



As you review the viable alternatives, please note key features that you feel address certain issues along the corridor. While a feature may not show up on one of the alternatives, these features could possibly be utilized for any of the alternatives.



Alternative D has been recommended for further evaluation as it scored well in all 4 categories of evaluation criteria.

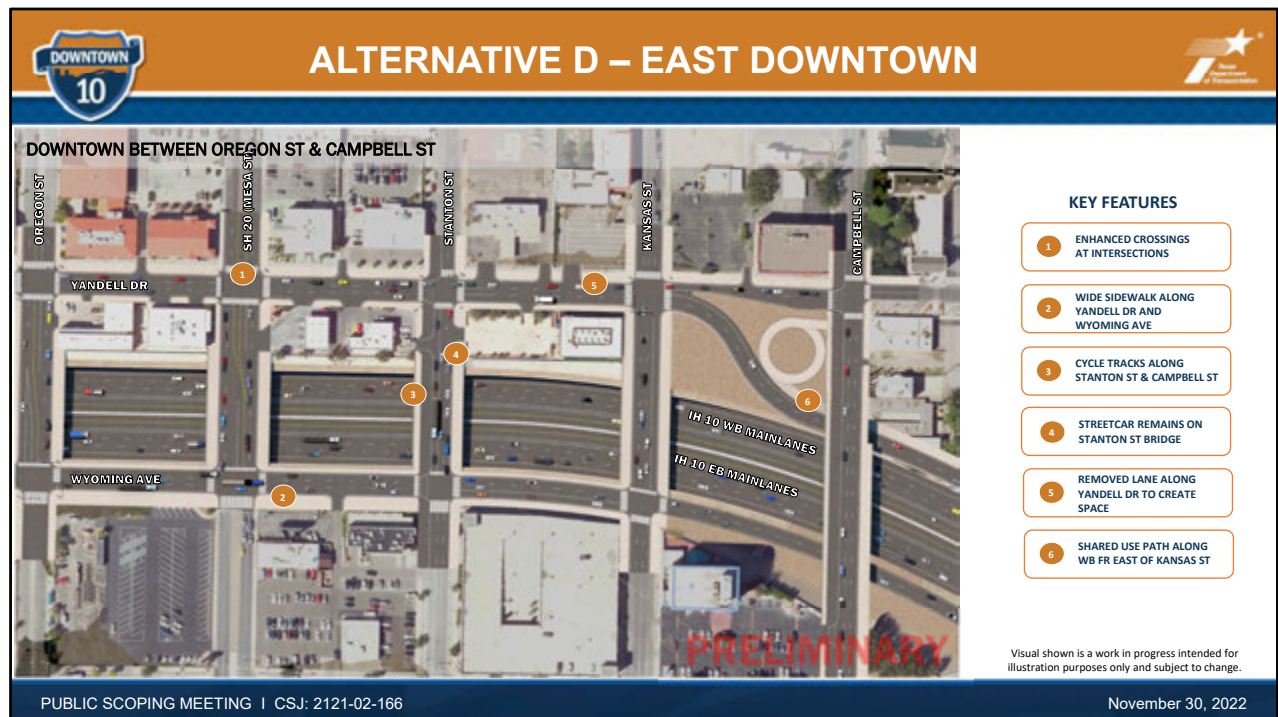
As Alternative D was further refined, 12 potential displacements were identified, and up to 19.8 acres of right-of-way may be needed, which includes 16.6 acres from the railroad and 3.2 acres of non-railroad right-of-way.

Detailed right-of-way impacts will be further refined through the identification of a recommended preferred alternative.



The Downtown improvements west of downtown include

- Utilizing Prospect Street as a pedestrian bridge to allow pedestrians and cyclists to cross safely over I-10.
- Wyoming Ave, which would act as the East bound frontage road, has been shifted towards the freeway to reduce crossing width and create additional space and wider sidewalks along the frontage road. On Yandell Drive, which would act as the west bound frontage road, a traffic lane has been removed to also allow for wider sidewalks.
- Additional bike and pedestrian enhancements include bike and pedestrian facilities on all cross-street bridges including cycle tracks along El Paso Street for enhanced connectivity
- The Streetcar would remain on the Oregon Street Bridge.
- This alternative also avoids property impacts between Yandell Drive and I-10.



