**CITY OF EL PASO, TEXAS**
**AGENDA ITEM**
**DEPARTMENT HEAD'S SUMMARY FORM**

**DEPARTMENT:** Capital Improvement - Grant Funded Program

**AGENDA DATE:** 01/20/2026

**PUBLIC HEARING DATE:**

**CONTACT PERSON NAME:** Joaquin Rodriguez **PHONE NUMBER:** 915-268-5148

**DISTRICT(S) AFFECTED:** Alll

**STRATEGIC GOAL:**

Goal 2 – Set the standard for a safe and secure city.

**SUBGOAL:**

**SUBJECT:**

A Resolution to approve the Vision Zero Quick Build Program Policy and authorize the City Manager, or designee, to implement the program and execute any agreements, amendments to agreements, and/or documents necessary to implement the Quick Build Program.

**BACKGROUND / DISCUSSION:**

The Quick Build Program Policy was developed in coordination with the Streets and Maintenance Department and aligns with the City of El Paso Vision Zero Action Plan strategies and goals. Quick Build infrastructure solutions are accomplished through rapidly installed, low-cost materials such as paint, delineation, signage, and modular products. The Vision Zero Quick Build Program will be implemented in areas with documented history of fatal or high injury crashes to improve safety.

**COMMUNITY AND STAKEHOLDER OUTREACH:**

The Quick Build Program Policy has been produced in coordination with the Complete Street Mobility Advisory Commitee and Technical Review Commitee.

**PRIOR COUNCIL ACTION:**

The Vision Zero Action Plan was adopted by City Council on June 6th 2023.

**AMOUNT AND SOURCE OF FUNDING:**

$750,000 - General Fund.

**REPORTING OF CONTRIBUTION OR DONATION TO CITY COUNCIL:**

N/A

| NAME | AMOUNT ($) |
|---|---|
| | |

********************REQUIRED AUTHORIZATION*********************

**DEPARTMENT HEAD:** _____

**(If Department Head Summary Form is initiated by Purchasing, client department should sign also)**

# RESOLUTION

**WHEREAS**, on June 6th, 2023, City Council adopted the Vision Zero Action Plan to eliminate traffic-related fatalities and serious injuries, while increasing safe, healthy, equitable mobility for all; and

**WHEREAS,** Vision Zero acknowledges that traffic accidents resulting in death or serious injury are largely preventable and that many factors contribute to safe mobility, including roadway design, speeds, behaviors, technology, and policies; and

**WHEREAS,** Vision Zero establishes clear strategies to achieve zero traffic fatalities and severe injuries, including adoption of a Vision Zero Quick Build Program Policy to streamline and expedite project delivery; and

**WHEREAS,** Quick-Build projects allow local governments to respond rapidly to dangerous roadway conditions, test design concepts before full capital investment, and deliver safety benefits in weeks or months rather than years; and

**WHEREAS,** Quick Build Programs are a core component of Vision Zero Programs nationwide; and

**WHEREAS,** establishing a formal Vision Zero Quick Build Program Policy will support the City's objectives related to Vision Zero, Complete Streets, and multimodal mobility, and will provide a transparent process for identifying, prioritizing, and implementing rapid safety improvements.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EL PASO:**

**THAT** the City Council hereby approves the Vision Zero Quick Build Program Policy attached as Exhibit "A" and authorizes the City Manager, or designee, to implement the program and execute any agreements, amendments to agreements, and/or documents necessary to implement the Quick Build Program as attached.

**THAT** adoption of the Vision Zero Quick Build Program Policy shall not commit the City of El Paso to specific funding levels or projects but shall provide guidance for the City's vision for ending traffic fatalities and serious injuries on El Paso streets.

(Signatures begin on the following page)

**APPROVED** this _____day of_____ , 2026.

**CITY OF EL PASO:**

_____
Renard U. Johnson Mayor

**ATTEST:**

Laura D. Prine
City Clerk

**APPROVED AS TO FORM:**

_____
Roberta Brito
Senior Assistant City Attorney

**APPROVED AS TO CONTENT:**

_____
Joaquin Rodriguez, AICP
Director - CID Grant Funded Program

# VISION ZERO

EL PASO ★ ONE VISION FOR SAFE STREETS

# Quick Build Program
# Policy & Procedure Guide

CAPITAL IMPROVEMENT | MOBILITY PLANNING DIVISION

OCTOBER 2025

# QUICK BUILD PROGRAM

## POLICY & PROCEDURE GUIDE

## I. PROGRAM PURPOSE

In June 2023, the Vision Zero (VZ) Action Plan was adopted to eliminate traffic-related fatalities and serious injuries, and prioritize systemic safety improvements based on data, equity, and feasibility. This Vision Zero Quick Build Program intends to accelerate the implementation of safety improvements on El Paso high injury roadways through fast, cost-effective, and high-impact projects. This VZ Quick Build Program aligns with City's Complete Streets Policy (July 2022) and Streets Design Manual (April 2022). This program also aligns with the City of El Paso's Strategic Plan Goal #7, which is to enhance and sustain El Pass Infrastructure Network.

The City of El Paso's 311 system is designed for day-to-day maintenance requests. This includes fixing potholes, repairing streetlights, replacing damaged signs, or clearing debris. When residents notice something that needs routine maintenance, 311 is the right place to report it. The Quick Build Program, on the other hand, focuses on infrastructure safety improvements in areas with a documented crash history.

## II. PRE - QUALIFICATIONS

For a roadway to be considered for this Quick Build Program it must be a paved street within El Paso City Limits that is maintained by the City of El Paso and is also located on the High Injury Network (HIN), or within a quarter mile. The High Injury Network consist of City-maintained local streets with the highest concentrations of injury crashes.

## III. ANNUAL BUDGET

The Vision Zero Quick Build Program receives an annual allocation of $750,000 from General Funds. Future program funding is contingent on annual General Funds.  Funds may be used for planning, design, traffic studies, materials, and construction of quick build projects. Projects are programmed bi-annually based on available budget.

