

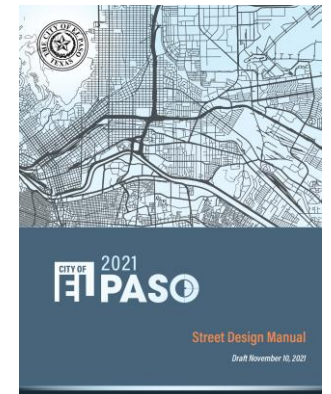
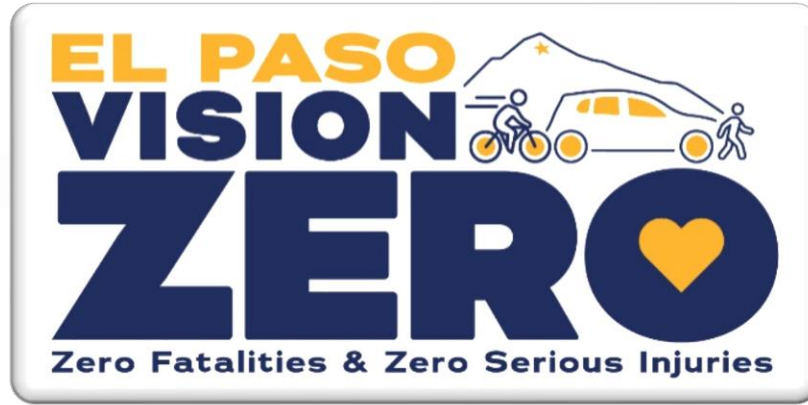
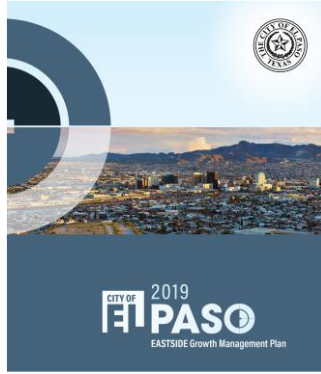


# Street Design Manual & MTP Amendment.

Capital Improvement Department  
Joaquin Rodriguez, CNU-A

# Strategic Plan

- **Goal 3 - Promote the Visual Image of El Paso**
  - 3.2 - Set one standard for infrastructure across the city
- **Goal 7 - Enhance and Sustain El Paso's Infrastructure Network**
  - 7.2 - Improve competitiveness through infrastructure improvements impacting the quality of life



## Proposed for Adoption

- Street Design Manual (SDM)
  - Major Thoroughfare Plan Amendment
  - Title 19 Amendment
  - DSC Amendment
- 
- All amendments proposed are necessary to incorporate the SDM in to the design/development process.