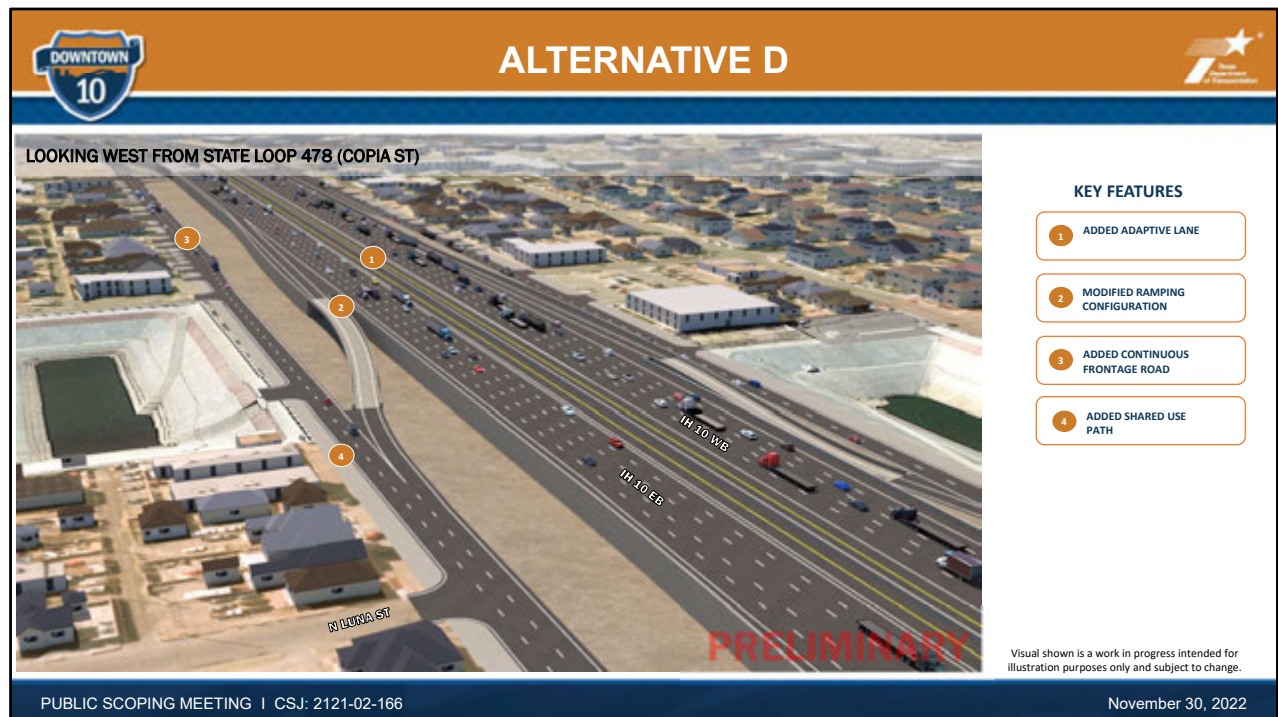
On the east side of downtown additional improvements to the downtown area on Alternative D include

- Enhanced crossings at intersections and
- Wider sidewalks for safer pedestrian crossings.
- Cycle tracks would be incorporated along Stanton and Campbell Streets and connect to the City of El Paso bicycle network.
- The Streetcar would remain on the Stanton Street bridge.
- On Yandell Drive, which would act as the west bound frontage road, a traffic lane has been removed to allow for additional pedestrian space.
- A shared use path would be incorporated along the west bound frontage roads east of Kansas Street.



Key features of Alternative D as you travel outside of the downtown area include

- Utilizing Prospect Street as a pedestrian bridge to allow pedestrians and cyclists to cross safely over I-10.
- An adaptive lane in each direction that can be adjusted as future traffic and transit needs change over time.
- Wide sidewalks along cross street bridges for improved pedestrian comfort and safety.
- Enhanced crossings at intersections for improved pedestrian and cyclist safety.



As noted on the previous slide, the adaptive lane continues through the entire project area.

- East of downtown, the ramping configuration will be modified,
- And continuous frontage roads have been added.
- The shared use path extends east of downtown for additional pedestrian and bike connectivity.

And although it is not shown in these drawings, most, if not all bridges are recommended for reconstruction to updated design standards and most likely all intersections in downtown would require traffic signals.