## IV. INTERDEPARTMENTAL COORDINATION

The Vision Zero Quick Build Program will be led by the Capital Improvement and Streets and Maintenance Departments. Capital Improvement Mobility Planning Division will lead project evaluation forms and crash reports, and project recommendations will be made fin coordination with SAM and CID. **Final project locations, designs and materials are subject to the City Traffic Engineer Approval and will be sensitive to the impact on transit routes, stops and operations.**

## IV. PROJECT SELECTION PROCESS

### Step One: Public Input Portal

Members of the public, City Staff, and City Representatives can submit a project proposal via the Capital Improvement Vision Zero webpage using the Quick Build Project Submission Portal. **Submissions may inform project selection, but are not determinative.**

### Step Two: CID Preliminary Evaluation and Report

The Capital Improvement Transportation Planning Division, in collaboration with the Streets and Maintenance Department, will prepare bi-annual project evaluation reports for all submitted projects that are on the High Injury Network or have a high injury crash history**. Projects with no crash history will not be considered or evaluated.** Capital Improvement will utilize the Quick Build Project Selection Evaluation Form **(Appendix A)**, which evaluates the following criteria:

- Proximity to existing public facilities, such as parks, recreation centers, schools, or transit
- Socioeconomic indicators, including areas with higher concentrations of households without access to a personal vehicle and lower median household income
- Locational crash history
- Detailed police reports of high-injury crashes
- Roadway classification and speed limit
- Constructability and readiness
- Existing conditions and driver behavior

### Step Three: Multidisciplinary Working Group Evaluation

The Streets and Maintenance, Capital Improvement, and other relevant Departments will meet as a multidisciplinary working group to do a bi-annual review of submissions and prepare project and prioritization recommendations. The working group may request traffic studies from Streets and Maintenance or use funds to outsource.

### Step Four: Mobility Advisory and Technical Review Committee

The Complete Street Mobility Advisory and Technical Review Committee will provide oversight on the project selection, design, and evaluation.

## V. ELIGIBLE PROJECT TYPES AND MATERIALS

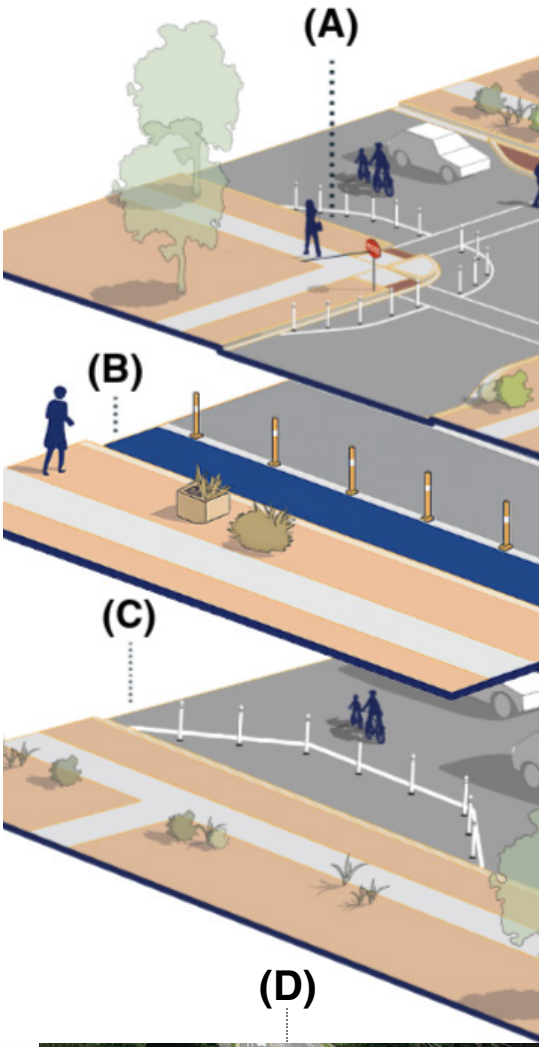
The following Quick Build project types are pre-approved with the design guidance included as part of **Appendix E.** These interventions are low-cost, flexible, and rapidly deployable, designed to test or pilot street improvements before permanent infrastructure is installed.

**(A) Quick Build Curb Extensions** (also called bulb-outs or neckdowns) extend the sidewalk or curb line into the parking lane or travel lane at intersections. They shorten crossing distances for pedestrians, reduce turning radii to slow down vehicles, and increase visibility between pedestrians and drivers. Typical materials include paint or thermoplastic for circular markings, flexible delineators or bollards, planters, asphalt art or decorative murals, and temporary yield signage.

**(B) Pop-up or Demonstration Bike Lanes** may be created in coordination with an educational event as protected or buffered cycling infrastructure before permanent installation. May be implemented along corridors or on one side of the street with striping, delineation, flexible posts, signage, asphalt art and cones.

**(C) Quick Build Chicanes** are a series of alternating curb extensions or barriers along a street designed to create a gentle curve that forces drivers to slow down. By narrowing the path of travel and requiring lateral movement, chicanes reduce vehicle speeds and discourage cut-through traffic. Common materials include paint, flexible curbing, decorative markings or asphalt art, signage, and flexible posts.

**(D) Quick Build Neighborhood Traffic Circles** (or roundabouts) slow vehicle speeds at intersections, reduce conflict points, and improve visibility for all users by replacing a traditional 4-way stop with a small circle that vehicles must yield around, calming traffic. These may be accomplished paint, flexible delineation, traffic signs, rubber curbing, or concrete domes. These may also be accomplished using a Modular Traversable Platform.




**Pedestrian Crosswalks** are paint or rubber installations that indicate where pedestrians should cross, often paired with signage or curb extensions. They enhance pedestrian visibility, define crossing locations, and encourages yielding by drivers. These may be accomplished using high visibility paint, temporary signage, or a Modular Traversable Platform.

**Asphalt Art** can be used to increase the visibility of pedestrian zones, calm traffic through visual cues, and enhance the public realm. Asphalt Art signals to all roadway users that they are in a pedestrian oriented zone. They can be used at intersections, plazas, crosswalks, in traffic circles, or near schools and community centers. Artistic elements will be outside the traveled roadway. and comply with any applicable federal or state guidance. Art should be placed away from the travel path of vehicles. Designs must be simple, repeatable, and use approved color types as determined by the City Traffic Engineer.

**Road Diets (Narrowing) and Lane Reconfigurations** reduce vehicle speeds, reallocates space for bike lanes or wider sidewalks, and shortens pedestrian crossing distances.

**Interim Median Closures or Turn Restrictions** typically involve temporarily closing a median opening or restricting certain turning movements—such as left turns across traffic—using materials like paint, flexible posts, planters, or temporary barriers.

**Signal Timing Alterations** may be requested and studied as part of this program.

**Solar Powered Lighting** may be requested and installed as part of this program**.**

## VI. PROJECT INSTALLATION

**Design** The Design and installation will be a mixture of staff and consultant-led work. Public input during design will be limited to recognized neighborhood associations and impacted residents and organizations.

