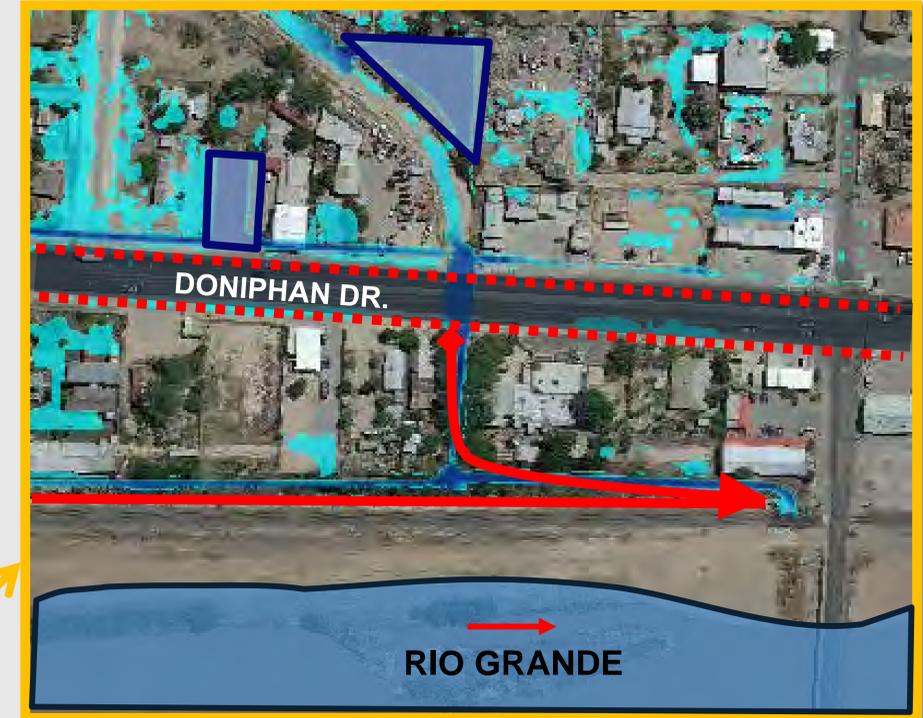
General Issues: High Volume of Flow & Sediment



Existing 25-yr Inundation Limits

Canutillo La Union Ave.