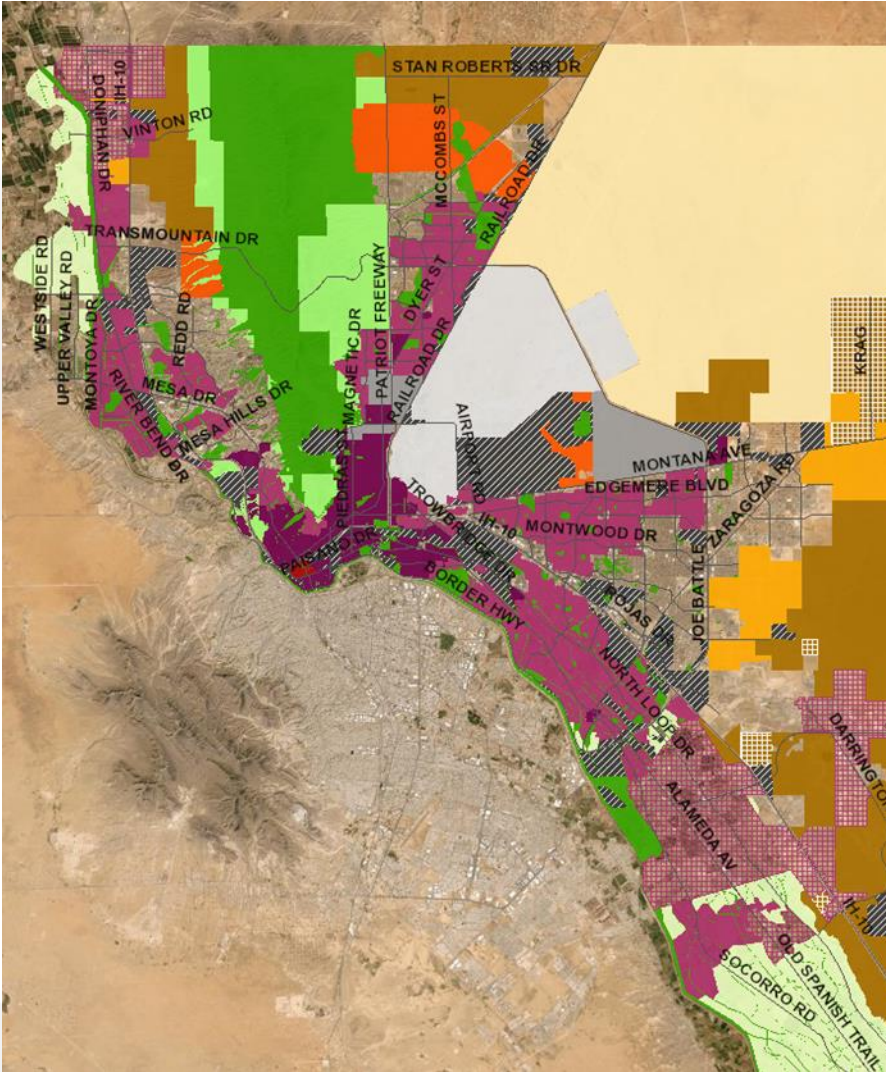
# Outreach



- February 2021 – SDM Draft published for public comment
- Spring 2021
  - Developer Focus Group Presentation #1
  - Developer Focus Group Presentation #2
  - District 3, 5, 6, and 7 Presentations
  - District 5 Community Meeting
- August 18, 2021 - District 3 Community Meeting
- August 25, 2021 - Developer Focus Group Presentation #3
- Sept 9, 2021 – City Plan Commission Presentation
- Sept 20, 2021 - Hunt Communities Meeting Request
- Oct 13, 2021 – Bicycle Advisory Committee
- Oct 19, 2021 – Farm & City - *Reinventing Street Design for a Better Tomorrow*
- Nov 9, 2021 – County of El Paso Coordination
- Nov 17, 2021 – Developer Group Executive Committee
- Dec 16, 2021 - Developer Group Executive Committee Workshop
- Dec-Jan 2022 – Mayor & Council Briefings
- Jan 2022 – Final call for comment and MTP comment map





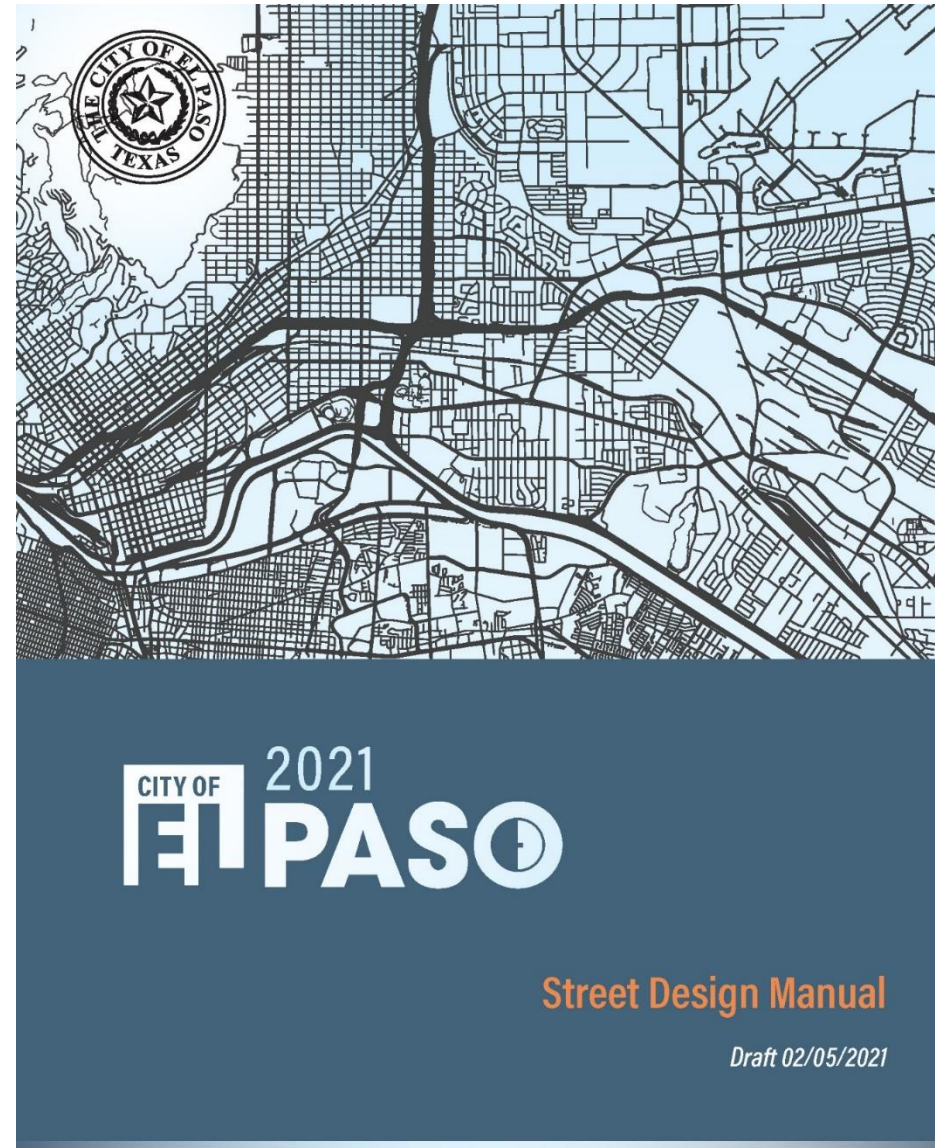


# Implementing Plan El Paso & The East Side Master Plan

- Recognizes that one-size-fits all approach is not ideal for street design.
- Ties **street design standards** to future land use map designation.
- Future land use map identifies the context of development for the next several years.