**Implementation Partners** Capital Improvement will coordinate with the Streets & Maintenance Department, Texas Department of Transportation, (where applicable), Metropolitan Planning Organization, Technical Review Committee, Mobility Advisory Committee, and community partners to coordinate project installation and timeline.

**Timeline** The typical project evaluation and selection period will occur twice a year and last between 2-4 months. A typical project cycle will be 6 - 12 months from identification to installation.

## VII. PROGRAM EVALUATION & REPORTING

Before and after studies shall be conducted for select projects to assess impacts on speed, volumes, and user behavior. Results and studies will be incorporated into the annual Vision Zero Report as an appendix and live on the Vision Zero website. The Annual Vision Zero report appendix will be presented to the Council and will include the following information:

- Project locations and treatments
- Cost breakdown
- Crash trends
- Community engagement outcomes

## PROCESS OVERVIEW

# VISION ZERO

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## Appendix A
## Project Selection Evaluation Form

CAPITAL IMPROVEMENT | MOBILITY PLANNING DIVISION

OCTOBER 2025

# QUICK BUILD PROGRAM

## PROJECT SELECTION EVALUATION
## DEPARTMENT OF CAPITAL IMPROVEMENT
## CITY OF EL PASO

The Vision Zero (VZ) Quick Build Program intends to accelerate the implementation of safety improvements on El Paso roadways through fast, cost-effective, and high-impact projects. This program aligns with the **City of El Paso's Vision Zero Action Plan** adopted Summer of 2023, to eliminate traffic-related fatalities and serious injuries, and prioritize systemic safety improvements based on data, equity, and feasibility. **Links in this form are indicated by bold blue font.**

Location: Capital Improvement - Grant Fu

Project Evaluator Name:

Date:

Description of Safety Concern:

Joaquin Rodriguez

**Does this project contain a segment on the High Injury Network?**
El Paso's High Injury Networks consist of City-maintained local streets with the highest concentrations of injury crashes.

915-268-5148

**Crash History within 1/4 Mile (select multiple if applicable)****

| | | | |
|---|---|---|---|
| Fatal Crash History | ☐ | Serious Injury Crash History | ☐ |
| Minor Injury Crash History | ☐ | No Crash History | ☐ |
| No Injury Crash History | ☐ | Possible Injury Crash History | ☐ |

**IF THERE IS NO INJURY CRASH HISTORY/HIN PROXIMITY DO NOT PROCEED WITH THIS FORM**

**MTP Classification (select multiple if applicable)**

| | | | | | |
|---|---|---|---|---|---|
| Local | ☐ | Minor | ☐ | Ramp | ☐ |
| Major | ☐ | Collector | ☐ | | |

**MTP Context Area Designation**

| | | | | | |
|---|---|---|---|---|---|
| Compact Urban | ☐ | Rural | ☐ | Drivable Suburban | ☐ |

**Ownership**

| | | | |
|---|---|---|---|
| City | ☐ | TxDOT | ☐ |

**The project evaluator must create and attach a map detailing the historic crash data (5 Years) and attach it as part of this form. If there is a fatal or serious injury crash, the CRIS report must be attached as part of this form

# QUICK BUILD PROGRAM

## PROJECT SELECTION EVALUATION
## DEPARTMENT OF CAPITAL IMPROVEMENT
## CITY OF EL PASO

**Socioeconomic Indicators**

The median household income of the census tract(s) :

The percent of households that do not have access to a personal vehicle in the tract(s) :

**Site Visit**

The following questions should be completed during a preliminary site visit.
Select all that apply in all instances.

**Bicycle and Pedestrian Facilities**

- ☐ Sidewalk or Bike Lane has nothing separating it from the street
- ☐ Sidewalk or Bike Lane is less than 5ft wide
- ☐ Bicycle lane is disconnected, or damaged
- ☐ No Bicycle Lane or Sidewalk present
- ☐ What does the Bike Plan reccomend for the relevant road segments:

**Street Crossings & Intersections**

- ☐ The road is too wide to cross easily (>2 driving lanes without a crossing island)
- ☐ Traffic signals do not give sufficient time to cross
- ☐ High pedestrian traffic area
- ☐ Crosswalks are not located where people prefer to cross, are low visibility, absent, or are far apart
- ☐ Crosswalks are faded or damaged

**Driver Behavior**

- ☐ Drivers do not stop at signs or at crosswalks
- ☐ Drivers do not yield to people walking
- ☐ Drivers are distracted
- ☐ Drivers take turns (especially right turns) too quickly

# QUICK BUILD PROGRAM

## PROJECT SELECTION EVALUATION
## DEPARTMENT OF CAPITAL IMPROVEMENT
## CITY OF EL PASO

**Safety & Comfort**

What is the **regulatory speed?**

There is high volume traffic

Signage & roadway lights are few, not present, damaged, or not working

**Potential Complications**

Is there subsurface (underground) or drainage work that will conflict with quick-build improvements? If yes, please describe.

Are there existing easements? If yes, will they conflict with quick-build improvements? Please describe.

**Connectivity**

Are there proposed or possible connections to schools, neighborhoods, parks, or other Cultural and recreational amenities? If yes, please describe.