## PROPOSED CONCEPTUAL DRAINAGE IMPROVEMENTS



OFF-SITE:  
(2) In-Line Sediment Control Structure & Ponds

WITHIN ROW:  
Stone Reservoir Ditches

OFF-SITE:  
Re-Grading the Outfall and Area East of the Railroad

..... ROW: Proposed Ditch



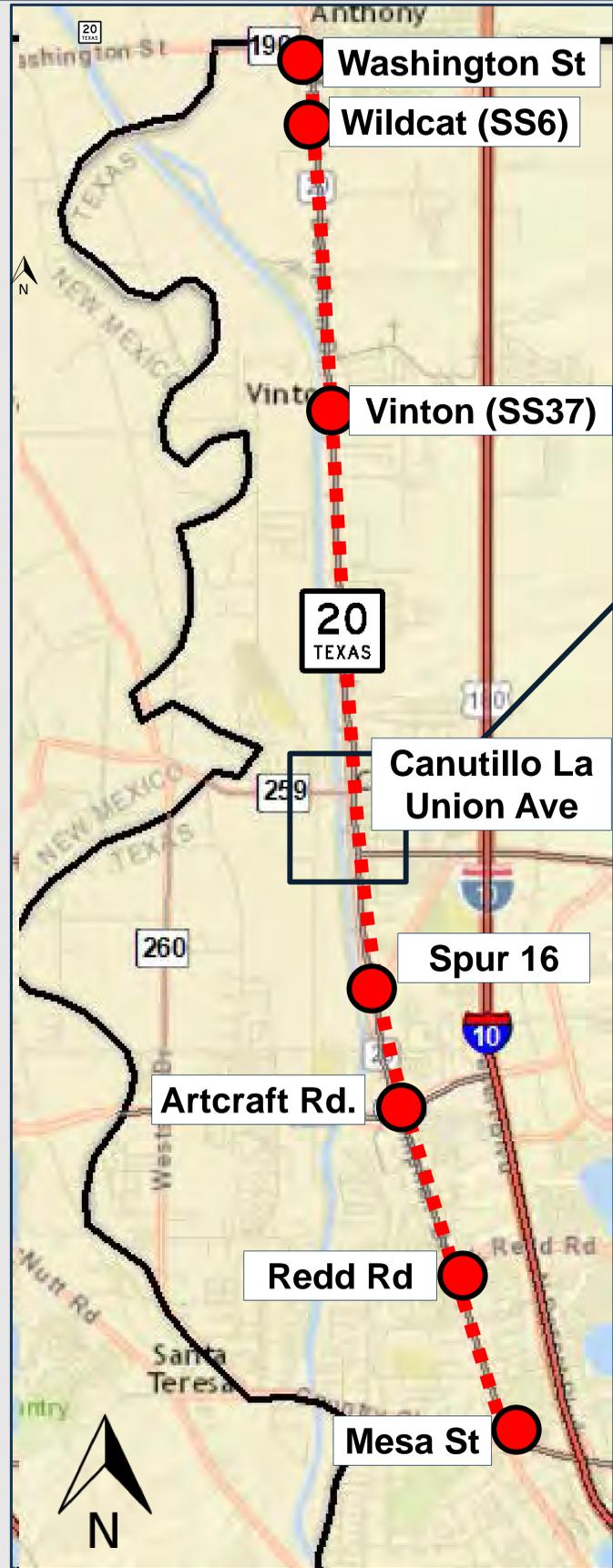
Proposed Conceptual Ditch





# EXISTING DRAINAGE PROBLEM AREAS

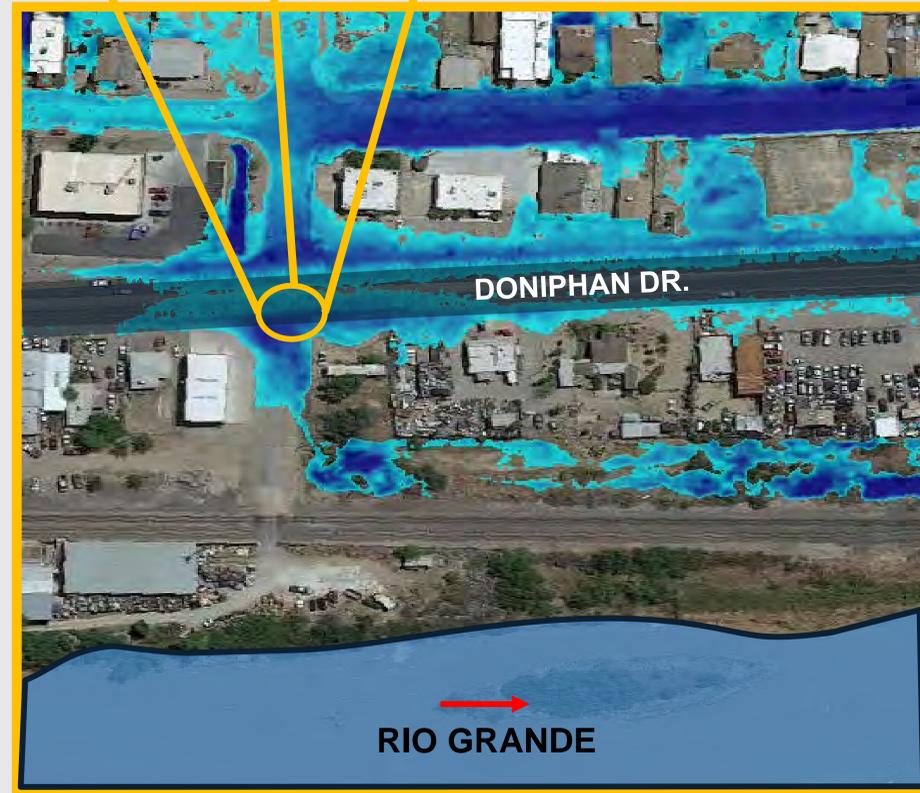
# PROPOSED CONCEPTUAL DRAINAGE IMPROVEMENTS



