IMPERIAL COUNTY **ACTIVE TRANSPORTATION PLAN**

Final

Prepared by:
KOA Corporation

Prepared for:
Imperial County

Caltrans

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Imperial County
ACTIVE TRANSPORTATION PLAN

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SECTION 1

Background & Context

1.1 Overview

In 2016, Imperial County was awarded funding for the development of an Active Transportation Plan through a Caltran Sustainable Communities Grant . The County has identified a need to make travel safer and more active in small and rural communities. This Plan, led by Imperial County Public Works Department and Caltrans, seeks to enhance walking, bicycling, and transit access in unincorporated areas of Imperial County. Working with local, regional, and statewide partner agencies and organizations, Imperial County aims to develop a suite of project and program recommendations to improve walking, bicycling, and transit travel for residents and visitors alike. The Active Transportation Plan builds upon past work completed, and providing this focus on unincorporated communities to provide opportunities to develop an active transportation strategy leading to implementation of projects.

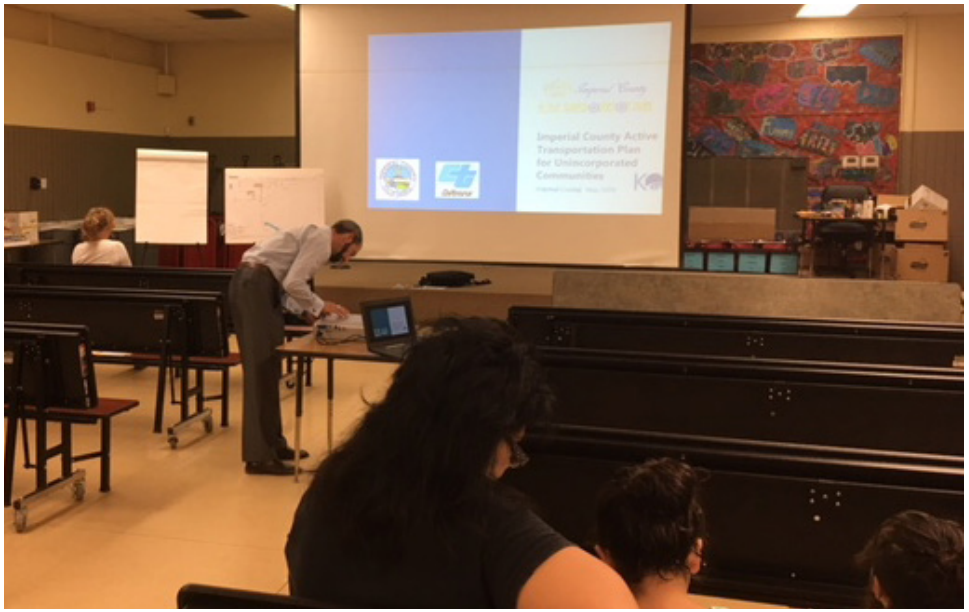
Imperial County envisions a county where walking and bicycling can support the everyday transportation needs of residents and visitors. While many of the larger communities in Imperial County have or are currently addressing this need, the focus of this project is to provide the same opportunity for unincorporated communities located in Imperial County. Figure 1.1.1 displays the location of the unincorporated communities that are included in this project, which are:

- Heber
- Niland
- Ocotillo
- Seeley
- Salton Sea
- Winterhaven/Bard

Active transportation refers to any form of human-powered transportation – walking jogging, running, bicycling, wheelchair, in-line skating of skateborarding. There are many ways to engage in active transportation, whether it is walking to the bus stop, or bicycling to school/work.

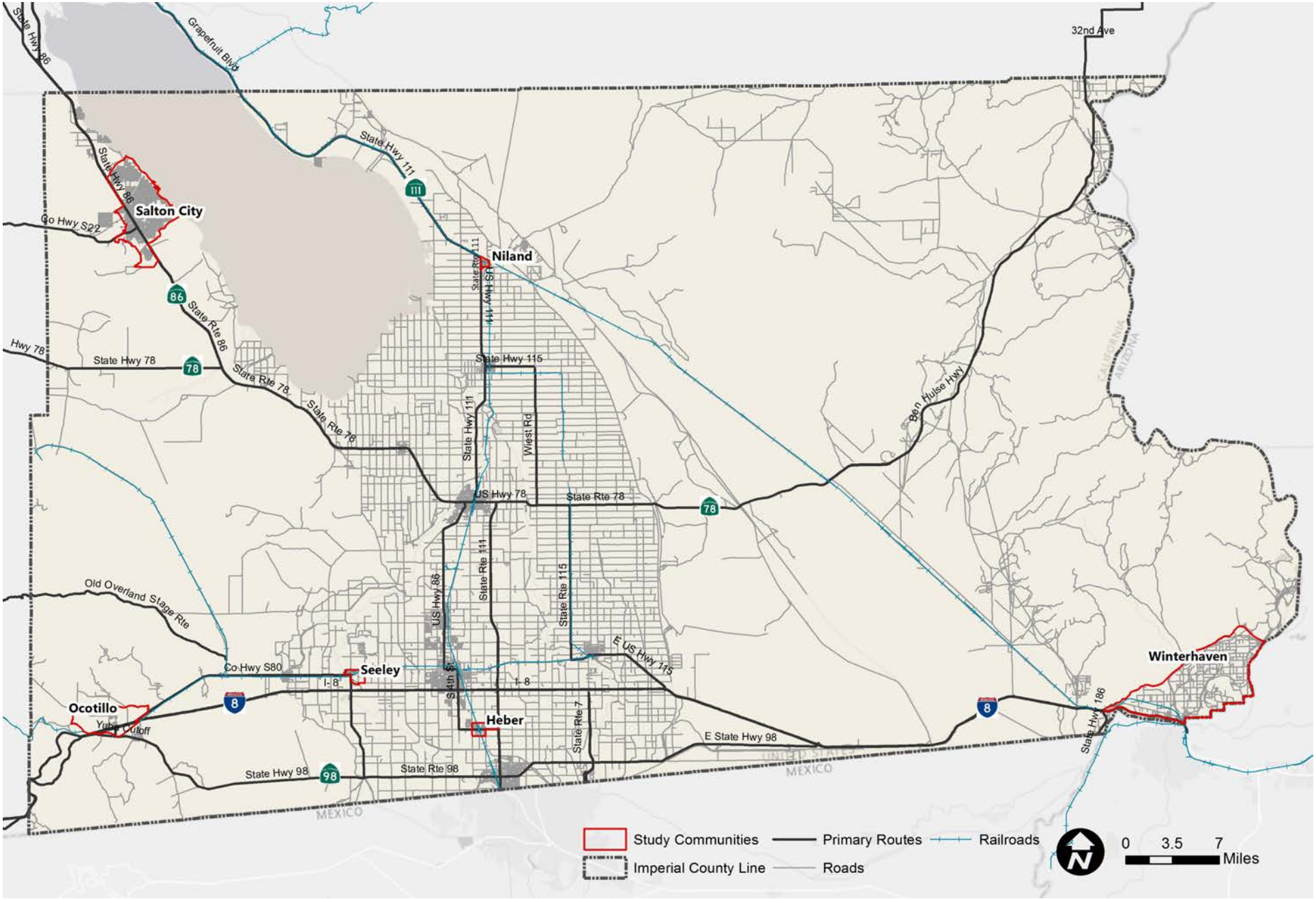
Within these communities, the focus will on active transportation opportunities in areas near schools, parks and community centers. This project identifies active transportation projects and includes route descriptions and conceptual drawings. It provides a guiding document for the development and integrated network of active transportation.

The Project Team, consisting of County of Imperial, Caltrans, local jurisdiction representatives, and consultants KOA Corporation, began the planning process in Spring 2018. The Project Team built upon recent long range transportation, bicycle, pedestrian, transit and other plans to build upon past efforts and to provide coordination with other county, local and statewide programs. This Plan identifies and prioritizes active transportation project alternatives and will include route descriptions and conceptual drawings. It will serve as a guiding document for the development and integrated network of active transportation. Additionally, the ATP provides a discussion of funding opportunities and expenditures. The plan complies with current Americans with Disabilities Act (ADA) standards.



KOA Public Input Workshop in Seeley

Figure 1.1.1: Imperial County Unincorporated Study Area



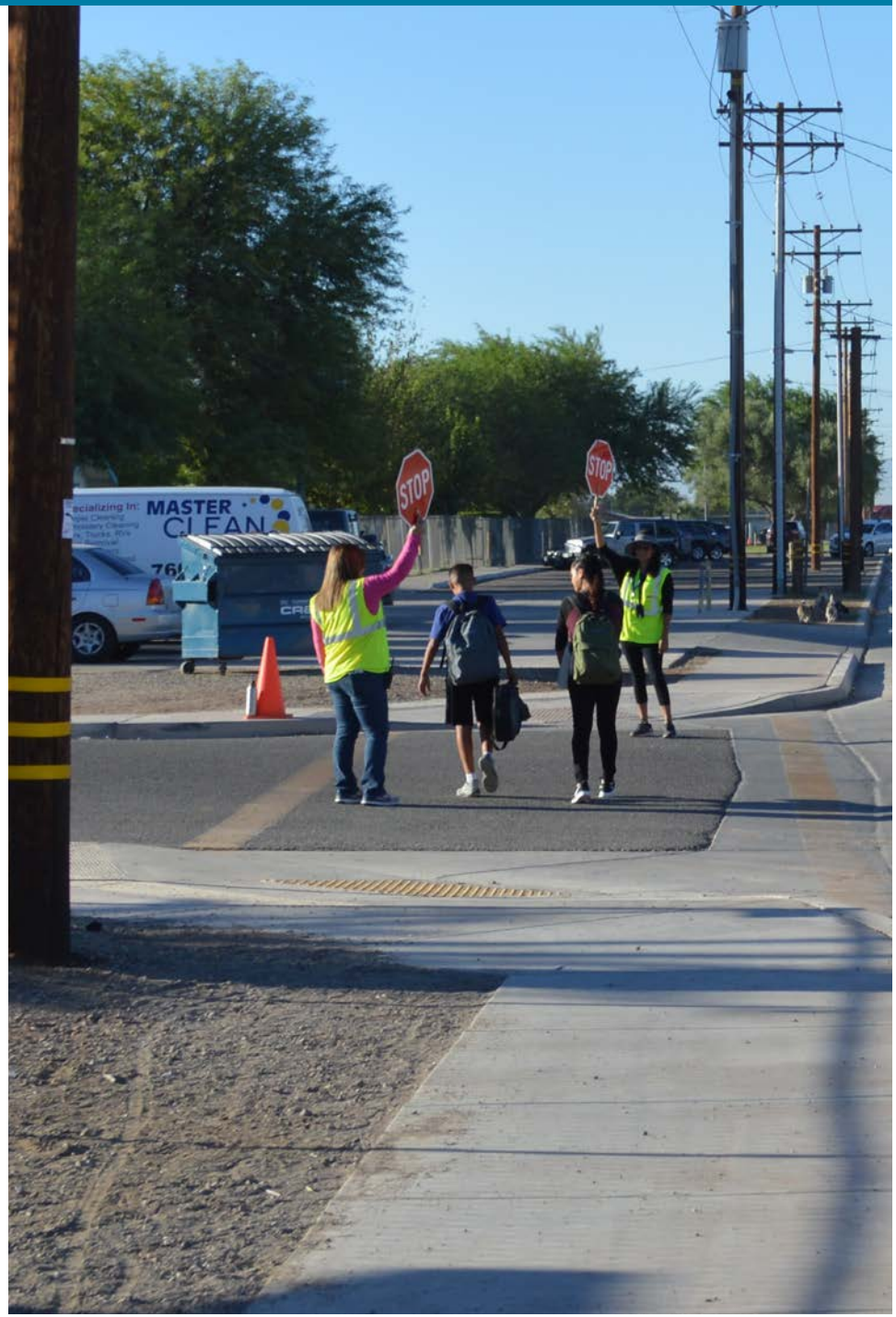
1.2 Plan Purpose

This Active Transportation Plan (ATP) establishes a vision and framework to increase active modes of transportation. The ATP is a comprehensive document that outlines the future of walking and biking in Imperial County. It will do so by:

- Assessing the needs of bicyclists and pedestrians in each unincorporated community,
- Examining gaps in the active transportation network,
- Identifying a set of engineering improvements and non-infrastructural programs that will encourage more people to partake in active transportation, and
- Providing the County with the necessary tools to implement the study recommendations.

Through a well-connected network of facilities and strategies, the Imperial County Active Transportation Plan ('the Plan') aims to both encourage and make it easier to walk, ride a bike, and access transit within the each community.

This plan will help ensure the highest and best use of County funds when they are used for pedestrian and bicycle needs. The plan will also improve the County's access to funding for active transportation projects through the state Active Transportation Program and other state and national initiatives.



1.3 Benefits of Active Transportation

Active transportation is a beneficial form of travel. Some benefits include:

- Active transportation provides travel options for persons who do not have the ability to drive or lack access to a vehicle. For some households, walking, bicycling or transit is a primary means of travel.
- Improve Health: Walking and bicycling provide cardiovascular exercise. When people integrate walking and bicycling into their daily activities, they can easily achieve the recommended 30 minutes of daily physical activity.
- Better Air Quality: Active transportation replaces automobile trips which produce harmful transportation-related emissions, noise, and congestion.
- Reduce Transportation Expenditure: Walking and biking are affordable travel modes. Motorists pay to drive and maintain their vehicle. By driving less, household transportation costs are reduced.
- Improved safety: Improvements related to active transportation can make travel safer and create a better walking and biking environment.

1.4 Community Outreach

The Project Team conducted extensive community and stakeholder outreach to identify active transportation challenges and opportunities and to inform the recommendations of this Plan. This strategic outreach sought feedback from each of the unincorporated communities. Outreach strategies are described in this section and more details can be found in Appendix A.

Heber, CA

Project Coordination Meetings

Monthly project team meetings were held with the Imperial County and Caltrans staff to provide direction on upcoming tasks and project progress.

Community Meetings

In April and May, 2018, a series of community workshops were conducted in the Plan's focus areas to identify active transportation improvement needs and opportunities. Separate workshops were held in each of the unincorporated Imperial County areas (six locations) convenient for citizens/residents to attend. Participants were asked to provide feedback on existing conditions, where they walk and/or bike, and opportunities and constraints, and were asked to identify their preferred bicycle and pedestrian facilities. Common themes that emerged from the workshops include the need for improved sidewalk connectivity, lighting and marked crossings.

Surveys

Other outreach activities included developing and administering a survey for those attending the meeting to list non-motorized transportation needs and provide suggestions for improvement. Project information tables were also set up at four events around the County where information about the study was provided and surveys were provided. Informational materials were prepared and distributed that described the project, listed the purpose, times and locations of meetings were prepared and posted at numerous locations.

1.5 Planning Context

The active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the six unincorporated communities included in the plan area. Meetings were held with school officials and input was obtained on active transportation needs. The plan is consistent with County transportation plans and policies. The plan is also consistent with regional transportation, air quality, or energy conservation plans This includes the County's General Plan and the SCAG Regional Transportation Plan /Sustainable Community Strategy. The following documents provide background and context for the Active Transportation Plan:

Bicycle Master Plan (2011)

Imperial's Bicycle Master Plan provides a guiding document for developing an integrated county-wide network of bicycle facilities between the cities and the unincorporated areas of the county. The plan defines a network for county-wide bicycle connections. This network would be accomplished by constructing approximately 64 miles of off-street bike paths and improving 103 miles of travel shoulders along state highways. The Bicycle Master Plan is used in this Plan to define regional connections extending outward from each of the unincorporated communities.

Imperial County Long Range Transportation Plan (2013)

The Imperial County Long Range Transportation Plan (LRTP) was prepared by the Imperial County Transportation Commission, Southern California Association of Governments, and Caltrans District 11. The LRTP reviewed the transportation infrastructure within Imperial County, and developed a prioritized list of highway and roadway projects. Related land uses, transit services, freight movement, travel demand management and transportation system managements strategies are discussed. Active transportation is not specifically addressed in this document.

Safe Routes to School

The Imperial County Safe Routes to School Plan provides a county-wide evaluation of school access. The plan identifies physical improvements for sidewalks and bikeway improvements, and the enactment of programs. The Plan followed a "5 E" approach to making walking and bicycling safer and more attractive to Imperial County's students and parents. Plans were developed for 52 public schools in Imperial County. This plan provides background on projects near schools that are located in the unincorporated communities that were studied.

Mobility and Land Use Elements of the General Plan

The Mobility and Land Use Element of the General Plan provide a framework and guidance for the County's development for the next 20 years.

Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS)

Imperial County falls under the jurisdiction of the Southern California Council of Governments (SCAG). SCAG's 2016 RTP/SCS outlines the regional long-range strategy to improve the region's mobility, economy and sustainability to be compliant with the U.S. DOT's Fixing America's Surface Transportation (FAST) Act, and California Senate Bill 375.

1.6 How to Use This Plan

The Active Transportation Plan (ATP) provides a vision for the future of active transportation for these unincorporated communities of Imperial County. Chapter 2 describes this vision and project goals. Chapter 3 provides a description of active transportation tools in which to use. Chapter 4 discusses the pedestrian and bicycle plan for each of the six communities. The Plan also provides engineering and programming recommendations. This includes project priorities, cost estimates and funding strategies.

SECTION 2

Vision & Goals

2.1 Vision

Imperial County envisions a community where walking and bicycling can support the everyday transportation needs of county residents and visitors. A quality active transportation network provides access and mobility to users of all ages, abilities and background.

The Imperial County Active Transportation Plan for Unincorporated Areas envisions a network of active transportation infrastructure and programs within these communities, so that walking and bicycling are part of everyday life. Within these communities and connecting these communities to other parts of the County, people of all ages and abilities enjoy access to safe, comfortable, and convenient walking, bicycling, and transit routes. This vision includes implementing active transportation projects and programs that enhance quality of life, provide for healthier lifestyles, provide greater transportation options, and help to create an attitude fostering safety and respect for the well-being of people traveling on foot or by bike.

2.2 Goals

As a framework for this vision, the following goals and objectives serve to guide the policies, planning, and implementation of active transportation improvements in Heber, Niland, Ocotillo, Seeley, Salton Sea and Winterhaven/Bard.

GOAL 1: Improved Access

Provide a bicycling and walking experience within each community and between communities by providing multimodal facilities designed following local and national best practices. Develop walkable communities that provide walk and bike access to community destinations such as schools, parks, public facilities, and community centers.

GOAL 2: Network Connectivity

Identify and create a well-connected network of local on-street walkways and bikeways designed for people of all ages and abilities. While resources may not be available to address all streets, develop an active transportation network that provides a consistent level of service for the length of the trip. Identify gaps in the pedestrian and bicycle systems and provide projects that reduce barriers to travel.

GOAL 3: Safety

Pedestrians and bicyclists travel at a slower speed than motorists. They are smaller and less visible. Higher speed vehicles pose a potential safety hazard for pedestrians and bicyclists. A project goal is to provide a plan and identify projects that will provide a safer environment for walking and bicycling. As part of the plan, address the shared roadway with vehicles by addressing travel speeds and crossings at intersections. Enable safe pedestrian and bicycle travel during daytime and during evening hours.

GOAL 4: Increase Active Transportation Travel Within Each Community

Develop a pedestrian and bicycle network that will meet the needs of community residents that will encourage walking and biking, in order to provide a viable travel option to the use of a vehicle. Make walking and biking a way of traveling through each community. This may include improving both educational programs that provide information about the benefits of walking and biking, as well as providing improved multimodal facilities.

GOAL 5: Health

Promoting the health benefits of walking and biking through education programs in schools and events around the community can be effective in increasing physical activity amongst residents.

GOAL 6: Equity

Provide an active transportation network that serves all people. Establish walking, bicycling, and transit links within areas that have higher concentrations of disadvantaged and underserved communities, where reliance on active transportation is often greatest.

SECTION 3

Active Transportation Toolkit

Imperial County
ACTIVE TRANSPORTATION PLAN

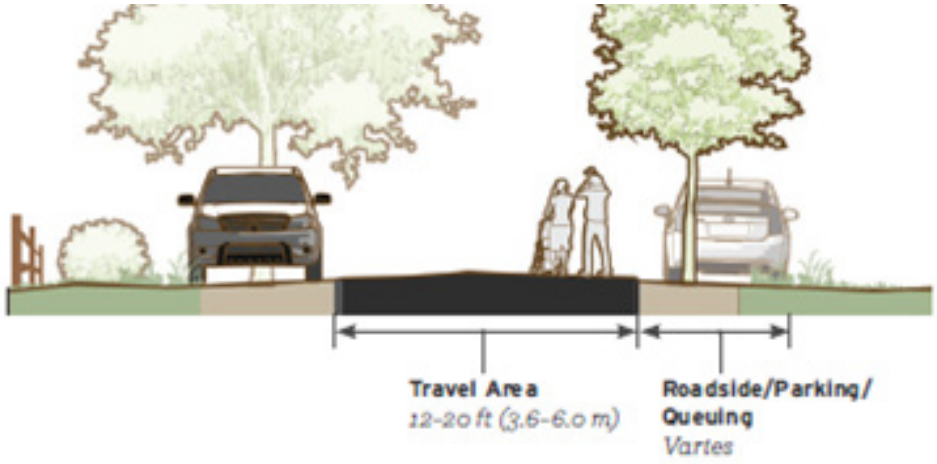
3.1 Active Transportation Toolbox

This section provides a description of the types of active transportation projects that can be considered for smaller sized communities that comprise the project study area. These are the bicycle, pedestrian and supportive roadway project types that are referenced throughout this plan and as part of project recommendations. The active transportation toolbox presented in this section is based upon recent research and publication of project types for roadways serving rural areas and small communities. The project types presented in this section references American Association of State Highway and Transportation Officials' (AASHTO) Guide for the Development of Bicycle Facilities 2012 and from the Manual on Uniform Traffic Control Devices (MUTCD). The information presented also is consistent with Americans with Disabilities Act (ADA) standards.

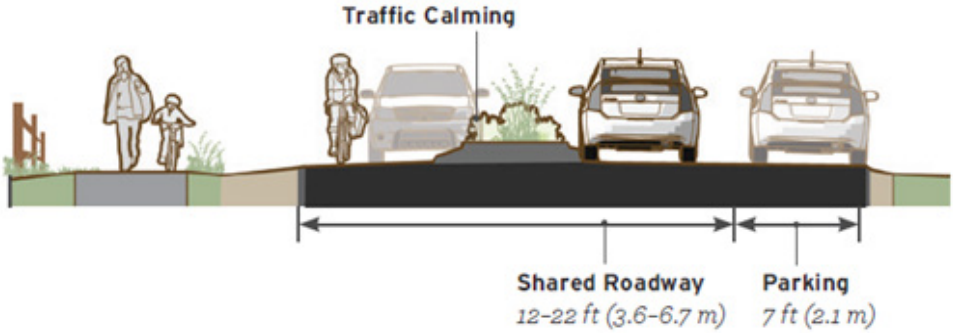
Caltrans designation of four bikeway classifications is referenced in the bikeway toolbox projects. This designation is as follows:

- Class I Shared Use Paths provide a separate right-of-way from roadways. These are typically multi-use facilities designated to accommodate bicyclists, walkers, and runners.
- Class II Bicycle Lanes use painted stripes and stencils to delineate a portion of the street for bicyclists. These provide for more predictable movement by bicyclists and motorists. Conventional bicycle lanes provide between four and six feet of space between the curb and travel lane.
- Class III Bike Route are routes where the travel lane accommodates both motorists and bicyclists. Bike routes provide a right-of-way designation through the use of signs or pavement markings.
- Cycle Track are on-street bicycle facilities but are separated from vehicular traffic by a physical barrier.

Class II Bike Lane in Seeley



Yield roadway section*



Bike route boulevard with divided median*

*Image Source: Small Town and Rural Multimodal Networks, Federal Highway Administration 2016

The toolbox strategies reference the four bicycle classifications, but have been expanded to be consistent with the document Small Town and Rural Multimodal Networks, published by the Federal Highway Administration, December, 2016.

Mixed Traffic Facilities

Yield Roadway

A yield roadway is a roadway that serves pedestrians, bicyclists and motor vehicles in the same slow-speed travel area. Yield roadways serve bidirectional motor vehicle traffic without lane makings in the roadway travel area. Pavement width is typically 20 foot or less. Can be used in low speed - low volume situations.

Bicycle Boulevard/Bike Route

Bicycle boulevards are a type of Class III bicycle facility that provide a bicycle-priority route designed to offer convenient low-stress access to local destinations and through neighborhoods. Bicycle boulevards are created by combining access management, traffic calming and crossing treatments together to support the bicycling experience along a corridor. Bicycle boulevards emphasize sharing the road between motorists and bicyclists. Shared lane markings and bike route

Shared Lane Markup*

signs may be used to identify the route.

Bicycle Route

Bicycle routes are the conventional Class III bicycle facility that provides signed shared routes. Here a bicycle shares a lane with motor vehicles. Roadways signed as bike routes generally should offer a higher degree of service or comfort than adjacent streets. They were chosen as part of the network because of the importance of overall system connectivity, and connectivity to destinations such as parks, neighborhoods, and schools.

Class III bike routes can be signed and further delineated using Shared Lane Markings (SLMs). A shared lane marking, or "sharrow," can be used to encourage bicycle travel and proper positioning within a shared travel lane. Placed in a linear pattern along a corridor (typically every 100-250 feet), shared lane markings make motorists more aware of the potential presence of cyclists.

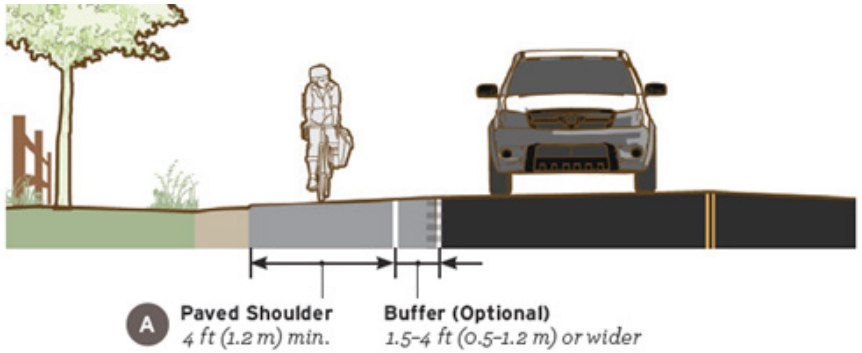
Visually Separated Facilities

Paved Shoulder

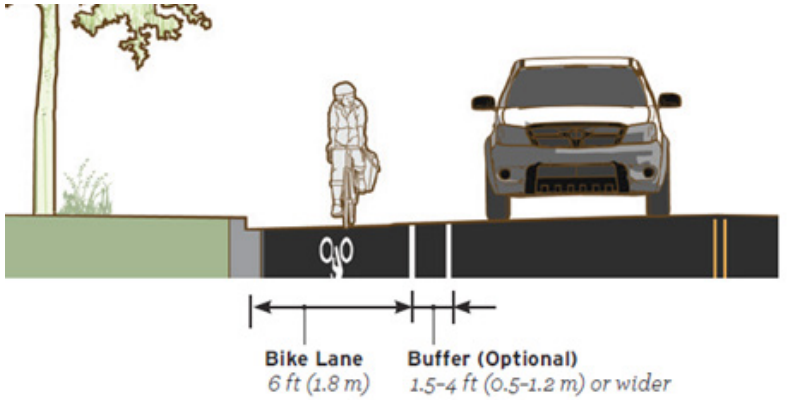
Paved shoulders on the edge of roadways can be enhanced to serve as a functional space for bicyclists and pedestrians to travel in the absence of other facilities with more separation. Edge markings or rumble strips are used to enhance the visual separation. Improved paved shoulders provide a stable surface off of the roadway for pedestrians and bicyclists. A minimum four feet shoulder should be provided, with optional buffers of up to four feet in high speed or higher volume conditions.

Bike Lane

Bike lanes are Class II bicycle facilities that designate an exclusive space for bicyclists through the use of pavement markings and optional signs. A bike lane is located directly adjacent to motor vehicle travel lanes and follows the same direction as motor vehicle traffic. A buffer may be provided to separate the bicycle lane from vehicle traffic.