APPENDIX E

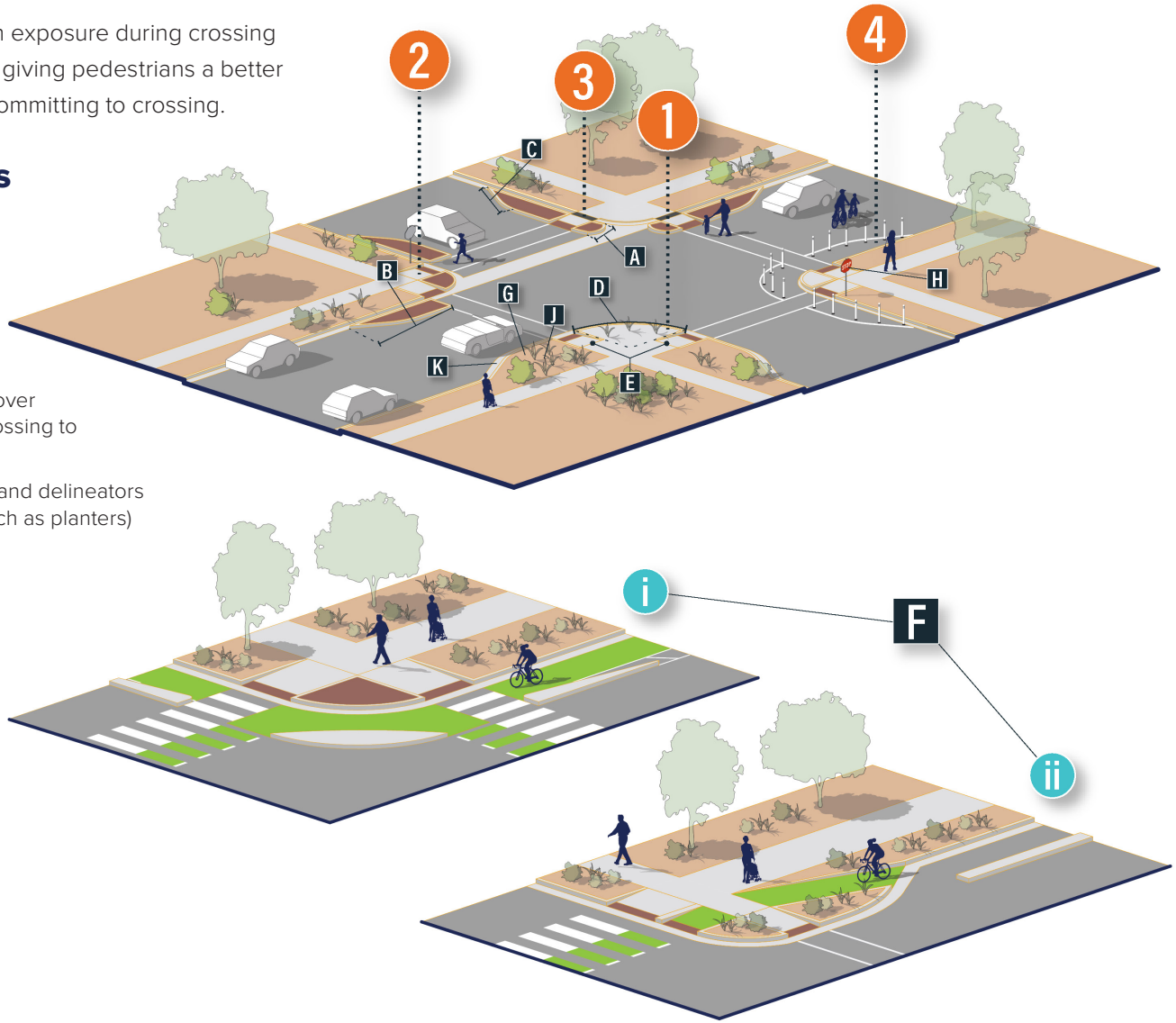
# COUNTERMEASURE TOOLKIT

# Curb Extensions

Curb extensions minimize pedestrian exposure during crossing by shortening crossing distance and giving pedestrians a better chance to see and be seen before committing to crossing.

## Curb Extension Options

1. Full curb extensions which shift the curb line
2. Floating curb extensions which add islands to slow vehicles while maintaining existing drainage and ramps
3. Floating with ADA-compliant grates over the gutter to allow the pedestrian crossing to be shortened and new ramps
4. Quick build with striping, asphalt art and delineators (or other non-permanent features such as planters) as an interim or retrofit measure




## Bikeway Options F

i. Add floating islands (protected intersection)

ii. Incorporate into curb extension using bicycle ramps upstream and downstream

See Notes section F for more details

# Design Features

## A WIDTH

- ★ Curb extensions should be placed to avoid having the gutter in the vehicular travel lane
- ★ If a bike lane is not present, the extension should be 1 ft narrower than the parking lane
- ★ If a bike lane is present, the curb extension should incorporate the bike lane
  - If not possible, the extension should not narrow a bike lane to be less than 5 ft wide.
- ★ Extensions should narrow the roadway at the intersection to the minimums (see Lane Narrowing and the City of El Paso Street Design Manual for the values)
- ★ Minimum of 3' wide, preferable 6 ft wide for a typical parking lane

## B LENGTH (AND PARKING)

- ★ Curb extensions should be long enough to reinforce that parking is prohibited within the following areas, per the Texas Transportation Code:
  - Within 20 ft of a crosswalk at an intersection (including marked and unmarked)
  - Within 30 ft on the approach to a flashing signal, stop sign, yield sign, or traffic signal
  - Within 15 ft of a fire hydrant
- ★ Curb extensions can be made longer if other uses, such as transit stops, green infrastructure, such as a bioswale, or outdoor dining are desired. Refer to Note [J] for further information.
- ★ If parking spaces are marked or metered, curb extensions should extend to the next full parking space in order to discourage parking within a partial space.

## C TAPERS

- ★ A 5:1 taper is recommended, but 3:1 is acceptable in areas with high parking demand or where marked metered parking is present.
- ★ Reverse curves are the preferred transition type, but other types (angled or square) can be considered if constraints (such as presence of angled parking or drainage)
- ★ For efficient street sweeping, the minimum radius for reverse curves of the transition of 10 ft, and the radii should be approximately equal if possible.

## D CURB RADIUS

- ★ Curb extensions should be designed to promote slower speed turns.
- ★ Follow NACTO Urban Street Design Guide for determining design vehicle. A delivery truck (DL-23) should be the design vehicle for corners, except for:
  - Curb extensions in corners where buses frequently make right turns should be designed to accommodate the bus turning movement.
  - Curb extensions along roads with high volumes of heavy trucks should be designed for a WB-40 truck.
- ★ Curb extensions should be designed to accommodate infrequent vehicles as a control vehicle, which allows overtracking into the gutter, or opposing road as necessary to turn. Truck aprons with mountable curb or other elements to discourage smaller vehicles from making a higher speed turn should be used if the geometrics require the curb radius to be increased to accommodate the control vehicle.
  - A fire truck should be the control vehicle for all roads except those with high volumes of heavy trucks.
  - Along roads with high volumes of heavy trucks, a WB-62 should be the control vehicle.

## E ADA AND PEDESTRIAN NOTES

- ★ One curb ramp should be installed per direction, and the ramps should be perpendicular ramps unless not possible. Diagonal curb ramps (ie, ramps serving more than one crosswalk at a time) should be avoided unless not technically feasible.
- ★ Pedestrian visibility and sightlines should not be impeded with street furniture, signs, trees, or other amenities.

## F BICYCLE NOTES

I. Add floating islands (protected intersection)

   a. Use along corridors in areas where high pedestrian volumes are expected to separate modes.

   b. Use at intersections of multiple bike facilities or in protected intersection design.

   c. Use along bicycle boulevards to provide separation from vehicles.

   d. Can be a cost-effective option if drainage reconstruction or full concrete curb extension is prohibitively expensive or technically challenging.

