



Oregon Street Dedicated Bus Lane



May 2011 Service

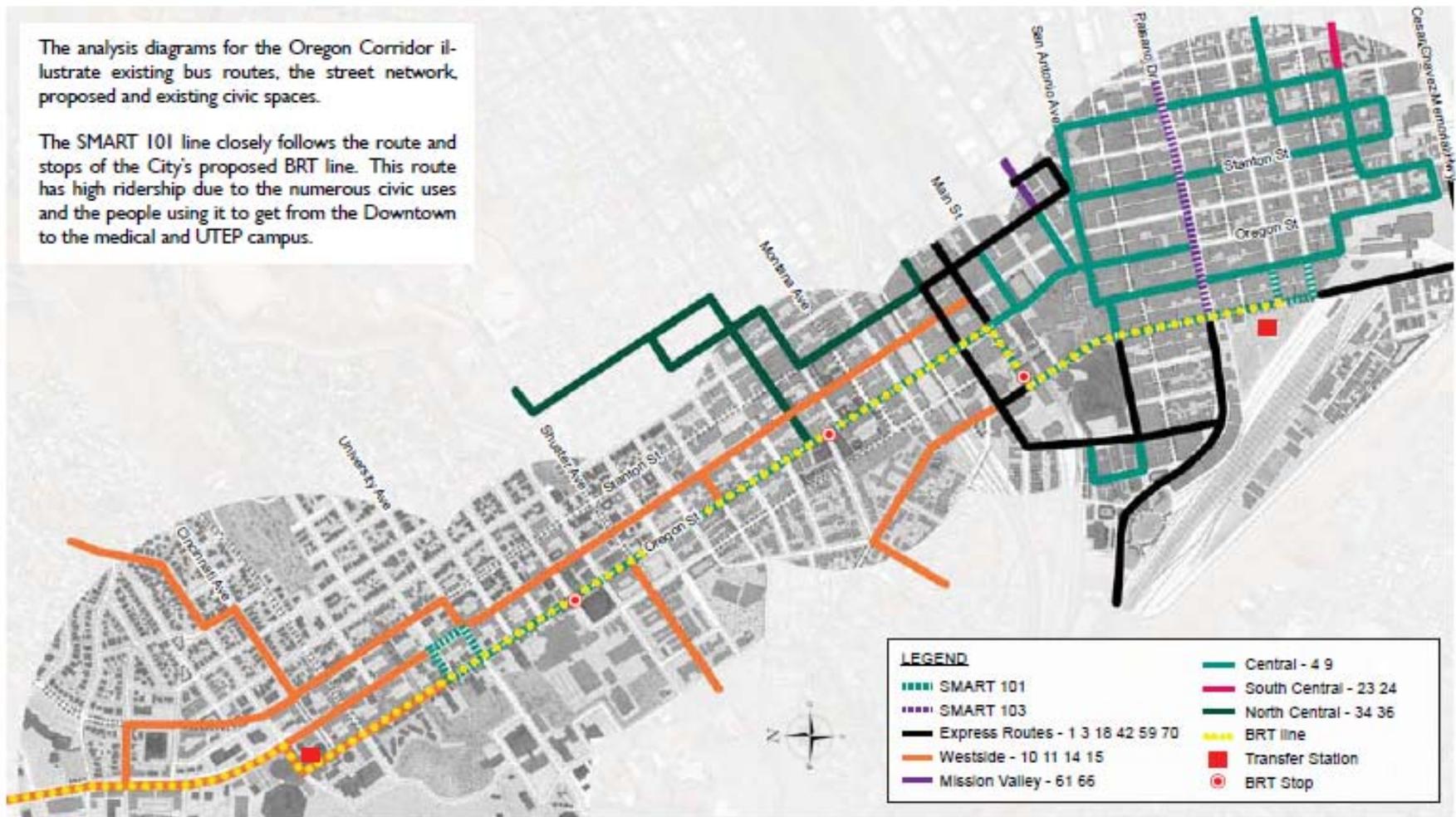
- Oregon Street will have a total of 6 routes
 - Rt. 10, 11, 14, 15, 70, and 204
 - SMART 204 will be a combination of the current SMART 101 & 103 (effective May 2011)
 - A total of 25 buses per hour, this would mean that a bus would pass any given point on an average of 2.5 minutes
 - Present ridership is in excess of 410,000

OREGON CORRIDOR

EXISTING BUS ROUTES

The analysis diagrams for the Oregon Corridor illustrate existing bus routes, the street network, proposed and existing civic spaces.