Paved shoulder*



Dedicated paved bike lane*

*Image Source: Small Town and Rural Multimodal Networks, Federal Highway Administration 2016

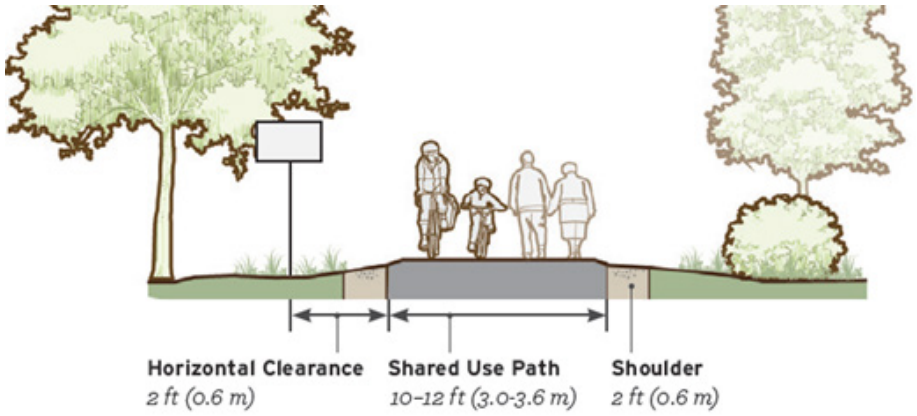
Physically Separated Facilities

Shared Use Path

A shared use path provides a travel area separate from vehicle traffic for bicyclists, pedestrians, wheel chair users, and joggers. Shared use paths can provide a low stress experience for these users using the facility for transportation or recreation. Enhancements at intersections or crossing roadways will improve the conditions for path users.

Sidepath

A sidepath is a shared use path that is located adjacent and parallel to a roadway. Sidepaths offer an improved pedestrian and bicycle experience as compared to on-road facilities. These are particularly appropriate in high volume or high speed corridors.



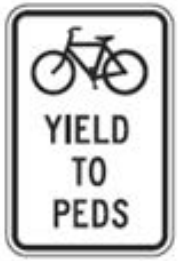
Share use pathway for non-vehicular travel*

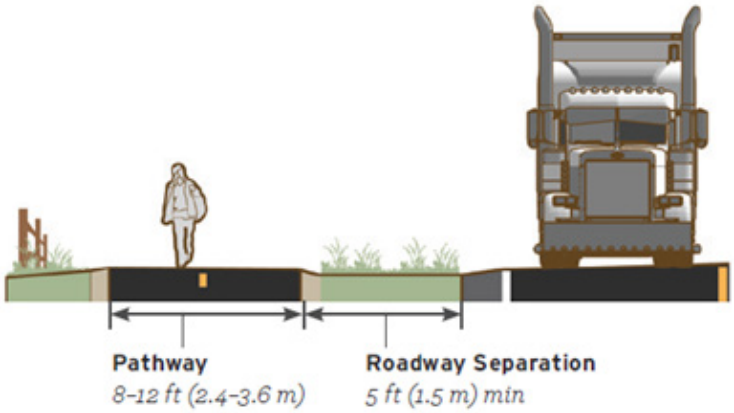
Sidewalk

Sidewalks provide dedicated space for pedestrians that are safe, comfortable and accessible for all ages. Sidewalks are typically separated from the roadway by a curb or unpaved buffer space.

Separated Bike Lane

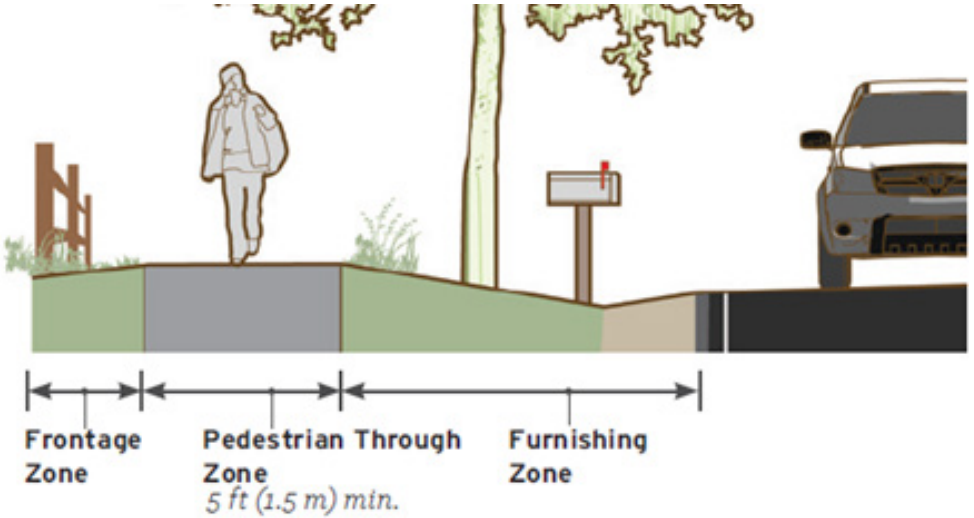
Separated bike lane are a Type I bicycle facility that provides for exclusive use of bicyclists that is located within or directly adjacent to the roadway and physically separated from vehicle traffic. The separated lanes can be one-way or two-way facilities.



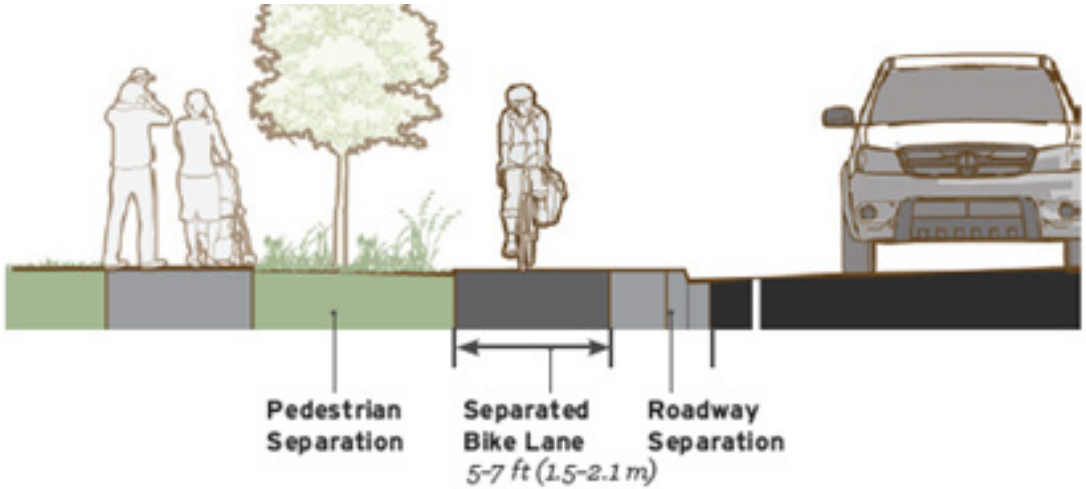


Paved pathway with protected buffer*

*Image Source: Small Town and Rural Multimodal Networks, Federal Highway Administration 2016



Sidewalk with protected buffer*



Dedicated sidewalk and bike lane with protected buffer*

*Image Source: Small Town and Rural Multimodal Networks, Federal Highway Administration 2016

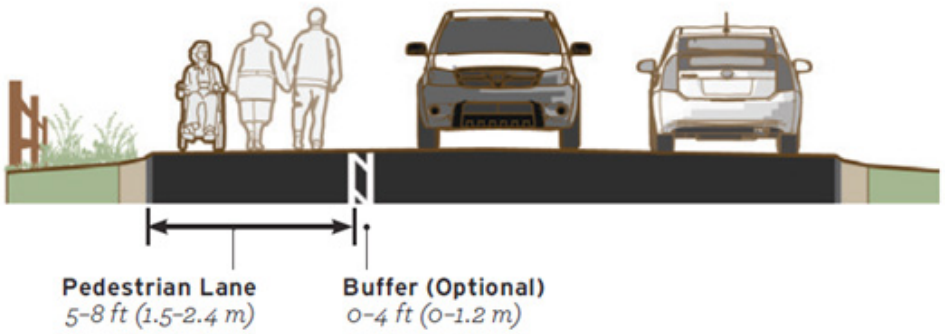
Network Opportunities

Speed Management

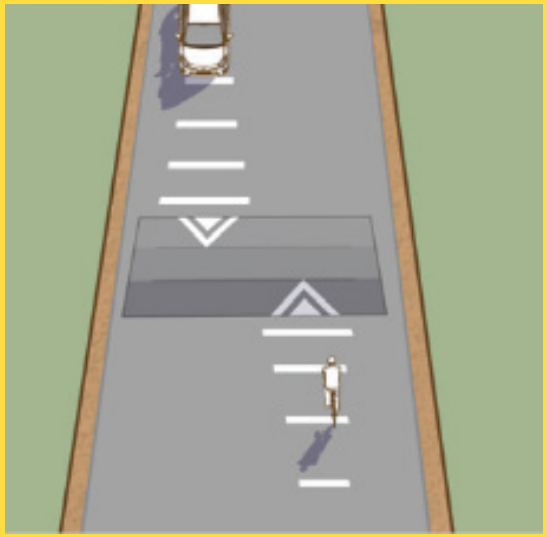
Speed management includes measures that can be applied to create slower traffic conditions along the road. Speeding is a major contributor of crashes of all types. It also increases the likelihood of pedestrian crashes as reaction time decreases and stopping distance increases. Higher travel speed affects injury severity. Concern of travel speed can be a deterrent for all active transportation modes. Education programs and physical improvements are methods to address travel speed concerns.

Pedestrian Lane

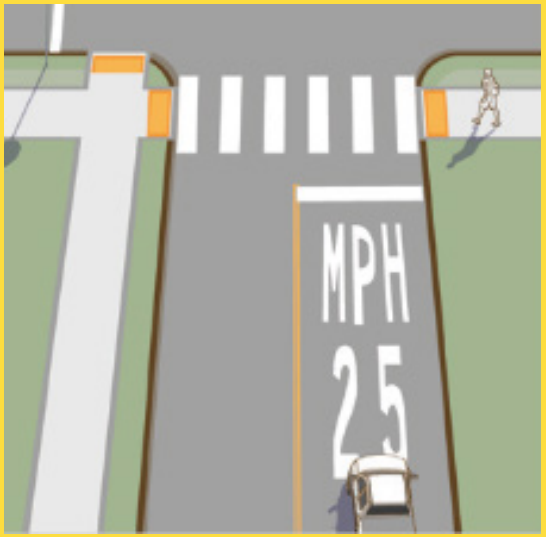
Pedestrian lanes provide pedestrian accommodation on roadways lacking sidewalks. These may be constructed as interim measures to the ultimate construction of sidewalks. This facility is best used on roads with low or moderate speeds and volumes.



Paved pedestrian lane with optional buffer*



Speed Hump or Tables*



Speed Limit Pavement Marking*

Speed Feedback Sign*

*Image Source: Small Town and Rural Multimodal Networks, Federal Highway Administration 2016

Crosswalks

High visibility crosswalks are marked crosswalks that provide more visibility to pedestrians crossing the roadway. This may include pedestrian signal indicators which demonstrate to pedestrians when to cross at a signalized crosswalk. All traffic signals should be equipped with pedestrian signal indications except where a pedestrian crossing is prohibited by signage.

Pedestrian Hybrid Beacons

One type of beacon is a Pedestrian Hybrid Beacon which is a pedestrian activated warning device. The beacon has two red lights above a single yellow light. The beacon head is "dark" or unlit until a pedestrian activates the device. The pedestrian pushes a button that activates the beacon. After displaying brief flashing and then steady yellow light intervals, the device displays a steady red indication to motorists and a "WALK" indication to pedestrians, allowing them to cross while traffic is stopped.

Rectangular Rapid Flashing Beacon (RRFB)

Another pedestrian beacon is a pedestrian activated warning device that consists of yellow LED rectangular flashing lights that draw attention to the crossing and provide information to approaching traffic that a bicyclist or pedestrian is crossing the street.

Lighting

The availability of adequate lighting impacts the use and safety of active transportation. Driving, walking or biking on or across a roadway is less safe in darkness than in a lighted area. Night time crash rates are much higher than the daytime rates. The crash rate is also higher on un-lit rather than lit facilities.

Pedestrian Hybrid Beacon*

Rectangular Rapid Flashing Beacon*

*Image Source: Small Town and Rural Multimodal Networks, Federal Highway Administration 2016

Accessible Curb Ramps

Curb ramps allow all users to make the transition from the street to the sidewalk. There are a number of factors to be considered in the design and placement of curb ramps at corners. Properly designed curb ramps ensure that the sidewalk is accessible from the roadway. A sidewalk without a curb ramp can be useless to someone in a wheelchair, forcing them back to a driveway and out into the street for access. A perpendicular ramp is aligned so that the ramp is perpendicular to the centerline of the roadway. This design directs pedestrians to travel perpendicular to traffic when they enter the street and crosswalk. Diagonal curb ramps present potential safety and mobility challenges for pedestrians, including reduced maneuverability and increased interaction with turning vehicles, particularly in areas with high traffic volumes.

Curb Extensions

Curb extensions shorten the crossing distance at intersections or midblock crossings, helping to minimize pedestrian exposure and increasing visibility for pedestrians and motorists. Because curb extensions are generally located adjacent to on-street parking, they typically do not impede motor vehicle travel.

End-of -Trip Facilities

These facilities are needed for bicycle trips. Bicycle racks are the preferred equipment for short-term bicycle storage. These are needed at destinations such as apartments, schools, parks, public facilities, transit stops and commercial areas. Bicycle lockers are the preferred equipment for long-term bicycle storage.

Transit Stop Infrastructure

At transit stops, infrastructure can include improved pedestrian access, offer protection from moving vehicles, and shelter from the weather. These elements include signage, lighting, seating, and shelters.

Complete Streets

A “Complete Street” is defined as a street that caters to all roadway users - including pedestrians, bicyclists, and transit users that fits within the community context. Complete streets improvements may include a combination of the projects listed above that enhance the walking and bicycling environment. Complete streets are typically considered for higher volume streets near activity centers to better serve all transportation users.

SECTION 4

Community Plans:

Imperial County
ACTIVE TRANSPORTATION PLAN

Introduction

The community plans section describes the existing walking and bicycling environment in each of the focus area communities covered by this Plan followed by recommendations to enhance active transportation. For each community, the text includes a description of existing land use, current conditions, existing active transportation networks, documented safety issues, recommended pedestrian, bicycle and transit systems, and project recommendations. This section begins by describing bicycle and transit facilities that connect to each community and a comparative overview of disadvantaged community measures.

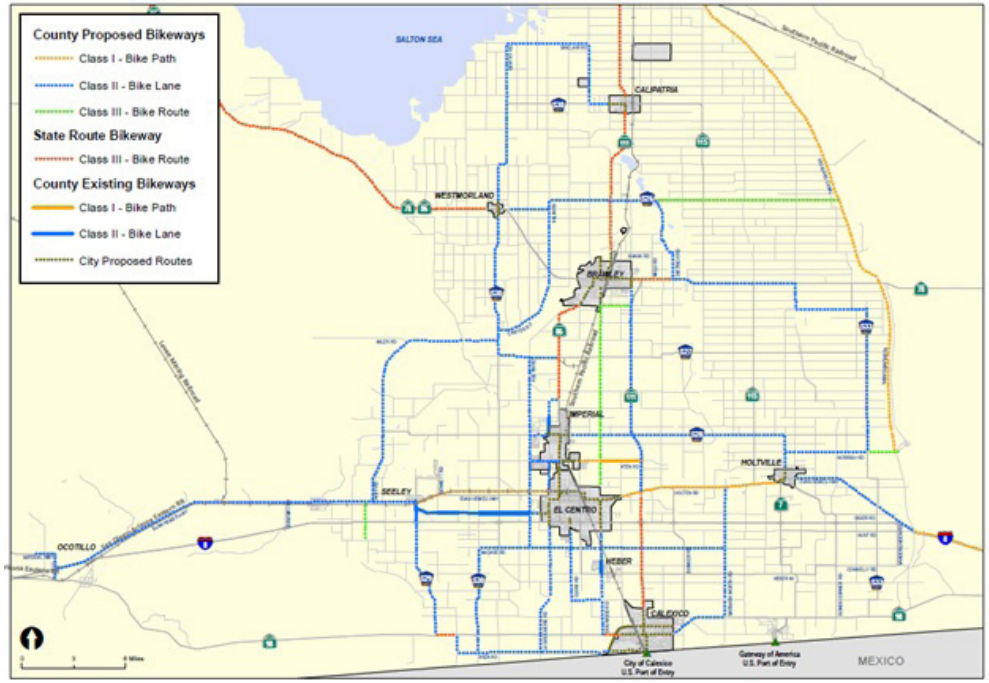
4.1 Regional Connectivity

Connectivity between the six unincorporated communities has been previously addressed by the Imperial County Bicycle Master Plan (2011) and by the Short Range Transit Plan (2011) which is being updated in 2018. Information related to connectivity between the six communities is summarized below.

Bicycle Master Plan (2011)

Imperial's Bicycle Master Plan was prepared to serve as the guiding document for the development of an integrated county-wide network of bicycle facilities for the unincorporated areas of the county. The plan outlines how bikeways could be defined in order to connect the unincorporated communities and rural areas to each other and to major destinations. This network would be accomplished by constructing approximately 64 miles of off-street bike paths and improving 103 miles of travel shoulders along state highways. The Bicycle Master Plan also defines a network of designated bikeway routes.

Figure 4.1.1: Imperial County Unincorporated Study Area



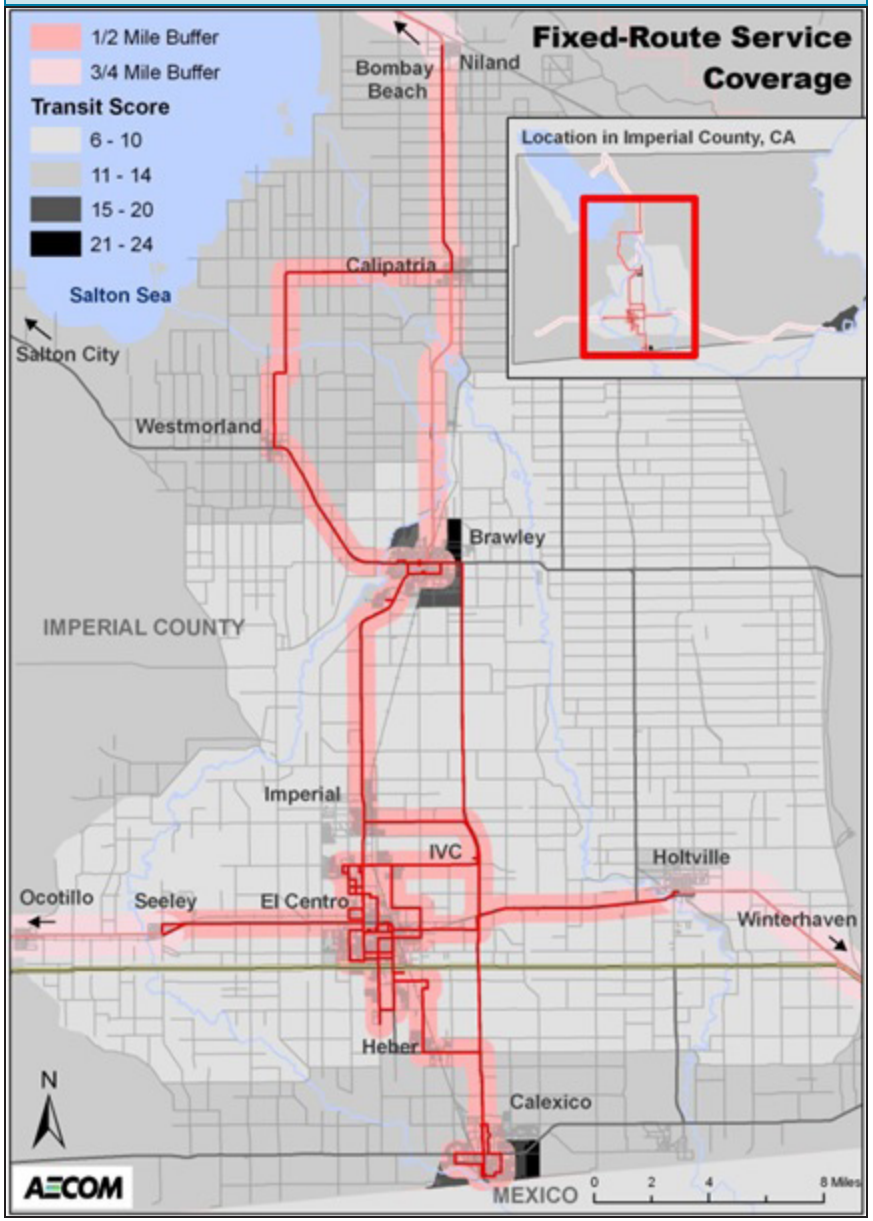
Source: County of Imperial Bicycle Master Plan

Short Range Transit Plan (2011)

This Short Range Transit Plan (SRTP) for the Imperial County Transportation Commission (ICTC) was completed in 2011. This plan is being updated in 2018. Both the 2011 and 2018 SRTP involve the examination of transit, socio-economic and demographic data, as well as an extensive public outreach process that involves meetings with members of the public and current transit system riders, as well as interviews with community stakeholders. The SRTP describes the current transit system operation, and provides a set of recommendations for both fixed route bus system and the various demand response transit services operated throughout Imperial County.

Transit services are provided by Imperial Valley Transit (IVT). The fixed route transit system is shown in Figure 4.1.1. Heber, Niland and Seeley are each served by one fixed transit route that provides multiple transit runs per day. Winterhaven/Bard is served by one transit route that operates three days per week. Ocotillo and Salton City are not served by fixed route transit. The service characteristics of each transit route and the demand response services that are also provided are described in the SRTP. Services to each of the six study communities are described further in the following sections of this report.

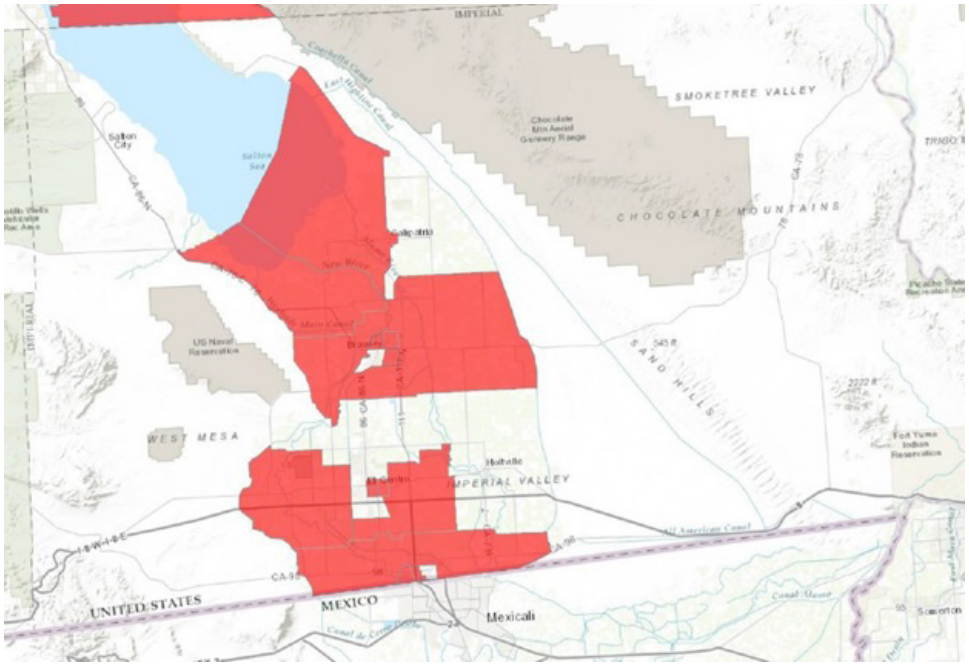
Table 4.1.1: Fixed Route Transit System



Source: Short Range Transit Plan, 2011 ICTC

4.2 Disadvantaged Communities

Figure 4.2.1: Disadvantaged Communities



Caltrans' Active Transportation Program supports projects and plans in disadvantaged communities. For a project to qualify as directly benefitting a disadvantaged community, the project must be located within or directly adjacent to a disadvantaged community. The three methods used to define disadvantaged eligibility are described below. A summary table for each of the six communities is provided in Table 4.2.1.

1. Median Household Income is less than 80% of the statewide median based on data from the most recent year U.S. Census American Community Survey. In 2017, this level was defined as $51,026.

2. An area identified as among the most disadvantaged 25% in the state according to the CalEPA based on the California Communities Health Screening Tool 3.0 (CalEnviroScreen 3.0) scores. The Score must be greater or equal to 36.62.

3. At least 75% of public school students in the project area are eligible to receive Free or Reduced Price Meals (FRPM) under the National School Lunch Program.

Table 4.2.1: Imperial County Unincorporated Study Area

Criteria	Heber	Niland	Ocotillo	Salton City	Seeley	Winterhaven
Median Household Income	$42,647	$18,553	N/A	$36,274	$24,083	$22,835
Enviroscore	50.27	48.09	<36.62	<36.62	81-85%	<36.62
FRPM %	78.60%	92.20%	n/a	87.10%	84.40%	88.90%

	Meets Disadvantaged Criteria
N/A	Not Available
N/A	Not Applicable
FRPM%	Percent of students eligible for free or reduced price lunch

Source: U.S. Census American Community Survey, 2016; CalEnviroScreen 3.0; California Department of Education

SECTION 4

Community Plans:

Imperial County
ACTIVE TRANSPORTATION PLAN

Heber

4.3 Heber

Context

The community of Heber is located in the south central part of Imperial County between El Centro and Calexico. Heber has a population of 4,287 and has 1,290 households. The median age in Heber is 28.4 years. Racial characteristics are 100% of Mexican decent.

Heber includes a full range of urban services, in particular water and sewer systems, and it contains a range of residential, commercial and industrial uses. While Heber is a small community, it includes a number of activity centers that residents travel to. These destinations include two schools. The Dogwood Elementary School is located in the north part of the community at Dogwood Road and Correll Road. The Heber School, a Junior High School, is located in the south part of the community on Heber Avenue. Much of the commercial activity, the Post Office and gas station are located on Main Street (SR 86). A community center is located north of Main Street on Heber Avenue. The communities' edges are primarily agricultural. A solar farm is located immediately south of the community. Other major employers are located south of the community immediately west of Dogwood Road. Services not found in Heber can be obtained in El Centro near I-8. The Imperial Valley Mall is located three miles north on Dogwood Road. This area includes additional retail, grocery, and services.

Table 4.3.1: Commute Mode Share (Percent) in Heber

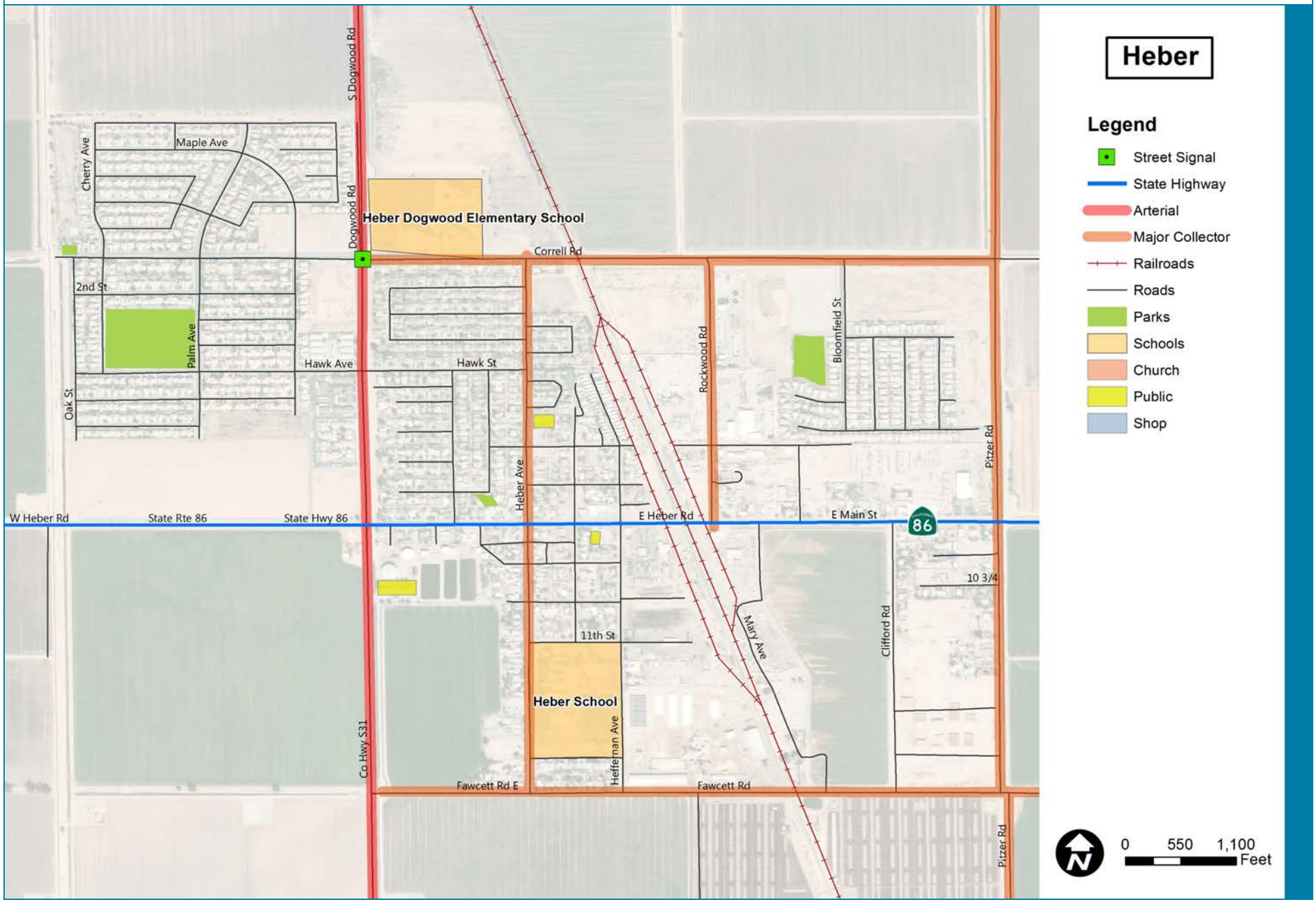
	Heber	Imperial County	California
Commuting to Work	1306	57,190	17,193,695
Drive Alone	93.7%	80.8%	73.5%
Carpool	0.8%	9.6%	10.6%
Public Transportation	0%	0.9%	5.2%
Walked	2.0%	2.2%	2.7%
Other means	0%	2.5%	2.6%
Worked at home	3.5%	4.0%	5.4%

Source: U.S. Census American Community Survey, 2016

Disadvantaged Status

Heber qualifies as a disadvantaged community based on median household income of $42,647, which is under the 80% California median income threshold defining low income. Heber's Enviroscore range is 86-90% with notable factors of pesticides, water, education, and unemployment. Student percentage of Free or Reduced Price Meals (FRPM) participation is 78.6%.

