DONIPHAN DRIVE CORRIDOR PLAN
From the TX/NM State Line to Racetrack Drive
CSJ: 0001-01-060

IBWC Quarterly Meeting – January 11, 2018
Technically Preferred Alternative & Short-, Medium- and Long-term Projects
STUDY LOCATION MAP

[Map showing the study location in Texas and New Mexico, including roads and boundaries.]
Purpose of the Doniphan Drive Corridor Plan
Create a corridor plan that will document the community’s future vision in regard to transportation and development for Doniphan Drive beginning in 2016 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.

- **WINTER 2016**
  - Studies for Doniphan Drive Corridor Plan Began
  - Collected existing data to define the vision and needs for the corridor

- **SUMMER/FALL 2016**
  - Agency Working Group Meeting & Public Meeting #1

- **SUMMER/FALL 2017**
  - Developing, evaluating and screening initial concepts
  - Agency Working Group Meeting & Public Meeting #2

- **WINTER 2018**
  - Develop Draft Corridor Plan and prioritize projects
  - Agency Working Group Meeting & Public Meeting #3

- **SPRING 2018**
  - Final Doniphan Drive Corridor Plan

WE ARE HERE
PUBLIC MEETING SERIES #1 – NEEDS AND CHALLENGES
SEPTEMBER 2016

PURPOSE OF PUBLIC MEETING SERIES #1:
- Introduce the Doniphan Drive Corridor Plan
- 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:

- Drainage
  - Address Frequent Flooding
  - Improve Stormwater Management

- Safety
  - Improve Lighting
  - Reduce Driveway Conflicts
  - Improve Pedestrian Safety
  - Improve RR Crossing Safety

- Traffic Operations
  - Address Congestion
  - Add Turn Lanes
  - Optimize Signal Timing
  - Reduce Speed in Activity Areas

- Multimodal
  - Add Sidewalks & Crosswalks
  - Add Bike Lanes
  - Improve Bus Stops
  - Enhance Transit Services

- Placemaking & Aesthetics
  - Enhance Landscaping
  - Create Gateways
  - Add Streetscape Amenities

- Connections to the Community
  - Create Connections to Trails
  - Accommodate Parking for Businesses

- Environment
  - Protect Wetlands
  - Minimize Property Impacts

- Development
  - Encourage Activity Nodes & Uniform Development

- Cost
  - Equitable Cost Sharing
PUBLIC MEETING SERIES #2 – CONCEPTUAL DESIGN ALTERNATIVES
SEPTEMBER 2017

PURPOSE OF PUBLIC MEETING SERIES #2:
- Reintroduce the Doniphan Drive Corridor Plan
- Review the known needs and challenges
- Share feedback from Public Meeting Series #1
- Present/gather feedback on Conceptual Design Alternatives, Drainage Improvements & Urban Design Elements

WHAT WE HEARD:

<table>
<thead>
<tr>
<th>Safety</th>
<th>Drainage</th>
<th>Traffic Operations</th>
<th>Multimodal</th>
<th>Connections to the Community</th>
<th>Placemaking &amp; Aesthetics</th>
<th>Environment</th>
<th>Development</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve Lighting</td>
<td>Address Frequent Flooding</td>
<td>Address Stormwater Management</td>
<td>Provide Bike/Ped Facilities (Off Road)</td>
<td>Provide Parking that Minimizes Conflicts with Peds/Cars &amp; Property Impacts</td>
<td>Improve Landscaping</td>
<td>Wetlands Property Impacts</td>
<td>Don't Over Build</td>
<td></td>
</tr>
<tr>
<td>Add Fire Hydrants</td>
<td>Improve Pedestrian Crossing Safety</td>
<td>Add/ Optimize Traffic Signals</td>
<td>Add Bus Stop Pullouts</td>
<td>Enhance Transit Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improve RR Crossing Safety</td>
<td>Add Medians</td>
<td>Add Turn Lanes</td>
<td>Add Bus Stop Amenities</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Add Medians</td>
<td>Improve Stormwater Management</td>
<td>Reduce Speed Limits</td>
<td>Improve RR Crossing Safety</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improve RR Crossing Safety</td>
<td></td>
<td>Manage Truck Traffic</td>
<td></td>
<td>Improve Landscaping</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Improve Lighting
- Add Fire Hydrants
- Improve Pedestrian Crossing Safety
- Add Medians
- Improve RR Crossing Safety
- Address Frequent Flooding
- Improve Stormwater Management
- Address Cross Street Congestion
- Add/ Optimize Traffic Signals
- Add Turn Lanes
- Reduce Speed Limits
- Manage Truck Traffic
- Provide Bike/Ped Facilities (Off Road)
- Add Bus Stop Pullouts
- Add Bus Stop Amenities
- Enhance Transit Services
- Provide Parking that Minimizes Conflicts with Peds/Cars & Property Impacts
- Improve Landscaping
- Wetlands Property Impacts
- Don't Over Build
## DEVELOPMENT OF THE TECHNICALLY PREFERRED ALTERNATIVE

