

COMPLETE STREETS POLICY
PLAN EL PASO
Adopted March 2012

GOALS & POLICIES

Overall Goal: The City of El Paso wishes to become the least car-dependent city in the Southwest through meaningful travel options and land-use patterns that support walkability, livability, and sustainability. Over time, El Paso will join the ranks of the most walkable and transit-rich metropolitan areas in the country.

Compact Urban

Goal 4.1: New and modified thoroughfares will match the existing or proposed character of land along their paths as well as serving their essential functions in the regional road network.

Policy 4.1.1: Conventional engineering practice supplements the functional classification of thoroughfares by identifying two “area types” that affect the design of thoroughfares: Urban and Rural. The City of El Paso is augmenting this system by subdividing the “Urban” area type into two parts: Compact Urban and Drivable Suburban.

Policy 4.1.2: Compact Urban areas include the following land as identified on the Future Land Use Map:

- a. Existing walkable neighborhoods, identified as land in the G-1 “Downtown” and G-2 “Traditional Neighborhood” sectors.
- b. Planned walkable communities, identified as land in the O-7 “Urban Expansion” sector.
- c. Future redeveloped and infill neighborhoods, identified with these overlays: “Local Transfer Centers,” “RTS Stops,” and “Future Compact Neighborhoods.”

Policy 4.1.3: Drivable Suburban areas include land on the Future Land Use map identified as the G-3 “Post-War” and G-4 “Suburban” sectors.

Policy 4.1.4: The designation of the Rural area type is not affected by El Paso’s subdivision of the Urban area type.

Policy 4.1.5: In Compact Urban areas, multimodal transportation design will become the norm to enhance neighborhood character, safety, and walkability. Character and function will be more important than capacity, and the street network will be sized to yield smaller blocks with greater “people moving” capacity.

Policy 4.1.6: Drivable Suburban areas are likely to maintain a predominately automobile-dependent development pattern. Thoroughfares will have sidewalks and bike lanes will be provided where travel speeds are higher.

Policy 4.1.7: The City of El Paso maintains a design manual in Title 19 of its subdivision regulations entitled Design Standards for Construction. That manual should be updated to add appropriate cross-sections for thoroughfares in Compact Urban areas. In the interim, thoroughfares in Compact Urban areas should be designed using the following standards:

- a. Design Parameters for Walkable Urban Thoroughfares, which are contained in the ITE Recommended Practice, Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, using design parameters for the C-3, C-4, C-5, and C-6 context zones.
- b. Thoroughfare Assemblies, which are in the SmartCode, Title 21 of the City's land development regulations.

COMPLETE STREETS

Goal 4.2: El Paso's thoroughfares will form a well-connected network of complete streets that support driving, walking, bicycling, and public transit.

Policy 4.2.1: Street design standards should provide safe, accessible, and meaningful travel choices – driving, walking, bicycling, and public transit. Separate policies for bicycling and public transit are provided under Goals 4.8, 4.9, and 4.11.

Policy 4.2.2: The City will strengthen its standards for connectivity of local streets by amending Title 19 as described under Goal 2.3 of the Urban Design Element.

Policy 4.2.3: Where optimal street connectivity cannot be or has not been provided, non-motorized connections should be added to reduce walking and bicycling trip lengths.

Policy 4.2.4: In Compact Urban areas, walkability will be prioritized with wide sidewalks, shade, alleys, and streetfacing access to adjacent land uses.

- a. Widen sidewalks where appropriate and feasible.
- b. Plant regularly spaced drought-tolerant trees along streets.
- c. Provide streetlights that improve safety for drivers, cyclists, and pedestrians while maintaining a dark sky.

d. Curb and gutter construction should be used to prevent flooding on streets and sidewalks where appropriate.

e. Curb radii should be small to discourage drivers from turning corners quickly.

f. Alleys should be included in most blocks so that buildings may be serviced from the rear, driveways and curb cuts can be minimized, and parking can be consolidated at mid-block locations.

g. Provide safe and convenient crosswalks at intersections, and at mid-block crossings where feasible and needed.

Policy 4.2.5: In Compact Urban areas, most new streets should have on-street parking in order to increase access to properties while calming traffic. Except on multiway boulevards, medians should be limited to short segments so that vehicular access to properties is not overly restricted.

Policy 4.2.6: New streets and redesigned streets should be two-way (unless they are designed as a narrow, slow speed, one-way streets).

Policy 4.2.7: The City wishes to achieve high levels of landscaping and other aesthetic improvements on all thoroughfares including those maintained by the county and state.

Policy 4.2.8: Continually update the City-wide plan that establishes priority locations for sidewalks, sidewalk repairs, and sidewalk improvements, prioritizing areas near schools, parks, transit stops, mixed residential and commercial districts, and other areas with high or potentially high levels of pedestrian activity.

Policy 4.2.9: The City will make safety a priority for all travel modes and users, especially for the most vulnerable users (pedestrians, children, and those who are physically impaired).

STREET CONVERSIONS

Goal 4.3: The City of El Paso will improve its thoroughfares over time as opportunities are found to increase transit service and improve connectivity, walkability, bikability, and economic benefits to surrounding areas.

Policy 4.3.1: The City will incrementally improve its network of wide arterial roads into a lattice that connects humane, safe, and functional neighborhood centers by managing vehicular speeds, constructing pedestrian facilities, improving public transit, and encouraging a vibrant mix of land uses.

Policy 4.3.2: The City will consider multiway boulevards for major travel corridors to balance regional through traffic, local traffic, other travel modes, and access to adjoining land. Examples are provided in

Plan El Paso for conversions of Zaragoza Road and the west end of Transmountain Road to multiway boulevards.

Policy 4.3.3: The City will study the conversion of Downtown’s one-way street couplets to two-way operation.

Policy 4.3.4: The City will consider the use of roundabouts at intersections to calm traffic, increase safety, eliminate traffic lights, and create sites for public art and monuments.

Policy 4.3.5: The City will incorporate “green infrastructure design” and similar light-imprint and low-impact principles for stormwater management and landscaping in streets that it builds and requires others to build.

Policy 4.3.6: The City will use universal design techniques to accommodate pedestrians of all ages and abilities and ensure compliance with the Americans with Disabilities Act (e.g. avoid clear path zone obstruction, provide truncated domes on curb ramps, etc.).