Figure 4.3.1: Heber Roadway Network



Roadway and Transit Network

The roadway and transit network is shown in Figure 4.3.1. The two main roadways serving the Heber area are SR 86 and Dogwood Avenue. The other streets are defined as collector or local roadways.

Dogwood Road

Dogwood Road is a defined in the Imperial County Long Range Plan as a primary arterial. This roadway is four-lanes wide from just north of Heber Road to the northern edge of the community. A center turn lane is provided at intersections from north of Correll Avenue to north of Heber Road. The speed limit is 35 miles per hour. Four foot wide bicycle lanes are provided on Dogwood Avenue northbound from Heber Road to Correll Road and southbound from West Black Hills Road to Heber Road.

Heber Road

Heber Road/Main Street is a two-lane roadway that is designated as SR-86. The roadway is classified as a state highway. Daily traffic volume was between 5,500 and 5,850 through the community. The speed limit is 35 miles per hour. Sidewalks are located on the north side of the street between Dogwood Avenue and Heber Avenue. No sidewalks are provided east of Heber Avenue, although Caltrans has begun a project to add a sidewalk on the south side of Heber Road between Heber Avenue and Heffernan Avenue. The pavement width varies from around 45 feet to over 50 feet in some locations. Pavement markings have been provided in the past, but are now worn, to channel the two lanes of traffic within the wide pavement.

Correll Road

Correll Road is a two-lane collector street providing for east-west travel in the north part of the community. The roadway has a width of 80 feet with a 25 mph speed limit within Heber and street parking on the north and south end. The only stop along Correll Road is a signalized intersection at Dogwood Road.

Pedestrian Crossing Sign on Dogwood Road

Existing Pedestrian Path on Correll Road

Heber Avenue

Heber Avenue is a two-lane collector street providing for north-south circulation in the middle of the community. Heber Avenue provides the primary access to Heber School. The roadway has a width of 50 feet with a speed limit of 35 miles per hour and street parking on the north end. The only stop along Heber Avenue is an all way stop intersection at Dogwood Road.

Fawcett Road

Fawcett Road is an east-west roadway that is located on the south edge of the community. It is a narrow asphalt roadway with dirt shoulders.

Hawk Avenue

Hawk Avenue is not designated on the county major street plan, but provides a collector function within the community. It provides a connection to Dogwood Avenue from neighborhoods on both sides of that roadway. The intersection of Hawk Avenue at Dogwood Avenue has side street stops, which can make crossing by pedestrians and vehicles challenging.

Transit

Imperial Valley Transit operates one fixed route that serves Heber. This is Route 1 that operates within Calexico, then operates in express mode with three stops in Heber. The route then continues north on Dogwood Road to the Imperial Valley Mall and the El Centro Transfer Center. In addition, Imperial Valley Transit provides demand response transit service for the elderly and persons with disabilities.

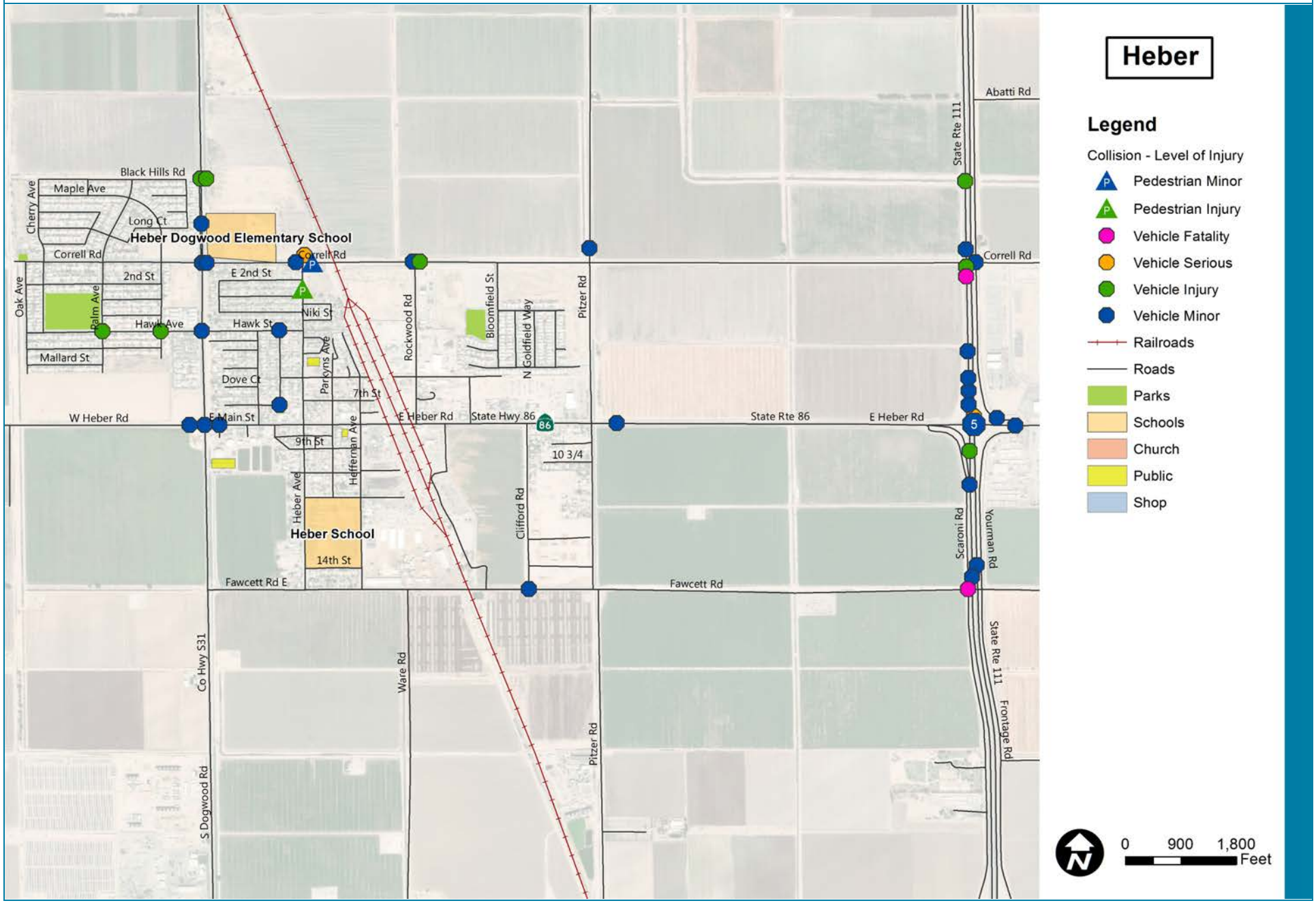
Bus stop locations:
1. Eastside of Dogwood Rd. and 225 feet north of E. Correll Rd.
2. Northside of E. Heber Rd. and 50 feet west of Parkyns Ave.
3. Southside of E. Heber Rd. and 50 feet west of Parkyns Ave.
4. Northside of E. Main St. and 80 feet west of Nina Rd.
5. Southside of E. Main St. and 150 feet east of Clifford Rd.

Collision History

This section describes pedestrian and bicycle collisions in Heber. The analysis utilized available data from the Statewide Integrated Traffic Records System (SWITRS), and surveys a five year period between January 1, 2013 and December 31, 2017. The data is displayed in Figure 4.3.2 and shows the number and severity of collisions including vehicular, bicycle and pedestrian involvements.

During this time period, one collision involved a pedestrian and a second involved a bicyclist. The collision diagram shows the collision locations, including the pedestrian collision and the bicycle collision. The pedestrian collision occurred on Heber Avenue and Hawk Avenue. The bicycle collision occurred on Heber Avenue near SR 86.

Figure 4.3.2: Collisions in Heber (2013 - 2017)



Public Input

The Active Transportation Plan provided a number of opportunities to identify the needs and concerns of Heber. A community meeting was held on May 22, 2018 in which input was obtained and surveys distributed. The project team also obtained input at a community event where input was obtained and surveys distributed.

The surveys provided a way to learn about the community's perception of pedestrian and bicycle travel and to learn of the type of projects that are most needed. Surveys were provided in both English and Spanish to engage community participation. A total of 106 surveys were collected from Heber residents. The survey form is provided in the Appendix. The following section summarizes results for the general surveys.

Issues identified:

- Street lighting needed by Community Center
- New sidewalks needed on Heber Rd. /SR-86 between Heber Avenue and Heffernan Avenue
- High speeds on Hawk Avenue
- No crosswalks or stop signs Dogwood Rd. and Hawk Avenue
- Need to construct Sidewalks on 11th St. north of Heber School and east side of School on Heffernan Ave. New High School gym to open on southeast side of school grounds
- Improvements to trail needed from Heber Ave. to Bloomfield St.
- Improve Dogwood Rd. for pedestrian access to the Imperial Valley Mall
- School bus stops at park at Palm Ave. & Hawk Ave. (crosswalk & Warning Signs needed)
- Sheriff presence needed. Rarely patrol neighborhoods. Long response times
- Residents walk/run along roads for exercise
- Access to Community Park is not safe for kids
- Bike path to park/community center is not safe for kids
- Better transit service is needed

Public Involvement Notice

HEBER General Survey Results

PREFERENCES *for* IMPROVEMENTS

70% Sidewalk	18% Safety	14% Bike Storage	58% Lighting	25% Farmers Market
42% Parks and Trails	32% Shading	61% Crosswalk	23% Vehicle Speed	45% Bike Path

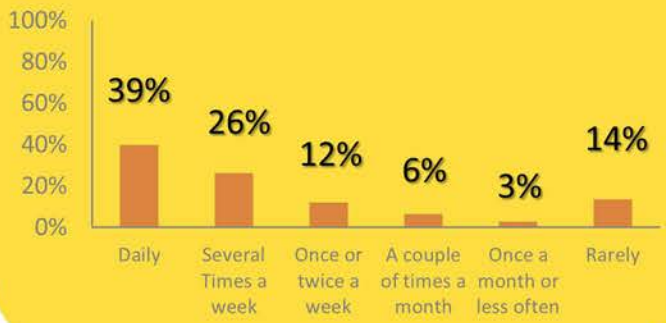
PARTICIPATION

106 General Surveys

What improvements would encourage the community to walk and bike?

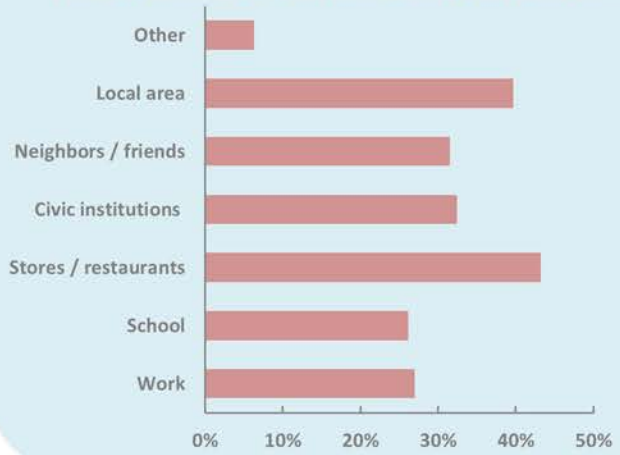
TRAVEL BEHAVIOR

How often do you get to a destination without driving?



DESTINATIONS

What places are you most likely to walk to?



Recommended Pedestrian Plan

Most residential areas in Heber have sidewalks. Sidewalks are consistent with ADA standards. However, there are a number of gaps that limit pedestrian movement outside of neighborhoods. This includes:

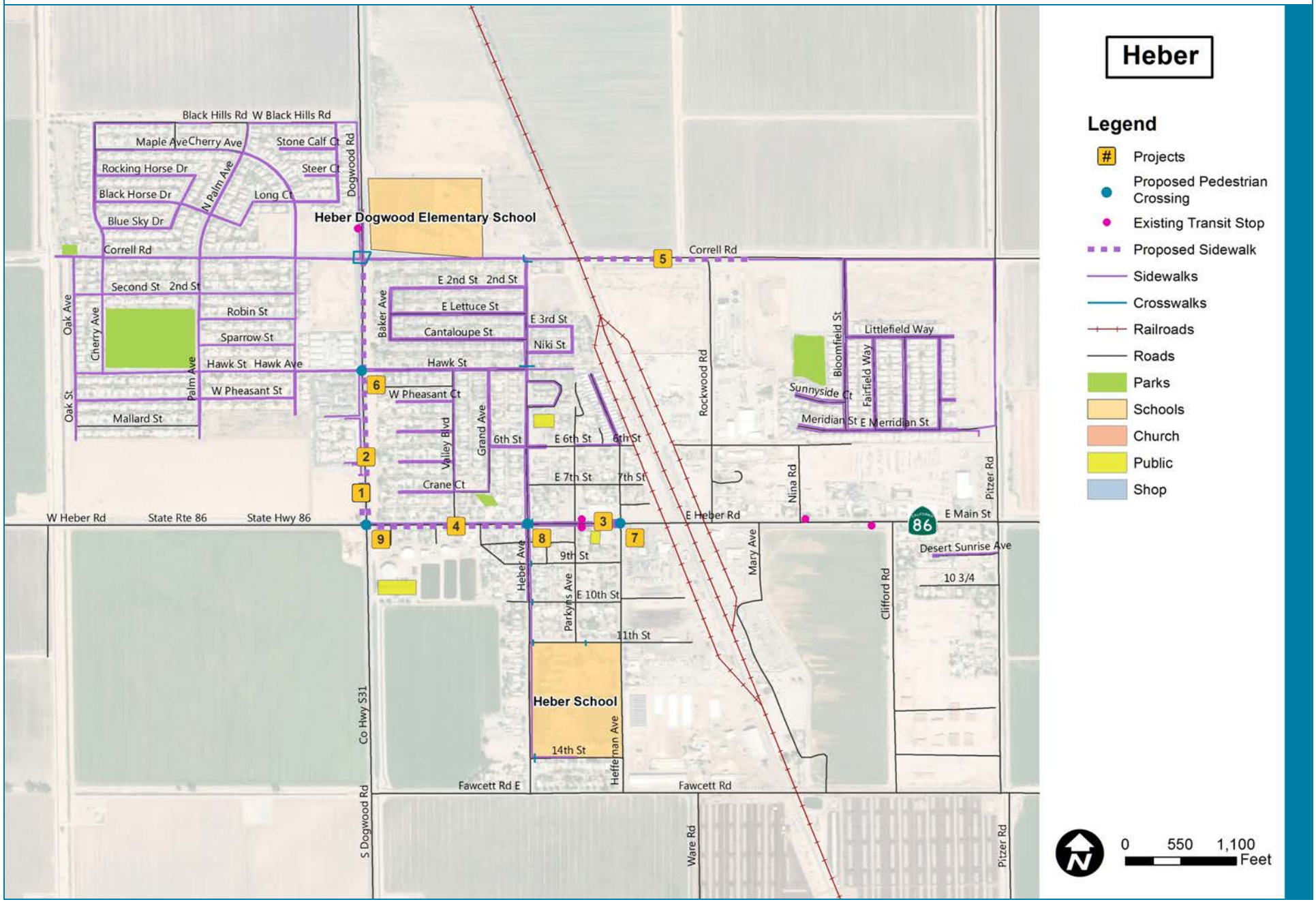
- Arterial routes lack consistent sidewalks
- Temporary asphalt sidewalk/path on Correll Rd. needs replacement
- Sidewalks lacking around portions of Heber School
- No midblock crossings
- With one traffic signal, most crossing at intersections are with four-way or two-way stop control.
- Wide residential and collector streets lead to high vehicle speeds
- Gaps along arterial routes, and in the older sections of the community
- Eastern residential area not well connected, requires use of Correll Rd. to Heber

This Plan presents pedestrian improvements, including corridor improvements (e.g., sidewalk gap closure, traffic calming, crossing improvements) and crossing spot improvements. The pedestrian plan shown in Figure 4.3.2 illustrates a plan for a complete network that can be implemented over time.

Table 4.3.2: Recommended Pedestrian Projects in Heber

	Corridor	Start	End	Project Type
1	Dogwood Rd.	Heber Woods Apts	Heber Rd.	Sidewalk (west side)
2	Dogwood Rd.	Heber Rd	Correll Rd	Sidewalk (east side)
3	Heber Road	Parkyns Ave	Heffernan Ave.	Sidewalk (north/south side)
4	Heber Road	Dogwood Rd.	Heber Ave.	Sidewalk (south side)
5	Correll Rd.	290' east of Rockwood	Heber Ave.	Re-pave sidewalk/ path
6	Hawk St.	Dogwood Rd.		Pedestrian Crossing
7	SR-86	Hefferman Ave.		Pedestrian Crossing
8	SR-86	Dogwood Rd.		Pedestrian Crossing
9	SR-86	Heber Ave.		Pedestrian Crossing

Figure 4.3.3: Heber Pedestrian Plan



Recommended Bicycle Facilities

Heber's existing bicycle network consists of bicycle lanes along Dogwood Road. There are no bicycle routes identified or any other bicycle facility or treatment. The existing bicycle lanes on Dogwood Road provide a starting place for developing a bicycle network.

The bicycle plan shown in Figure 4.3.4 seeks to provide a plan for a complete network that can be implemented over time. The bicycle plan includes the following projects that are also listed in Table 4.3.3.

Bike Lane Network

Many of the residential streets are 50 feet wide or more. For Hawk Street and Heber Avenue, projects to provide a street resurfacing and then restriping with bicycle lanes are recommended to reduce the width of travel lanes, and provide for a safer bicycling environment.

Bicycle lanes area also recommended for Correll Road both west of Dogwood Road, and also from Dogwood Road to Heber Avenue. This project will improve bicycle access to Dogwood Elementary School.

Bike Route

A shared bicycle facility will be designated for the more narrow section of Heber Avenue located south of 10th Street.

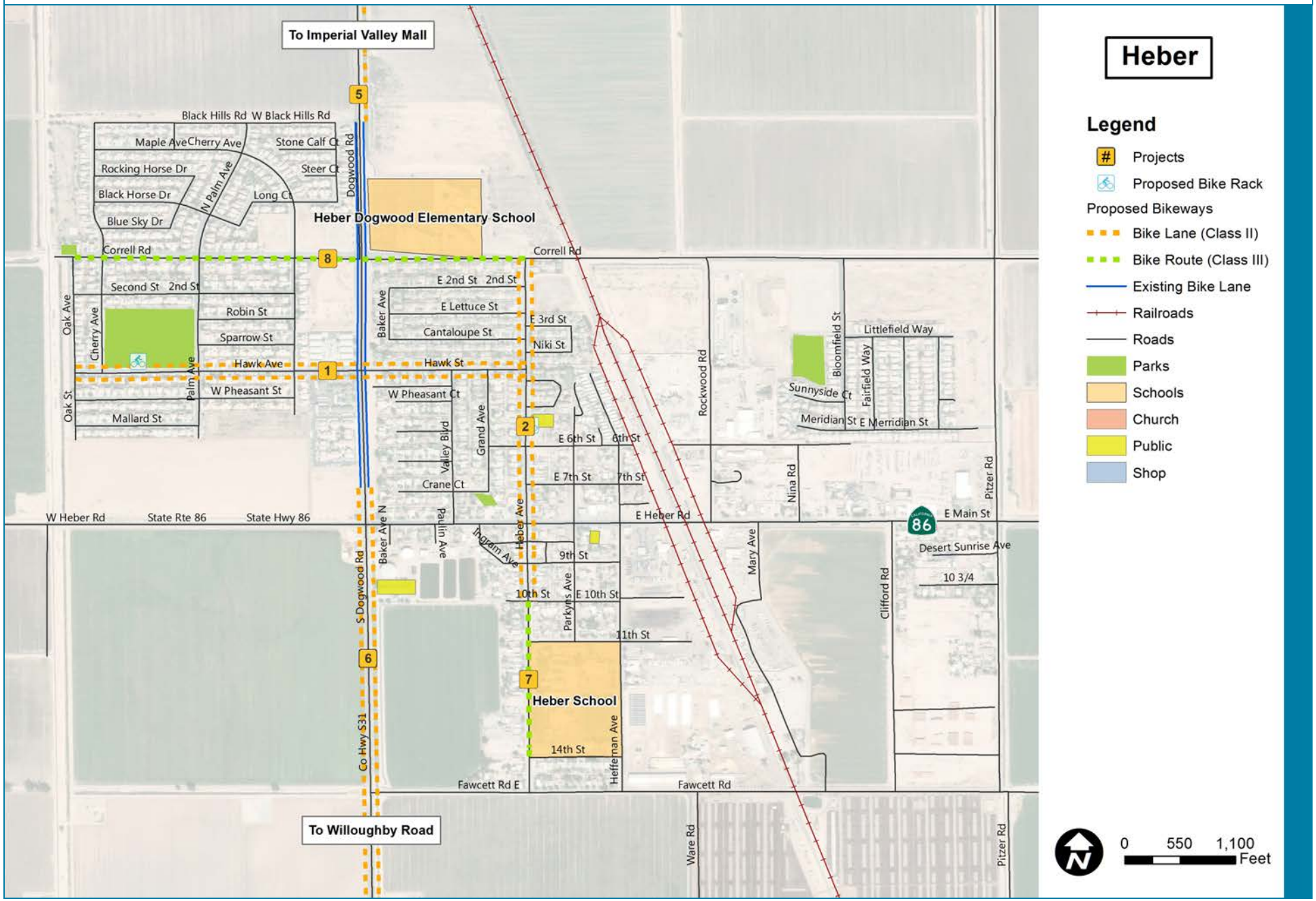
Regional Connections

Regional connections would improve connectivity to adjacent communities, such as El Centro and Calexico. Regional connections were previously proposed in the Imperial County Bicycle Master Plan from 2012. These are described in Table 4.3.3.

Table 4.3.3: Recommended Biking Projects in Heber

	Corridor	Start	End	Project Type
1	Hawk St.	Oak St.	Heber Ave.	Bike Lane
2	Heber Ave.	Correll Rd.	10th St.	Bike Lane
3	Correll Rd.	Oak Ave.	Dogwood	Bike Lane
4	Correll Rd.	Dogwood Rd.	Heber Ave.	Bike Lane
5	Dogwood Rd.	Black Hills Rd.	Imperial Valley Mall	Bike Lane
6	Dogwood Rd.	SR-86	Willoughby Rd.	Bike Lane
7	Heber Ave.	10th St.	14th St.	Bike Route
8	Correll Rd.	Oak Ave.	Heber Ave.	Bike Route

Figure 4.3.4: Heber Bicycle Plan



SECTION 4

Community Plans:

Imperial County
ACTIVE TRANSPORTATION PLAN

Niland

4.4 Niland

Context

The community of Niland is located in the north-central region of Imperial County, approximately eight miles north of Calipatria and 18 miles north of Brawley. Niland has a population of 868 and has 478 households. The median age in Niland is 43.9 years. Racial characteristics are 63.8% of Mexican decent, 29.4% of white decent, with the remainder two or more races.

Niland includes a full range of urban services, in particular water and sewer systems, and it contains a primarily residential land use with a small amount of commercial and industrial uses. Niland is a small community that provides basic shopping, education and other resources. Other activities would be supported in Calipatria or other Imperial County communities. Destinations in Niland include one school, a park, a few retail locations and public facilities. The communities' edges are primarily agricultural. Slab City, a residential community is located east of Niland.

Commuting

According to the American Community Survey (2016), nearly five percent of Niland's commuters walked to work. A large share (18.8%) worked at home. Other means could include a number of shared ride options, and could include a small share of bicycle travel to work. These values for Niland are compared to those for Imperial County and for the state of California in Table 4.4.1.

Table 4.4.1: Commute Mode Share (Percent) in Niland

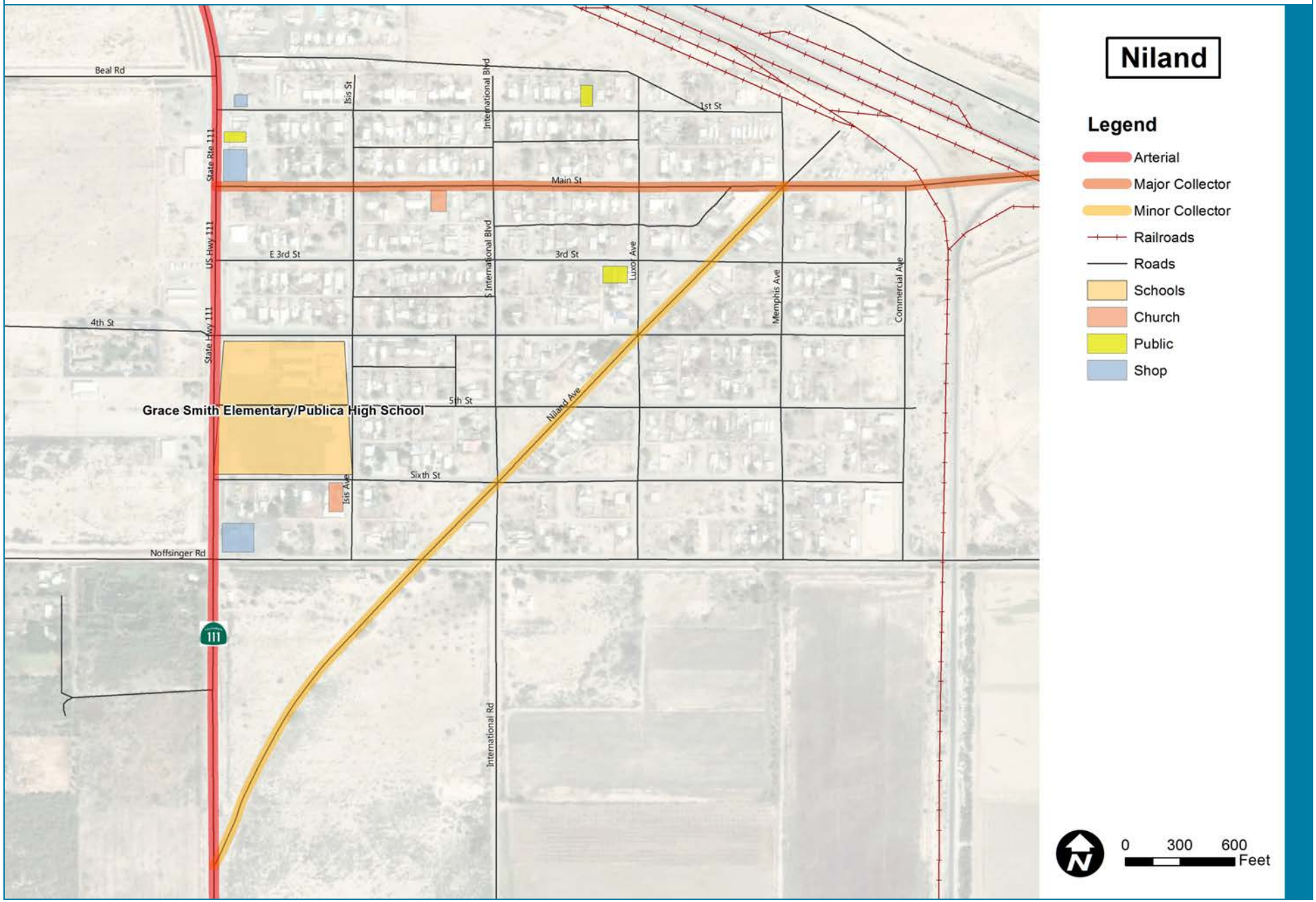
	Niland	Imperial County	California
Commuting to Work	328	57,190	17,193,695
Drive Alone	59.5%	80.8%	73.5%
Carpool	5.8%	9.6%	10.6%
Public Transportation	0.0%	0.9%	5.2%
Walked	4.6%	2.2%	2.7%
Other means	11.3%	2.5%	2.6%
Worked at home	18.8%	4.0%	5.4%

Source: U.S. Census American Community Survey, 2016

Disadvantaged Status

Niland qualifies as a disadvantaged community based all three measures – median income, the California Communities Health Screening Enviroscore, and Free or Reduced Price Meal (FRPM). Niland's median household income of $18,553, is well under the 80% California median income threshold defining low income. Niland's Enviroscore is 44.35 with notable factors of pesticides, hazardous water, education and unemployment. Student percentage of FRPM participation is 92.2%.