The SMART 101 line closely follows the route and stops of the City's proposed BRT line. This route has high ridership due to the numerous civic uses and the people using it to get from the Downtown to the medical and UTEP campus.



visualizing



Oregon Street

visualizing



The illustration at the top right shows an intermediate build-out along Oregon Street, in which the street walls have been completed with infill buildings and parking has been relocated to the middle of blocks. The BRT line operates in its own designated lane and sheltered stops with clearly marked signage provide comfortable waiting areas for riders. Crosswalks have been incorporated at the intersections; sidewalks are widened, and street furniture, lighting, and street trees have been added. Street-oriented architecture and ground-floor retail also create a vibrant street life.

Oregon Street

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STREET VIEW, OREGON STREET



Existing Conditions

Along Oregon Street, certain urban features, such as wide sidewalks and street trees, work to enhance the pedestrian-friendly environment. However, an inconsistent street wall, created by front-loaded parking lots and empty lots lining the street frontage, undermines the quality of the public realm.

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The illustration below shows an even longer-term build out along Oregon Street. Taller, four-story buildings have been added to support growing market demands, and the BRT line is replaced by light rail.



FUTURE IMPROVEMENTS: Both public and private investments have been made. Oregon Street becomes an active street for pedestrians and visually stimulating corridor for transit riders.



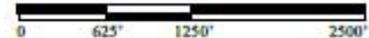
FINAL BUILD-OUT: New, higher density development, coupled with advances in transportation such as a trolley or light rail, generate additional economic value and increase community appeal.

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ANALYSIS MAPS



Oregon Corridor Redevelopment Plan, Basemap





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ILLUSTRATIVE PLAN

The Oregon Corridor follows the proposed BRT line from the international border and Downtown transfer center to the Glory Road transfer center by UTEP with stops at the El Paso Museum of History, El Paso Community College and at the hospitals. Although Mesa Street is the main vehicular connection through this area, the opportunities for reinvestment along the Oregon Corridor are greater. This corridor services many civic destinations while still being within a 5-minute walk of many residences. The character between these two transfer center changes dramatically. Infill development should remain in scale with the existing community that surrounds this area.

An important feature to note in along the Oregon Corridor is the presence of service alleys in numerous mid-block locations. These alleys provide convenient paths for utilities, parking access, and services such as garbage pick-up. The relegation of services to the alleys frees up the streets for use as proud addresses and for pedestrian use. It is important that the alleys in the Oregon Corridor are preserved and promoted.

General Recommendations

- A** Empty lots and parking lots are infilled to complete the streetwall along Oregon and Mesa Streets.
- B** Transit-oriented neighborhoods are formed within a five-minute walk of the bus stops and within a ten-minute walk of Transfer Centers.
- C** Greens, plazas, and open spaces are created for residents, workers, and visitors.
- D** I-10 is capped with parks and mixed-use buildings.
- E** Parking lots are relocated to the middle of the block.



LEGEND

- Existing Buildings
- Infill Buildings
- Greens
- Arroyos



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UTEP AND KERN NEIGHBORHOODS

General Recommendations

- (A)** A new Alumni Center is created for UTEP with street-oriented buildings along Mesa.
- (B)** Campus housing and student serving-commercial uses are provided along Mesa.
- (C)** A new campus building terminates the vista along Oregon Street.
- (D)** Street trees are incorporated along the primary streets.
- (E)** The Glory Road Transfer Center becomes a transportation hub for UTEP.
- (F)** New streets improve network connectivity.
- (G)** Street-fronting buildings are added to Oregon Street.
- (H)** Arroyos are transformed to have public access and serve as an amenity.
- (I)** Neighborhood civic space provides a gathering place for residents.
- (J)** A park is created at the end of Cincinnati Avenue.
- (K)** The nightlife district on Cincinnati Avenue is improved with pedestrian-friendly streets. The street is narrowed and pavers are added to create a plaza-like atmosphere.
- (L)** Parking structures are located in the middle of the block and lined with buildings that face the street.