Pre & Post Storm Site Photos



General Issues: Inadequate Grading



Existing 25-yr Inundation Limits



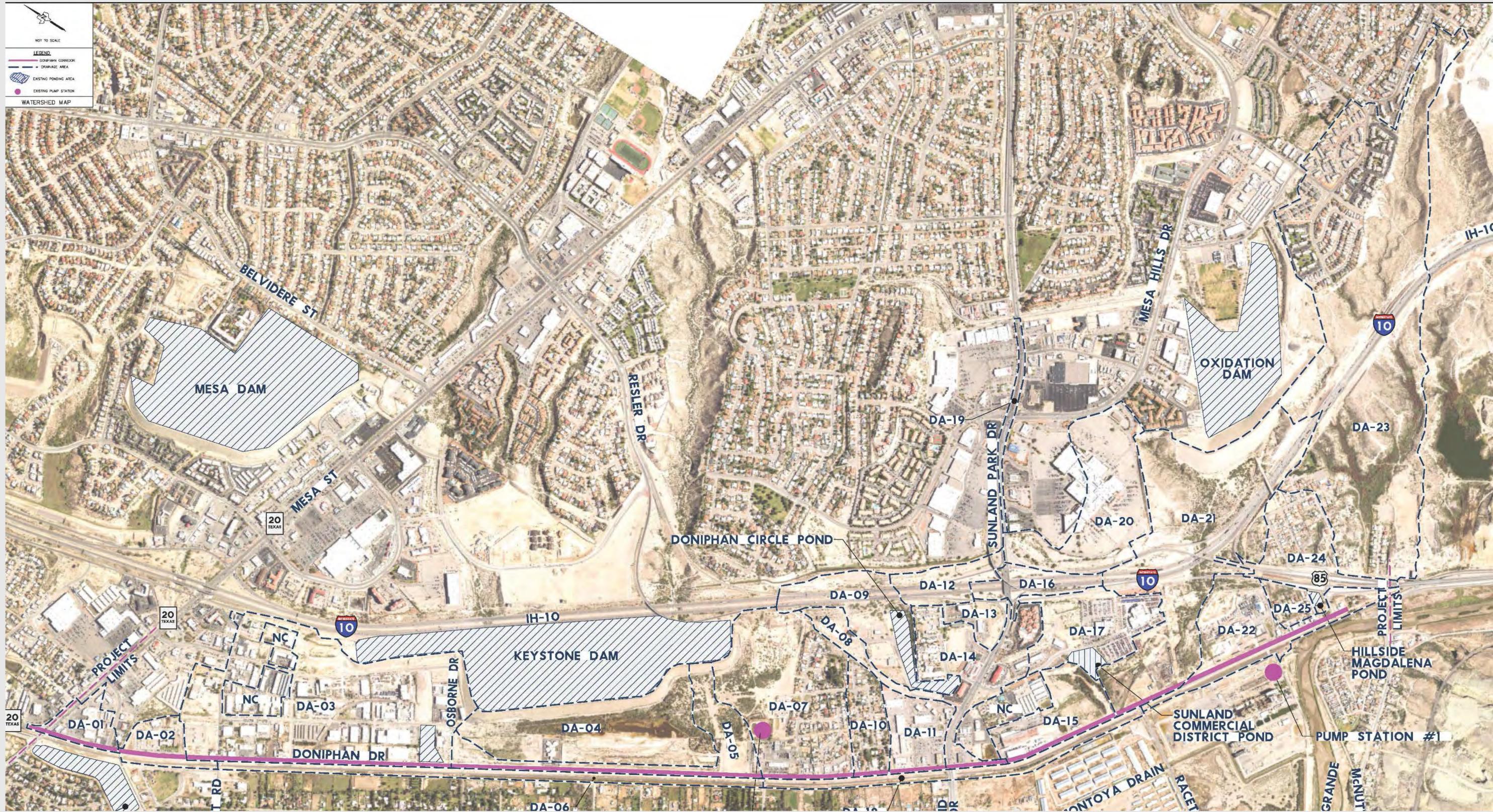
ROW: Proposed Ditch

- WITHIN ROW:**  
Stone Reservoir Ditches
- OFF-SITE:**  
Re-Grading Area East of the Railroad
- OFF-SITE:**  
Proposed Cross Culvert



Proposed Conceptual Ditch

# MESA ST. TO RACETRACK DR. RECOMMENDED DRAINAGE CONCEPTS



# MESA ST. TO RACETRACK DR. RECOMMENDED DRAINAGE CONCEPTS



PLAN VIEW



INSET "D"



PLAN VIEW



INSET "A"



INSET "B"



INSET "C"