Figure 4.4.1: Niland Roadway Network



Roadway and Transit Network

The roadway network is shown in Figure 4.4.1. The main roadway serving the Niland area is SR-111. Main Street and Niland Avenue are defined as minor collector streets. Other streets in the community are local streets.

SR-111

SR-111 is a state highway that extends from Calexico to the north edge of the County, connecting with I-10 near Indio. SR-111 is considered to be a key highway in Imperial County as it connects the county's three largest cities and is a major goods movement route for agricultural and cross-border goods. The section of SR-111 near Niland is a two lane highway that transitions from 65 mph to 40 mph just after E. 1st Street.

Main Street

Main Street is a two-lane local street that extends east from SR-111 through the community turning into Beal Road, providing access to a solar farm and ending in Slab City.

Niland Avenue

Niland Avenue is a two-lane roadway that runs diagonally from SR-111 to Main Street on the east side of the community.

Traffic Calming in Niland

Transit

Imperial Valley Transit operates two fixed routes that serve Niland. Route 2 operates between Niland, Calipatria, Brawley, Imperial and El Centro. There are two formal stops in Niland located on both sides of SR-111 at Main Street. Service is provided for two pick up/ drop off times in the morning, two in the mid-day and two in the afternoon. In addition, Route 51N provides one additional southbound transit run in the morning with the returning trip in the afternoon. Route

51 connects Brawley, Calipatria, Niland, Slab City and Bombay Beach. Imperial Valley Transit provides demand response transit service for the elderly and persons with disabilities.

Collision History

This section describes collisions in Niland. The analysis utilized available data from the Statewide Integrated Traffic Records System (SWITRS), and surveys a five year period between January 1, 2013 and December 31, 2017. During this time period, there were two total collisions. One was a pedestrian fatality at SR-111 and Main Street in 2013 where a pedestrian was hit crossing SR-111. The second was a vehicle collision. The locations of all collisions are shown in Figure 4.4.2.

Public Input

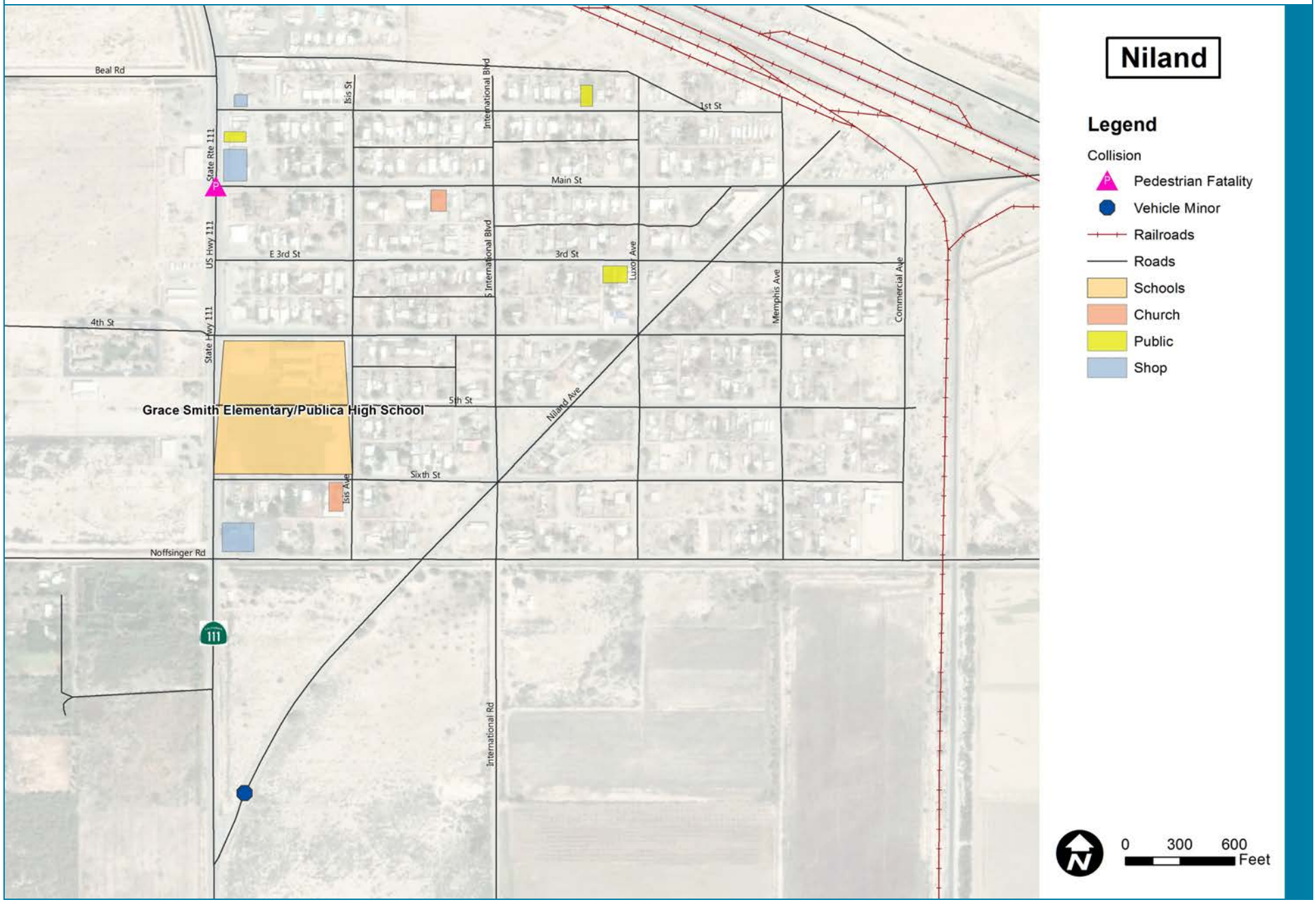
The Active Transportation Plan provided a number of opportunities to identify the needs and concerns of Niland residents. A community meeting was held on May 23, 2018 in which input was obtained and surveys distributed. The surveys provided a way to learn about the community's perception of pedestrian and bicycle travel and to learn of the type of projects that are most needed. Surveys were provided in both English and Spanish to engage community participation. A total of 44 surveys were collected at the Niland meeting. The survey form and tabulated results are provided in the appendix. The following summarizes results for the survey.

Comments from the public meetings or listed on surveys include the following:

- Brighter street lights needed, particularly along Niland Avenue
- Concerns about speeds on SR 111 through Niland, safety for children and families
- Place flashing lights to warn motorists to slow down on SR 111
- Speed bumps to slow traffic around Grace Smith School, on Fourth and Iris Streets (2 comments)
- School crosswalks and bright yellow lights on streets
- Flashing light and crosswalk needed at Fourth Street and SR 111, this is the only crosswalk to and from the school, medical clinic and community center.
- Sidewalks needed at most locations
- Need bike lane from Slab City
- Police enforcement needed
- Speed notification sign needed near school on SR 111
- Dogs running loose impacting pedestrian safety
- Need benches and shade locations
- More bus service needed (for medical trips)

Niland School and Community Center

Figure 4.4.2: Collisions in Niland (2013 - 2017)



NILAND General Survey Results

PREFERENCES *for* IMPROVEMENTS

- 24% Sidewalk
- 16% Safety
- 6% Bike Storage
- 25% Lighting
- 9% Farmers Market
- 20% Parks and Trails
- 19% Shading
- 18% Crosswalk
- 7% Vehicle Speed
- 15% Bike Path

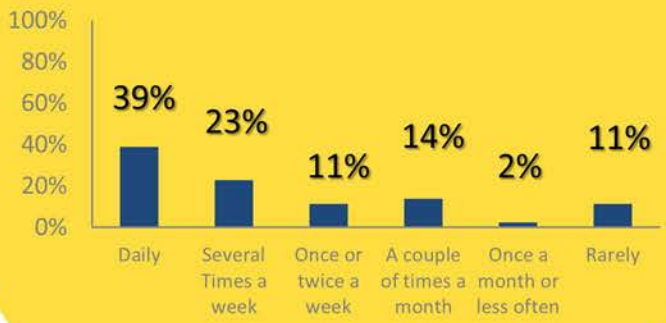
PARTICIPATION

44 General Surveys

What improvements would encourage the community to walk and bike?

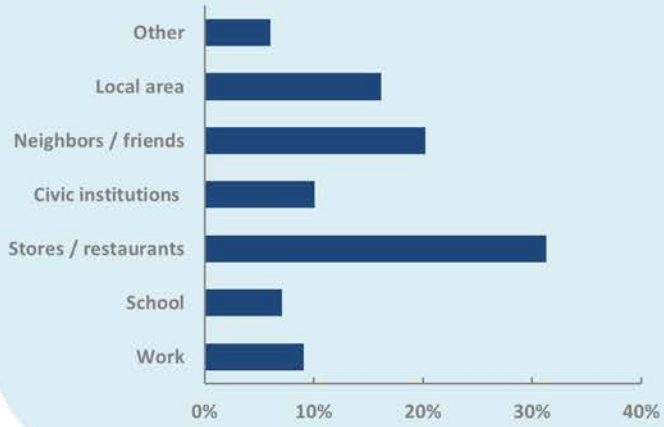
TRAVEL BEHAVIOR

How often do you get to a destination without driving?



DESTINATIONS

What places are you most likely to walk to?



Recommended Pedestrian Plan

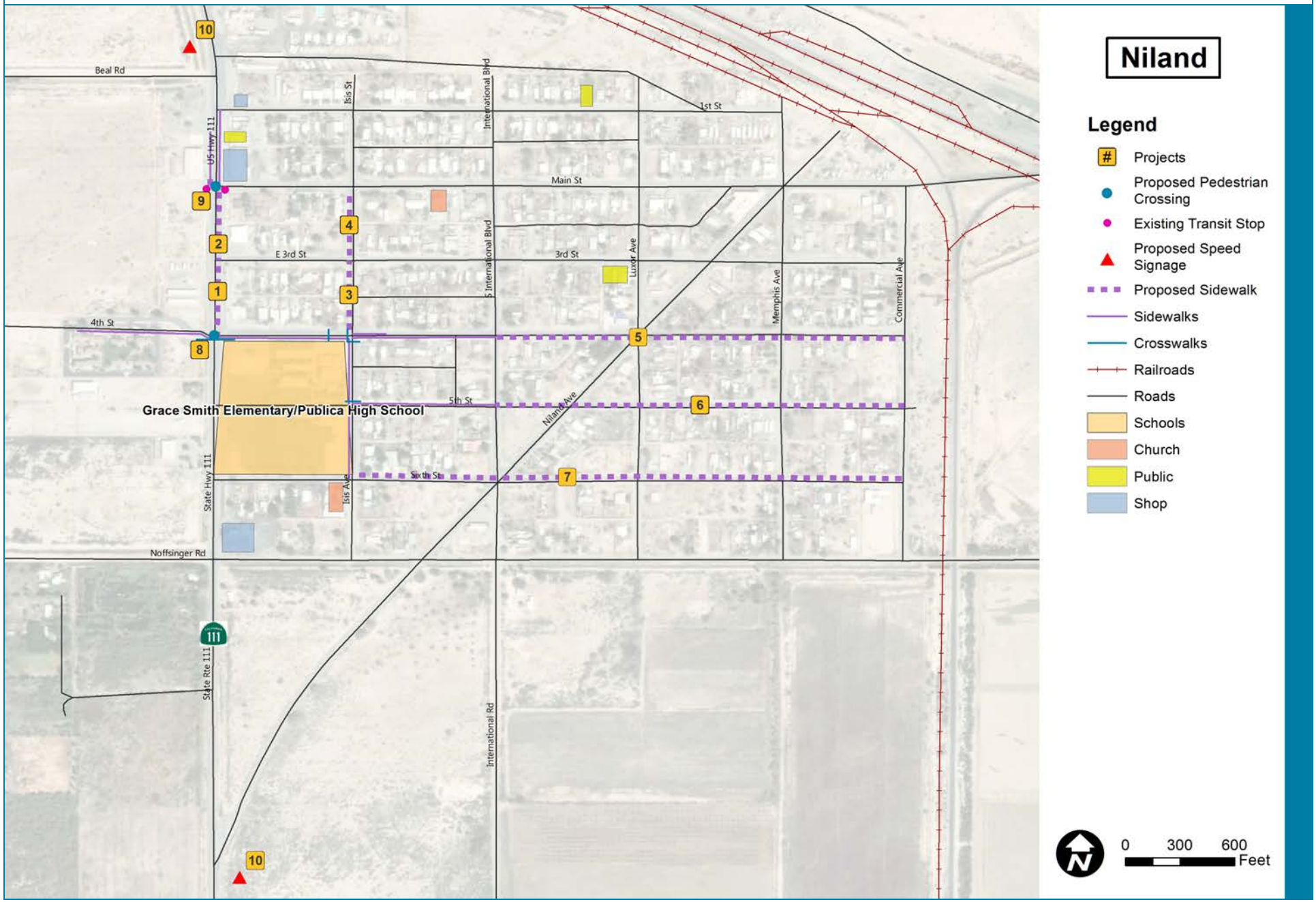
A very small portion of the Niland area has sidewalks. Sidewalks are located adjacent to the Grace Smith Elementary School. A cross walk across SR-111 is provided at 4th Street, but additional features would improve driver awareness and pedestrian comfort across this state highway. The transit stop is located on both sides of SR-111 at Main Street. No pedestrian crossing accommodations are provided at this location requiring transit users to cross the highway without protection. Sidewalks are not provided along SR-111 or on most local streets.

The Pedestrian Plan for Niland is shown in Figure 4.4.3. The projects are also listed in Table 4.4.2. The figure indicates existing sidewalks, and existing transit stops and then identifies the location of proposed projects. The proposed projects include increasing the sidewalk network near the elementary school and providing a sidewalk on the east side of SR-111. An intersection crossing project initially identified in the Imperial County Safe Routes to School Plan is included at SR-111 and 4th Street. With these projects, the transit stop located on the west side of SR-111 could be moved to 4th Street where safe crossing access would be provided. If the transit stop is not moved, then an improved crossing at Main Street should be provided. Speed management signs are identified for immediately north and south of the community on SR-111.

Table 4.4.2: Recommended Pedestrian Projects in Niland

	Corridor	Start	End	Project Type
1	SR-111	4th Street	3rd Street	Sidewalk (east side)
2	SR-111	3rd Street	Main Steet	Sidewalk (east side)
3	Isis Ave.	4th Street	3rd Street	Sidewalk (west side)
4	Isis Ave.	3rd Street	Main Street	Sidewalk (west side)
5	4th Street	Isis Avenue	Commercial Ave	Sidewalk (south side)
6	5th Street	Isis Avenue	Commercial Ave	Sidewalk (north side)
7	6th Street	Isis Avenue	Commercial Ave	Sidewalk (north side)
8	SR-111	4th Street		RRFB signal, continental crosswalks. Signing, striping rumble strips
9	SR-111	Main Street		RFB signal, continental crosswalks. Signing, striping rumble strips
10	SR-111	Alcott Rd, n/o 1st Street	El Centro St	Advance speed warning signs (2)

Figure 4.4.3: Niland Pedestrian Plan



Recommended Bicycle Facilities

The Bicycle Plan for Niland is shown in Figure 4.4.4. This plan indicates community projects, and shows regional projects identified in the Imperial County Bicycle Master Plan. The two Niland bicycle projects are shown in Table 4.4.3.

Table 4.4.3: Recommended Bicycle Projects in Niland

	Corridor	Start	End	Project Type
1	Main Street/ Beal Road	SR-111	Slab City	Bike Route
2	SR-111	Brawley	Bombay Beach	State Bike Route

Community Facilities

The bicycle plan recommends designating Main Street/Beal Road as a shared (Class III) facility.

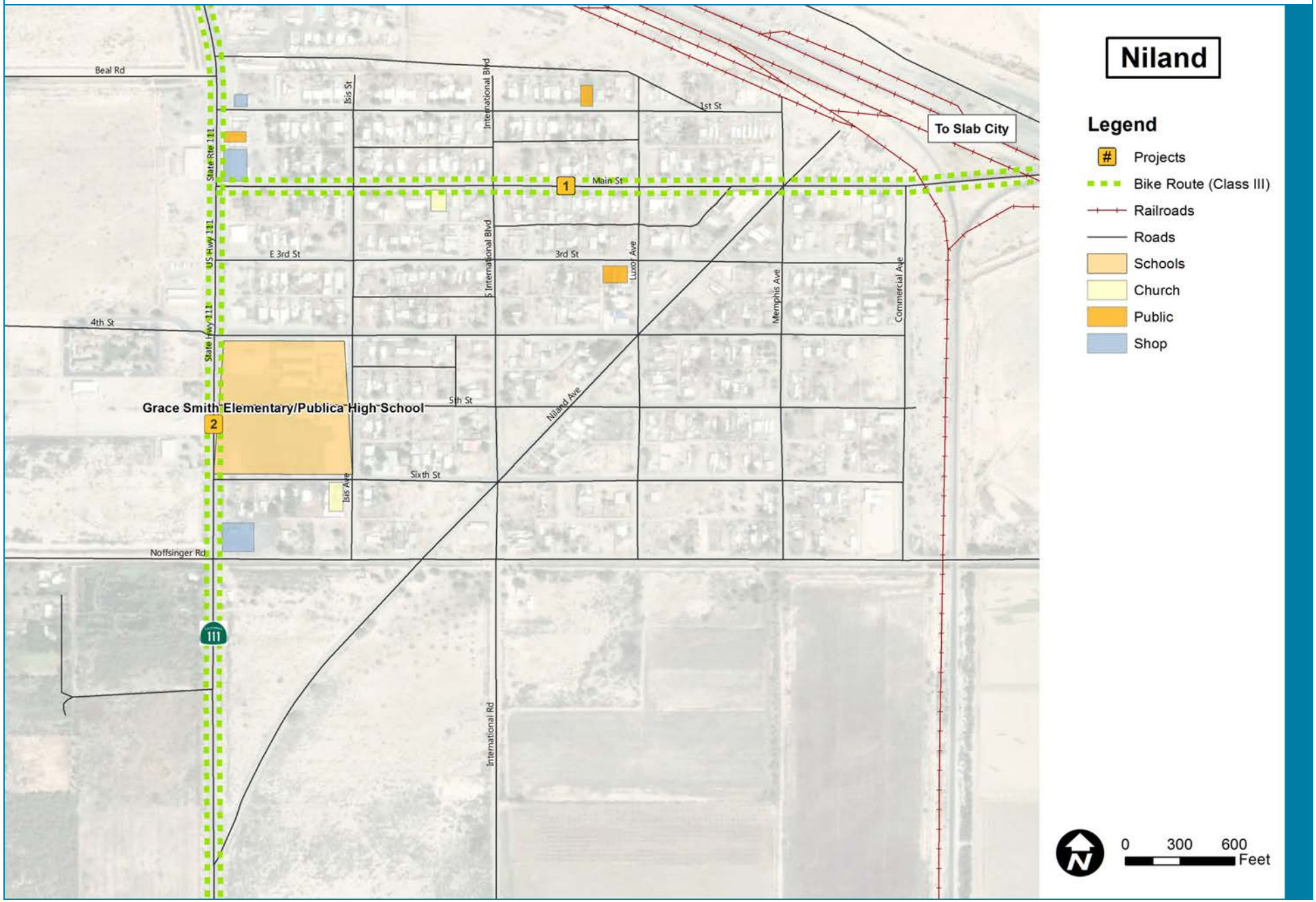
End of Trip Facilities

End of trip facilities include providing bicycle racks at Grace Smith Elementary School, at Sunbeam Park and at the Post Office.

Regional Connections

Regional connections would improve connectivity to adjacent communities such as to Calipatria and Bombay Beach. SR-111 was identified in the Imperial County Bicycle Master Plan as a Class III Bike Route.

Figure 4.4.4: Niland Bike Plan



SECTION 4

Community Plans:

Imperial County
ACTIVE TRANSPORTATION PLAN

Ocotillo

4.5 Ocotillo

Context

The community of Ocotillo is located in the western part of Imperial County, approximately 25 miles west of El Centro. Ocotillo has a population of 252 and has 82 households. The median age in Ocotillo is 50.1 years. Racial characteristics are 98% white non-Hispanic, with the remainder other (Native American).

Ocotillo includes a full range of urban services, in particular water and sewer systems, and it contains a range of residential, commercial and industrial uses. While Ocotillo is a small community, it includes some activity centers that residents travel to. These destinations include the Desert Museum, a park, a church, a few retail locations and the post office. Ocotillo is also a southern gateway to Anza-Borrego Desert State Park.

Commuting

Ocotillo is a small community with a small number of people commuting to work. According to the American Community Survey (2016), of those commuting to work, nearly 66.7% drove alone, another 10.6% carpooling. 22.7% walked to and from work. The commuter mode share for Ocotillo is compared to those for Imperial County and for the state of California in Table 4.5.1.

Table 4.5.1: Commute Mode Share (Percent) in Ocotillo

	Ocotillo	Imperial County	California
Commuting to Work	66	57,190	17,193,695
Drive Alone	66.7%	80.8%	73.5%
Carpool	10.6%	9.6%	10.6%
Public Transportation	0.0%	0.9%	5.2%
Walked	22.7%	2.2%	2.7%
Other means	0.0%	2.5%	2.6%
Worked at home	0.0%	4.0%	5.4%

Source: U.S. Census American Community Survey, 2016

Disadvantaged Status

Ocotillo qualifies as a disadvantaged community based on median household income. It does not qualify by Enviroscore nor is it eligible given the school distance requirements related to the Free or Reduced Price Meal (FRPM). Ocotillo's median household income of $36,934, is under the 80% California median income threshold defining low income. Ocotillo's does not meet the California EPA Health Screening Tool criteria as Ocotillo's Enviroscore is less than the threshold of 36.62.

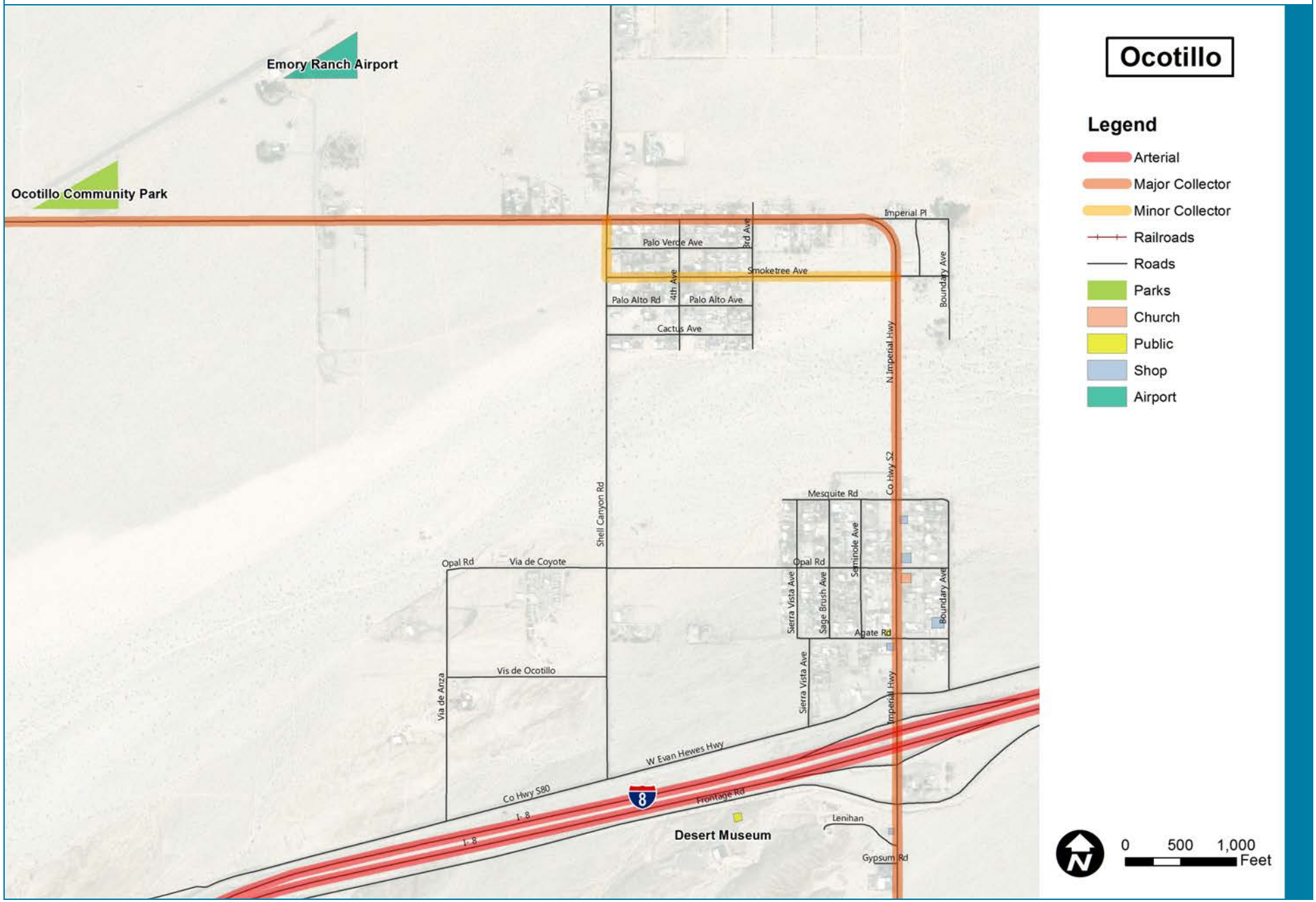
Roadway and Transit Network

The roadway network is shown in Figure 4.5.1. The roadways serving the Ocotillo area are I-8, SR-98 and County Highway S2 (Imperial Highway). Smoketree Avenue is a minor collector.

Imperial Highway

Imperial Highway S2 extends from the intersection at SR-98, has an interchange with I-8, through Ocotillo and continues in a northwest direction into San Diego County. Near Ocotillo it is a two-lane undivided roadway with a 24-foot paved width with dirt shoulders. Smoketree Avenue is a two-lane roadway with dirt shoulders.

Figure 4.5.1: Ocotillo Roadway Network



Transit

There are currently no scheduled transit services provided in the Ocotillo area. Ocotillo is accessible by I-8 to the south. Imperial Highway S2 intersects through the center of town and provides the primary mean of paved travel between north and south Ocotillo and the Ocotillo Community Park.

