

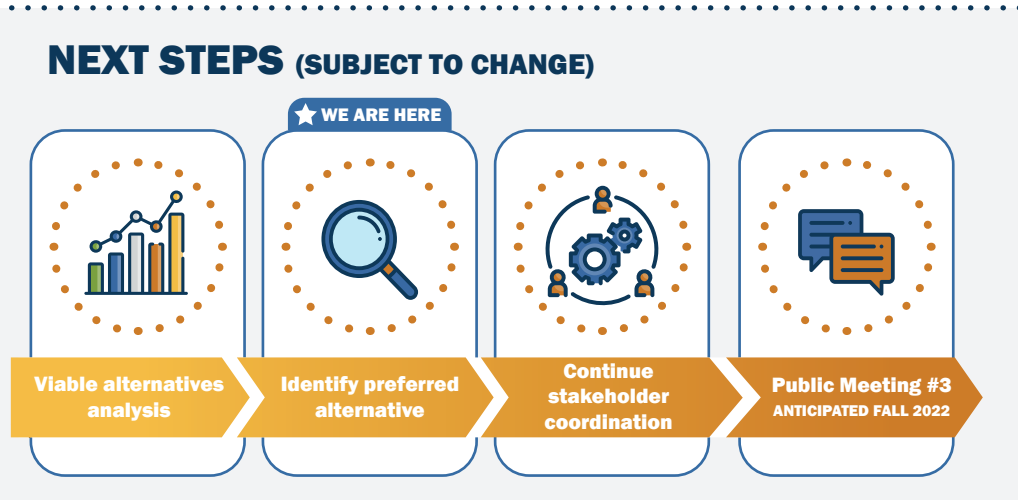
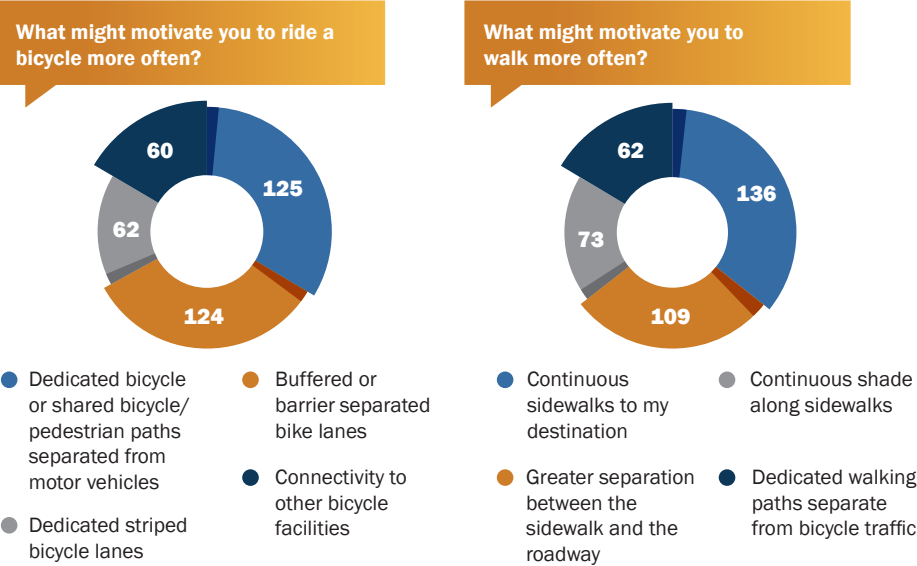
DOWNTOWN 10
BICYCLE AND
PEDESTRIAN
SNAPSHOT

Not only are we working to improve I-10 as a roadway, but we are also proposing to improve connectivity for walkers, rollers, and cyclists, too. To gauge what was important to El Pasoans surrounding non-car-related transportation, we conducted a survey from October 4, 2021 through November 10, 2021 to ask questions related to bicycles and pedestrians.

In addition to conducting the bicycle and pedestrian survey in fall 2021, we have been working with a bicycle and pedestrian committee comprised of community representatives to ensure we have a full picture of El Paso’s transportation needs from individuals who call El Paso home. Our committee members represent your neighborhoods, local government, private and public organizations, and more. We are appreciative of their insight as we work to make Downtown 10 a truly multimodal corridor.