II. Incorporate into curb extension using bicycle ramps upstream and downstream of intersection

   a. Use at signalized intersections, where intersecting with shared use paths, or where crossing is shared with pedestrian crosswalk or uses refuge island.

   b. Use along bicycle boulevards (shared lanes) to provide option for more comfortable crossing.

   c. Use if intersection or crossing is raised.

   d. Not recommended at unsignalized intersections along protected bikeways with high volumes.

   e. Don't use along a corridor with high pedestrian volumes.

III. Shorten curb extension and maintain bike lane through intersection

   a. Use at unsignalized intersections on low-volume corridors with low levels of turning vehicles.

   b. Not recommended where right turning vehicle volumes are high

   c. Not recommended where buses or heavy trucks are present.

## G TRANSIT NOTES

- ★ Curb extensions can be used for in-lane transit stops
  - The stop must be able to accommodate an 8 ft long wheelchair lift.
- ★ If along a route with a bike lane, use floating bus stop design and put the bikeway between the transit stop and sidewalk
  - If not feasible, use shared bus/bike travel lane in the bus stop area, but avoid this on high-volume bicycle lanes

## H OPERATIONS NOTES

- ★ At signalized intersections, it can be used in place of, or in addition to, a Leading Pedestrian Interval to further enhance pedestrian crossing times.
  - If the curb radius has been designed to accommodate heavy trucks or buses, or if a truck apron is present, a Leading Pedestrian Interval should still be used.
- ★ Pedestrian and/or bicycle crossing distances are reduced, which reduces pedestrian clearance time or required bicycle signal green time, and can reduce overall cycle lengths while benefitting operations for all modes.
- ★ Raised crossings can be implemented to further improve yielding rates and reduce speeds.

## I SUSTAINABILITY NOTES

- ★ Curb extensions may incorporate plantings, bioswales, or other non-permeable infrastructure to assist with drainage, provide green space, and enhance the aesthetic of the streetscape.
- ★ For specific drainage guidance, refer to the City of El Paso Stormwater Design Guide Chapter 14, and the NACTO Urban Stormwater Design Guide.

## J MAINTENANCE AND DRAINAGE NOTES

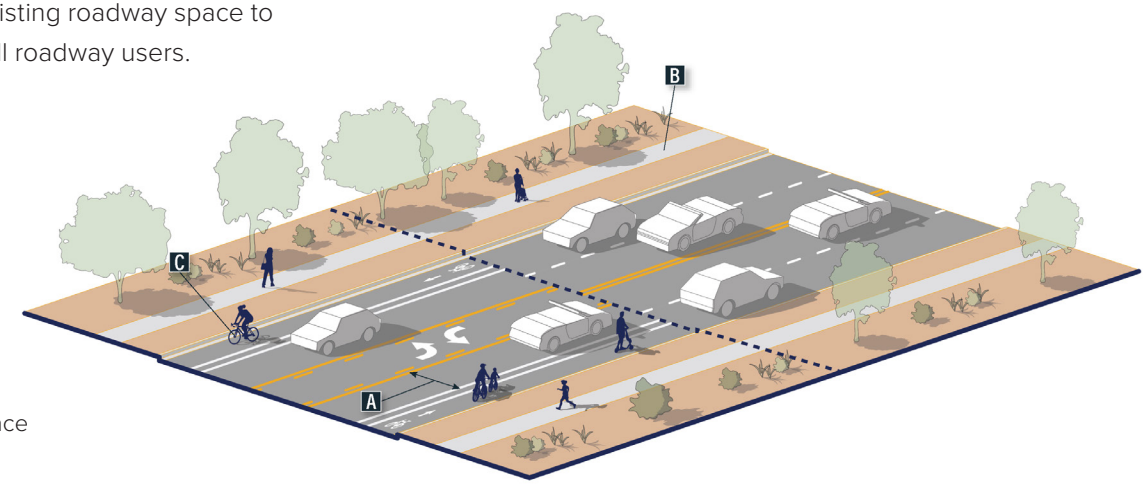
- ★ Drainage may have to be adjusted, including moving existing catch basins or adding new catch basins.
- ★ Curb extensions should be designed to facilitate drainage.
- ★ Curb extensions must be designed to accommodate street sweeping activities, and to avoid buildup of road debris, particularly if a catch basin is not present at the corner.

## Where Can Curb Extensions be Used?

- ★ A roadway at any intersection with an on-street parking lane.
- ★ A roadway at any intersection with lanes wider than 13 ft, except:
  - 14 ft minimum lane width if heavy trucks or transit vehicles are frequent users, as well as rural arterials and rural collectors.
- ★ Most intersections are suitable, except:
  - Intersections with high volumes of heavy trucks (commercial or industrial) might not be suitable for extensions.
  - Intersections where roundabouts or neighborhood traffic circles are preferred.
- ★ Any intersection with bicycle lanes or shared-use paths intersecting (as part of a protected intersection)
- ★ Intersections with visibility constraints or wide turning radii, in order to improve pedestrian positioning to be more visible
- ★ Between intersections (midblock) to provide safe midblock crossings, in-lane bus stops, traffic calming, or easier

# Cross-Section Optimization

Cross-section optimization takes advantage of existing roadway space to create an optimal cross section for the safety of all roadway users.




## Design Features

### A DIMENSION NOTES

- ★ Lanes should be designed to the minimum width (see Lane Narrowing section).

### B ADA AND PEDESTRIAN NOTES

- ★ Midblock crossings should be installed where feasible.
- ★ If curb lines are being reconstructed, additional space should be given for wider sidewalks or buffers.

### C BICYCLE NOTES

- ★ Where space allows, an on-road bike lane (preferably buffered or separated) should be striped in the excess space.
  - If space does not allow, add shared lane markings in the center of the lane if posted speeds are 35 mph or lower.

### D TRANSIT NOTES

- ★ Transit enhancements can be implemented in the additional space, using curb extensions or bus bays as space allows
- ★ Dedicated transit lanes (or shared transit-bike lanes) can be implemented by repurposing the outside lanes if on a frequent transit route.

### E OPERATIONS NOTES

- ★ Signals should be adjusted and retimed in conjunction with a lane reconfiguration
- ★ Dedicated turn signals can be installed at signalized intersections that previously did not have a turn lane

### F PARKING NOTES

- ★ If desired, on-street parallel parking can be installed adjacent to the travel lane.
  - If this is preferred, curb extensions (striped or permanent) should be used at intersections to prevent parking in the intersection area.