# Street Design Manual

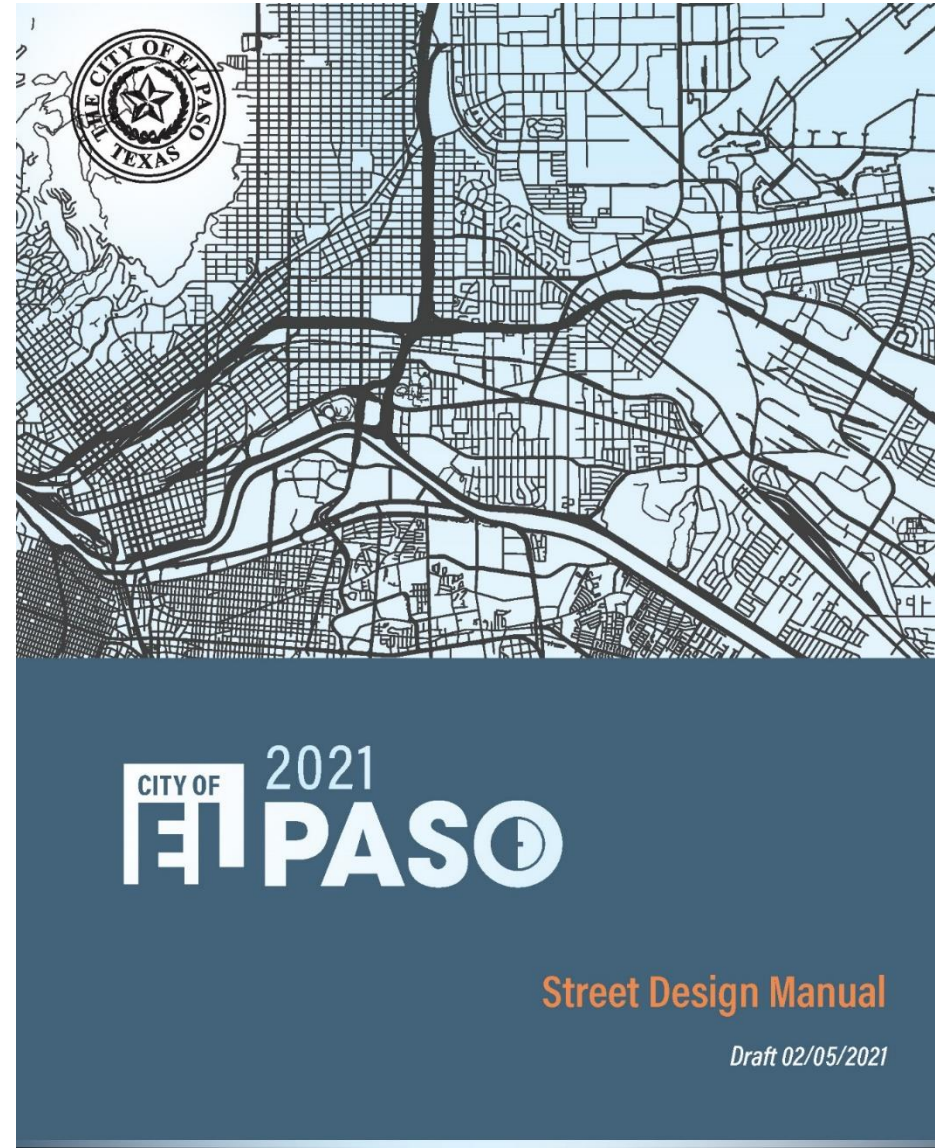
- Creates context sensitive design standards.
- Implements the Bike Plan through the incorporation of expanded bicycle facility types.
- Reduce the required travel-lane width for most roadways, increases space for pedestrian elements.
- Provides administrative flexibility for existing conditions.





# Street Design Manual

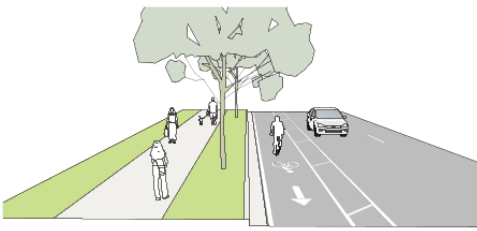

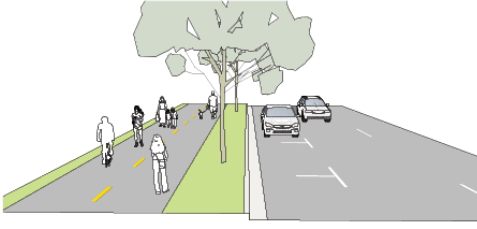
- **Consolidates & implements elements from:**
  - Design Standards for Construction (DSC)
  - COEP Bike Plan
  - Titles 5 (Sidewalks)
  - Title 19 (Subdivision)
  - Title 20 (Zoning/Site Plan)
  - Title 21 (Smart Code)
  - CID Project Cross-sections





# Bicycle Facilities

- Current standard limited to the “Hike & Bike,”
- Expands flexibility to implement on road facilities,
- Dimensional standards will follow NACTO Urban Bikeway 2<sup>nd</sup> Ed. Design Standards,

BICYCLE FACILITY CONTEXTUAL GUIDANCE				
Typical Arrangement of the Facility	Facility Type	Street Class	Speed, Volume & Separation	Additional Factors
	<b>Buffered Bike Lane</b> Traditional bike lane separated from vehicle travel lanes or parking lanes by an adjacent buffer area.	<b>Minor Arterial</b>	<p><b>Volume</b></p> <p>3k-4k 4k-25k 25k-30k</p> <p><b>Speed</b></p> <p>20-25 25-40 40-45</p> <p><b>Separation</b></p> <p>●●●●●</p>	Insufficient Road Space, Illegal Parking/Loading, Sidewalk Riding, Space for Cycle Track
	<b>Cycle Track</b> Physically separated bikeway. Could be one or two way and physically protected.	<b>Minor Arterial</b>	<p><b>Volume</b></p> <p>3k-9k 9k-25k 25k-32k</p> <p><b>Speed</b></p> <p>25-30 30-50 50-55</p> <p><b>Separation</b></p> <p>●●●●●</p>	Frequent Driveways, Frequent Intersections, Park or linear corridor with space for shared use path
	<b>Shared Use Path</b> Completely separated from roadway, typically shared with pedestrians.	<b>Major Arterial</b>	<p><b>Volume</b></p> <p>3k-6k 6k-32k</p> <p><b>Speed</b></p> <p>35-45 45-60 60+</p> <p><b>Separation</b></p> <p>●●●●●</p>	Frequent Driveways, Frequent Intersections, High Pedestrian Volume