OREGON CORRIDOR

EL PASO COMMUNITY COLLEGE AREA

General Recommendations

- A** A new parking garage is created for the hospital.
- B** New medical offices are located in street-oriented infill buildings.
- C** New residential options are added, such as mansion apartments that are in scale with adjacent single-family homes.
- D** A city parking garage is built with liner buildings.
- E** A civic green connects El Paso Community College with Mesa Street.
- F** New community college buildings feature student-serving commercial uses such as bookstores and cafes.
- G** I-10 is capped with civic greens and buildings.
- H** Street trees enhance the public realm.
- I** Civic art, in the form of small monuments, enhances the City.
- J** Surface parking is located in the middle of the block and lined with buildings that face the street.
- K** Service alleys improve circulation and provide a clear "back of house."
- L** A hardscaped plaza creates a distinctive public gathering place.
- M** Infill development and enhanced transit improve access to the Main Public Library.





EPCC Parking Areas



Parking lot along El Paso St.

Parking lots along Oregon St.

On-street parking along El Paso St.



Parking lot along Oregon St.

Parking Structure along El Paso St.

On-street parking along Rio Grande

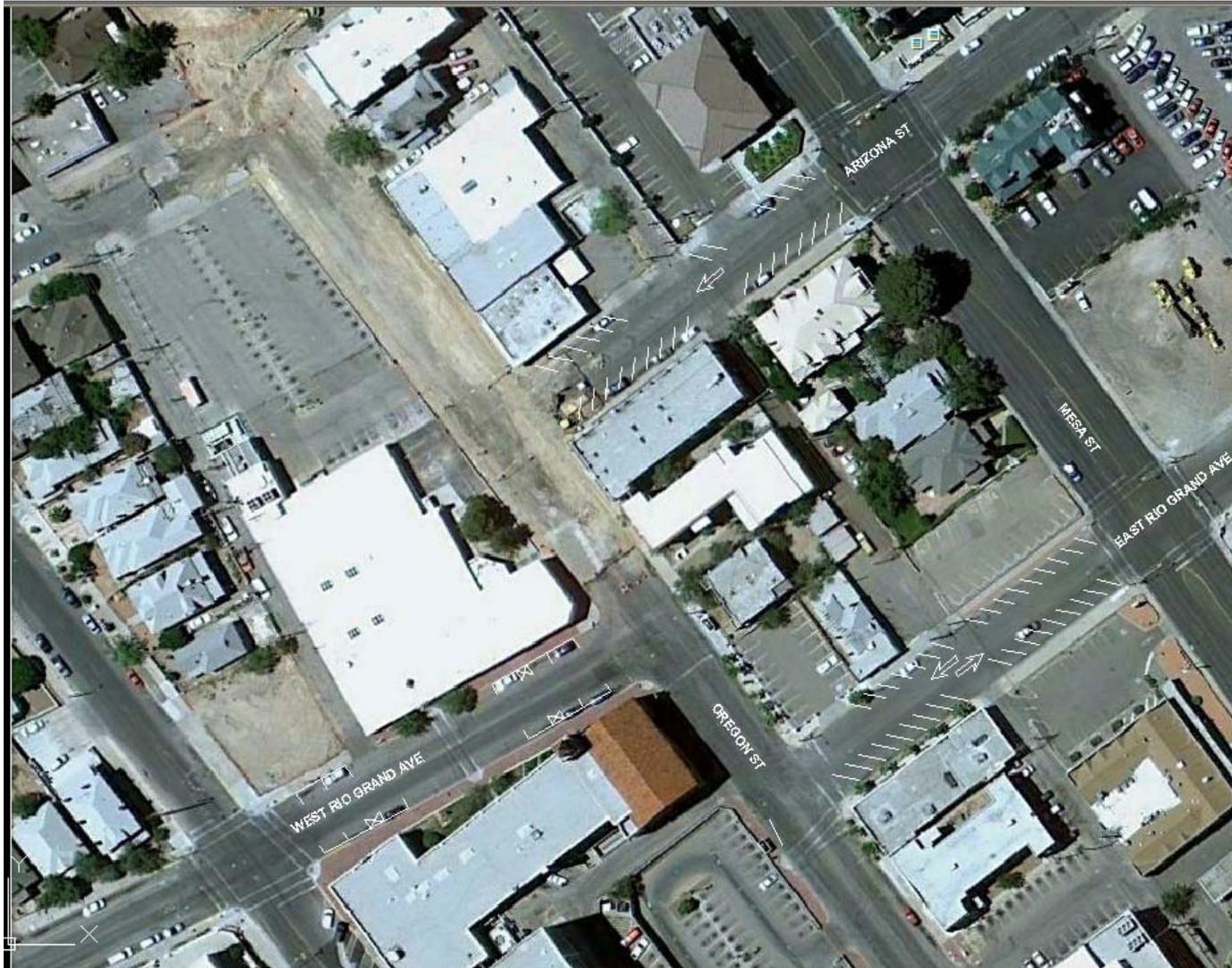


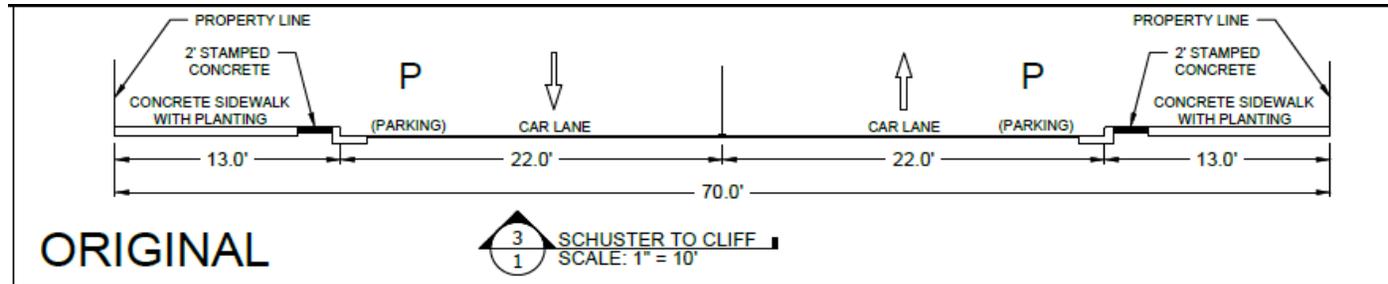
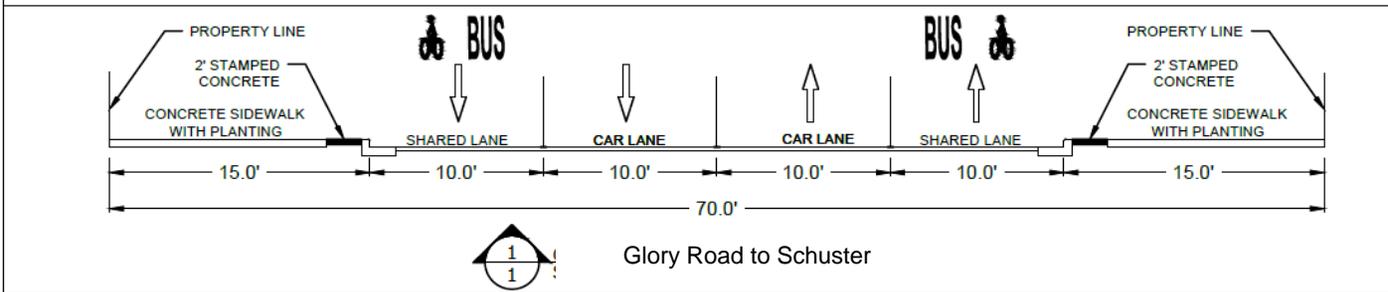
Apartments at Oregon and Arizona