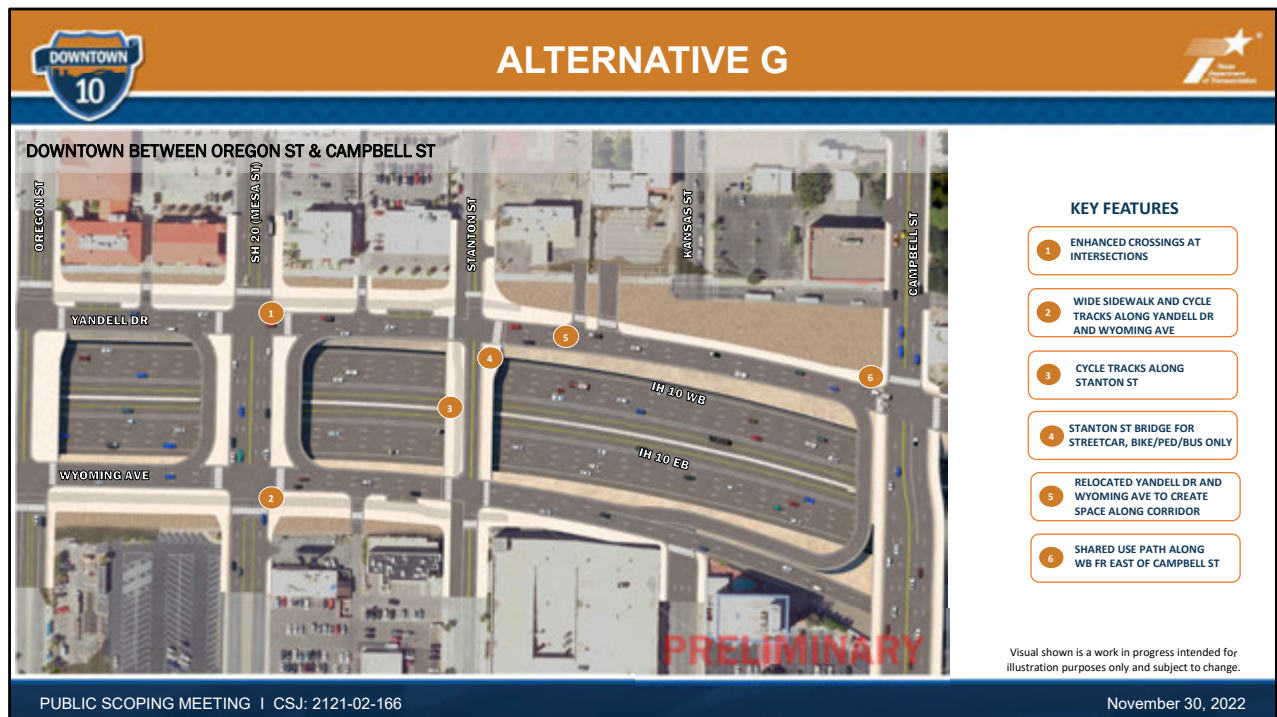


Alternative G has been recommended for further evaluation as it scored well in all 4 categories of evaluation criteria. As Alternative G was further refined, 30 potential displacements were identified, and up to 40.7 acres of right-of-way may be needed, which includes 27.9 acres from the railroad and 12.8 acres of non-railroad right-of-way. Detailed right-of-way impacts will be further refined through identification of the recommended preferred alternative.