# What is Context-based?



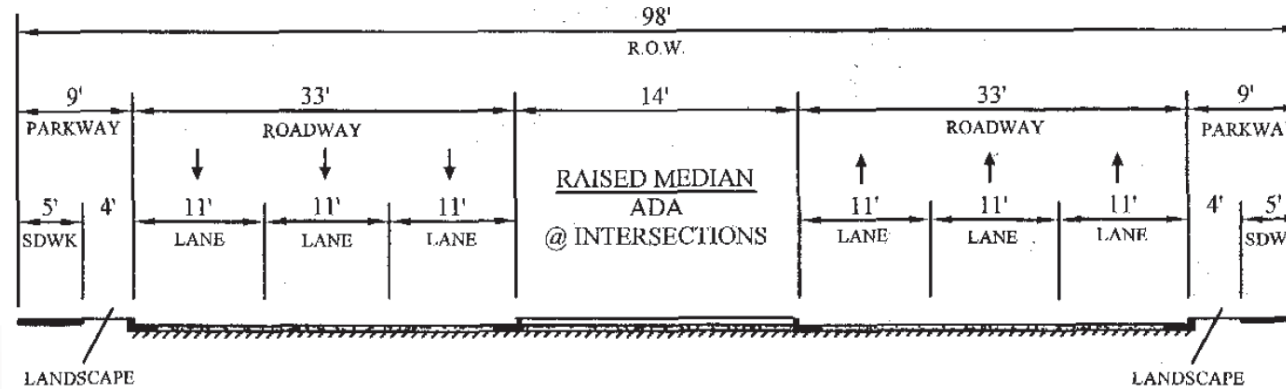
**Compact Urban Cross Section**



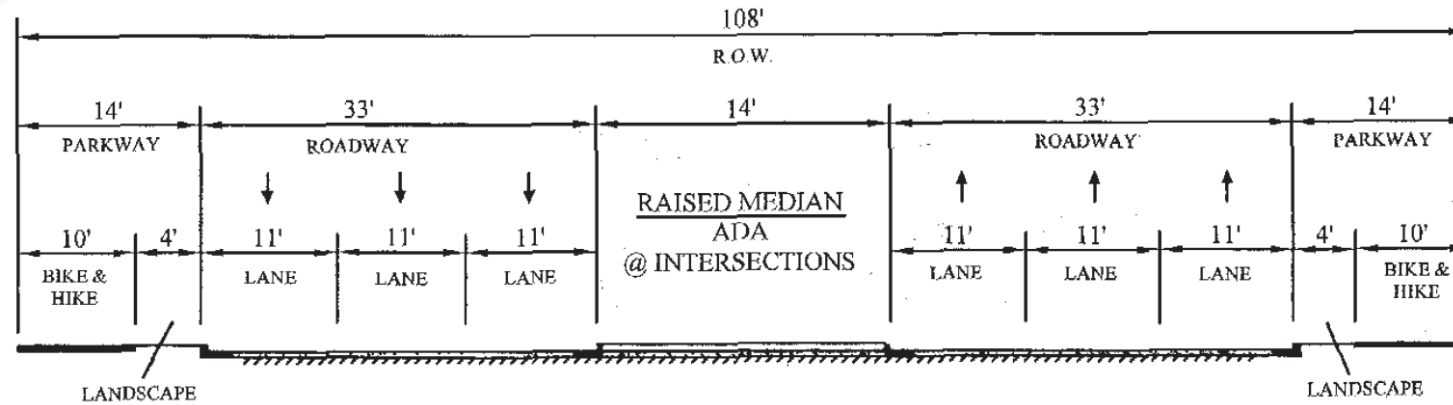
**Drivable Suburban Cross Section**

**Both are classified major arterials but reflect a very different built environment, walkability factor, and maintenance cost.**

# Existing Design Standard



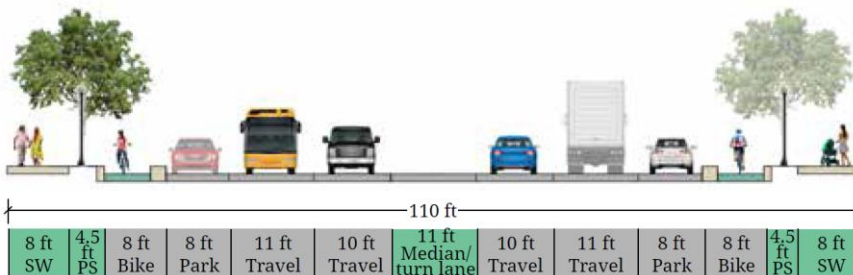
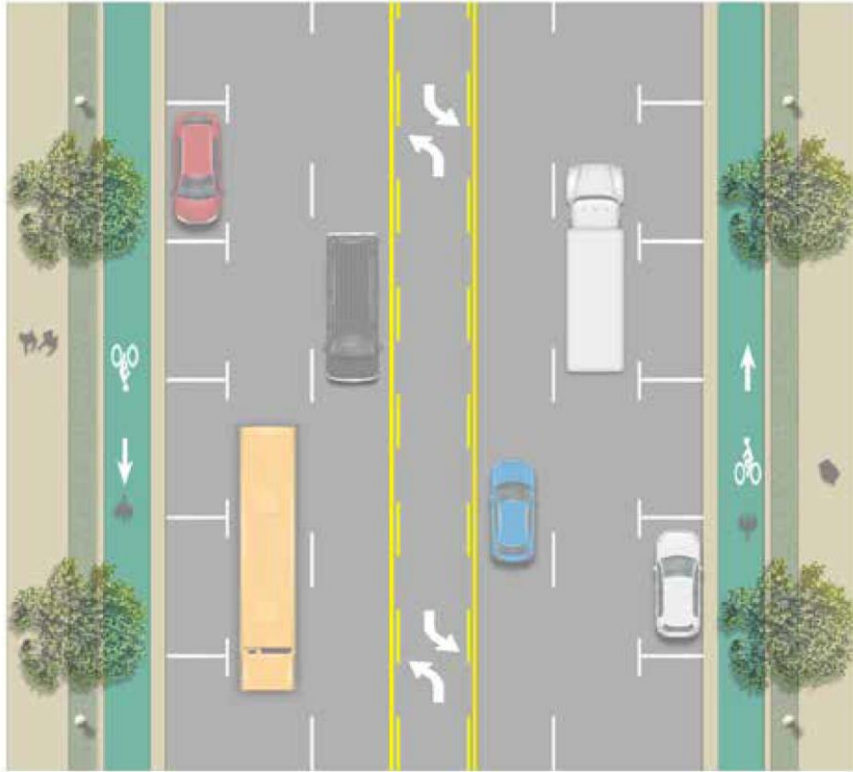
MAJOR ARTERIAL STREET  
SIX (6) LANES