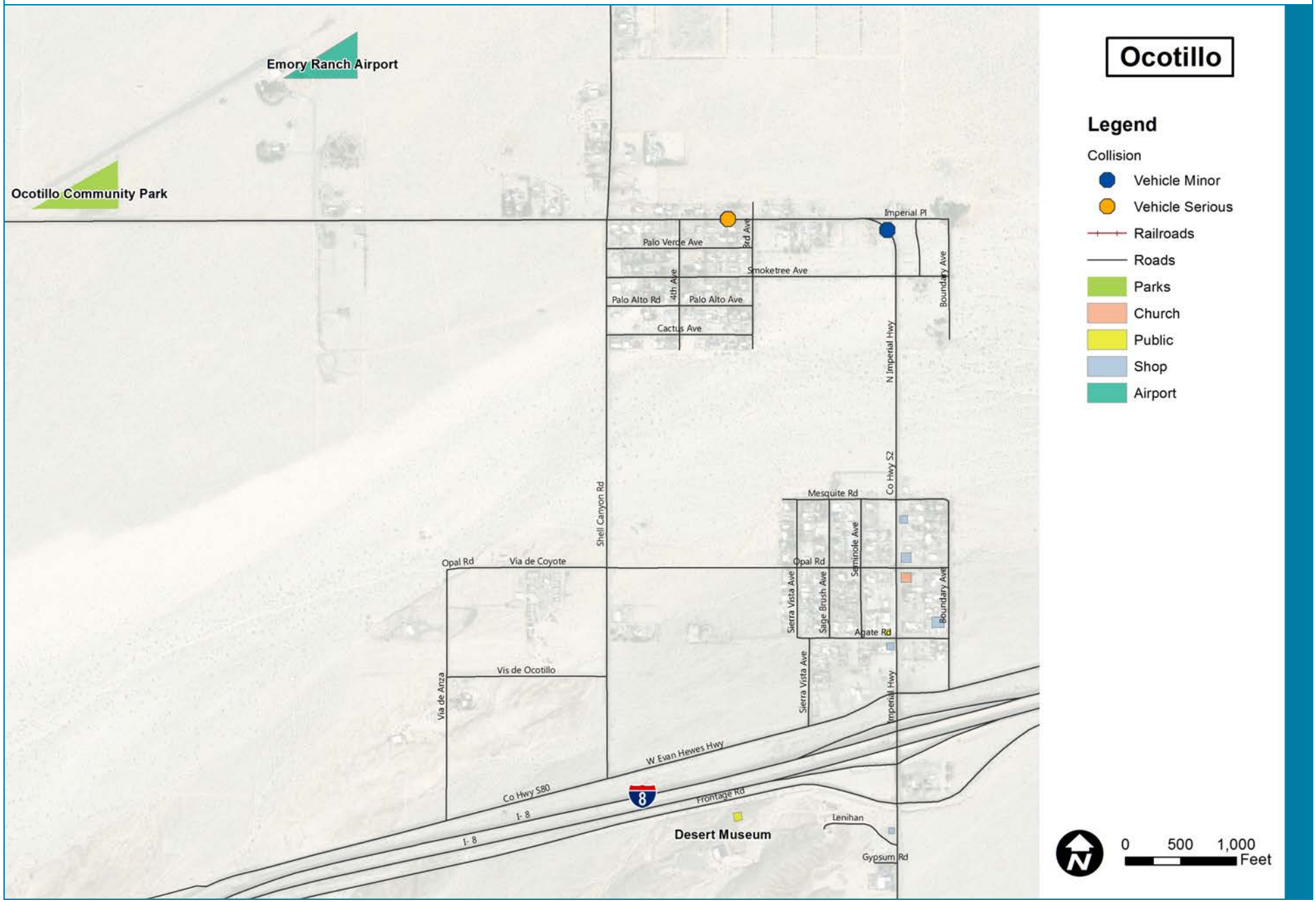
Collision History

This section describes collisions in Ocotillo. The analysis utilized available data from the Statewide Integrated Traffic Records System (SWITRS), and surveys a five year period between January 1, 2013 and December 31, 2017. During this time period, there were two collisions. None of the collisions involved pedestrians or bicyclists. The locations of collisions are shown in Figure 4.5.2.

Ocotillo Community Park Entrance

Ocotillo Community Park Playground

Figure 4.5.2: Collisions in Ocotillo (2013 - 2017)



Public Input

The Active Transportation Plan provided a number of opportunities to identify the needs and concerns of Ocotillo residents. A community meeting was held on May 3, 2018 in which input was obtained and surveys distributed. The project team also obtained input at a separate community event on June 7, 2018 where surveys were distributed.

The surveys provided a way to learn about the community's perception of pedestrian and bicycle travel and to learn of the type of projects that are most needed. Surveys were provided in both English and Spanish to engage community participation. A total of nine surveys were collected from Ocotillo residents. The survey form is provided in the Appendix. The following summarizes results for the general surveys.

Comments from the public meetings or listed on surveys include the following:

- Evan Hewes Highway needs improvement.
- Walkers walk along roads in early morning for exercise.
- Vehicles show excessive speed south of I-8.
- Crosswalks may be needed for church (Opal) and post office (Agate).
- The alternate truck route helped with commercial vehicle conflicts
- Access to Community Park is not safe for kids.
- Way to access museum (especially kids) is needed.
- Bike path to park/community center is not safe for kids.
- Better transit services are needed.
- Reduce travel speed on Imperial Highway (S2).

Pedestrian on Imperial Highway in Ocotillo

OCOTILLO General Survey Results

PREFERENCES *for* IMPROVEMENTS

30% Sidewalk	0% Safety	0% Bike Storage	0% Lighting	0% Farmers Market
10% Parks and Trails	40% Shading	0% Crosswalk	10% Vehicle Speed	10% Bike Path

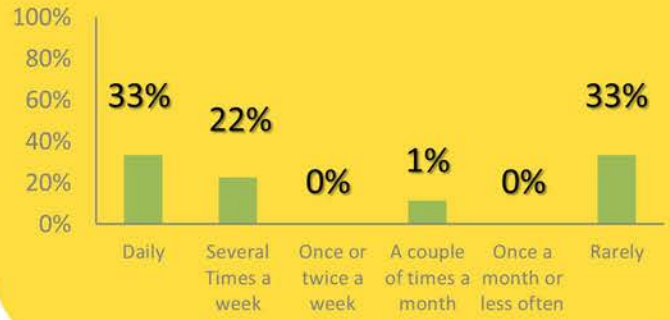
PARTICIPATION

9 General Surveys

What improvements would encourage the community to walk and bike?

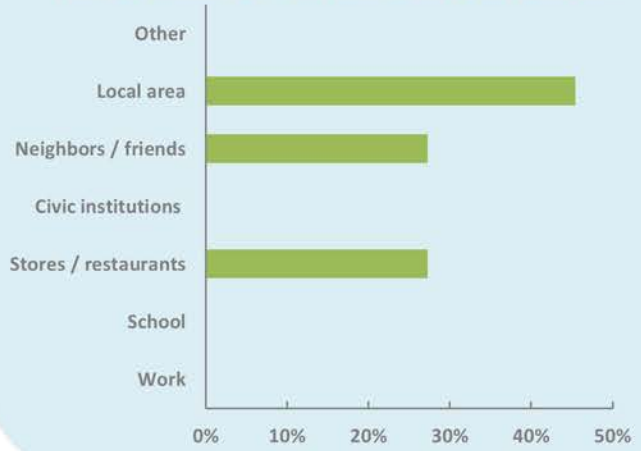
TRAVEL BEHAVIOR

How often do you get to a destination without driving?



DESTINATIONS

What places are you most likely to walk to?



Recommended Pedestrian Plan

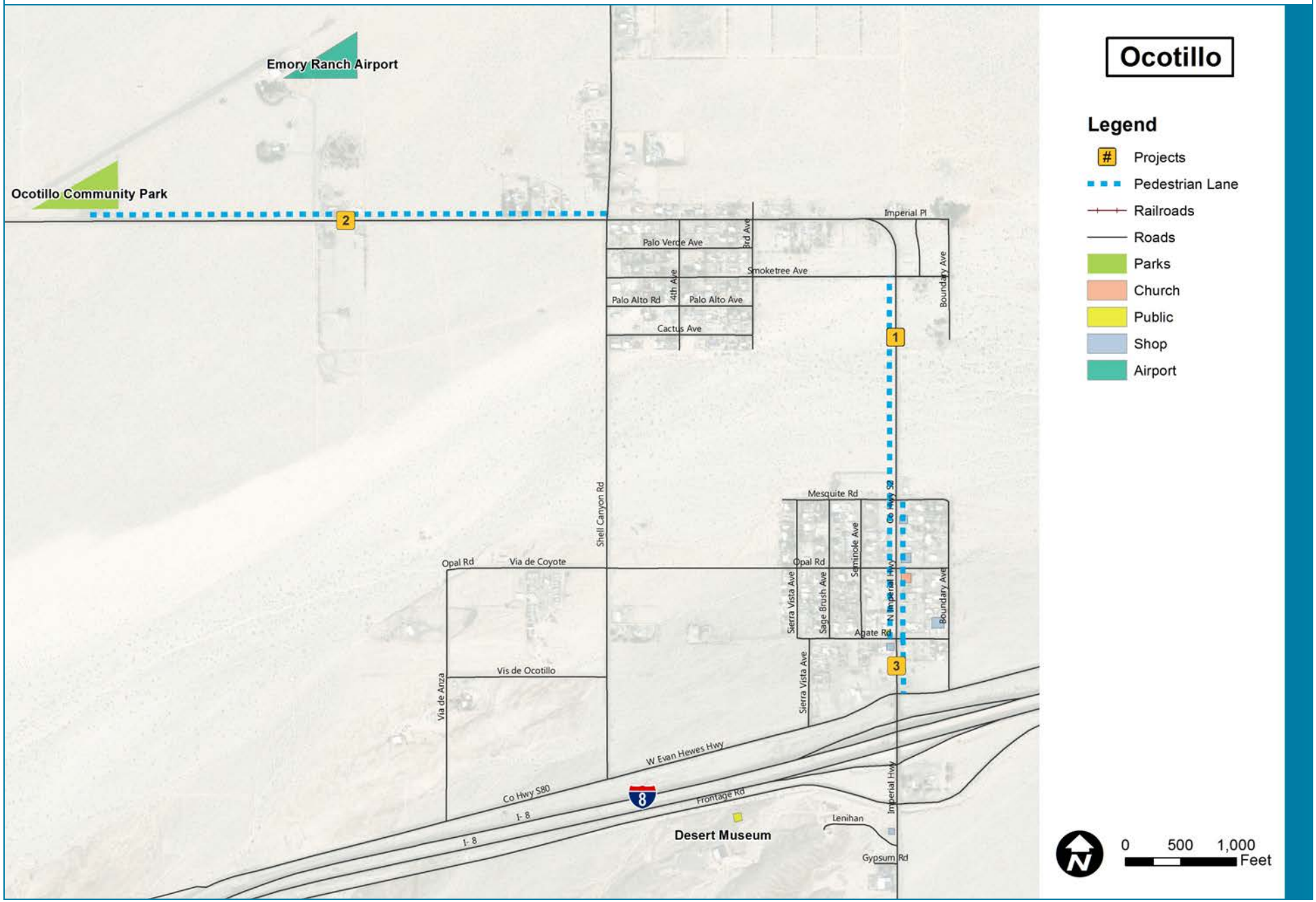
There are no sidewalks currently in Ocotillo. The greatest pedestrian need in Ocotillo is accommodating pedestrian movement along Imperial Highway S2. This need can be addressed by providing a shoulder treatment along Imperial Highway S2 from Even Hewes Highway to the community park.

The pedestrian plan for Ocotillo is shown in Figure 4.5.3. The projects are also listed in Table 4.5.2. Specifically, a pedestrian lane shoulder treatment is recommended for the west side of the street connecting the two developed areas of Ocotillo. The pedestrian lane would continue from the northern neighborhood along Imperial Highway to the Community Park. This lane would serve both directions of pedestrian travel. Additionally, a pedestrian lane is recommended for the east side of Imperial Highway between Evan Hewes Highway and Mesquite Road.

Table 4.5.2: Recommended Pedestrian Projects in Ocotillo

	Corridor	Start	End	Project Type
1	Imperial Hwy.	Agate Rd.	Smoketree Ave.	Pedestrian Lane
2	Imperial Hwy.	Shell Canyon Rd.	Community Park	Pedestrian Lane
3	Imperial Hwy.	Evan Hewes Hwy.	Mesquite Rd.	Pedestrian Lane

Figure 4.5.3: Ocotillo Pedestrian Plan



Recommended Bicycle Facilities

The Bicycle Plan for Ocotillo is shown in Figure 4.5.4. These projects are also listed in Table 4.5.3. This plan indicates proposed community facilities and shows regional projects identified in the Imperial County Bicycle Master Plan.

Community Facilities

A bicycle route has been identified that connects to the regional routes identified in the Imperial County Bicycle Master Plan. This plan identifies a pedestrian lane along the Imperial Highway. Bicycles would be able to utilize the pedestrian path or use the roadway.

End of Trip Facilities

End of trip facilities include providing bicycle racks at the Ocotillo Community Park and post office.

Regional Connections

Designating bicycle lanes along Evan Hewes Highway would improve bicycle connections to Seeley and El Centro. This project is also identified in the Imperial County Bicycle Master Plan.

Table 4.5.3: Recommended Bicycle Projects in Ocotillo

	Corridor	Start	End	Project Type
1	Imperial Hwy.	Evan Hewes Hwy.	Community Park	Bike Route

Figure 4.5.4: Ocotillo Bicycle Plan

SECTION 4

Community Plans:

Imperial County
ACTIVE TRANSPORTATION PLAN

Salton City

4.6 Salton City

Context

Salton City is located along the west bank of the Salton Sea. It is located approximately 30 miles northwest of Brawley. Salton City has a population of 5,217 and has 2,562 households. The median age in Salton City is 29.6 years. Racial characteristics are 29% White, 63% of Mexican decent, with the remainder Black, other Hispanic or two or more races.

Salton City includes a full range of urban services, in particular water and sewer systems, and it contains a range of residential, commercial and industrial uses. Salton City includes a number of activity centers that residents travel to. These destinations include two schools, Salton City Park, a few retail locations and public facilities primarily located along SR-86.

Commuting

According to the American Community Survey (2016), nearly two percent of Salton City's commuters walked to work. The primary commuter travel mode is by vehicle, either by driving along or carpool. These values for Salton City are compared to those for Imperial County and for the state of California in Table 4.6.1.

Table 4.6.1: Commute Mode Share (Percent) in Salton City

	Ocotillo	Imperial County	California
Commuting to Work	1,628	57,190	17,193,695
Drive Alone	75.3%	80.8%	73.5%
Carpool	17.3%	9.6%	10.6%
Public Transportation	0.0%	0.9%	5.2%
Walked	1.8%	2.2%	2.7%
Other means	0.4%	2.5%	2.6%
Worked at home	5.2%	4.0%	5.4%

Source: U.S. Census American Community Survey, 2016

Disadvantaged Status

Salton City qualifies as a disadvantaged community based on median household income of $36,274, which is under the 80% California median income threshold defining low income. Salton City's does not qualify as disadvantaged based on the California Communities Health Screening Enviroscore. Student percentage of Free or Reduced Price Lunch (FRPL) participation is 87.1 percent which meets the disadvantaged criteria.

Roadway and Transit Network

The roadway network is shown in Figure 4.6.1. The main roadway serving the Salton City area is SR-86. County Highway S22 provides western access into the mountains, to Borrego State Park and to Julian. Salton City has an extensive local street network. Marina Drive is a major collector that provides a loop road through this network.

SR-86

SR-86 is a north-south State highway facility serving Imperial and Riverside Counties. SR-86 begins at SR-111 near the U.S./Mexico International Border, and extends northward along the western shore of the Salton Sea. North of Westmorland and through Salton City, SR-86 is a four-lane divided expressway. A signalized intersection and pedestrian median refuge is provided at Marina Drive.

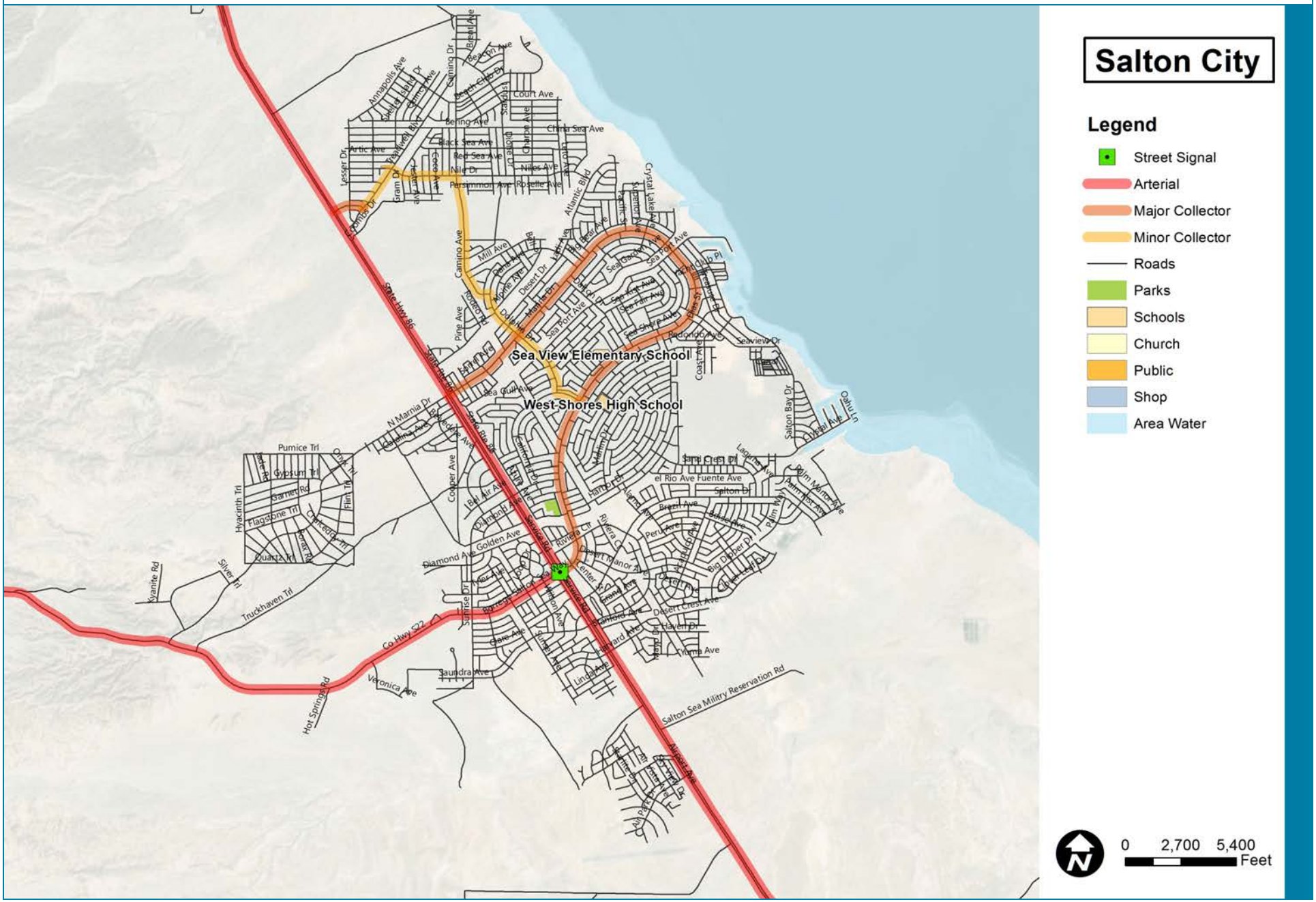
County Highway S22

S22 is a two-lane undivided roadway with a 20-foot paved width and "soft" shoulders from SR-86 to the west.

Marina Drive

Marina Drive is a two-lane roadway with wide travel shoulders.

Figure 4.6.1: Salton City Roadway Network



Transit

There are currently no scheduled transit services provided in the Salton City area. Salton City is accessible through SR-86 which runs from SR-111 to I-10 in Indio.

Collision History

This section describes collisions. The analysis utilized available data from the Statewide Integrated Traffic Records System (SWITRS), and surveys a five year period between January 1, 2013 and December 31, 2017. During this time period, there were a concentration of vehicle collisions along SR-86. In Salton City there were two bicycle collisions and no pedestrian collisions. A serious bicycle injury collision occurred on Sea View Drive near Salton Bay Drive, where a bicycle was broad-sided. The second was a minor bicycle collision at Nile Drive and Gram Dive. The locations of all collisions in Salton City during this five year period are shown in Figure 4.6.2.

Public Input

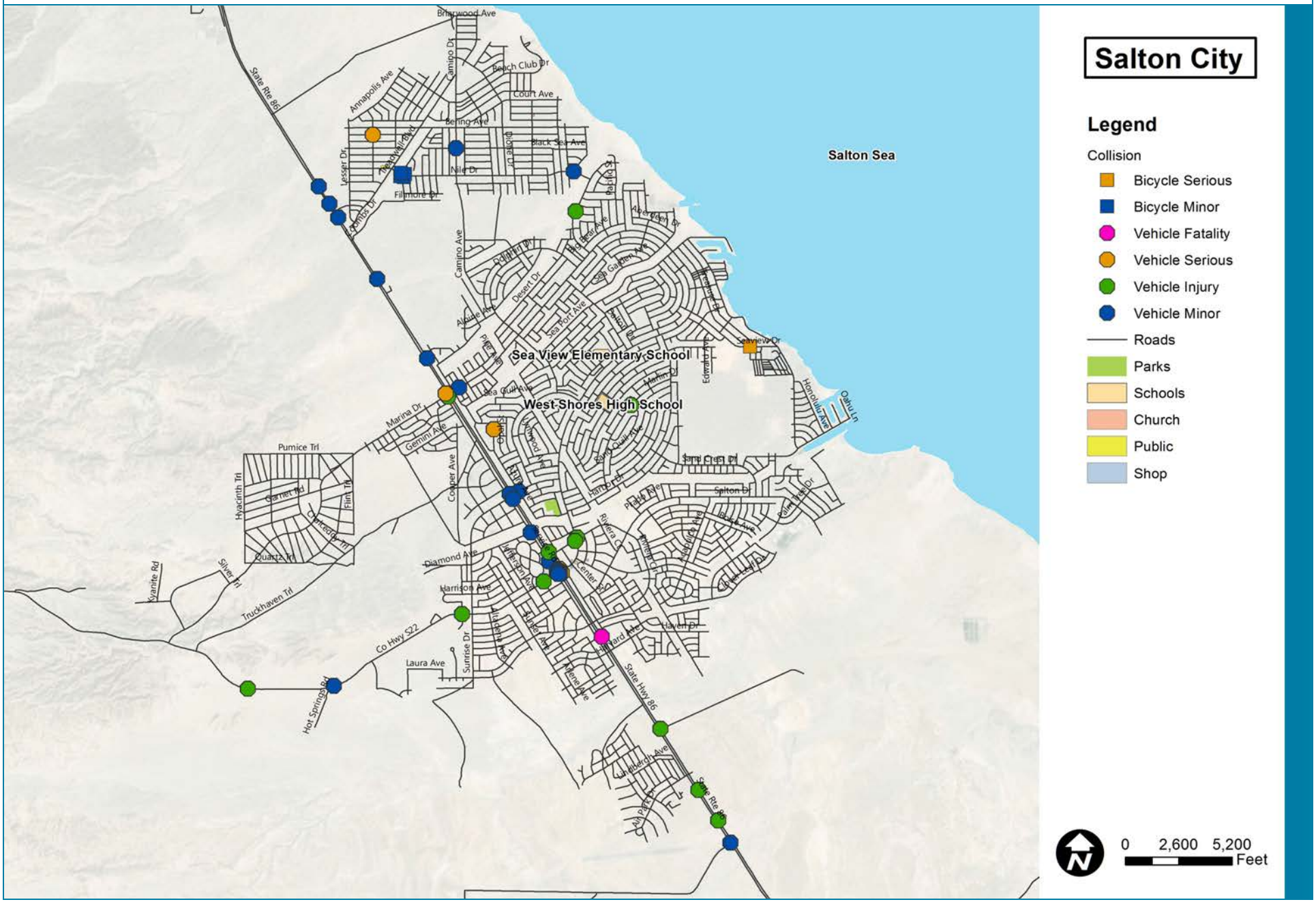
The Active Transportation Plan provided a number of opportunities to identify the needs and concerns of Salton Sea residents and leadership. A project presentation was made May 18, 2018 at Community Service District for the Salton Sea. Approximately 40 people were in attendance including the commissioners. Input was also obtained at a separate community event on June 15, 2018 where surveys were distributed.

The surveys provided a way to learn about the community's perception of pedestrian and bicycle travel and to learn of the type of projects that are most needed. Surveys were provided in both English and Spanish to engage community participation. A total of 20 surveys were collected from Salton Sea area residents. The survey form is provided in the Appendix. The following summarizes results for the general surveys.

Intersection in Salton City

Salton City Public Input Presentation

Figure 4.6.2: Collisions in Salton City (2013 - 2017)



SALTON CITY General Survey Results

PREFERENCES *for* IMPROVEMENTS

43% Sidewalk	21% Safety	18% Bike Storage	54% Lighting	7% Farmers Market
43% Parks and Trails	29% Shading	36% Crosswalk	14% Vehicle Speed	39% Bike Path

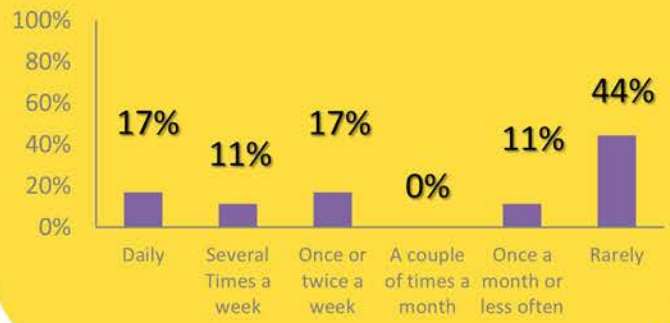
PARTICIPATION

20 General Surveys

What improvements would encourage the community to walk and bike?

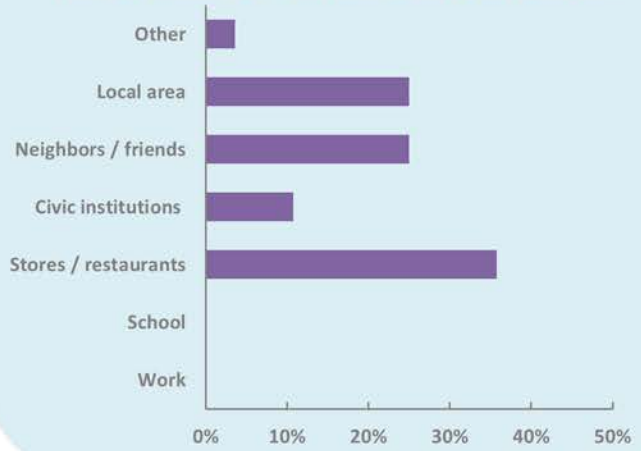
TRAVEL BEHAVIOR

How often do you get to a destination without driving?



DESTINATIONS

What places are you most likely to walk to?



General comments include:

- A need to focus on roadway projects.
- Difficulties crossing SR-86.
- A lack of sidewalks.

Recommended Pedestrian Plan

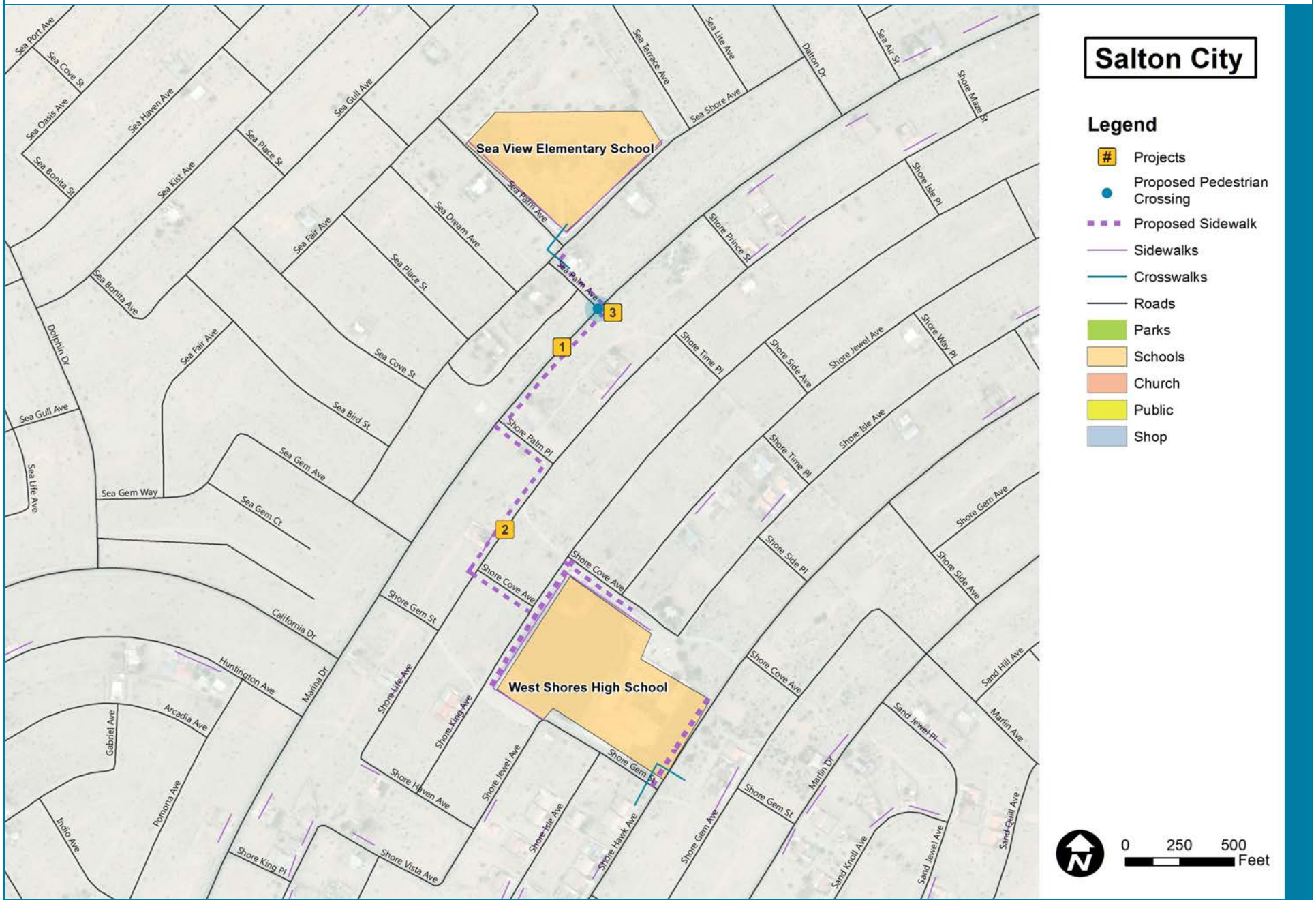
Residences are spread over an extensive local street network. Sidewalks have been constructed in front of many of these homes. However, most streets lack sidewalk continuity due to the spread pattern. These gaps limit pedestrian movement within the community or cause it to occur along the roadway's dirt shoulders. Existing sidewalks are shown in Figure 4.6.3.