BICYCLE AND PEDESTRIAN SURVEY RESULTS FALL 2021

Figures seen in the charts below represent the number of individuals who selected those answers during the survey. There were 227 participants in total.



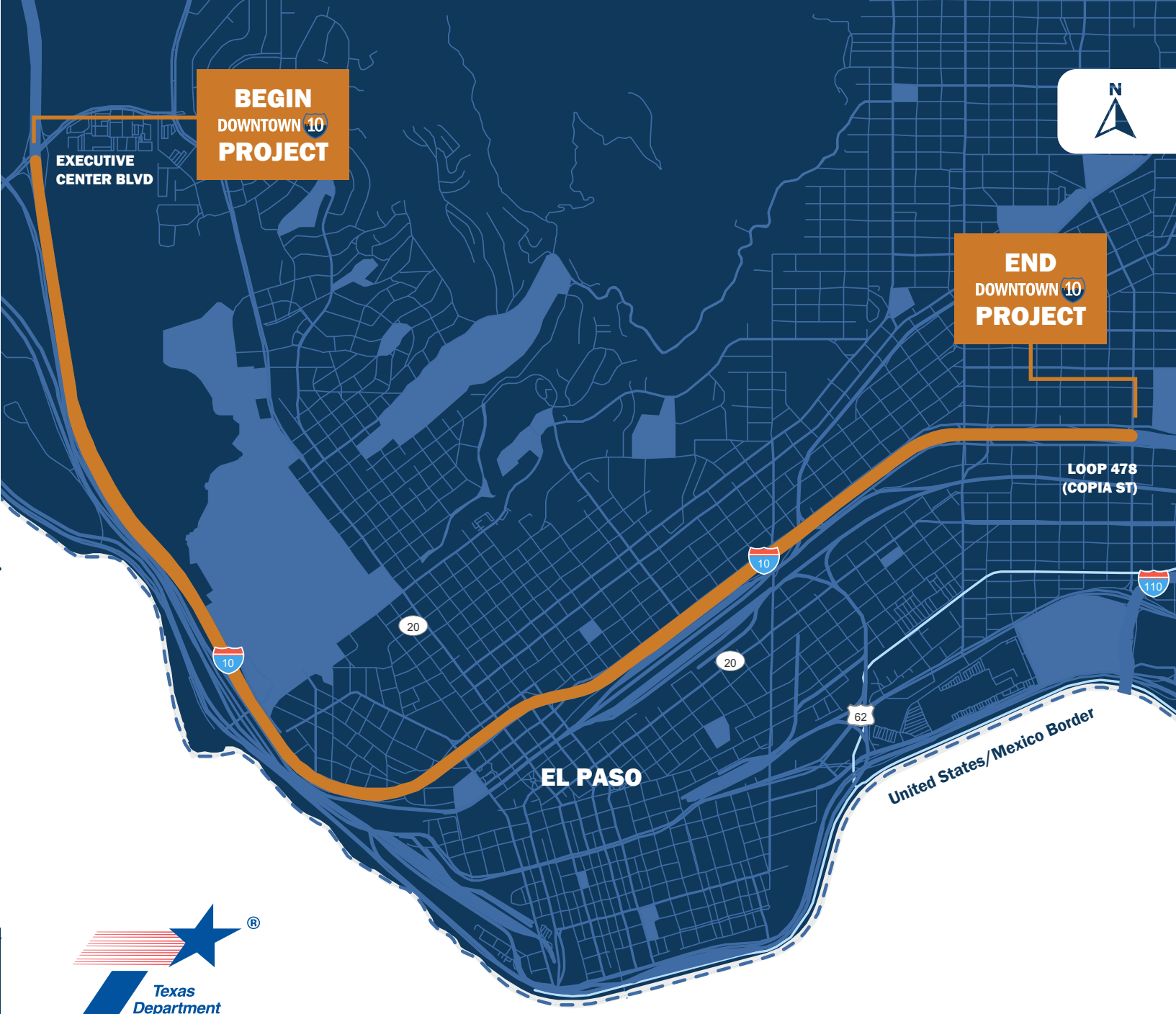
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DOWNTOWN 10
NEWS