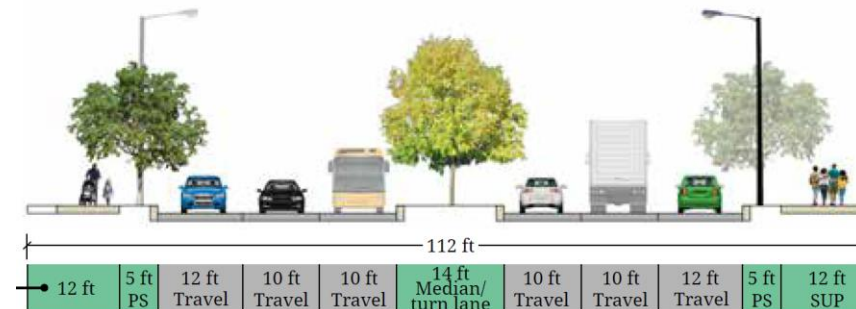
MAJOR ARTERIAL STREET WITH BIKE/HIKE  
SIX (6) LANES



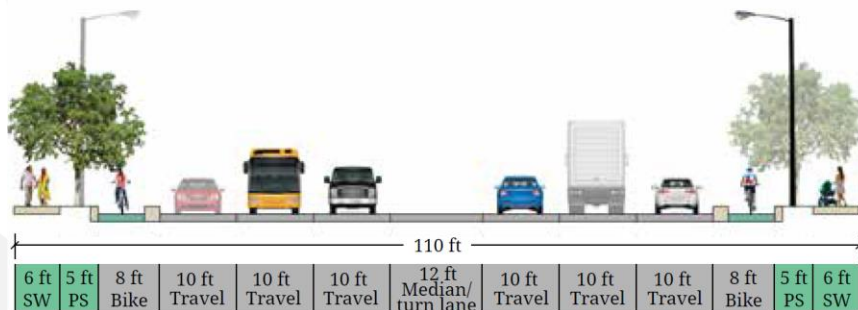
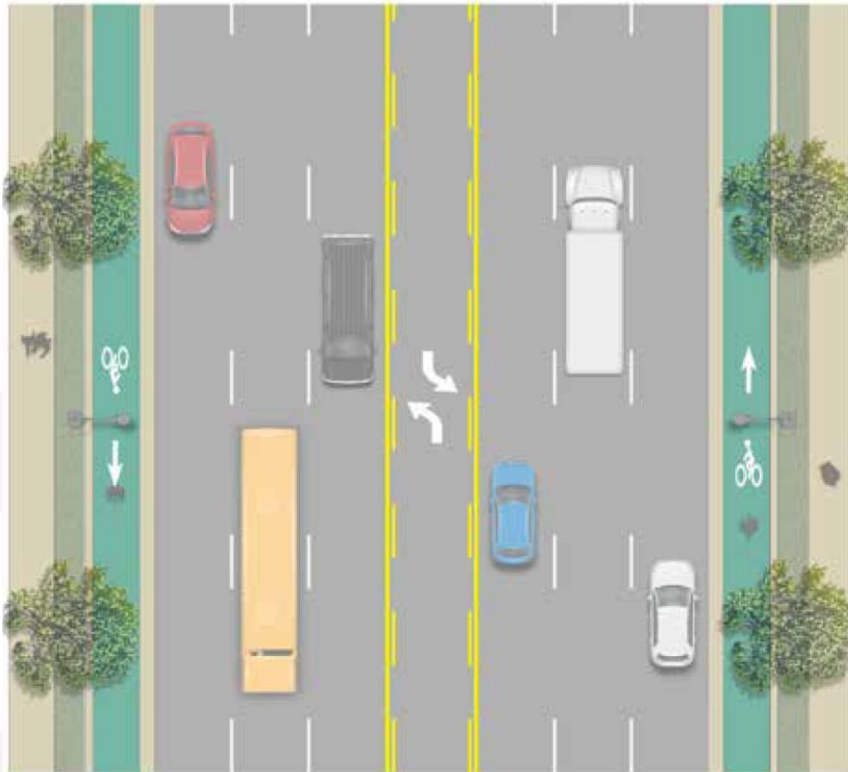
**MAJOR ARTERIAL COMPACT URBAN AREA TYPE**  
110 FT TOTAL ROW