This plan for Salton City includes recommendations for pedestrian projects shown in Figure 4.6.3 and Table 4.6.2. The recommendation indicates sidewalk projects from Sea View Elementary School and from West Shores High School to add sidewalks connecting both schools with Marina Drive. The wide shoulders along Marina Drive would also be used for pedestrian movement.

Table 4.6.2: Recommended Pedestrian Projects in Salton City

	Corridor	Start	End	Project Type
1	Multiple Streets	Sea View Elementary	Marina Drive	Sidewalk
2	Multiple Streets	West Shores H.S.	Marina Drive	Sidewalk
3	Marina Drive	Sea Palm Avenue		Continental Crossing

Figure 4.6.3: Salton City Pedestrian Plan



Recommended Bicycle Facilities

The Bicycle Plan for Salton City is shown in Figure 4.6.4. This plan includes designating a bicycle lane along Marina Drive and bicycle routes through the community. The state bike route projects are Imperial County designated proposed bike routes. Bicycle projects are listed in Table 4.6.3.

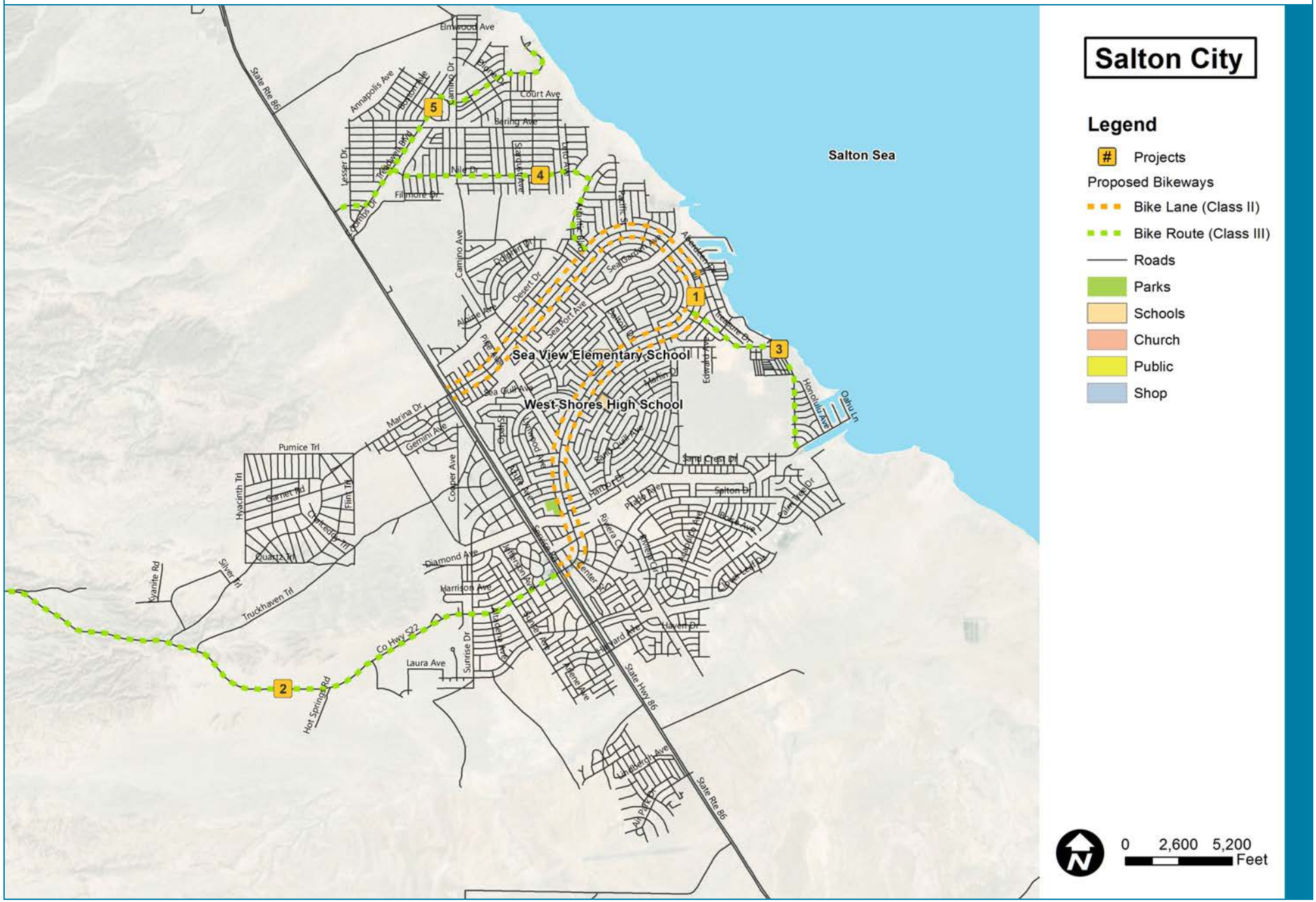
End of Trip Facilities

End of trip facilities include providing bicycle racks at Sea View Elementary School and West Shores High School.

Table 4.6.3: Recommended Bicycle Projects in Salton City

	Corridor	Start	End	Project Type
1	Marina Drive	SR-86	SR-86	Bike Lanes
2	Borrego Salton Sea Way	SR-86	Borrego Springs	Bike Route
3	Seaview Drive	Marina Drive	Crystal Avenue	Bike Route
4	Nile Drive / Atlantic Blvd.	Marina Drive	Treadwell Blvd.	Bike Route
5	Treadwell Blvd. / Beach Club Drive	SR-86	Terminus	Bike Route

Figure 4.6.4: Salton City Bicycle Plan



SECTION 4

Community Plans:

4.7 Seeley

Context

The community of Seeley is located just west of the central part of Imperial County, approximately eight miles west of El Centro. Seeley has a population of 1,626 and has 579 households. The median age in Seeley is 27.7 years. Racial characteristics are 89% of Mexican decent, with the remainder white or two or more races.

Seeley includes a full range of urban services, in particular water and sewer systems, and it contains a range of residential, commercial and industrial uses. While Seeley is a small community, it includes a few activity centers that residents travel to. These destinations include one school, a park, a few retail locations and public facilities. Sunbeam Lake is located at the southern portion of Seeley. A Naval Air Facility is located a mile north. The communities' edges are primarily agricultural.

Commuting

According to the American Community Survey (2016), nearly three percent of Seeley's commuters walked to work. Other means could include a number of shared ride options, and could include a small share of bicycle travel to work. These values for Seeley are compared to those for Imperial County and for the state of California in Table 4.7.1.

Table 4.7.1: Commute Mode Share (Percent) in Seeley

	Seeley	Imperial County	California
Commuting to Work	525	57,190	17,193,695
Drive Alone	90.1%	80.8%	73.5%
Carpool	1.9%	9.6%	10.6%
Public Transportation	0.0%	0.9%	5.2%
Walked	2.9%	2.2%	2.7%
Other means	5.1%	2.5%	2.6%
Worked at home	0.0%	4.0%	5.4%

Source: U.S. Census American Community Survey, 2016

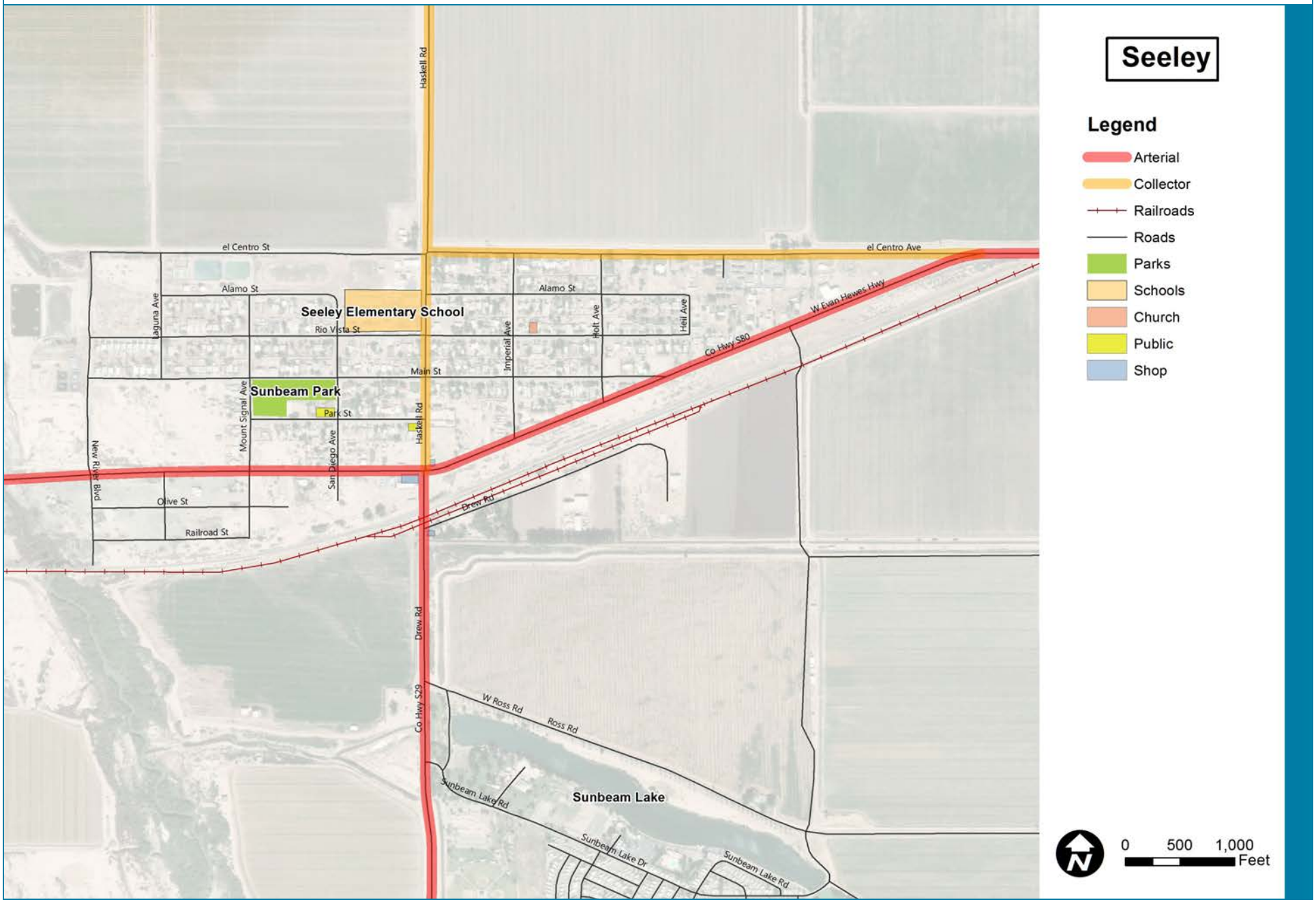
Disadvantaged Status

Seeley qualifies as a disadvantaged community based on median household income of $24,083, which is well under the 80% California median income threshold defining low income. Seeley's Enviroscore range is 48.09 with notable factors of pesticides, ground water, solid waste and asthma. Student percentage of Free or Reduced Price Meal (FRPM) participation is 84.4 percent.

Roadway and Transit Network

The roadway and transit network is shown in Figure 4.7.1. The two main roadways serving the Seeley area are Evan Hewes Highway and County Highway S29 (Drew Road). The other streets are defined as minor collector or local roadways.

Figure 4.7.1: Seeley Roadway Network



Even Hewes Highway (S80)

Evan Hewes Highway runs through Imperial County from the intersection of I-8 at Ocotillo Wells to the intersection of I-8 east of Holtville. Near Seeley, it is an east-west two-lane undivided roadway with a 24-foot paved width with paved shoulders.

Drew Road (S29)

Drew Road (S29) is a north-south two-lane undivided roadway with a 24-foot paved width and "soft" shoulders from Evan Hewes Highway south to SR-98. Drew Road provides access to I-8. The speed limit is posted at 55 mph. The portion of Drew Road from Seeley to I-8 is designated as a Class II bike route.

Ross Road

Ross Road is a two-lane roadway with four foot bicycle lanes provided for the length between Sunbeam Lake and Austin Road in El Centro.

Haskell Road

Haskell Road is the extension of Drew Road north of Even Hughes Highway. It has a paved width of 24 feet with dirt shoulders. Sidewalks are provided intermittently.

Bennet Road

Bennet Road is a north-south two lane rural roadway that is located on the eastern edge of Seeley. This roadway extends from Ross Road to the Naval Air Facility.

Bicycle Rider in Seeley on Haskell Road

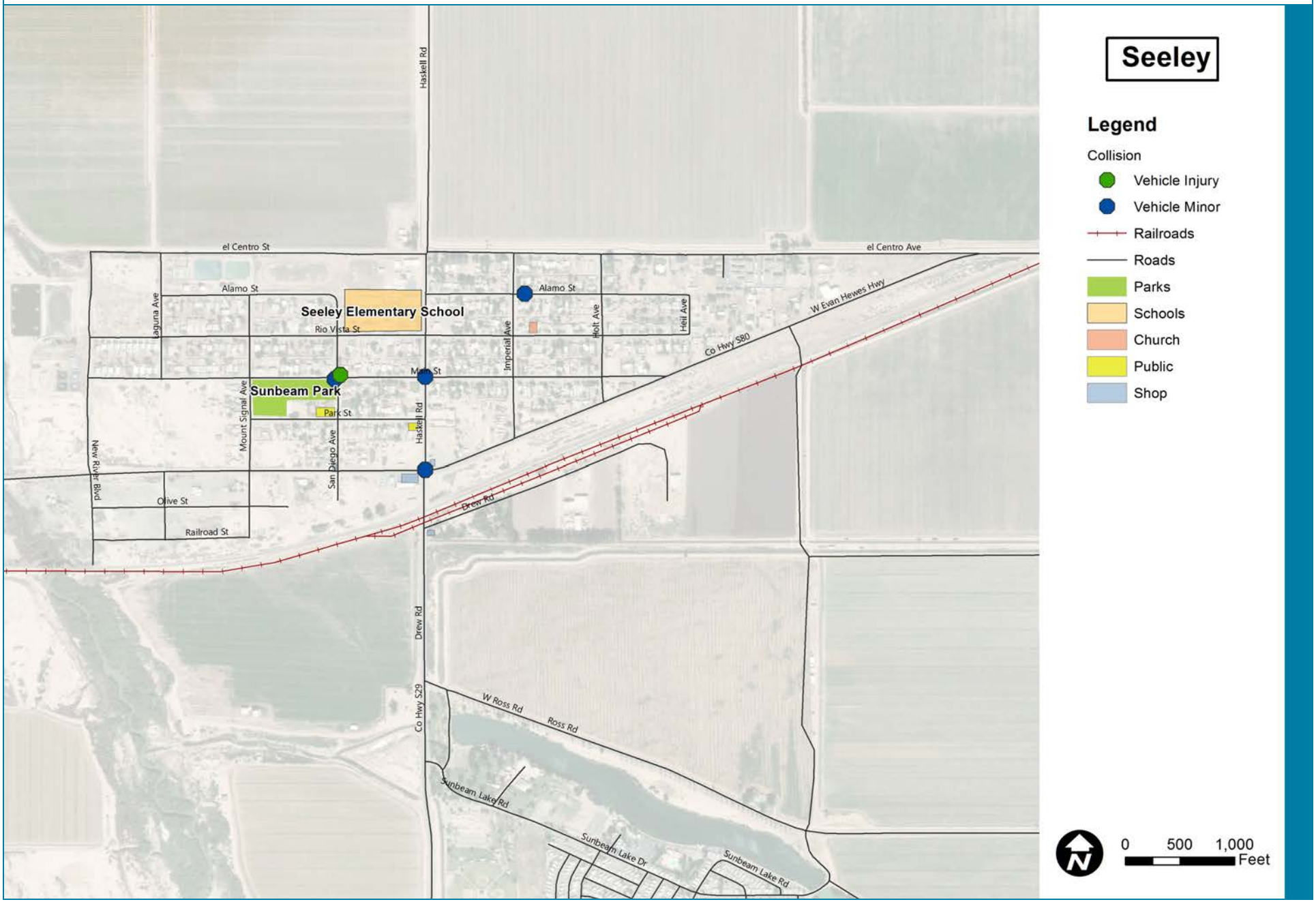
Transit

Imperial Valley Transit operates one fixed route that serves Seeley. Route 4 operates between Seeley, El Centro and Imperial Valley College. There is one formal stop in Seeley located at Evan Hewes Highway and Drew Road. Service is provided for two pick up/ drop off times in the morning and three in the afternoon. In addition, there is one trip that operates from El Centro to Seeley in the midday. Imperial Valley Transit provides demand response transit service for the elderly and persons with disabilities.

Collision History

This section describes collisions in Seeley. The analysis utilized available data from the Statewide Integrated Traffic Records System (SWITRS), and surveys a five year period between January 1, 2013 and December 31, 2017. During this time period, there were five total collisions. None of the collisions involved pedestrians or bicyclists. Two collisions occurred at the intersection of Main Street and San Diego Avenue, which is at the northeast corner of Sunbeam Park. The locations of collisions are shown in Figure 4.7.2.

Figure 4.7.2: Collisions in Seeley (2013 - 2017)



Public Input

The Active Transportation Plan provided a number of opportunities to identify the needs and concerns of Seeley residents. A community meeting was held on May 23, 2018 in which input was obtained and surveys distributed. The project team also obtained input at a separate community event on June 14, 2018 where surveys were distributed.

The surveys provided a way to learn about the community's perception of pedestrian and bicycle travel and to learn of the type of projects that are most needed. Surveys were provided in both English and Spanish to engage community participation. A total of 24 surveys were collected from Seeley residents. The survey form is provided in the Appendix. The following summarizes results for the survey.

Comments from the public meetings or listed on surveys include the following:

- Street lighting
- Construct remaining sidewalks
- High speeds streets, and near school
- Lack of crosswalks or stop signs
- Lack of crossing guards at intersections further away from school
- Improve connections to Sunbeam Park.
- Lack of traffic enforcement
- Bike path/lanes and striping to park and school
- More transit services are needed.
- Need sidewalks for walking to public facilities
- Health issue related to dirt fleas and ticks along dirt roads.
- Train crossing gates have failed.

Recommended Pedestrian Plan

SEELEY General Survey Results

PREFERENCES *for* IMPROVEMENTS

- Sidewalk 43%
- Safety 21%
- Bike Storage 14%
- Lighting 33%
- Farmers Market 14%
- Parks and Trails 24%
- Shading 29%
- Crosswalk 31%
- Vehicle Speed 21%
- Bike Path 26%

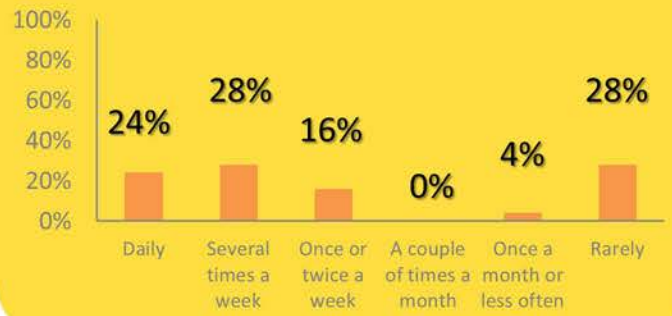
PARTICIPATION

24 General Surveys

What improvements would encourage the community to walk and bike?

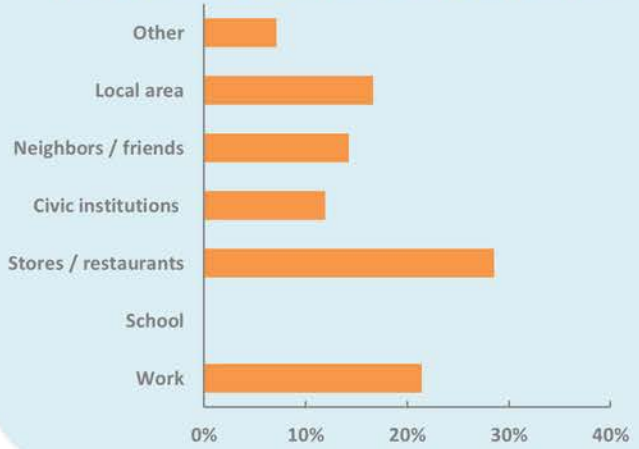
TRAVEL BEHAVIOR

How often do you get to a destination without driving?



DESTINATIONS

What places are you most likely to walk to?



Recommended Pedestrian Plan

A portion of the Seeley area has sidewalks. Sidewalks have been constructed as part of Safe Routes to School projects through grant opportunities and also in front of residential lots as they are developed. The sidewalks that have been constructed are consistent with ADA standards (five feet). However, many residential streets in Seeley are missing sidewalks or have gaps in existing sidewalks. These gaps limit pedestrian movement to community destinations. This includes:

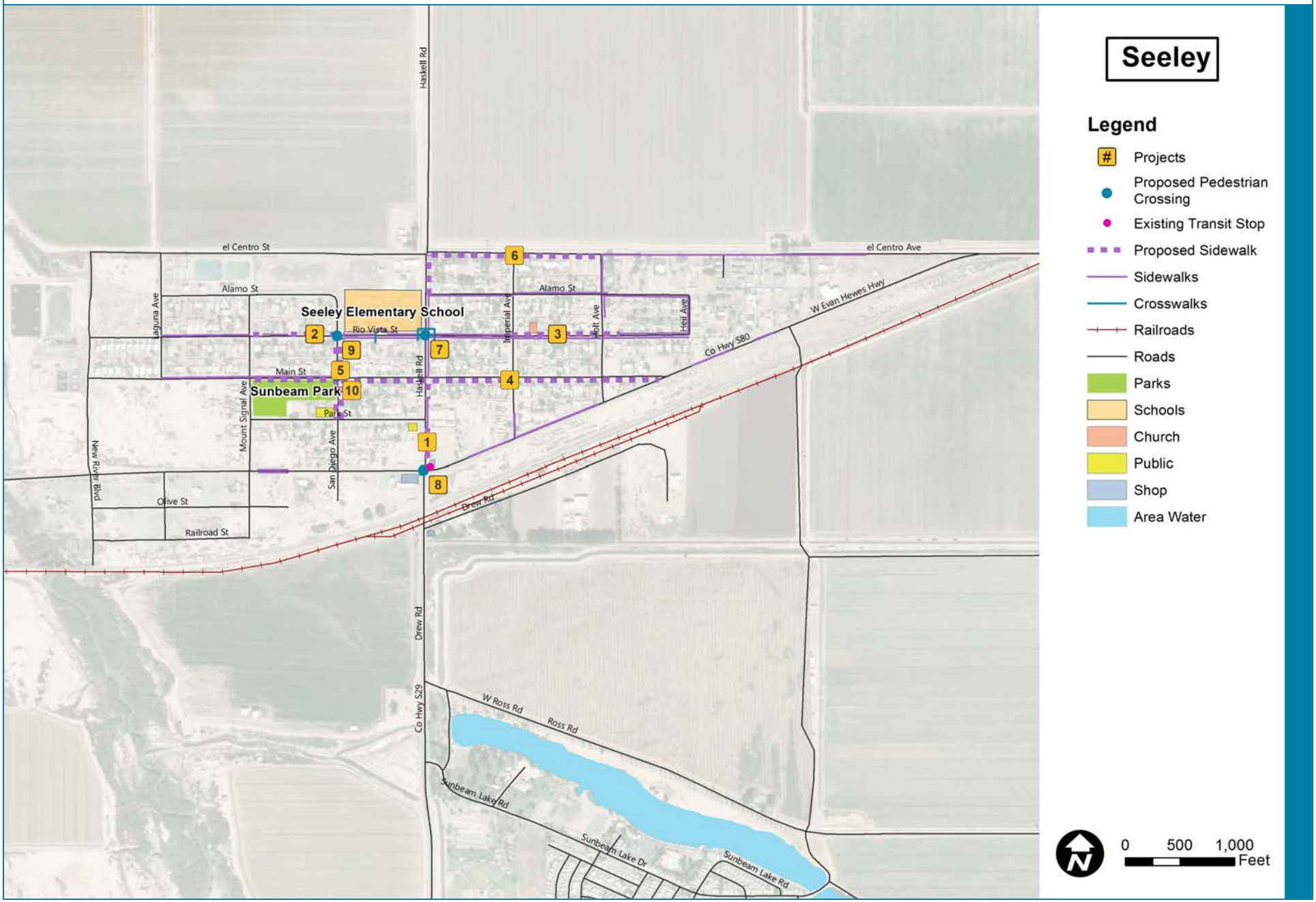
- Arterial and collector routes such as Haskell Road and Even Hewes Highway lack consistent sidewalks.
- While bicycle lanes are provided on Drew Road (S29), the pedestrian connection between Seeley and Sunbeam Lake is lacking.
- A safe pedestrian movement is needed to connect the Seeley Elementary School with Sunbeam Park.
- Pedestrian crossings at intersections need attention.
- Sidewalks on Haskell Road would improve access to transit.
- Lighting is needed in some locations.

The Pedestrian Plan for Seeley includes community and regional projects and is shown in Figure 4.7.3. The projects that are also listed in Table 4.7.2. The Pedestrian Plan indicates proposed new sidewalks to further enhance connections to the elementary school and provide pedestrian access to public services, businesses and the transit stop located on Haskell Road. Also shown is a multi-use path to connect to Sunbeam Lake.

Table 4.7.2: Recommended Pedestrian Projects in Seeley

	Corridor	Start	End	Project Type
1	Haskell Rd	Main Street	Evan Hewes Hwy	Sidewalk
2	Rio Vista	Mount Signal Ave.	San Diego Ave.	
3	Rio Vista	Imperial Ave.	Holt Ave.	Sidewalk
4	Main Street	Mount Signal Ave	Evan Hewes Hwy	Sidewalk
5	San Diego Ave	Park St.	Rio Vista St.	Sidewalk
6	Haskell Rd / El Centro St.	Evan Hewes Hwy.	Alamo St.	Sidewalk
7	Haskell Rd	Rio Vista		4-Way Stop
8	Evan Hewes Hwy.	Haskell / Drew		Crosswalk
9	Rio Vista	San Diego Ave		Crosswalk
10	Main Street	San Diego Ave		Crosswalk

Figure 4.7.3: Seeley Pedestrian Plan



Recommended Bicycle Facilities

The Bicycle Plan for Seeley is shown in Figure 4.7.4. These projects are also listed in Table 4.7.3. This plan indicates existing facilities, community facilities, end of trip facilities and shows regional projects identified in the Imperial County Bicycle Master Plan. Seeley's existing bicycle network consists of bicycle lanes on the north side of Sunbeam Lake which continue along Ross Road east to El Centro. A bicycle lane is being designed for the south side of Rio Vista Street from the Seeley Elementary School to Heil Avenue.

Community Facilities

The bicycle plan for Seeley adds to the existing projects and provides a bicycle system that connects to the regional routes identified in the Imperial County Bicycle Master Plan. The bicycle plan includes designating Haskell Road and El Centro Avenue as bicycle routes, adding a bicycle lane on the north side of Rio Vista Street, and adding a multi-use path connecting to Sunbeam Lake, as previously mentioned in the Pedestrian Plan for Seeley. These projects are listed in Table 4.7.3.

End of Trip Facilities

End of trip facilities include providing bicycle racks at Seeley Elementary School, at Sunbeam Park and at Sunbeam Lake.