ALTERNATIVE A

## RAILROAD CROSSINGS



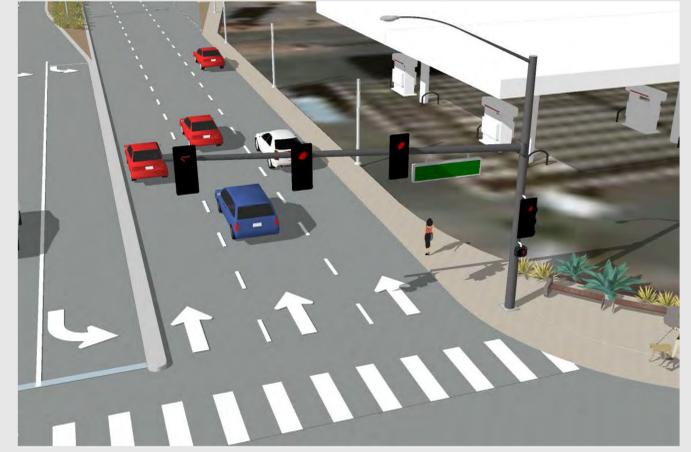
## LIGHTING



## CROSSWALKS



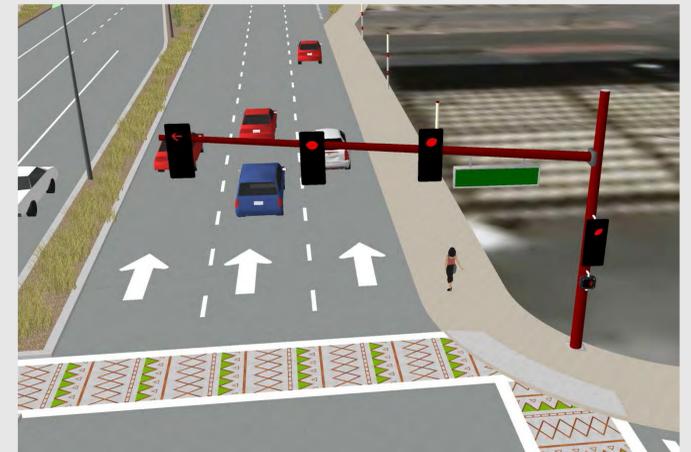
## TRAFFIC SIGNALS



ALTERNATIVE B



ALTERNATIVE C





## BUS STOPS



## MULTIMODAL HUB



## TRAILHEAD



## DEVELOPMENT

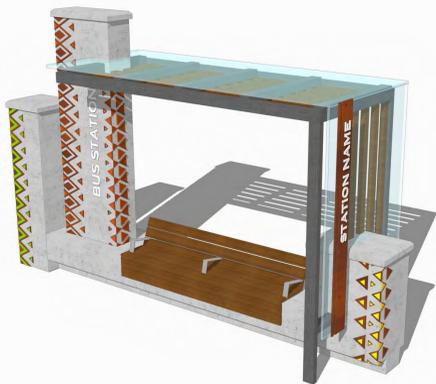
ALTERNATIVE A



ALTERNATIVE B



ALTERNATIVE C





## FURNITURE



## CULVERTS

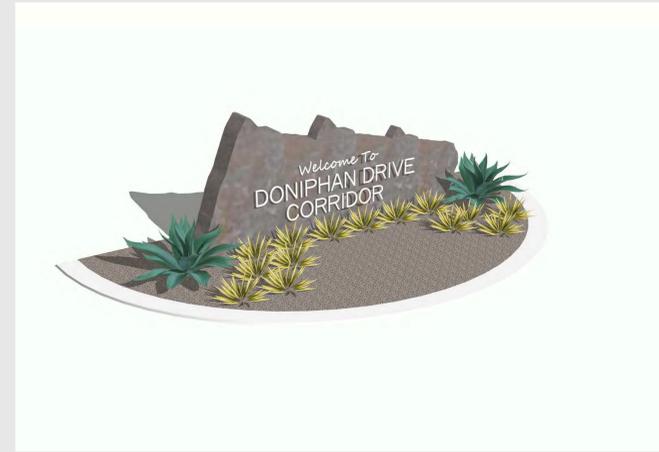