**Cross Section Optimization Guidelines**

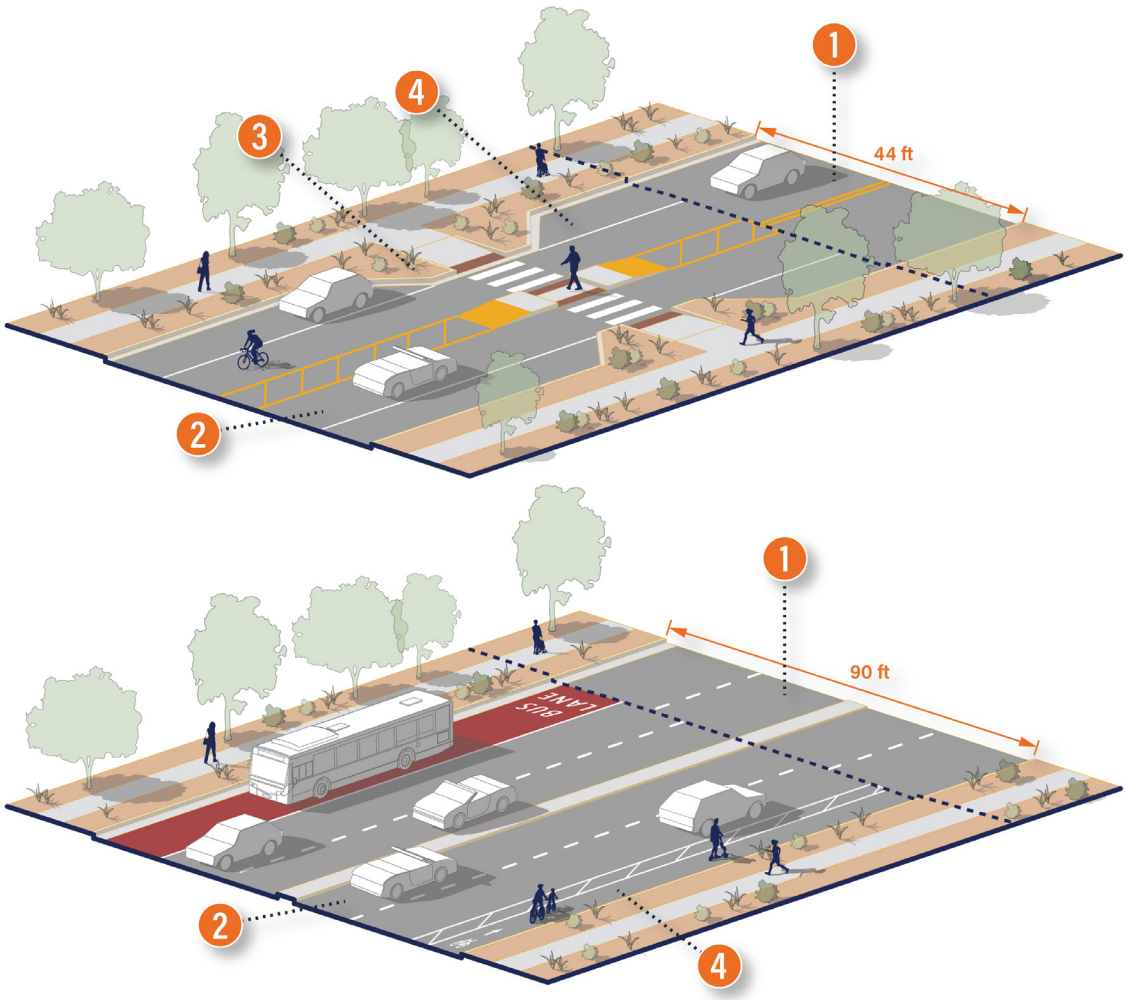
| Existing Cross Section | Volume | Recommended Cross Section |
|---|---|---|
| 4-lane undivided<br>4+ lanes with median or TWLTL | <15,000 vpd | 2-lane with median or TWLTL |
| 4-lane undivided<br>4+ lanes with median or TWLTL | 15,000 – 20,000 vpd | 2-lane with median or TWLTL |
| 4-lane undivided<br>4+ lanes with median or TWLTL | 20,000 – 30,000 vpd | 4 lanes with median or TWLTL |
| 4+ lanes with median or TWLTL | 30,000 – 35,000 vpd | 4 lanes with median or TWLTL |
| 4+ lanes with median or TWLTL | >35,000 vpd | 6+ lanes with median (TWLTL not recommended) |

# Lane Narrowing

Cross-section optimization takes advantage of existing roadway space to create an optimal cross section for the safety of all roadway users.

## Lane Narrowing Elements

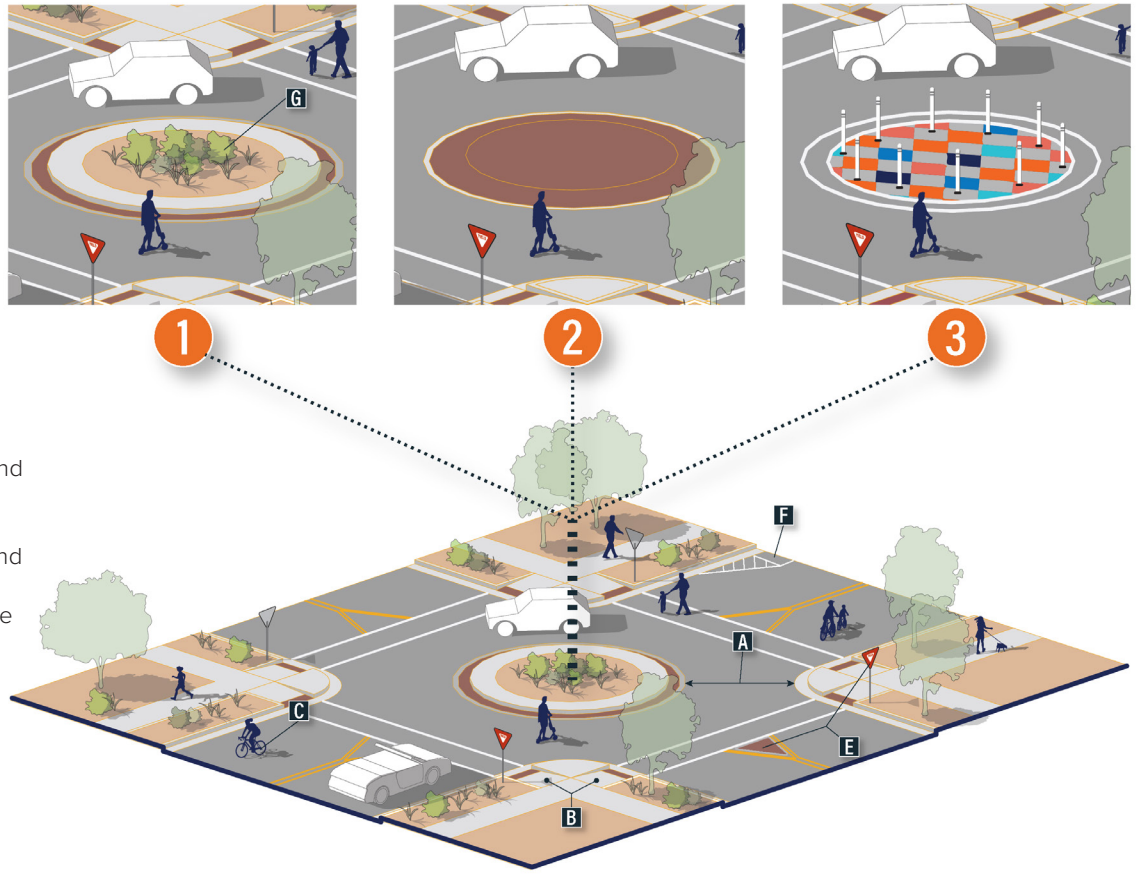
1. Lanes which are wider than standard (see table) encourage speeding.
2. Lanes should be designed to the minimum unless infeasible to the context of the road. Narrow lanes slow speeds by increasing driver awareness of surroundings, improving safety.
3. Narrower lanes can permit installation of bike facilities, or encourage other traffic calming measures such as curb extensions.
4. If parking is provided, it should be delineated.