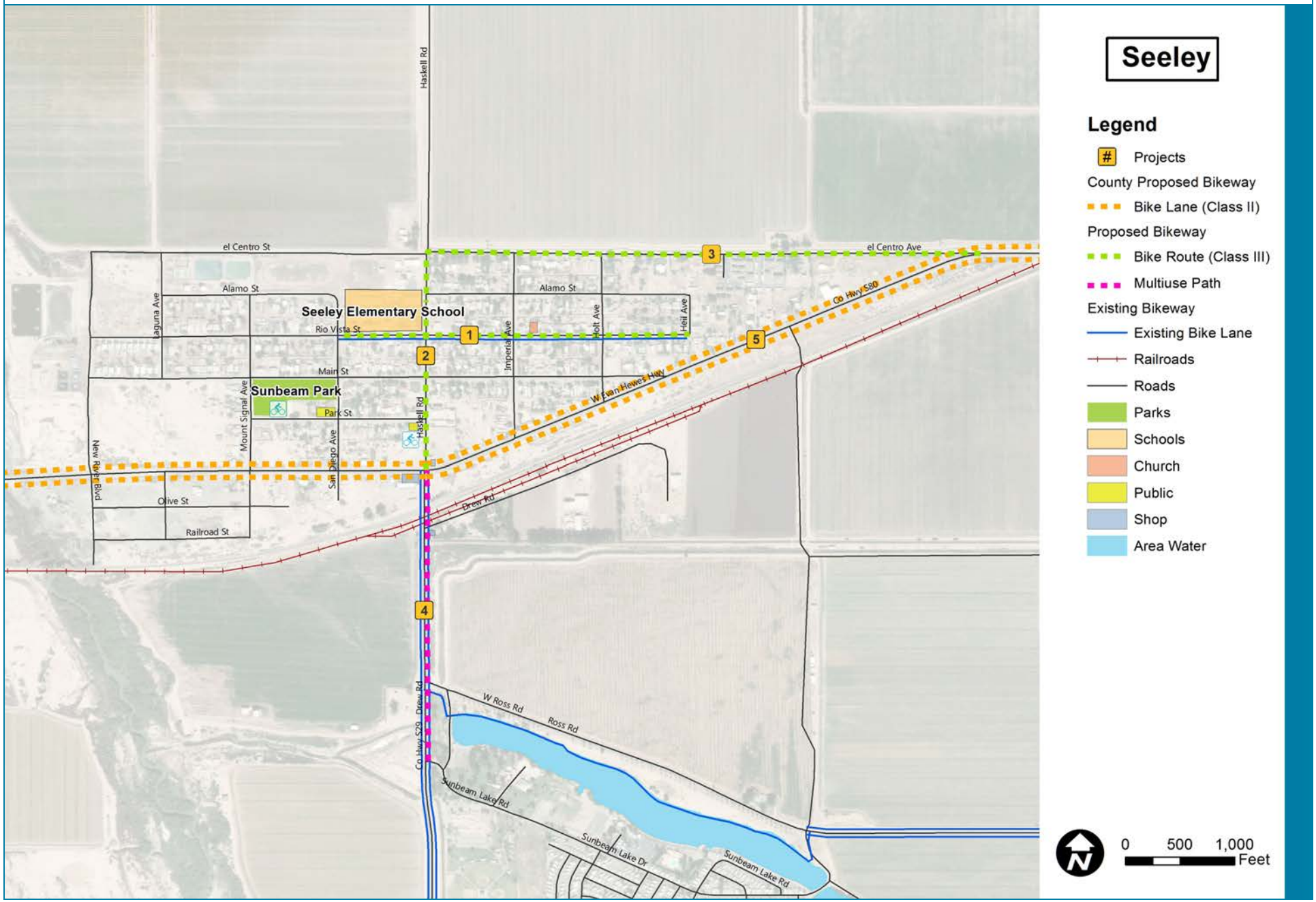
Regional Connections

Regional connections would improve connectivity to adjacent communities, such as El Centro and Calexico. Regional connections were previously proposed in the Imperial County Bicycle Master Plan.

Table 4.7.3: Recommended Bicycle Projects in Seeley

	Corridor	Start	End	Project Type
1	Rio Vista St.	San Diego Ave	Heil Ave	Bike Route
2	Haskell Road	Evan Hewes Hwy	El Centro St	Bike Route
3	El Centro St.	Haskell Rd	Evan Hewes Hwy	Bike Route
4	Drew Road (S29)	Evan Hewes Hwy.	Sunbeam Lake Rd.	Multiuse Path
5	Evan Hewes Hwy.	El Centro	Ocotillo	County Bike Lane

Figure 4.7.4: Seeley Bicycle Plan



SECTION 4

Community Plans:

Imperial County
ACTIVE TRANSPORTATION PLAN

Winterhaven

4.8 Winterhaven/Bard

Context

The community of Winterhaven is approximately 55 miles east of El Centro, is located in the easternmost portion of Imperial County and is directly north of Yuma, Arizona. Bard is an agricultural area with little residential concentration that is located immediately east and north of Winterhaven. Portions of the Fort Yuma Indian Reservation are also located in this section of Imperial County. The U.S. Census information for the Winterhaven Census Designated Place reported a population of 212 with 131 households. The median age in Winterhaven is 54.1 years. Racial characteristics are 54.1% Native American, 25.5% White, and 18.9% of Mexican decent.

Winterhaven/Bard is a small community, but it does includes some activity centers that residents travel to. This includes a school and community center. Other activity centers are located nearby in Yuma.

Commuting

Of the small work force in Winterhaven, over one third walk to work. These values for Winterhaven are compared to those for Imperial County and for the state of California in Table 4.8.1.

Table 4.8.1: Commute Mode Share (Percent) in Winterhaven

	Winterhaven	Imperial County	California
Commuting to Work	23	57,190	17,193,695
Drive Alone	65.2%	80.8%	73.5%
Carpool	0%	9.6%	10.6%
Public Transportation	0%	0.9%	5.2%
Walked	34.8%	2.2%	2.7%
Other means	0%	2.5%	2.6%
Worked at home	0%	4.0%	5.4%

Source: U.S. Census American Community Survey, 2016

Disadvantaged Status

Winterhaven qualifies as a disadvantaged community based on median household income of $22,835 which is well under the 80% California median income threshold defining low income. Winterhaven does not qualify as disadvantaged based on the California Communities Health Screening Enviroscore. Student percentage of Free or Reduced Price Lunch (FRPM) participation is 88.9 percent.

Roadway and Transit Network

The roadway network is shown in Figure 1. The main roadways serving the Winterhaven are Winterhaven Drive and County Highway S24. Other streets providing connections to destination include San Pasqual Road, Baseline Road and Arnold Road.

Winterhaven Drive

The primary road providing access to the Winterhaven community is Winterhaven Drive. Winterhaven Drive provides three access points to I-8. West of the community, the roadway is a two-lane roadway with narrow paved shoulders and dirt shoulders. Through the community, Winterhaven Drive widens to three lanes providing for left turn movements. East of the community, the roadway widens into a four-lane divided roadway.

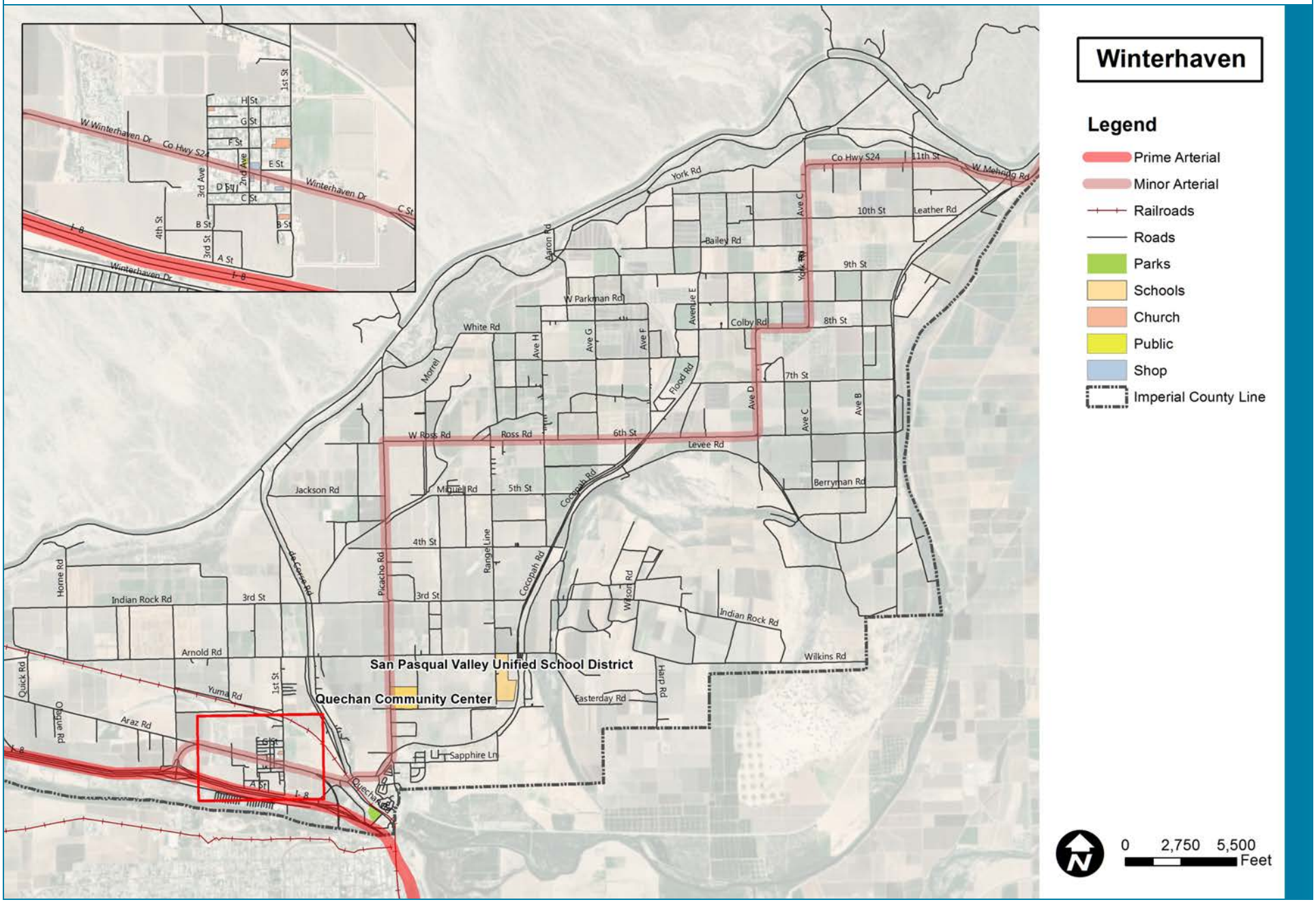
County Highway S24

County Highway S24 is a minor arterial providing connectivity between Winterhaven and Bard. A portion of this highway runs along Winterhaven Drive, travels over the irrigation canal, has an underpass of the Union Pacific Railroad, and includes sections of Picacho Road, Ross Road, Bard Road and York Road.

San Pasqual Road, Baseline Road, Arnold Road

These three roads provide local access to the community center and schools. They are two lane roadways with dirt shoulders.

Figure 4.8.1: Winterhaven Roadway Network



Transit

There is one fixed route that serves Winterhaven. This is the Turquoise Route 10 that operates on Mondays, Wednesdays and Friday. This route is funded in part by the Quechan Indian Tribe and Imperial County Transportation Commission (ICTC), and is operated by the Yuma County Intergovernmental Public Transit Agency (YCIPTA). The route operates between Yuma and El Centro and provides two vehicle runs in each direction for the days of operation.

Collision History

The locations of collisions in the Winterhaven – Bard area are shown in Figure 4.8.2. The analysis utilized available data from the Statewide Integrated Traffic Records System (SWITRS) for the five year period between January 1, 2013 and December 31, 2017. During this time period, there was one bicycle collision north of Winterhaven on 1st Street. The remaining collisions were vehicle collisions. The locations of collisions are shown in Figure 4.8.2.

Public Input

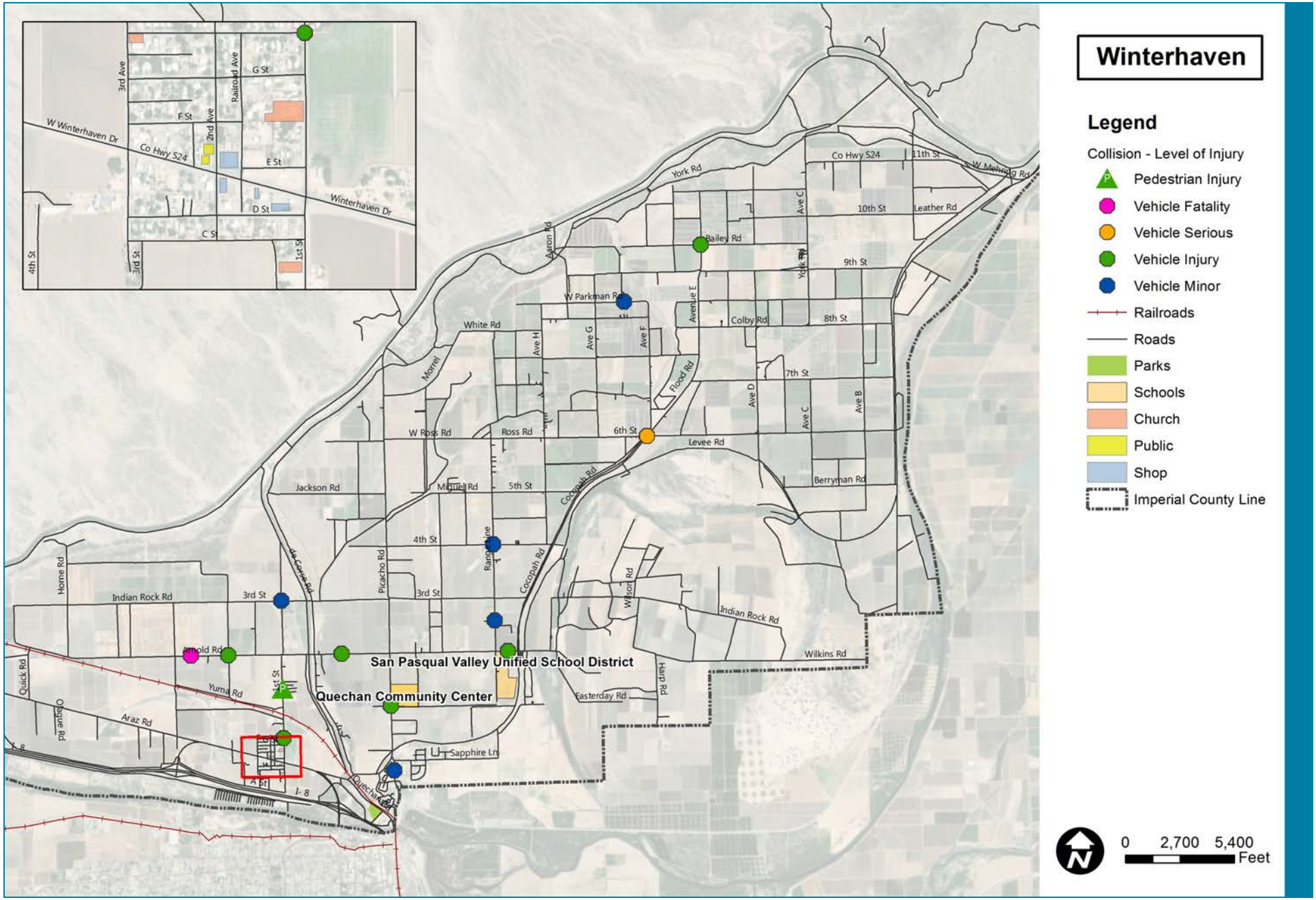
A project presentation was held in May, 2018 at a community event in which input was obtained and surveys distributed. The surveys provided a way to learn about the community's perception of pedestrian and bicycle travel and to learn of the type of projects that are most needed. Surveys were provided in both English and Spanish to engage community participation. A total of 70 surveys were collected from Winterhaven/Bard residents. The survey form and tabulated results are provided in the Appendix. The following summarizes results for the survey.

General comments include:

- Barriers to walking and biking including canals.
- Distances limit the ability to walk and bike.
- A lack of sidewalks.
- A lack of bicycle facilities.
- Speeding
- Weather

Bicycle Rider in Imperial County

Figure 4.8.2: Collisions in Winterhaven (2013 - 2017)



WINTERHAVEN General Survey Results

PREFERENCES *for* IMPROVEMENTS

- 36% Sidewalk
- 10% Safety
- 11% Bike Storage
- 26% Lighting
- 11% Farmers Market
- 24% Parks and Trails
- 26% Shading
- 21% Crosswalk
- 16% Vehicle Speed
- 26% Bike Path

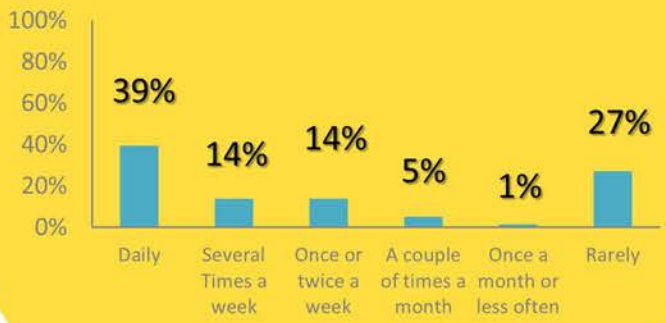
PARTICIPATION

70 General Surveys

What improvements would encourage the community to walk and bike?

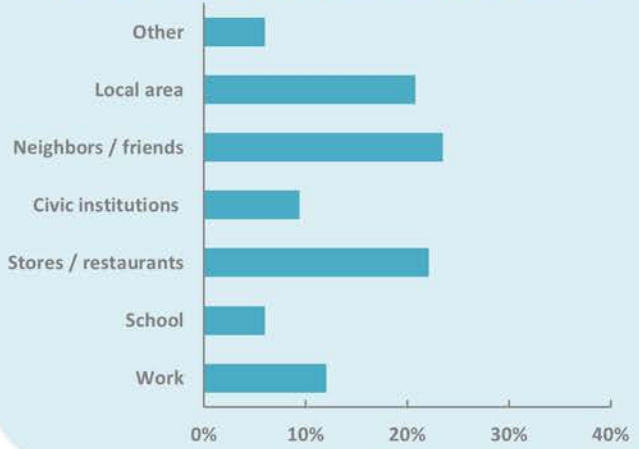
TRAVEL BEHAVIOR

How often do you get to a destination without driving?



DESTINATIONS

What places are you most likely to walk to?



Recommended Pedestrian Plan

There are numerous physical barriers that limit walking and bicycling connectivity between Winterhaven and Yuma, and also impact connectivity to nearby community centers and schools. These barriers include a canal and a narrow railroad underpass on C24 both located east of the Winterhaven community. In addition, the bridge over the Colorado River on Business Route 8 connecting to Yuma does not have pedestrian accommodations. Sidewalks are also limited along Winterhaven Drive through the community.

Pedestrian facilities are also limited near the Quechan Community Center and the San Pasqual Grade School/Middle School/High School located at 676 Baseline Road. A Safe Routes to School analysis was completed for the San Pascal School District which identified the following issues:

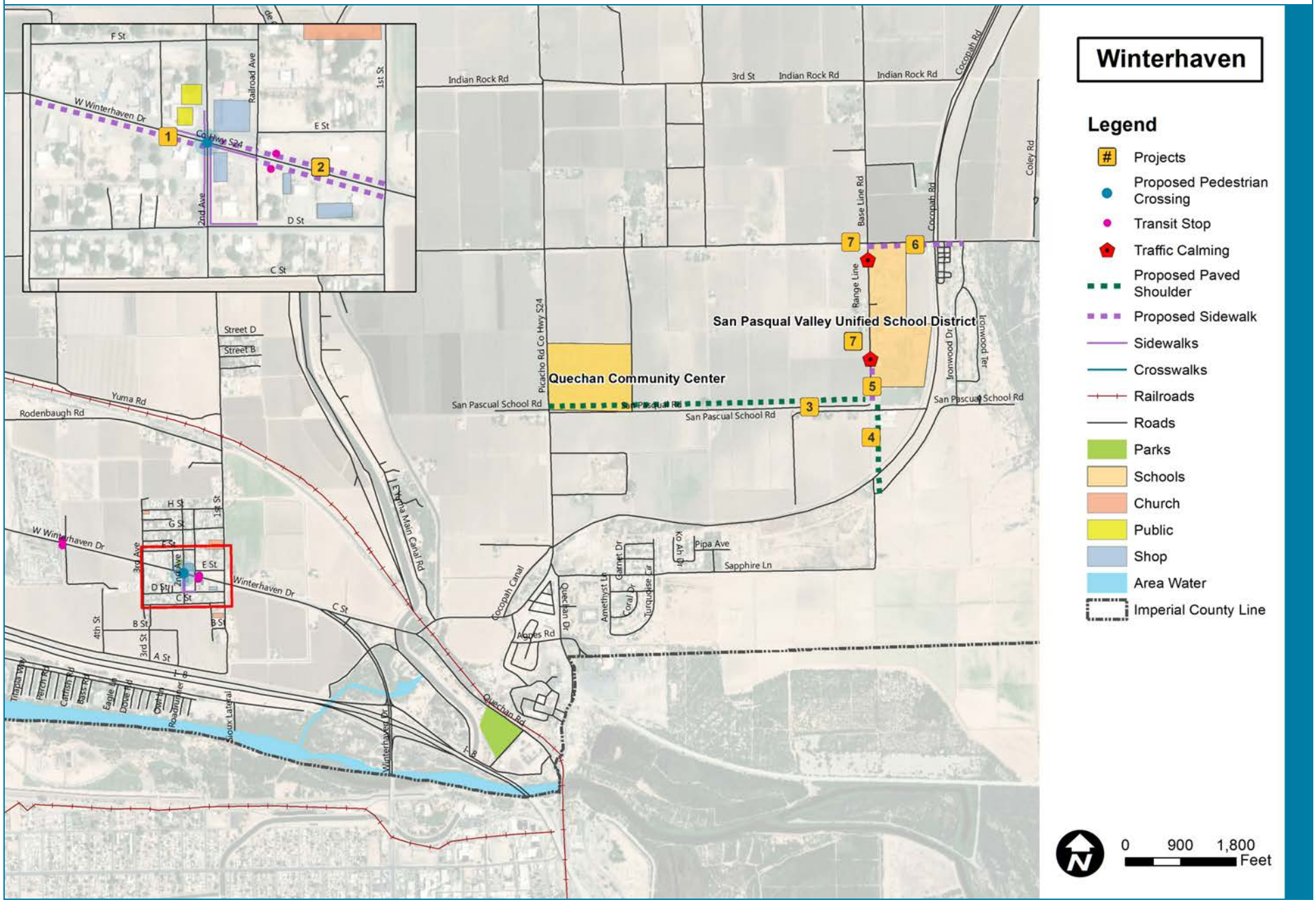
- Lack of sidewalks and high vehicle speeds on Baseline Road in front of the schools.
- Lack of sidewalks or bikeways on San Pasqual Road between the Community Center and the schools.
- No way to cross the canal located behind the Schools, between the Ironwood subdivision and the schools.
- No sidewalks and high vehicle speeds on Arnold Road from Baseline Road to Ironwood Road.

Pedestrian plan for Winterhaven/Bard addresses the issues identified above. It is shown in Figure 4.8.3 and projects are listed in Table 4.8.2.

Table 4.8.2: Recommended Pedestrian Projects in Winterhaven

	Corridor	Start	End	Project Type
1	Winterhaven Drive	1st St.	3rd St.	Sidewalk (south side)
2	Winterhaven Drive	1st St.	2nd St.	Sidewalk (north side)
3	San Pasqual Road	Picacho Rd.	Baseline Rd.	Paved Shoulder (north side)
4	Baseline Road	San Pasqual Road	Canal	Paved Shoulder (east side)
5	Baseline Road	San Pasqual Road	South school facility	
6	Arnold Rd.	Baseline Rd.	Ironwood Dr.	Sidewalk (south side)
7	Baseline Rd.	School	School	Two traffic calming speed humps

Figure 4.8.3: Winterhaven Pedestrian Plan



Recommended Bicycle Facilities

The Bicycle Plan for Winterhaven/Bard is shown in Figure 4.8.4. The plan outlines a bicycle route that would extend through the area that could be developed. This route provides connections to activity centers and avoids a number of constraints. Implementing the bicycle route would require additional evaluation to address roadway crossings and roadway conditions. This project is listed in Table 4.8.3. End of trip bicycle racks should be placed at the Winterhaven Post Office, at San Pasqual Schools and at the Quechan Community Center.

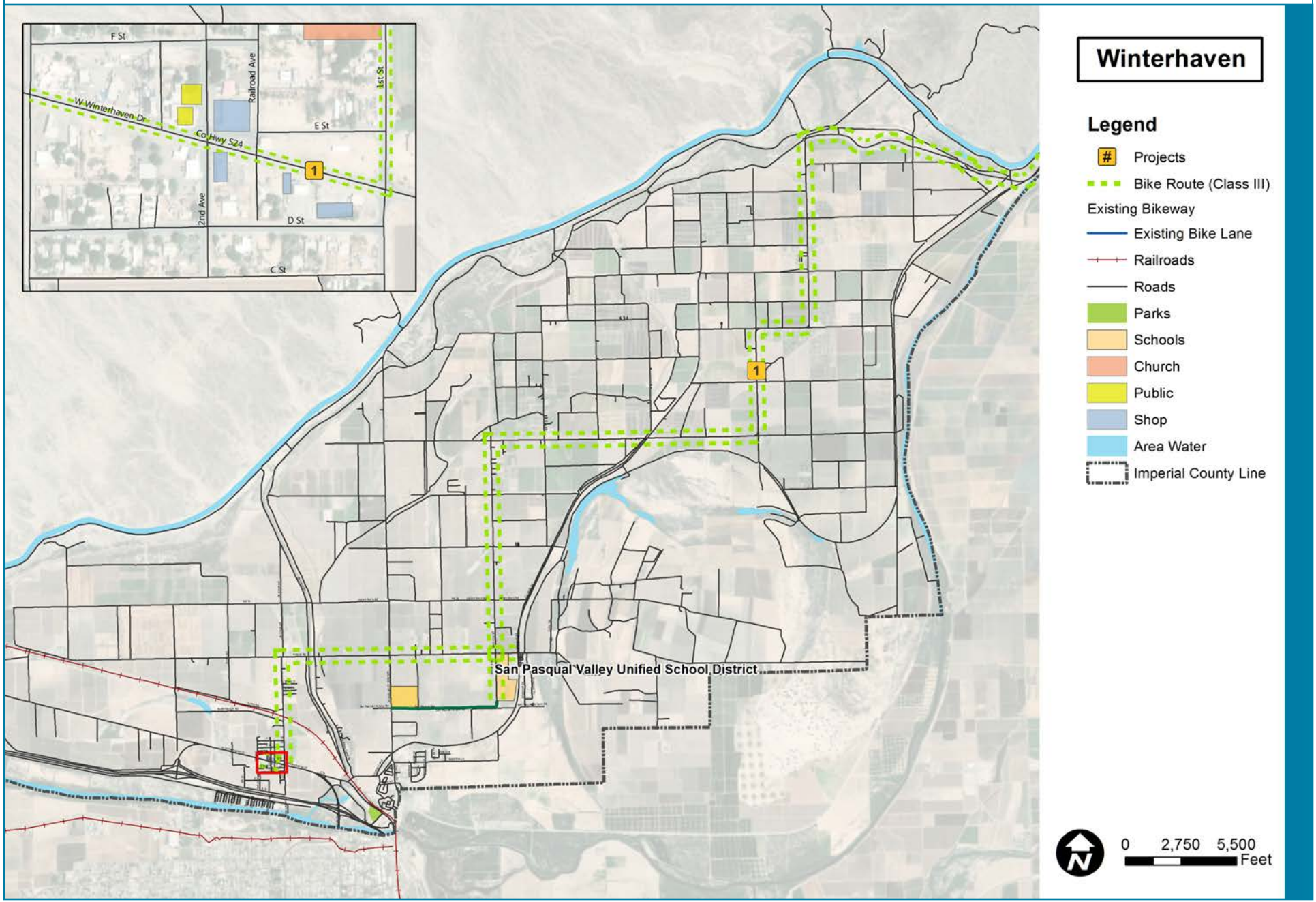
Table 4.8.3: Recommended Bicycle Projects in Winterhaven

	Corridor	Start	End	Project Type
1	Area-wide Route	Winterhaven Dr.	Mehring Rd.	Bicycle Route

Facing north on Baseline Rd. towards San Pasqual School

Facing southeast on the Intersection of Winterhaven Dr. and Railroad Ave.

Figure 4.8.4: Winterhaven Bicycle Plan



SECTION 5

Implementation Plan

Imperial County
ACTIVE TRANSPORTATION PLAN

5.1 Overview

Context

This section provides guidance toward realizing the vision and goals set forth in this Active Transportation Plan. It prioritizes a list of active transportation project that the County should take into consideration for future planning priorities and/or possible grant funding opportunities. This chapter presents cost estimates for each project, and provides a description of funding strategies for active transportation projects.