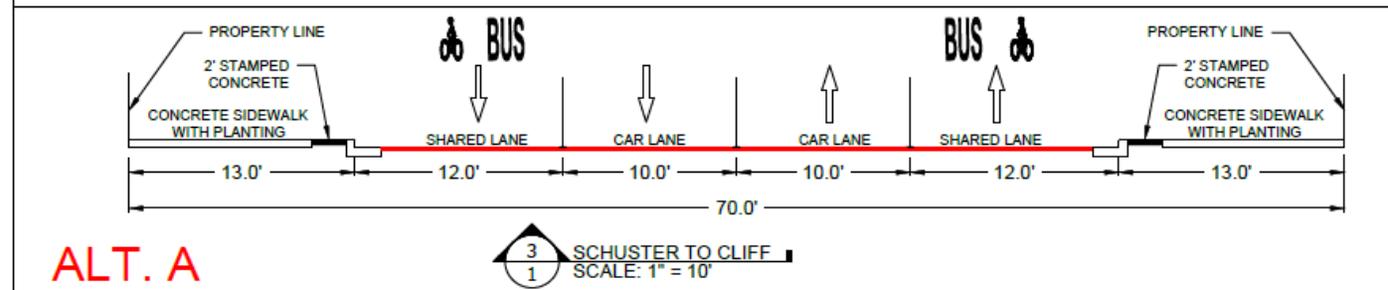


Proposed Angle Parking on Arizona and Rio Grande from Oregon to Mesa. Additional 21 parking spaces created

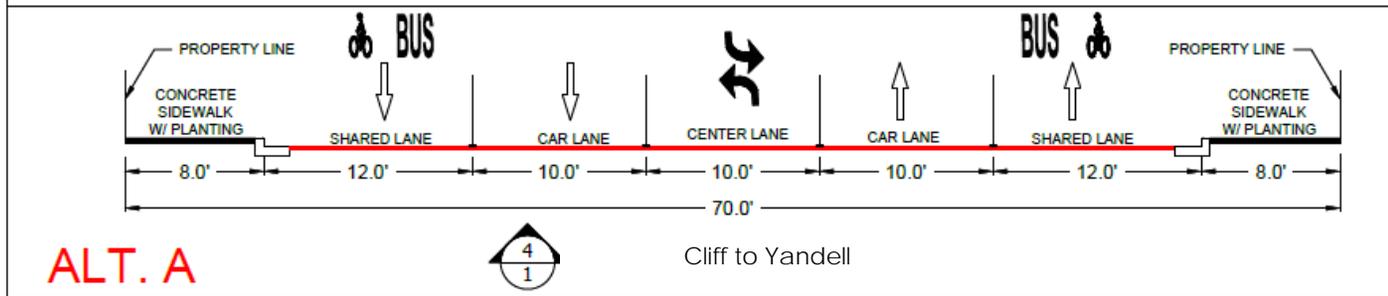
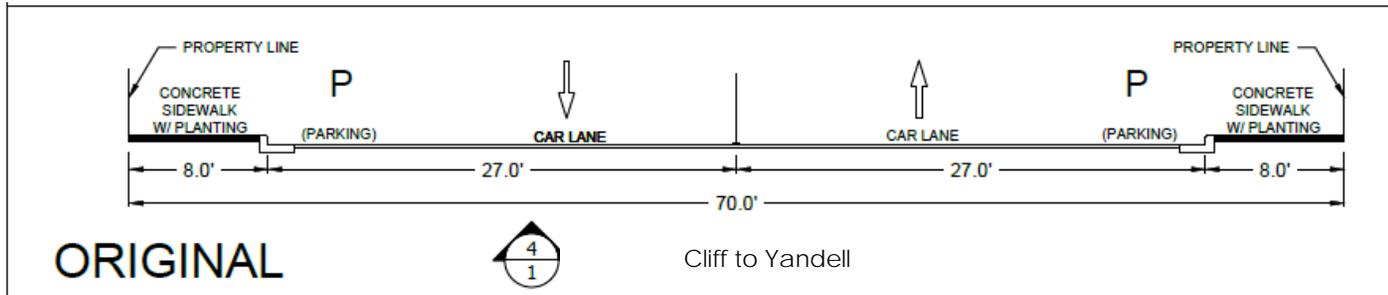




ORIGINAL



ALT. A





Proposed Staff Action

- To continue with the proposed dedicated bus lanes along Oregon staff requests the following actions from City Council:
 - Approve street design cross sections as presented
 - Direct staff to draft an ordinance for the removal of parking on Oregon from Yandell to Schuster and establish a dedicated bus/bike lane in its place



Thank you
Questions