| Lane Narrowing Guidelines | | |
|---|---|---|
| **Context Area** | **Road Type** | **Lane Width** |
| Urban/Downtown | Arterial, Collector | 10 ft (11 ft outside lane on high truck activity or transit route) |
| Suburban | Arterial, Collector | 10 ft (11 ft lanes on roads with high truck activity, high volumes, transit routes, or adjacent to freeways) |
| Rural | Arterial, Collector | 11 ft (12 ft lanes if high-speed road or if paved shoulder not provided) |
| All | Local/Neighborhood | 10 ft (11 ft on roads with transit routes) |

# Neighborhood Traffic Circles

Neighborhood Traffic Circles are are raised or delineated islands placed at minor street intersections. They encourage slower motor vehicle movements and manage conflicts at the intersection so that users may enter in all directions with a yield on entry control. Raised island design can vary and may include mountable curbs or aprons, landscaping, and signage.




## Traffic Circle Options

1. Non-mountable center island
   a. Similar to roundabout with plantings in center island
   b. Truck apron with mountable curb
2. Fully mountable
   a. Similar to mini roundabout but smaller central island
   b. Mountable curb by infrequent vehicles (heavy trucks) while forcing most other vehicles to use the circle
3. Quick Build with striped truck apron, delineator central island, and other elements such as asphalt art as an interim or retrofit measure

## Design Features

### DIMENSION NOTES

- ★ A Circulation lane should be 15 ft wide from the corner to the edge of the truck apron, or wide enough to accommodate design vehicle.
- ★ Truck apron should be wide enough to permit 15 ft lane, or wide enough to accommodate control vehicle.
- ★ Central island should have minimum diameter of 3 ft.
- ★ The center island and/or truck apron may be oval, oblong, or elongated to fit intersection geometry.

## B ADA AND PEDESTRIAN NOTES

- ★ Curb ramps with detectable warning surfaces and marked pedestrian crosswalks should be provided across all legs.
  - Ramps should serve only one crosswalk at a time unless the traffic circle is a quick build (interim) improvement. If the curb ramps are not ADA compliant, they must be brought into compliance.
- ★ Can be used with curb extensions to narrow pedestrian crossing distance and slow entering vehicles, as well as provide space for upgraded ADA ramps.

## C BICYCLE NOTES

- ★ On roads with shared lane markings, such as bicycle boulevards, traffic circles may be preferred to maintain momentum at unsignalized intersections.
- ★ Add shared lane markings in the center of the circulatory roadway and on approach to the traffic circle.
- ★ On roads with striped bike lanes, neighborhood traffic circles should be avoided unless no other traffic calming treatment would be appropriate.
  - If bike lanes must be used with a traffic circle, transition to shared lane markings in advance of the intersection and install appropriate vertical or horizontal traffic calming features, such as chicanes or speed cushions in the vehicle lane, to reduce speeds.

## D TRANSIT NOTES

- ★ Neighborhood traffic circles may be used on high-frequency transit routes
- ★ On bus routes, the island should be designed such that the bus does not have to mount a curb to proceed (i.e., use a striped or partially-striped truck apron in such a case)

## E OPERATIONS NOTES

- ★ Permanent (concrete) splitter islands should be avoided, unless providing pedestrian refuge on a wider road. A striped splitter island should be provided using centerline striping that reinforces the right-turn.
- ★ If speeds are low, horizontal deflection of entering vehicles is not necessary, particularly if control vehicles are allowed to fully mount the central island or use the circulating roadway wrong way to turn left.
  - On higher-volume roads or roads with speed limits higher than 30 mph, a mini-roundabout with horizontal deflection may be more appropriate.
- ★ Traffic calming strategies, such as curb extensions, chicanes, or speed cushions, should be used to slow vehicles entering the intersection.
- ★ If one approaching road is 32 ft or wider, consider using a mini roundabout with a larger central island instead of using a neighborhood traffic circle if the geometrics permit.
  - Curb extensions on local streets could be used to narrow the footprint of the intersection in lieu of a larger central island.
- ★ Yield signs are preferred, but the intersection can be all-way stop controlled if warranted.

## F PARKING NOTES

- ★ Parking should be daylighted either with striping and delineators, or with physical features such as choker islands or curb extensions, at least 30 ft in advance of the yield line or stop bar of the traffic circle.

## G SUSTAINABILITY, MAINTENANCE AND DRAINAGE NOTES

- ★ When feasible, central islands should incorporate plantings, bioswales, or other non-permeable infrastructure to assist with drainage and enhance the aesthetics of the intersection.
- ★ To maintain sight distances, any plantings within the island should be no higher than 3 ft tall.
- ★ Green stormwater infrastructure must be coordinated with the relevant departments, particularly for inlet locations and maintenance of the plantings.