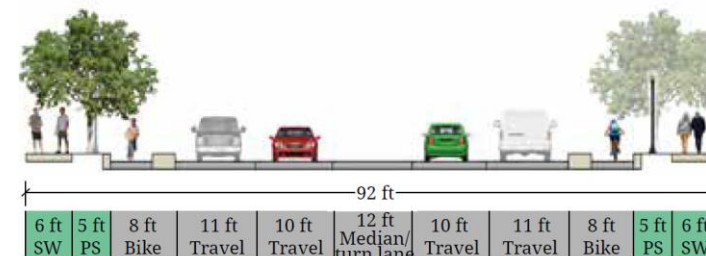
**MAJOR ARTERIAL DRIVABLE SUBURBAN AREA TYPE**  
112 FT TOTAL ROW



**MAJOR ARTERIAL DRIVABLE SUBURBAN AREA TYPE**  
110 FT TOTAL ROW



**MAJOR ARTERIAL DRIVABLE SUBURBAN AREA TYPE**  
92 FT TOTAL ROW



# Context-Based Cross Sections

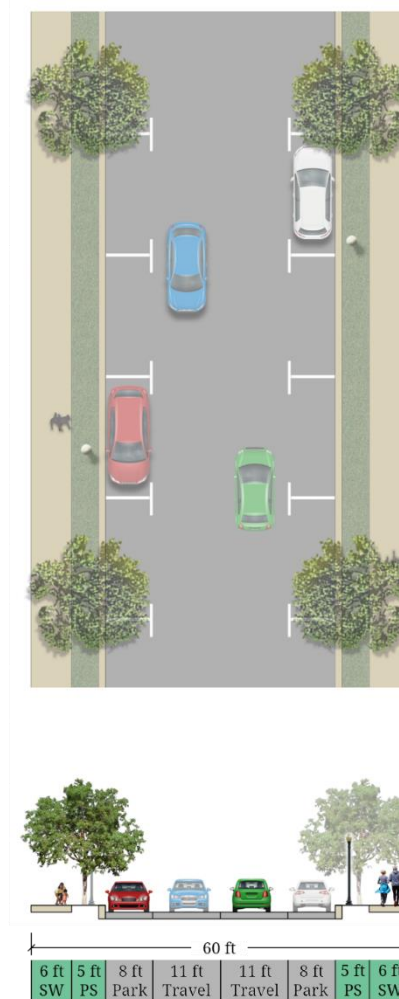
- **Compact Urban**

- Supports higher density development patterns,
- Pedestrians and cyclists are prioritized.

- **Drivable Suburban**

- Looser network to support lower-density, auto-oriented development pattern,
- Safe and connected facilities for pedestrians and bicyclists.