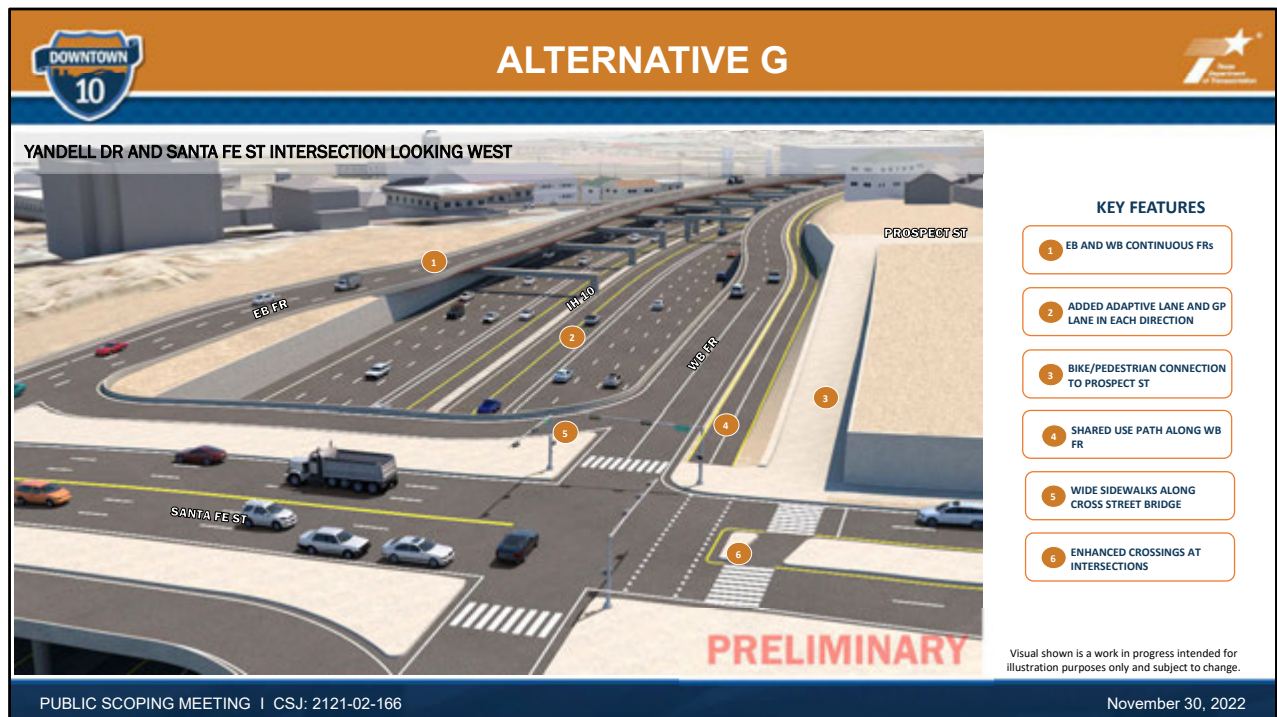
Key improvements of Alternative G on the west side of downtown include

- Bike and pedestrian connections from Prospect Street to Santa Fe Street.
- The Frontage roads have been relocated closer to the I-10 main lanes to create additional space between buildings and frontage roads.
- Sidewalks have been widened and cycle tracks have been added along the frontage roads.
- Intersection crossings have been enhanced to provide additional safety measures for pedestrians and cyclists.
- The Oregon Street Bridge has been designated for streetcar, bus, bikes and pedestrians only.



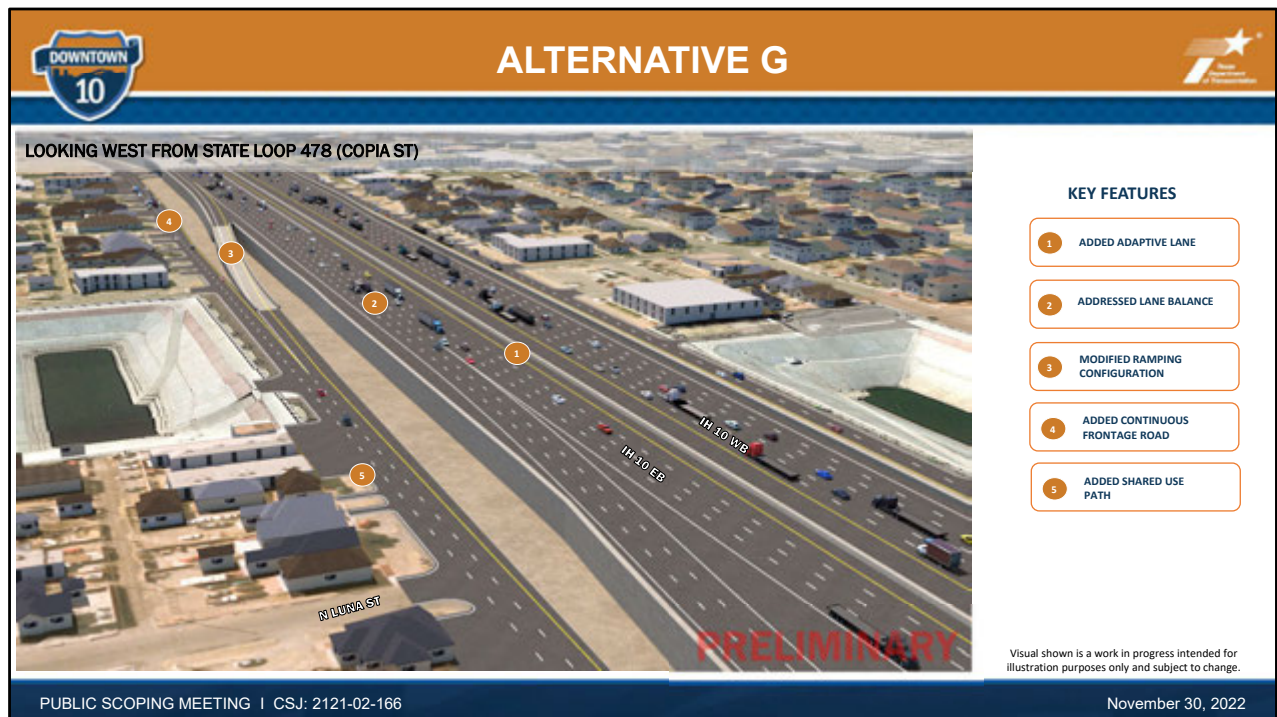
On the east side of downtown, many of the same features as the previous image are shown including