### Where Can Neighborhood Traffic Circles be Used?

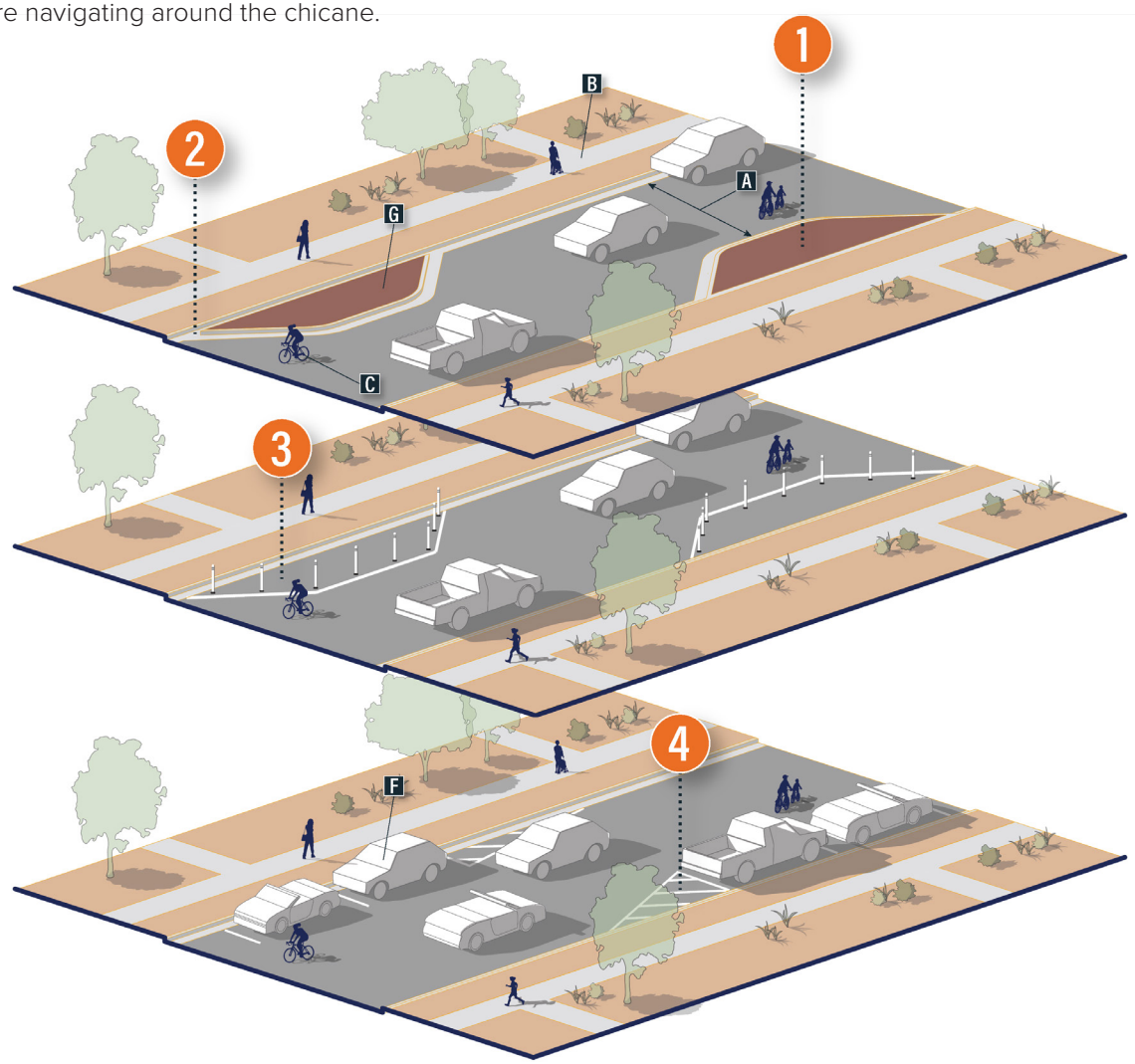
- ★ Intersections of local streets or low-volume collectors
- ★ AADT maximum of 7,500 (to match El Paso NTMP threshold), with any of the following lane configurations:
  - 2-lane two-way roadways
  - 1-lane one-way roadways
  - 3-lane two-way roadways (one lane in each direction + two-way left turn lane)
- ★ Low volume of heavy trucks
  - If heavy truck volume is predominantly through (not turning), can be acceptable

# Chicanes

Chicanes slow drivers by alternating parking or curb extensions along a corridor. They force drivers to yield to oncoming traffic before navigating around the chicane.

## Chicane Options

1. Full curb extension with modified drainage
2. Floating islands to preserve existing drainage
3. Quick build using striping and raised delineators
4. Alternating parking lanes




## Design Features

### A DIMENSION NOTES

- ★ Preserve 20 ft wide roadway through chicane, then transition back.
  - 22 ft wide minimum for transit routes or roads with heavy trucks.
- ★ On roadways with transit routes or heavy trucks, the appropriate design vehicle should be able to clear the chicane in-lane.

### B ADA AND PEDESTRIAN NOTES

- ★ Crosswalks and curb ramps should not be installed as part of the chicane
  - Crosswalks and ramps can be installed downstream of a chicane to benefit from the speed reduction of the chicane

### C BICYCLE NOTES

- ★ Continue without deflection
- ★ On roads with shared lane markings, use a slightly widened cross section for the road (22 ft), and consider a hardened centerline or median through the chicane to avoid vehicles crossing over the lane.

## D TRANSIT NOTES

- ★ On roads with bus routes, chicanes should be designed for the bus to clear the chicane without crossing over the lanes

## E OPERATIONS NOTES

- ★ A hardened centerline or median can be used in addition to the curb extension or alternating parking

## F PARKING NOTES

- ★ Parking can be used instead of curb extensions or floating islands as the chicane element
  - The “chicane” effect is gained from switching the side of the road of the parking
- ★ Parking should be prohibited in advance of the chicane and should not be provided within the chicane itself.
- ★ Parallel parking is preferred, but chicanes can work with angle parking if space allows. Back-in angle parking would be preferable to head-in angle parking.

## G SUSTAINABILITY, MAINTENANCE AND DRAINAGE NOTES

- ★ When feasible, the curb extensions or floating islands should incorporate plantings, bioswales, or other non-permeable infrastructure to assist with drainage and enhance the aesthetics of the intersection.
- ★ Green stormwater infrastructure must be coordinated with the relevant departments, particularly for inlet locations and maintenance of the plantings.

### Where Can Chicanes be Used?

- Two-lane and four-lane roadways, mid-block
- In advance of a midblock pedestrian crossing (but not containing the crosswalk)