RESIDENTIAL LOCAL COMPACT URBAN AREA TYPE  
60 FT TOTAL ROW

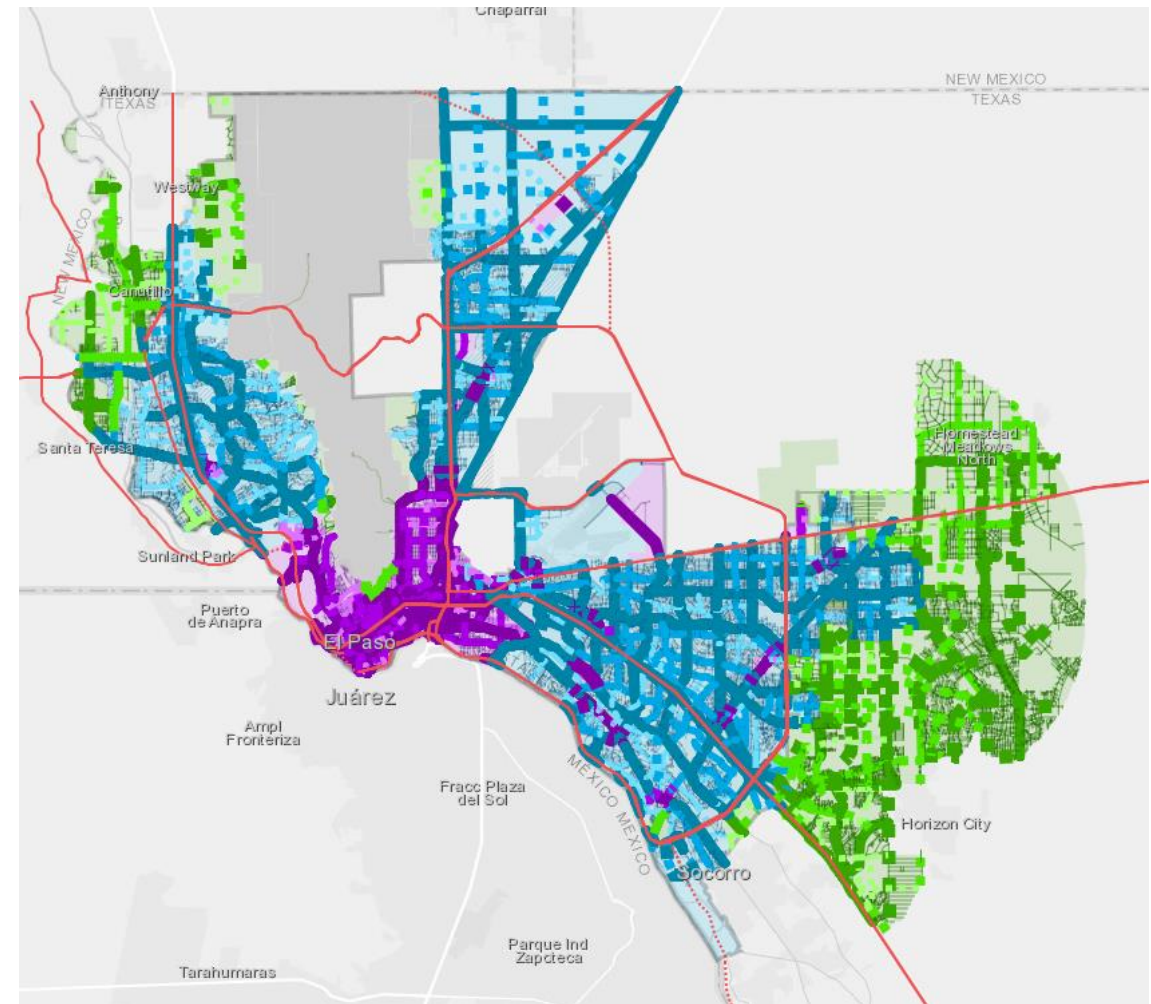


RESIDENTIAL LOCAL DRIVABLE SUBURBAN AREA TYPE - NO PARKING  
48 FT TOTAL ROW

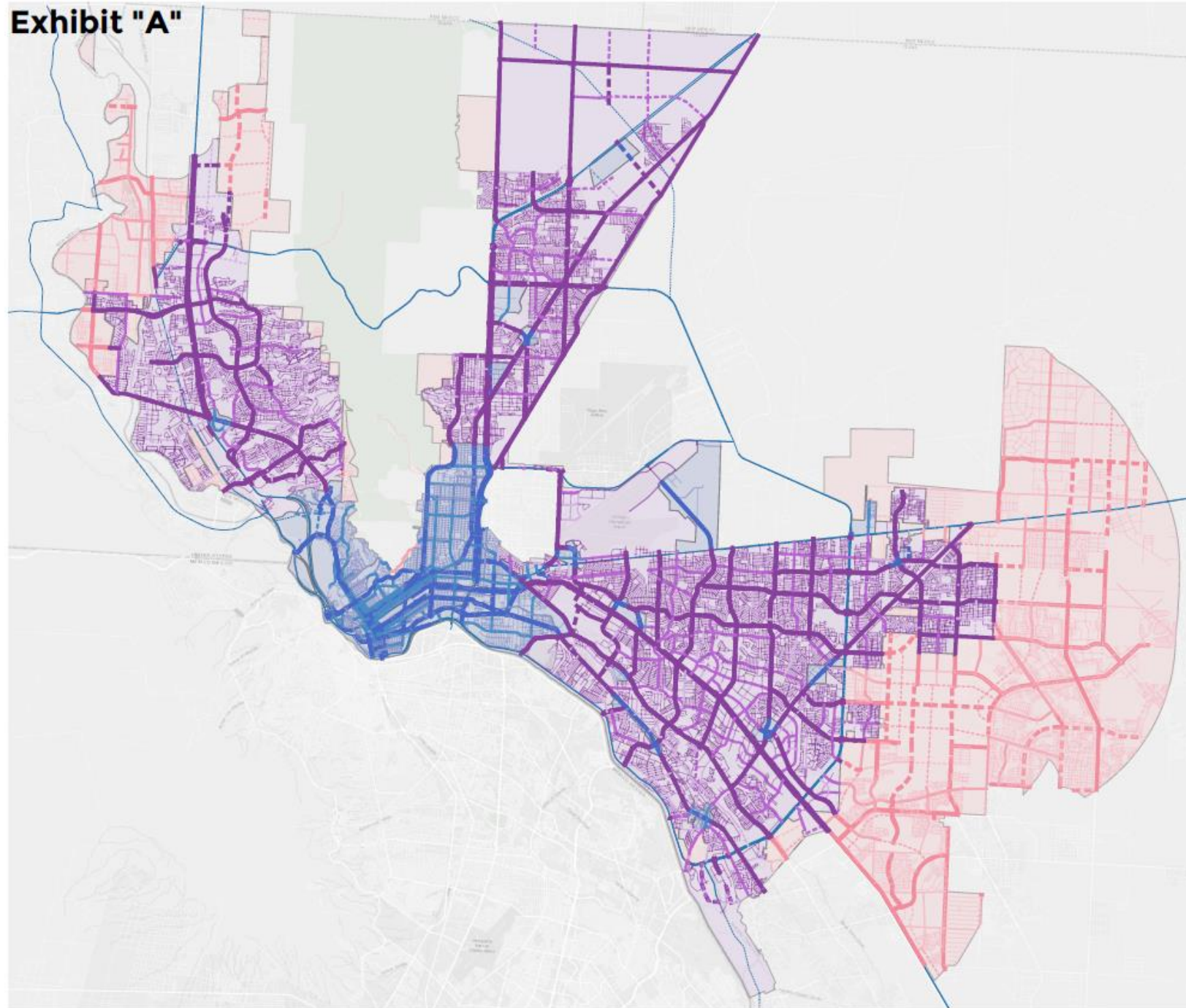




- **Current MTP looks only at:**
  - Collector
  - Minor arterial and
  - Major arterials
- **Proposed MTP recognizes context in addition to function.**
  - Rural
  - Drivable Suburban
  - Compact Urban
- **Minor Cleanups**
  - Topography
  - Lost Dog
  - As Built Streets



## Exhibit "A"



## 2025 Major Thoroughfare Plan

### Drivable Suburban Thoroughfares

MAJOR ARTERIAL  
MINOR ARTERIAL  
COLLECTOR  
LOCAL

### Drivable Suburban Thoroughfares (Proposed)

MAJOR ARTERIAL (PROPOSED)  
MINOR ARTERIAL (PROPOSED)  
COLLECTOR (PROPOSED)