SUMMER 2022



Reimaginei10.com/Downtown10

PROJECT DETAILS


LIMITS: Executive Center Blvd to Loop 478 (Copia St)

LENGTH: ~5.6 miles

CSJ: 2121-02-166

COUNTY: El Paso

WHAT WE HEARD


 Reduce the amount of right-of-way (ROW) impacts and displacements

WHAT TxDOT IS DOING

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. Specific strategies include:

- 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.

WHAT WE HEARD

 Enhance and reconnect impacted areas from the original I-10

WHAT TxDOT IS DOING

Considering some of the following design modifications to enhance connectivity:

- 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.



Potential Franklin Dr Bridge I-10 Intersection
Franklin Drive Bridge

WHAT WE HEARD

 Provide high-quality multi-modal solutions

WHAT TxDOT IS DOING

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:

- Shared use paths
- Wider sidewalks
- Cycle tracks
- Pedestrian plazas



Yandell Street Conceptual Layout

WHAT WE HEARD

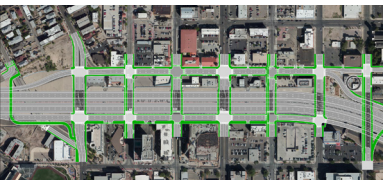
 Do not remove the bridges in the downtown area.

WHAT TxDOT IS DOING

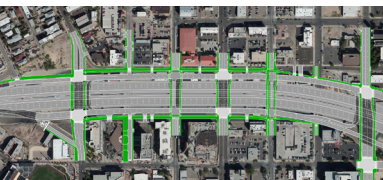
Conducted preliminary traffic analysis in the Reimagine I-10 Corridor Study which showed improved local street circulation and minimized forecasted congestion in the Uptown and Downtown areas by reducing the number of signalized intersections.

Conducting further studies such as detailed traffic analysis to determine the needs for all cross street/bridges.

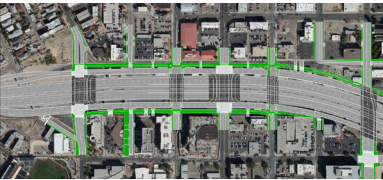
All downtown bridges would need to be reconstructed due to deterioration and vertical clearance requirements.



Alternative D Bridges
Santa Fe St, El Paso St, Oregon St, Mesa St, Stanton St, Kansas St, Campbell St (L to R)




Alternative G Bridges



Alternative H Bridges
Santa Fe St, Oregon St (Bus/Streetcar/Bike/Ped only), Mesa St, Stanton St (Bus/Streetcar/Bike/Ped only), Campbell St (L to R)

WHAT WE HEARD

 Reduce speeds along Yandell Drive and Wyoming Avenue in the Downtown area.

WHAT TxDOT IS DOING

Developing concepts of potential “traffic-calming” elements to design Yandell Drive and Wyoming Avenue more like an urban arterial. One design option is currently showing three continuous lanes between Santa Fe Street and Campbell Street.

Recommending potential solutions like landscaping, on-street parking, and signal timing design.

Working to reduce downtown speeds to the 30-35 mph range unlike other sections of I-10 with posted speeds at 45-50 mph.



Potential “Traffic-Calming” Measures (for illustration purposes only)

WHAT WE HEARD

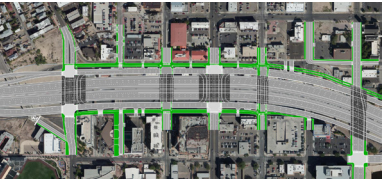
 Remove the Downtown U-turns in the proposed design.

WHAT TxDOT IS DOING

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.



Alternative H - Includes Potential Mesa St U-Turns

Note: The proposed Viable Alternatives for the Downtown 10 project are not final and are subject to change pending traffic analysis, environmental studies, and other factors.