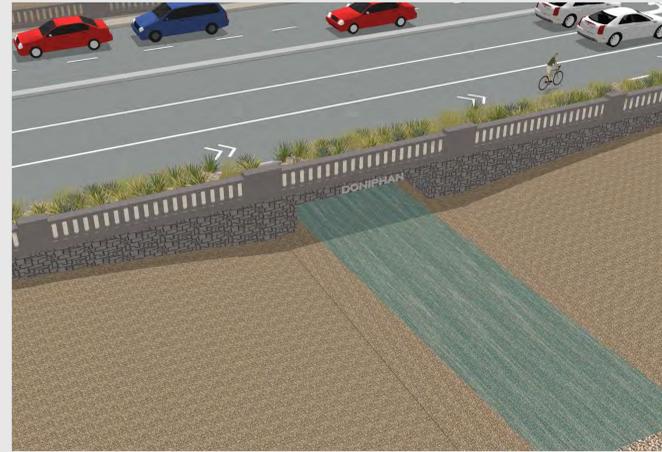


## GATEWAY SIGNALS



## MEDIAN TREATMENTS

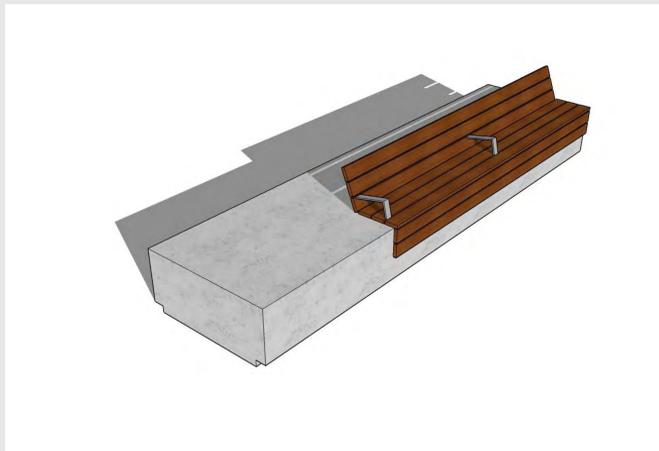
ALTERNATIVE A



ALTERNATIVE B



ALTERNATIVE C





## EVALUATION CRITERIA & COMPARISON OF ALTERNATIVES

EVALUATION CRITERIA	CRITERIA DESCRIPTION	EXISTING (2016)	DO NOTHING (2040)	ALTERNATIVE A (2040)	ALTERNATIVE B (2040)	ALTERNATIVE C (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.					