### Compact Urban Thoroughfares

MAJOR ARTERIAL  
MINOR ARTERIAL  
COLLECTOR  
LOCAL

### Compact Urban Thoroughfares (Proposed)

MAJOR ARTERIAL (PROPOSED)  
MINOR ARTERIAL (PROPOSED)  
COLLECTOR (PROPOSED)

### Rural Thoroughfares

MAJOR ARTERIAL  
MINOR ARTERIAL  
COLLECTOR  
LOCAL

### Rural Thoroughfares (Proposed)

MAJOR ARTERIAL (PROPOSED)  
MINOR ARTERIAL (PROPOSED)  
COLLECTOR (PROPOSED)

### Freeways/Interstates/Super Arterials

Freeways/Interstates/Super Arterials  
Freeways/Interstates/Super Arterials (Proposed)

### Context Areas

DRIVABLE SUBURBAN  
COMPACT URBAN  
RURAL

- **What the amendment does:**
  - Adds Context Area designation to existing thoroughfares;
  - Removes proposed thoroughfares from the “Lost Dog” area;
  - Makes minor changes to existing & proposed thoroughfares based on as-built conditions.
- **What the amendment does NOT do:**
  - This is not a comprehensive update to the transportation network, that is not the intent of Street Design Manual.
  - Does not make any substantial changes, deletions or additions to the existing thoroughfare network.

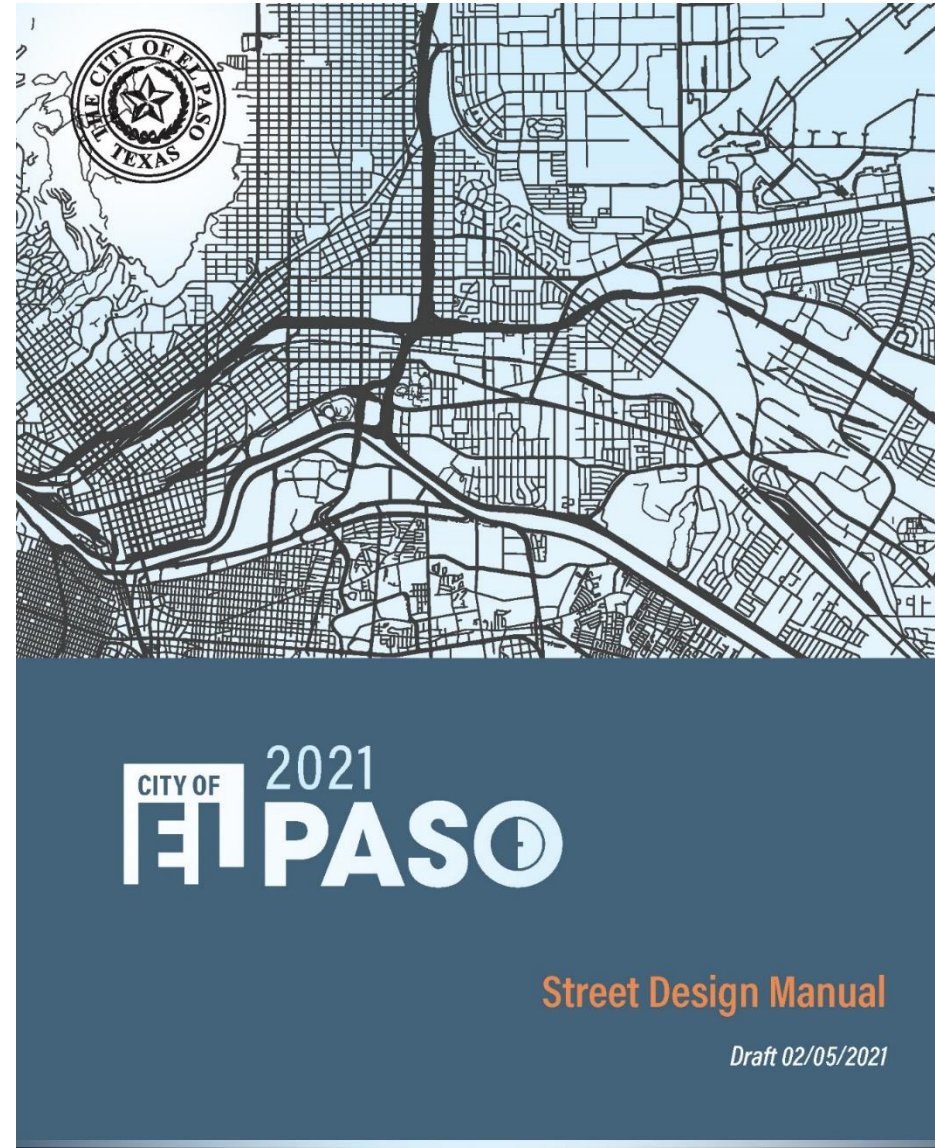


# DSC Amendment

- What the amendment does:
  - Removes street cross section guidance from DSC and refers designers to SDM
- What the amendment does NOT do:
  - Does not make changes to technical standards/specifications, this is forthcoming as a separate effort.
  - Does not directly address stormwater management or drainage design elements in the DSC, this is forthcoming as a separate effort.

# Next Steps

- Council Action April 26<sup>th</sup>
  - Introduction of both adoption ordinances April 12.
- Further refinement of DSC (technical standards) is ongoing, adoption summer 2022.
- Vision zero design guidance incorporation & adoption. 12-16 months.



## MISSION



Deliver exceptional services to support a high quality of life and place for our community

## VISION



Develop a vibrant regional economy, safe and beautiful neighborhoods and exceptional recreational, cultural and educational opportunities powered by a high performing government



## VALUES

Integrity, **R**espect, **E**xcellence,  
**A**ccountability, **P**eople