



## ONWARD ALAMEDA. ALAMEDA CORRIDOR EL PASO, TEXAS

**14.5 MILES**

Project Area

**2021-2022**

Project Year

**1 YEAR**  
Timeline

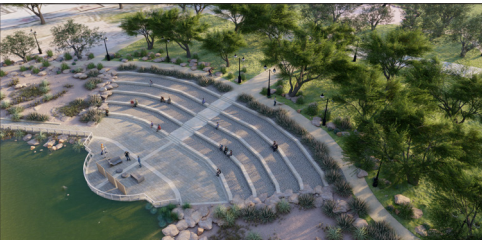
Dover, Kohl & Partners led a team to create a long-term vision plan for the future of the Alameda Corridor. The team included Street Plans Collaborative, Gallinar Planning & Development, CEA Group, and Zannetta Illustration, along with the crucial input of the El Paso community and the City of El Paso.

Alameda Avenue is one of El Paso's primary corridors, connecting downtown to the Mission Valley. The city's growth over the years can be traced along its length, from compact walkable development to commercial strips, and the suburban communities developed more recently. In 2018, the city's transit agency, Sun Metro, opened the Brio Bus Rapid Transit System along the corridor. This plan is part of a citywide effort to encourage transit-oriented development at the Brio stations.

Below: Proposed main street within a transit-oriented development.



Below: Proposed amphitheater that doubles as a retention facility during large storm events.



The study area stretches 14.5 miles and includes roughly one quarter mile to either side of the avenue. Working with the community, the project team developed a long-term vision for the future of the Alameda Corridor. A series of recommended strategies, policies, and capital improvements were provided to realize that vision. The plan focuses on enriching existing neighborhoods, creating new walkable neighborhood centers, increasing housing choices, enhancing mobility, re-imagining streets, addressing stormwater with green infrastructure, and embracing renewable energy. An emphasis is placed on protecting existing communities and providing strategies and tools to keep neighborhoods affordable.

The Onward Alameda vision plan process was a bilingual process conducted simultaneously online and in person.

The plan was unanimously approved by the El Paso City Council on June 22, 2022.

Below Right: Alameda Avenue, Existing Conditions. Below Center: Portions of the auto-oriented street are reimagined with wider sidewalks, on-street dining, and bus only lanes for the Brio BRT network.