- Enhanced crossings at intersections and
- Wide sidewalks and cycle tracks along the frontage roads.
- Cycle track along Stanton Street would be included to connect to the City of El Paso bicycle network.
- The Stanton Street Bridge has been designed similar to the Oregon Street Bridge for multimodal traffic
- And the frontage roads have been relocated closer to the I-10 main lanes to create additional space along the corridor.
- In addition, a shared used path for both pedestrians and cyclists along the west bound frontage road east of Campbell Street has been added.



Outside of the downtown area, roadway design components of Alternative G include

- East bound and west bound continuous frontage roads,
- An added adaptive lane and general purpose lane on I-10 in each direction.
- A bike and pedestrian connection to Prospect Street has been added for connectivity into downtown,
- as well as connection to a shared use path that travels along the west bound frontage road.
- Wider sidewalks have been added to the Santa Fe Street bridge
- And enhanced crossings for safer pedestrian and bicycle traffic.



As noted on the previous slide, the adaptive lane continues through the entire project area.

- East of downtown, lanes are balanced to a minimum of four lanes each direction,
- Ramping configuration was modified,
- And continuous frontage roads have been added.
- The shared use path extends throughout the project for additional pedestrian and bike connectivity.

And although it is not shown in these drawings, most, if not all bridges are recommended for reconstruction to updated design standards and most likely all intersections in downtown would require traffic signals.



Alternative H has been recommended for further evaluation as it scored the highest overall in each category of evaluation criteria. As Alternative H was further refined, 21 potential displacements were identified, and up to 41.5 acres of right-of-way may be needed, which included 31.5 acres of railroad right-of-way and 10 acres of non-railroad right of way. Detailed right-of-way impacts will be further refined through identification of the recommended preferred alternative.



On the west side of downtown, Alternative H features a bike and pedestrian connection from Prospect Street to Santa Fe Street.

- Frontage roads have been relocated closer to the main lanes to create additional pedestrian space along the corridor.
- Wide sidewalks and cycle tracks have been included along the frontage roads.
- At intersections, street crossings have been enhanced to include additional safety measures for pedestrians and cyclists.
- The Oregon Street Bridge has been repurposed to remove cars and be utilized for the streetcar, buses, and bike and pedestrian traffic.