# 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](mailto:Doniphan.Study@jacobs.com)

- Send your feedback via Online:

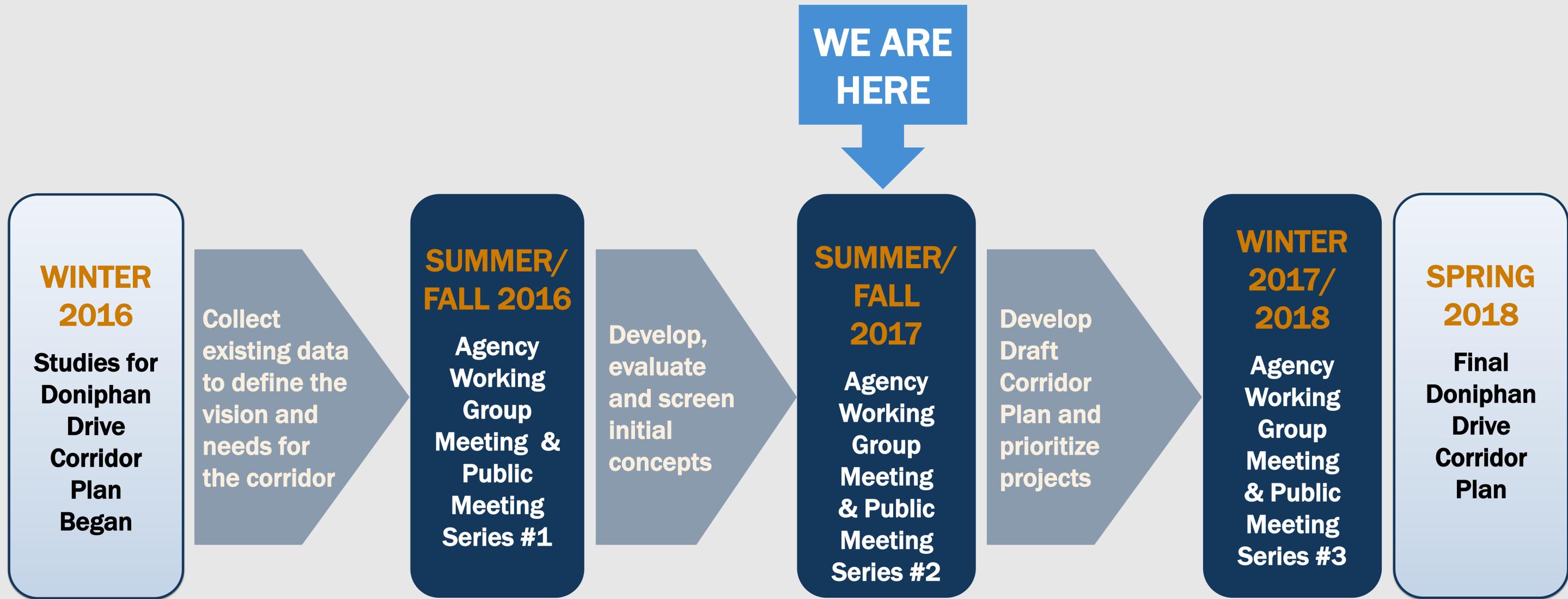
- Visit [www.txdot.gov](http://www.txdot.gov), keyword “Doniphan Drive”
- Participate in the MetroQuest Survey
- Scan this code with your smart phone or tablet

*All comments must be postmarked by **October 12, 2017** to be part of the official record of Public Meeting Series #2.*





# NEXT STEPS



Subject to Change