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

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

### 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.

<table>
<thead>
<tr>
<th>ALTERNATIVE A</th>
<th>Least amount of ROW/property impacts</th>
<th>Moderate amount of ROW/property impacts</th>
<th>Highest amount of ROW/property impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycles use shared use lane</td>
<td>Bicycles use shared use lane or SUP</td>
<td>Bicycles use bike lane or SUP</td>
<td></td>
</tr>
<tr>
<td>Sidewalks (east/west)</td>
<td>Sidewalk (east), SUP (west)</td>
<td>SUP (east/west)</td>
<td></td>
</tr>
<tr>
<td>Minimal buffer between sidewalk &amp; curb</td>
<td>Moderate buffer between sidewalk/SUP &amp; curb</td>
<td>Large buffer between SUP &amp; curb</td>
<td></td>
</tr>
<tr>
<td>No parking</td>
<td>Parking at urban development nodes</td>
<td>Parking at urban development nodes</td>
<td></td>
</tr>
</tbody>
</table>

### Step 3: Develop a Draft Corridor Plan and Prioritize Projects

**TECHNICALLY PREFERRED ALTERNATIVE**

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

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**STAKEHOLDER FEEDBACK**

Address the drainage, safety, traffic operations, multimodal and placemaking needs in the corridor while separating bicycle traffic from the roadway and minimizing impacts to properties/business parking.

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**ROW = Right-of-Way**

**SUP = Shared Use Path**
ROADWAY IMPROVEMENTS
4-LANE SECTION
TEXAS/NEW MEXICO STATE LINE TO LOS MOCHIS DR; BORDERLAND RD TO REDD RD

- EXISTING R.O.W. LINE ON WEST SIDE OF SH 20 INCREASES TO A MAXIMUM OF 30’ FROM BACK OF CURB AT EDGAR RD AND 40’ SOUTH OF SH 178 (ARTCRAFT RD)
4-LANE SECTION
LOS MOCHIS DR TO BORDERLAND RD

- FM 1905 (Washington/Washington)
- FM 259 (Canutillo-La Union)/La Mesa
- State Spur 16 (SS 16)
- SH 178 (Artcraft)
- Montoya/Montoya
- SL 375 (Talbot)
- Country Club/Sh 20 (Mesa)
- Sunset
- Bird
- Frontera
- Sunland Park
- Racetrack
- Racetrack

DISTANCE BETWEEN EXISTING R.O.W. LINE AND PROPOSED SHARED-USE PATH EASEMENT REACHES A MAXIMUM OF 400' ADJACENT TO SPUR 16 INTERSECTION WITH SH 20
6-LANE SECTION
REDD RD TO COUNTRY CLUB RD / MESA ST (SH 20)

*SHARED-USE PATH COMPRESSED TO 10' IN WIDTH IN THIS URBAN SECTION DUE TO INADEQUATE BUFFER WIDTH WITHIN THE EXISTING R.O.W. ON THE WEST SIDE THAT EXISTS IN OTHER SECTIONS OF THE CORRIDOR*
6-LANE SECTION
COUNTRY CLUB RD/MESA ST (SH 20) TO SUNLAND PARK DR

EXISTING R.O.W. LINE ON WEST SIDE OF SH20 REDUCES TO 1’ FROM THE BACK OF CURB AT THE SOUTHERN APPROACH TO SH20 (MESA ST)/COUNTRY CLUB DR
4-LANE SECTION
SUNLAND PARK DR TO RACETRACK DR
SCOPE OF WORK

• Perform Planning level ROW H&H Analysis for Frequencies:
  • 100-yr
  • 50-yr
  • 25-yr (Design Frequency)
  • 10-yr

• Establish Existing Conditions

• Evaluate JACOBS’ Proposed Roadway Alternatives & Provide Conceptual Mitigation Recommendations
Project Overview:
• Approximately 15 miles of roadway
• OMEGA limits from TX/NM border to Mesa St.
• Moreno-Cardenas limits from Mesa Street to Border West Expressway (Racetrack)
EXISTING CONDITIONS/CHALLENGES

Challenges:

• High Volume Off-Site Flows
• Inadequate Mitigation for Existing Developments
• Sediment Migrating from the Franklin Mountains
• Close Proximity to the Rio Grande
• High Water Table
• Railroads Impact on Existing Drainage
• Proposed IBWC Levee Impacts
PROPOSED SOLUTIONS

Regional Solutions:

• Corps of Engineers Development of Upstream Dams
• County and City Development Ordinances Requiring Site-Specific Mitigation
• Maintenance Agreements between all Agencies (Sediment)
• Railroad Obstruction of Flow to the Rio Grande
• IBWC Levee Impacts and Outfall Locations
**PROPOSED SOLUTIONS**

**Doniphan Drive Recommendations:**

- Consider Increasing Design Frequency & Criteria for Doniphan Dr.
- Proposed Ditches and Medians within TxDOT ROW
- Mitigation Outside TxDOT ROW for Franklin Mountain Flows
- Gate Closures at the Proposed IBWC Levee Will Impact Doniphan Dr.
- BNSF RR Negatively Impacts Areas Adjacent where Grading is Inadequate
- Additional Outfalls Should be Considered for both the IBWC & BNSF RR
MESAS ST. TO RACETRACK RECOMMENDED DRAINAGE CONCEPTS
MESA ST. TO RACETRACK RECOMMENDED DRAINAGE CONCEPTS
WHAT’S NEXT...

Public Meeting Series #3 – Open House Format
Monday, January 22, 2018 – 5pm to 7pm
Lincoln Middle School – Gymnasium
500 Mulberry Ave., El Paso, TX 79932

Tuesday, January 23, 2018 – 5pm to 7pm
Canutillo High School - Cafeteria
6675 S Desert Blvd., El Paso, TX 79932