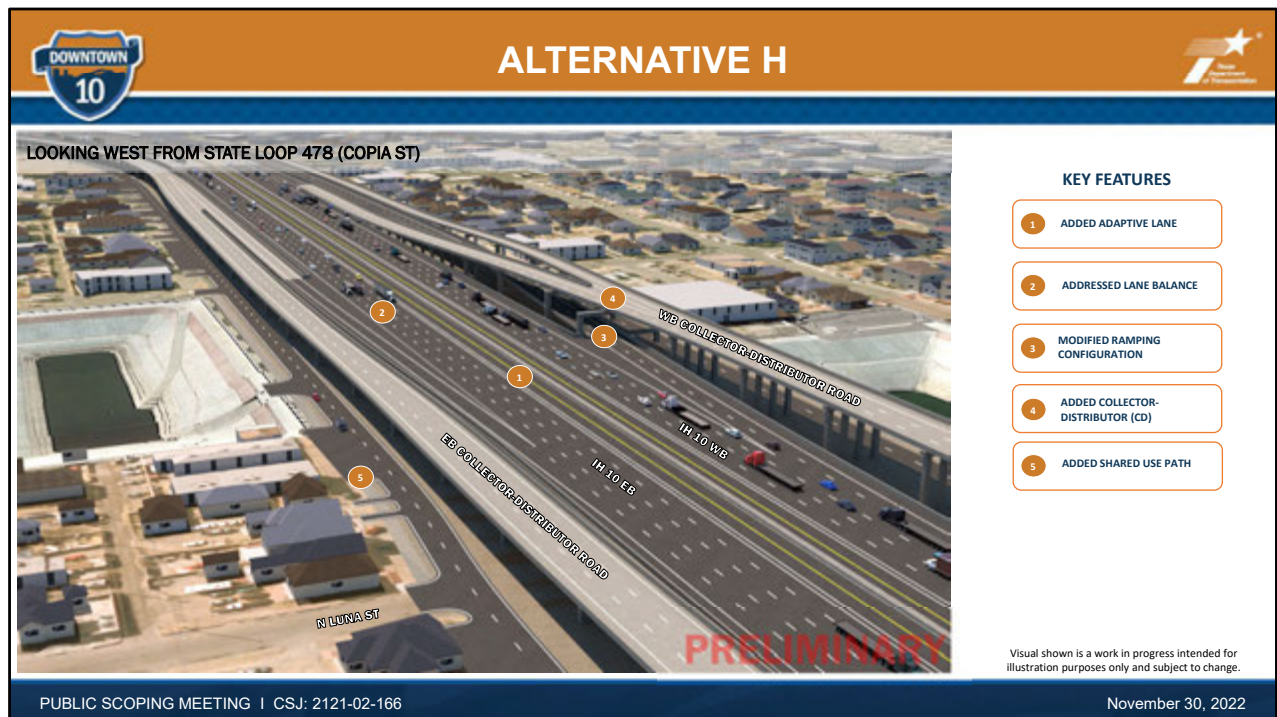
On the east side of downtown, similar to the west side,

- Enhanced crossings at intersections are included
- Wide sidewalks and cycle tracks along the frontage road are also included.
- Cycle tracks along Stanton Street help to connect cyclists to the El Paso bike network.
- The Stanton Street bridge would be reserved for non-car modes of travel similar to the Oregon Street bridge.
- The frontage roads have been relocated closer to the main lanes to create space along the frontage roads.
- A shared use path along the west bound frontage road east of Stanton Street would also be included to improve connectivity to areas east of downtown.



Outside of the downtown area, Alternative H includes


- Continuous east and west bound frontage roads.
- As part of the main lanes of I-10 an adaptive lane as well as an additional general purpose lane has been added in each direction. Similar to alternatives D and G, an adaptive lane is a lane that can be adjusted as future traffic and transit needs change over time.
- A connection for bikes and pedestrians from Prospect Street to Santa Fe Street has been added,
- As well as a shared use path along the west bound frontage road.
- Wider sidewalks would be designed as part of the Santa Fe Bridge
- And enhanced crossings at intersections would help improve safety for pedestrians and cyclists.




As noted on the previous slide, the adaptive lane continues through the entire project area.




- East of downtown, lanes would be balanced to improve mobility,
- The ramping configuration was also modified,
- A design element called a collector distributor has been included. This is used to minimize traffic on the frontage road and reduce traffic weaving on the mainlanes.
- The shared use path extends throughout the project for additional pedestrian and bike connectivity.

And although it is not shown in these drawings, most, if not all bridges are recommended for reconstruction to updated design standards and most likely all intersections in downtown would require traffic signals.



DESIGN CHANGES BASED ON PUBLIC INPUT




<p>WHAT WE HEARD</p>  <p>Reduce the amount of right-of-way (ROW) impacts and displacements</p> <p>WHAT TXDOT IS DOING</p> <p>Listening to public concerns about right-of-way impacts and displacements and working to address them, where possible. TxDOT has greatly reduced the amount of right-of-way impacts throughout the Downtown 10 project.</p> <p>Specific strategies include:</p> <ul style="list-style-type: none">Working with the Union Pacific (UP) Railroad to utilize railroad ROW to reduce the number of displacements and right-of-way impacts across the corridor. For example - east of downtown, TxDOT is looking to shift the alignment into the Dallas Yard to reduce impacts to properties along East Missouri Avenue from Campbell Street to east of Cotton Street.Refining overall design to minimize highway design elements, where possible, to provide a more efficient design and further reduce ROW impacts.	<p>WHAT WE HEARD</p>  <p>Enhance and reconnect impacted areas from the original I-10</p> <p>WHAT TXDOT IS DOING</p> <p>Considering some of the following design modifications to enhance connectivity:</p> <ul style="list-style-type: none">Depressing I-10 west of downtown.Improving connection across I-10 at Franklin Drive.Widening bridges in the downtown area to enhance bicycle and pedestrian connections.Providing multi-modal solutions by improving bicycle and pedestrian elements along Yandell Drive, Missouri Avenue, and Wyoming Avenue to improve connections to/from UTEP, Downtown, Sunset Heights, and Five Points.	<p>WHAT WE HEARD</p>  <p>Provide high-quality multi-modal solutions</p> <p>WHAT TXDOT IS DOING</p> <ul style="list-style-type: none">Developed a Bicycle and Pedestrian Committee of local agencies and enthusiasts.Conducting ongoing coordination with Sun Metro, Street Car, Paso Del Norte Foundation, and the City of El Paso.Incorporated broad bicycle and pedestrian components and worked to coordinate with the local bicycle plans/routes. Some considered components include:<ul style="list-style-type: none">Shared use pathsWider sidewalksCycle tracksPedestrian plazas
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PUBLIC SCOPING MEETING | CSJ: 2121-02-166




November 30, 2022

TxDOT is addressing comments we heard during our public outreach efforts that were provided between Public Meeting #2, held on February 24, 2021, and today. As part of these outreach efforts, TxDOT hosted two interactive Bicycle and Pedestrian Workshops with bicycle and pedestrian stakeholders and advocates in the community. An in-person workshop was held on November 17, 2021, and a virtual workshop was held on February 2, 2022. These workshops helped the project team gain a better understanding of public and stakeholder concerns and allowed the project team to explain the thought process behind design decisions, including tradeoffs and potential impacts. Workshop attendees were able to discuss their suggestions with the project team and made design recommendations for the project team to consider. Six of the frequent comments from public outreach efforts are shown on this slide and the next, as well as what TxDOT is doing to address them. Reminder that you can pause this video at any time. This slide includes comments regarding reducing right of way impacts, reconnecting areas that were impacted by the construction of I-10, and providing hi-quality multi modal solutions.



DESIGN CHANGES BASED ON PUBLIC INPUT



<p>WHAT WE HEARD</p>  <p>Do not remove the bridges in the downtown area.</p> <p>WHAT TXDOT IS DOING</p> <ul style="list-style-type: none">Conducted preliminary traffic analysis in the Reimagine I-10 Corridor Study which showed improved local street circulation and minimized forecasted congestion in the Uptown and Downtown areas by reducing the number of signalized intersections.Conducting further studies such as detailed traffic analysis to determine the needs for all cross street/bridges.All downtown bridges would need to be reconstructed due to deterioration and vertical clearance requirements.	<p>WHAT WE HEARD</p>  <p>Reduce speeds along Yandell Drive and Wyoming Avenue in the Downtown area.</p> <p>WHAT TXDOT IS DOING</p> <p>Considering some of the following design modifications to enhance connectivity:</p> <ul style="list-style-type: none">Depressing I-10 west of downtown.Improving connection across I-10 at Franklin Drive.Widening bridges in the downtown area to enhance bicycle and pedestrian connections.Providing multi-modal solutions by improving bicycle and pedestrian elements along Yandell Drive, Missouri Avenue, and Wyoming Avenue to improve connections to/from UTEP, Downtown, Sunset Heights, and Five Points.	<p>WHAT WE HEARD</p>  <p>Remove the Downtown U-turns in the proposed design</p> <p>WHAT TXDOT IS DOING</p> <ul style="list-style-type: none">Improving traffic circulation through Downtown intersections for efficient flow of vehicular and pedestrian traffic.The overall Downtown strategy will be revisited once the traffic analysis has been finalized.The U-turns depicted in the Viable Alternatives represent very low speed turning connections (10-15 mph) and if U-turns are used, they would be coordinated with the bicycle and pedestrian components to reduce conflict points.
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PUBLIC SCOPING MEETING | CSJ: 2121-02-166

November 30, 2022

The comments TxDOT is addressing on this slide include the desire to not remove bridges in the downtown area, reducing speeds along Yandell Drive and Wyoming Avenue, as well as removing proposed U-turns in the downtown area in the viable alternatives.



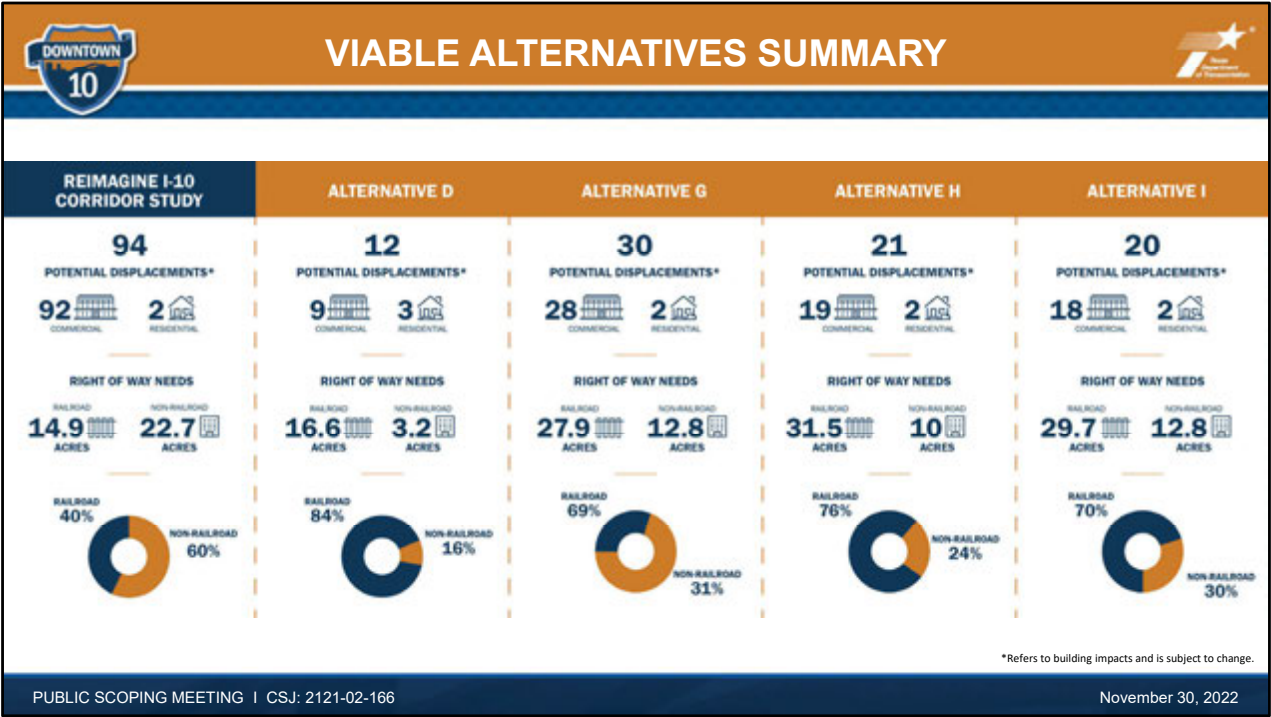
Alternative I shown here and on the next two slides is an additional viable alternative that incorporates design changes mentioned in the previous two slides. In the Downtown area, the channelized right-turn at Yandell Dr was removed to reduce turning speeds and improve bicycle and pedestrian safety. Raised intersections were added at Santa Fe St to also reduce travel speeds and improve bicycle and pedestrian safety. Raised intersections in other locations are also being considered. The U-turns on the outsides of Downtown were also removed to improve bicycle and pedestrian comfort. These three changes were made to help address concerns related to speeding in the downtown area.



East of downtown, a two-way cycle track and wide sidewalk were added along the frontage roads to create bicycle and pedestrian corridors. Dedicated access roads for businesses were provided on the outsides of these bicycle and pedestrian corridors, allowing for improved access management along the frontage roads. The new configuration removes driveways along the frontage roads to address concerns about high-speed vehicles turning across the paths of bicyclists and pedestrians. The new bicycle and pedestrian corridors have fewer conflict points and interruptions and allow for a larger buffer from the frontage roads, which is expected to result in improved bicycle and pedestrian comfort.



Immediately west of downtown, a new westbound entrance ramp was added, and the eastbound exit ramp was moved closer to downtown. These changes are expected to reduce traffic volumes on the proposed frontage roads. Enhanced bicycle and pedestrian accommodations were added to the realigned Los Angeles Dr to Franklin Ave connection to offer an additional route between Sunset Heights and Downtown El Paso for bicyclists and pedestrians. And lastly, space surrounding the old Franklin Ave underpass could be repurposed as pedestrian plazas.



This chart compares right-of-way needs and potential displacements for each of the viable alternatives and also provides a comparison to the Reimagine I-10 Corridor Study’s Recommended Corridor in order to exemplify the reduction in right-of-way needs and potential impacts since that concept was presented. Right-of-way needs will continue to be analyzed in the next phase of the project for further refinement.