Project Prioritization: A description of how projects were prioritized, along with project lists for pedestrian and bicycle improvements.

Cost Estimates: A listing of anticipated project costs for each project, based upon unit costs developed from recent project experience.

Funding Strategies: A list of federal, state and local funding sources that are available for the County to plan, design and construct the recommended projects.

5.2 Projects

The plans developed for each community were used to identify projects for implementation and funding. Using the plans developed for each community, specific pedestrian, bicycle and multi-modal projects were identified as projects to be evaluated for short or mid-term implementation. These projects are listed in Tables 5.3.1 and 5.3.2. In some cases, the defined project includes multiple project segments combined to form a complete project that would potentially be grant funded or funded by Imperial County.

5.3 Project Prioritization

Following the project definition, projects were prioritized. This section describes the project prioritization process. Based on this process, the active transportation projects were ranked. To establish an implementation framework, the Project Team developed a project evaluation criteria based upon Project Steering Committee and community input. This enabled the projects to be evaluated and compared.

Project prioritization is a two-step process. The projects were first prioritized using the data-driven methodology utilizing performance-based information. The criteria measures the potential benefits and demand for of each project. The second step in the evaluation process will be to include subjective information obtained from community input, as well as feedback from County and Caltrans staff. The performance-based criteria are listed in Table 5.3.3.

Table 5.3.1: Pedestrian Project List

No.	City	Type	Street	From	To	Project Type
1	Heber	Pedestrian	Dogwood Rd. Pedestrian Projects			
			Dogwood Rd.	Heber Rd.	Correll Rd.	Sidewalk (east side)
			Dogwood Rd.	Hawk St.		RRFB, Continental Crosswalks
2	Heber	Pedestrian	Corell Rd Sidewalk	290' east of Rock-wood	Heber Rd	Replace temporary asphalt with sidewalk
3	Heber	Pedestrian	SR-86 Pedestrian Projects			
			SR-86	Dogwood Rd.	Heber Ave	Sidewalk (south side)
			SR-86	Heber Ave.		RRFB
			SR-86	Hefferman Ave.		Crosswalk, RRFB
4	Seeley	Pedestrian	Main Street Sidewalks	Mount Signal Ave.	Evan Hewes Hwy.	Sidewalk (south side)
5	Seeley	Pedestrian	Rio Vista Street, San Diego Avenue Sidewalks	4 segments		Sidewalk segments, crosswalk
6	Seeley	Pedestrian	El Centro St, Haskell	Alamo to El Centro, Haskell Rd. to Holt Ave.		Sidewalk (south and east sides)
7	Seeley	Pedestrian	Haskell Rd.	Main St.	Evan Hewes Hwy.	Sidewalk (east side)
			Haskell Rd.	Rio Vista St.		4-way stop (LED stop signs, crosswalks)
			Haskell Rd.	Evan Hewes Hwy.		Crosswalk, signage
8	Ocotillo	Pedestrian	Imperial Hwy.			Pedestrian lanes
				Agate Rd.	Smoketree Ave. - 3rd Ave.	Pedestrian lane (west side)
				Shell Canyon Rd.	Community Park	Pedestrian lane (north side)
				Evan Hewes Hwy.	Mesquite Rd.	Pedestrian lane (east side)
9	Winterhaven	Pedestrian	Winterhaven Dr Sidewalk Projects	1st St.	3rd St.	Sidewalk (south side)
				1st St.	2nd St.	Sidewalk (north side)
				2nd St.		Crosswalk
10	Winterhaven	Pedestrian	San Pasqual Rd.	Picacho Rd.	Baseline Rd.	Paved shoulder (north side)
11	Winterhaven	Pedestrian	San Pasqual School Projects			
			Baseline Road	South school building	San Pasqual Rd.	Sidewalk (east side)

			Arnold Rd.	Baseline Rd.	Ironwood Dr.	Sidewalk (south side)
			Baseline Rd.	San Pasqual Rd.	San Pasqual Dr.	Paved Shoulder (east side)
			Baseline Rd.	at School		Two traffic calming - speed humps
12	Niland	Pedestrian	Niland Sidewalks			
			SR-111	4th St.	3rd St.	Sidewalk (east side)
			SR-111	3rd St.	Main St.	Sidewalk (east side)
			Isis Ave.	4th St.	3rd St.	Sidewalk (west side)
			Isis Ave.	3rd St.	Main St.	Sidewalk (west side)
13	Niland	Pedestrian	SR-111 Crossing/Traffic Calming			
			SR-111	Main St.		RRFB signal, continental crosswalks, signing, striping
			SR-111	4th Street		RRFB signal, continental crosswalks. signing, striping
			SR-111	Alcott Rd, north of 1st St.		Advance speed warning signs (2)
14	Salton City	Pedestrian	School Pedestrian Projects			
			Multiple Streets	Sea View Elementary	Marina Dr.	Sidewalk
			Multiple Streets	West Shores H.S.	Marina Dr.	Sidewalk

Table 5.3.2: Bicycle Project List

No.	City	Type	Street	Project Type	From	To
1	Heber	Bicycle	Collector Bicycle Improvements			
			Hawk Ave.	Bike lane striping	Oak St.	Heber Ave.
			Heber Ave.	Bike lane striping	Correll Rd.	10th St.
			Correll Rd.	Class III Bike Route	Oak Ave.	Heber Ave.
			Heber Ave.	Class III Bike Route	10th St.	14th St.
2	Heber	Bicycle	Dogwood Bicycle Lanes			
			Dogwood	Paved Shoulders	Black Hills Rd.	Imperial Valley Mall
3	Seeley	Bicycle/ Pedestrian	Drew Rd. (Co Hwy S29)	Multiuse Path	Sunbeam Lake Rd.	Evan Hewes Rd.
4	Seeley	Bicycle	Rio Vista St.	Bike Lane (north side)	Heil Ave.	San Diego Ave.
5	Salton City	Bicycle	Marina Drive	Bike Lanes Striping/ Overlay	SR-86	SR-86
6	Ocotillo	Bicycle	Imperial Hwy.	Class III Bike Route	Evan Hewes Hwy.	Community Park
7	Seeley	Bicycle	Haskell Rd./El Centro Ave.	Class III Bike Route	Evan Hewes Hwy.	Evan Hewes Hwy.
8	Winterhaven	Bicycle	Area-wide Route	Class III Bicycle Route	Winterhaven Drive	Mehring Rd.
9	Niland	Bicycle	Main Street	Class III Bike route	Slab City	SR-111
10	All	Bicycle	End of Trip (Bike Racks)			
			Heber	3- Community Center, Park, Post Office		
			Niland	(none)		
			Seeley	3- Park, Post Office, Sunbeam Lake		
			Octillo	(none)		
			Winterhaven	1- Community Center		
			Salton City	(none)		

Table 5.3.3: Pedestrian Project Scoring List

Imperial County ATP - Criteria Table			Score
Access		Density > 1000/Sq. mi.	3
	Population Density	Density 500-1000/sq. mi.	2
		Density < 500/Sq. mi.	1
		Elderly Population> 400	3
	Elderly Population	Elderly Population 100-400	2
		Elderly Population < 100	1
		Youth Population > 400	3
	Youth Population	Youth Population 100-400	2
		Youth Population < 100	1
Connec-tivity		Direct Connection	3
	To Schools	Close proximity, not direct	2
		Not direct or close	1
		Direct Connection	3
	To Parks	Close proximity, not direct	2
		Not direct or close	1
		Direct Connection	3
	To Transit	Close proximity, not direct	2
		Not direct or close	1
		Direct Connection	3
	To Activity Centers	Close proximity, not direct	2
		Not direct or close	1
Safety		Located where fatality or injury occur	3
	Collisions	Close proximity, not direct	2
		Not direct or close	1
		High speed corridor	3
	Risk Factors	Uncontrolled intersection	2
		Neither	1
Equity		Low	3
	Vehicle Ownership	Medium	2
		High	1
		High	3
	Persons Below Poverty	Medium	2
		Low	1
		Enviroscore top 25%	3
	Enviroscore	Enviroscore 50-74	2
		Enviroscore under 50	1

Table 5.3.4: Pedestrian Project Scoring List

#	Project	Community	Mode	Score
5	Rio Vista St., San Diego Ave. Sidewalks	Seeley	Sidewalk, Crosswalk	28
7	Haskell Road	Seeley	Sidewalk, Cross-walk	28
13	SR-111 Crossing/Traffic Calming	Niland	Crossings, Signage	27
1	Dogwood Pedestrian Projects	Heber	Sidewalk, Cross-walk	26
12	Niland Sidewalks	Niland	Sidewalk	26
4	Main St. Sidewalks	Seeley	Sidewalk	26
3	SR-86 Pedestrian Projects	Heber	Sidewalk, Cross-walk	25
6	El Centro St., Haskell Rd.	Seeley	Sidewalk	25
11	San Pasqual School Projects	Winterhaven	Sidewalk, Traffic Calming	24
10	San Pasqual Rd.	Winterhaven	Paved Shoulder	24
2	Correll Rd. Sidewalk	Heber	Sidewalk	23
9	Winterhaven Dr. Sidewalk Projects	Winterhaven	Sidewalk, Cross-walk	22
8	Imperial Hwy.	Ocotillo	Pedestrian Lane	21
14	School Pedestrian Projects	Salton City	Sidewalk	21

Table 5.3.5: Bicycle Project Scoring List

#	Project	Community	Mode	Score
3	Drew Rd. (Co. Hwy. S29) Multi-use Path	Seeley	Multi-use Path	30
2	Dogwood Regional Route	Heber	Paved Shoulder	28
1	Collector Bicycle Improvements	Heber	Bicycle Lane Striping	28
4	Rio Vista St. Bike Lane	Seeley	Bicycle Route	26
5	Marina Dr. Bicycle/ Pedestrian Lanes.	Salton City	Bicycle Marking/Seal	22
7	Haskell Rd./El Cen-tro Ave.	Seeley	Bicycle Route	21
8	Area-wide Route	Winterhaven	Bicycle Route	21
9	Main St.	Niland	Bicycle Route	19
6	Imperial Hwy.	Ocotillo	Bicycle Route	19

5.4 Maintenance

It is important to all roadway users that existing and proposed bicycle and pedestrian facilities are properly maintained. Bicyclists often avoid using bike facilities that provide cracked pavement, gravel, broken glass, waste, and other debris. They will instead ride in the roadway or sidewalks to avoid these types of hazards. Pedestrians will similarly walk in the roadway if no sidewalks exist along their route, sidewalks are obstructed by overgrown vegetation, large tripping hazards along the sidewalk, or if there are no curb ramps provided for ADA accessibility. Bicycle and pedestrian facilities must be maintained for proper use to provide safe and accessible access to all active transportation users.

Roadway conditions are very important when providing bicyclists with bicycle facilities. When roadway improvements are planned for implementation, they should also consider the needs of bicyclists so that the roadway improvements do not create any undesired results that may cause issues with bicyclists. Roadway improvements such as overlay projects can offer a great opportunity to implement bicycle facilities when restriping the roadway.

Conditions of sidewalks are very important in making sidewalks usable and accessible for pedestrians. Existing and future sidewalks should be maintained to eliminate debris, cut back on overgrown vegetation, fix any tripping hazards, and other obstructions that may limit the visibility of pedestrians.

New pedestrian and bicycle facilities can be exciting projects for the area but along with new facilities come the added maintenance. This plan provides a list of many desired and needed new bicycle and pedestrian facilities for each of the six unincorporated communities. In advance of any new active transportation project, the County must consider the impacts of on-going maintenance needs for each individual project. This plan recommends that bicycle and pedestrian facilities continue to be maintained as part of the County's regular roadway and public right-of-way maintenance programs.

Wayfinding

Bicycle facilities provide users with a means of reaching their destinations. However, a well-planned bicycle network should also be easily navigable. Wayfinding signage that is properly placed and well-designed could be placed within the unincorporated communities to assist residents and visitors in reaching important landmarks and key destinations by bicycle.

5.5 Programming Recommendations

The County can utilize the following strategies to encourage more residents and visitors to walk or use their bicycles for travel.

Pedestrian Education Campaign

Safety education campaigns seek to educate motorists on the rights of pedestrians, and to educate pedestrians on safe behavior. The campaign could include messages on street banners related to speeding and yielding to pedestrians in crosswalks, or printed on maps, posters, or bumper stickers.

Targeted Enforcement Campaign

Law enforcement officers may increase their presence near institutions that have higher levels of pedestrian activity such as senior centers, recreational centers, parks, and schools. Motorists tend to improve their driving behavior in the presence of law enforcement officers

Speed Enforcement Campaign

The campaign would place speed feedback trailers at specific locations where pedestrians are present. It seeks to curb speeding by warning motorists of their current speed, and thus slow down if they are going above the posted speed limit.

Bike-To-Work Day/Month

Bike-to-Work Day/Month is a national event held in May each year. Bike-to-Work Month lasts throughout the month of May, while Bike-to-Work Day falls on a day within the month. The event seeks to encourage commuters to travel to work with their bicycles instead of their vehicles.

Launch Party For New Bikeways

The event will bring more awareness to newly-constructed bicycle facilities in the County. When a new bikeway is built, some residents may become aware of it; however, others may not realize that they have improved bikeway options available. Event organizers may use the opportunity to further promote the County's bicycle facilities.

Bicycle Safety Training

The training involves teaching participants how to safely operate a bicycle. It may also consist of both a sit-down discussion, as well as hands-on training where participants can apply their knowledge on the road.

Bicycle Repair Training

The County can initiate a training program to teach community members about bicycle maintenance and repair. The program could empower residents and visitors alike to own and use a bike.

Educating Law Enforcers

Enforcing the law requires police officers to be knowledgeable with new laws that impact walking and bicycling. Law enforcers should be familiar with new regulations in order to properly enforce them.

Monitor Active Transportation Spending

Evaluation of spending can determine whether the desired amount of funds is allocated to bicycle and pedestrian projects. The County currently monitors how local, regional, state and federal funds are being spent and assess future need. To prioritize active transportation, spending should appropriately match the overall need and growth of bicycling and walking.

The County can report funding on stand-alone pedestrian and bicycle improvement projects as well as infrastructure that is part of larger roadway redesigns, such as Complete Street projects. For these projects, funding for pedestrian and bike improvements (e.g., on-street bike lanes, sidewalks) can be isolated to make funding analysis easier. Infrastructure that is required by law as part of larger road projects, such as ADA-compliant curb ramps and push buttons, should not

be included as separate pedestrian and bike projects for the funding analysis.

Spending on education, encouragement, and enforcement campaigns for people who walk or bike should also be evaluated by category for year-by-year comparisons and benchmarks.

5.6 Cost Estimates

The estimated costs for short range and mid-range projects recommended in this Active Transportation Plan are shown below. Table 5.6.1 lists the project costs for the recommended pedestrian projects and Table 5.6.2 for the recommended bicycle projects. Project sheets providing summary project description, location graphics and project cost are provided in Appendix B.

Unit costs for cost estimates are derived from KOA Corporation's extensive experience in providing engineering services to communities in Southern California. Estimates for the project costs strive to reflect the actual cost of construction as accurately as possible. It does not, however, take into consideration project specific factors such as grading, environmental clearance, acquisition costs, or landscaping that may increase the actual cost of construction. Additional information on project cost assumptions is provided in Appendix A.

Table 5.6.1: Pedestrian Project Estimated Cost

#	Project	Community	Mode	Estimated Cost
1	Dogwood Pedestrian Projects	Heber	Sidewalk, Crosswalk	$277,100
2	Corell Rd. Sidewalk	Heber	Sidewalk	$159,000
3	SR-86 Pedestrian Projects	Heber	Sidewalk, Crosswalk	$177,200
4	Main Street Sidewalks	Seeley	Sidewalk	$274,400
5	Rio Vista St., San Diego Ave. Sidewalks	Seeley	Sidewalk, Crosswalk	$203,800
6	El Centro St, Haskell Rd.	Seeley	Sidewalk	$144,600
7	Haskell Road	Seeley	Sidewalk, Crosswalk	$52,500
8	Imperial Highway	Ocotillo	Pedestrian Lane	$798,900
9	Winterhaven Dr. Sidewalk Projects	Winterhaven	Sidewalk, Crosswalk	$168,300

10	San Pasqual Rd.	Winterhaven	Paved Shoulder	$370,100
11	San Pasqual School Projects	Winterhaven	Sidewalk, Traffic Calming	$285,500
12	Niland Sidewalks	Niland	Sidewalk	$722,600
13	SR-111 Crossing/Traffic Calming	Niland	Crossings, Speed Signs	$125,000
14	School Pedestrian Projects	Salton City	Sidewalk	$327,400

Table 5.6.2: Bicycle Project Estimated Cost

#	Project	Community	Mode	Estimated Cost
1	Collector Bicycle Improvements	Heber	Bicycle Lane Striping	$134,000
2	Dogwood Regional Route	Heber	Paved Shoulder	$1,315,300
3	Drew Rd. (Co. Hwy S29) Multi-use Path	Seeley	Multi-use Path	$315,000
4	Rio Vista St. Bike Route (north side)	Seeley	Bicycle Route	$12,000
5	Marina Drive Bicycle/Ped. Lanes	Salton City	Bicycle marking/seal	$1,692,700
6	Imperial Hwy.	Ocotillo	Bicycle Route	$102,300
7	Haskell Rd./ El Centro Ave.	Seeley	Bicycle Route	$54,000
8	Area-wide Route	Winterhaven	Bicycle Route	$611,700
9	Main Street	Niland	Bicycle Route	$923,600

5.7 Funding Sources

The County can consider applying for a variety of funding opportunities to plan, design, and construct the recommended projects. This section presents potential federal, state, regional, and local funding sources that the County can seek. The County project funding sources are located in Table 5.7.1 for Federal and 5.7.2 for State.

Table 5.7.1: Federal Funding Sources

SOURCE	GRANT/ PROGRAM	DESCRIPTION	WEBSITE
Federal	Fixing America's Surface Transportation (FAST) Act	The Fixing America's Surface Transportation (FAST) Act was signed into law in 2015 by President Obama, replacing the Moving Ahead for Progress in the 21st Century Act (MAP-21). The FAST Act provides $226.3 billion of federal funding for surface transportation programs for FY 2016 to 2020.	https://www.fhwa.dot.gov/fastact/
Federal	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	The Congestion Mitigation and Air Quality Improvement Program (CMAQ) supports surface transportation projects and other related efforts that strive to improve air quality and provide congestion relief. The program is administered by FHWA, and funneled through States, Metropolitan Organizations (MPOs), and Regional Transportation Planning Agencies. Nationwide, the FAST Act provides approximately $2.4 billion of funding per year until the year 2020. California receives approximately $455 million of CMAQ funds annually.	https://www.fhwa.dot.gov/environment/air_quality/cmaq/
Federal	Highway Safety Improvement Program	The Highway Safety Improvement Program (HSIP) is a federal-aid program that was created from the FAST Act. The purpose of the program is to reduce fatalities and serious injuries on all public roads. In California, the HSIP funds are managed by the Division of Local Assistance (DLA). The City can apply for HSIP funds toward any public road or publicly owned bicycle or pedestrian pathway or trail in order to improve the safety for its users.	http://dot.ca.gov/hq/LocalPrograms/hsip.html
Federal	Recreational Trails Program	The Recreational Trails Program (RTP) is a federal program that provides funding for recreational trails and trails-related projects. At the federal level, it is overseen by the FHWA. At the state level, it is administered by the California Department of Parks and Recreation and the Caltrans Active Transportation Program.	https://www.parks.ca.gov/?page_id=24324
Federal	Better Utilizing Investments to Leverage Development (BUILD)	The Better Utilizing Investments to Leverage Development (BUILD) grants have replaced the pre-existing Transportation Investment Generating Economic Recovery (TIGER) grant program. BUILD funding is awarded on a competitive basis for significant transportation projects including roads, bridges, transit, rail, ports and other intermodal transport vehicles. The Department of Transportation intends to award a greater share of grant funding to projects located in rural areas.	https://www.transportation.gov/BUILDgrants
Federal	Surface Transportation Block Grant Program (STBGP)	The Surface Transportation Block Grant Program (STBG) provides states and localities with flexible funding for projects that preserve and improve the conditions of any federal-aid highway, bridge and tunnel on the public roadway, pedestrian and bicycle infrastructure, and transit improvement. STBG funding can be used for a variety of pedestrian and bicycle projects which includes: planning for bicycle and pedestrian infrastructure, building bridges and tunnels to accommodate pedestrians and bicyclists, and purchasing bicycle helmets.	https://www.fhwa.dot.gov/specialfunding/stp/

Table 5.7.2: State Funding Sources

SOURCE	GRANT/ PROGRAM	DESCRIPTION	WEBSITE
State	Active Transportation Program	The Active Transportation Program (ATP) was signed into legislation by Governor Brown in 2013. It consolidated existing federal and state transportation programs such as the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and Safe Routes to School (SR2S) into a single program.	http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html
State	Office of Traffic Safety Grants	The Office of Traffic Safety Grants seeks to reduce traffic deaths, injuries, and economic losses. The grants have ten areas of concentration; of these, projects identified in this Plan qualify for the following: -Pedestrian and Bicycle Safety -Police Traffic Services -Public Relations, Advertising, and Marketing Program -Roadway Safety and Traffic Records	https://www.ots.ca.gov/Grants/default.asp
State	Systemic Safety Analysis Report Program (SSARP)	The Systemic Safety Analysis Report Program (SSARP) is a state-funded program that was established in 2016. The intent of the program is to help local agencies perform collision analysis, identify safety issues on their street network, and develop a list of countermeasures that can be used to prepare for future applications related to safety improvements.	http://www.dot.ca.gov/hq/LocalPrograms/HSIP/SSARP.htm
State	Urban Greening Program	The Urban Greening Program receives its funding from revenue generated from the state's Cap and Trade program. The program is administered by the Californai Natural Resources Agency which has allocated $80 million to the program. Projects that are qualify for grants from the program are required to show net GHG benefits along with other benefits; additionally, they must include one of three project activities: 1) Sequester and store carbon by planting trees 2) Reduce building energy use by strategically planting trees to shade buildings 3) Reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools.	http://resources.ca.gov/grants/urban-greening/

State Funding Sources Cont'd			
State	Environmental Enhancement and Mitigation Porgram	The Environmental Enhancement and Mitigation Program seeks to mitigate the environmental effects of transportation facilities. As provided by California Streets and Highways Code Section 164.56, the state legislature can allocate up to $7 million from the Highway Users Tax Account toward this program. EEM Projects must include one of the following categories: 1) Urban Forestry designed to offset vehiclular emissions of carbon dioxide, 2) Resource lands projects for the acquistion or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within or near the right of way acquired for transportation improvements, or 3) Mitigation Projects beyond the scope of the lead agency responsible for assessing the environmental impact of the proposed transportation improvement.	http://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem/
State	Environmental Justice Grant Program	The Environmental Justice (EJ) Grant Program strives to integrate low-income and minority communities and Native American tribal government in the planning for transportation projects. It focuses on transportation and community development in order to mitigate potential negative impacts of transportation projects. This program is administered by the Office of Community Planning to ensure that the Transportation Planning Grant Program is in compliance with the Civil Rights Act of 1964.	http://www.dot.ca.gov/hq/tpp/offices/ocp/cbtp.html
State	Community-Based Transportation Planning Grant	The Community-Based Transportation Planning grant program aims to engage the community in transportation and land use projects. Projects support concepts such as livable and sustainable communities with a transportation or mobility focus. They should also promote community identity and quality of life, as well as, provide transportation and land use benefits to communities.	http://www.dot.ca.gov/hq/tpp/offices/ocp/cbtp.html
State	Caltrans Sustainable Transportation Planning Grants (3)	Caltrans Sustainable Transportation Planning Grant Program receive funding from the Federal Highway Administration (FHWA). The program was created to support Caltrans' Mission: Provide a safe, sustainable, integrated and effiicent transportation system to enhance California's economy and livability. The program encourages regional agencies to partner with Caltrans to address efforts in transportation planning which includes: sustainability, preservation, mobility, safety, innovation, economy, health, and equity. The program administer three grants: Sustainable Communities Grant Strategic Partnerships Grant Adaptation Planning Grant	http://www.dot.ca.gov/hq/tpp/grants.html
State	State Highway Operation and Protection Program (SHOPP)	The State Highway Operation and Protection Program (SHOPP) offers funding for capital improvement projects that relates to the state highway system. Projects focus on reducing collisions, enhancing mobility, restoring damage to roadways, and preserving bridges and roadways. This can include projects such as pedestrian and bicycle facilities.	http://www.dot.ca.gov/hq/transprog/shopp.htm
State	State Highway Operation and Protection Program (SHOPP) Minor Program	The SHOPP Minor Program is a one-year program that provides funding for capital projects that are low-cost and meet SHOPP eligibility. Projects that addresses maintenance, safety, and rehabilition of state highways and bridges which do not add capacity to the system as required by Government Code section 14526.5 are qualified.	http://www.dot.ca.gov/hq/transprog/SHOPP/SHOPP%20Minor%20program/fy-2016-17_minor_program_guidelines.pdf

State Funding Sources Cont'd			
State	State Transportation Improvement Program	The State Transportation Improvement Program (STIP) is the biennial five-year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. State law requires the Commission to update the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments.	http://www.catc.ca.gov/programs/stip/
State	AB2766 Motor Vehicle Subvention Program	The AB 2766 Subvention Program provides a funding source for cities and counties to meet requirements of federal and state Clean Air Acts, and for implementation of motor vehicle emission reduction measures in the SCAQMD Air Quality Management Plan (AQMP). Per policy 3-C, funding from the program can be used towards facilities that decrease the use of the autombile; Policy 5-A, funding can be used towards traffic calming; Policy 8: Bicycles; Policy 10: Public Education.	http://www.aqmd.gov/home/programs/local-government/local-government-detail?title=ab2766-motor-vehicle-subvention-program

Future Demand

California Streets and Highway Code Section 891.2 requires a bike plan to estimate the increase in the number of participants resulting from implementation of the plan. The demand for walking and bicycling trips (commute and utility trips) have been developed for 2020 and 2030 populations for each community planning area. The number of forecasted trips was calculated according to the forecasted increase in population first, with the assumption that no pedestrian or bicycle facility improvements were completed. Secondly, the forecast information includes implementing the plan projects. The estimated number of walking and bicycling trips for 2020 and 2030 table is included in Appendix E.

Next Steps

Imperial County has taken steps to increase both pedestrian and bicycle infrastructure in the County over the last several years, including the installation of sidewalks, ADA curb ramps, and bike lane facilities. However, even with past expenditures on non-motorized transportation options, there is still much left to be implemented and developed within the unincorporated communities of Imperial County.

This Active Transportation Plan serves to guide that implementation through the identification of priority pedestrian and bicycle projects. The implementation of these facilities should be guided by the specific goals and objectives laid out in Chapter 2.

The project priorities for this ATP serve to assist the County in implementing short-term, mid-term, and long-term projects within each specific community. Through the available funding strategies, Imperial County can look to implement the prioritized projects.

SECTION A

Appendix:

Imperial County
ACTIVE TRANSPORTATION PLAN

Compliance

Table A.1: Caltrans Compliance Criteria

Active Transportation Program Guidelines	Imperial County Active Transportation Plan Reference
The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	Section 5: Implementation and Appendix E - Trip Estimates
The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Section 4: Community Plans
A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations	Section 4: Community Plans
A map and description of existing and proposed bicycle transportation facilities.	Section 4: Community Plans
A map and description of existing and proposed end-of-trip bicycle parking facilities.	Section 4: Community Plans
A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.	Section 4: Community Plans
A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, parking and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Section 4: Community Plans
A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but not limited to, rail and transit terminals, and ferry docks and landings.	Not applicable – no major transit hubs or terminals on project sites.
A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Section 4: Community Plans and Appendix D - Project Sheets
A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	Section 5: Implementation

Caltrans Compliance Criteria Cont'd	
A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on accidents involving bicyclists and pedestrians.	Section 5: Implementation
A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	Section 1: Introduction
A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	Section 1: Introduction
A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and proposed timeline for implementation.	Section 5: Implementation
Table A.1: A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.	Section 5: Implementation
Table A.1: A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	Section 5: Implementation
Table A.1: A resolution showing adoption of the plan by the city, county, or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Section 5: Implementation

SECTION B

Appendix:

Imperial County
ACTIVE TRANSPORTATION PLAN

Public Involvement

Survey Example - English

The Imperial County Active Transportation Plan is a planning effort that, when complete, will provide guidance to better bicycle and pedestrian facilities, safe routes to school, and improved access to transit throughout the county. Help shape the future of your community, and have your voice heard by filling out this survey!

1. In which of these communities in Imperial County do you live?

☐ Salton Sea ☐ Niland ☐ Ocotillo ☐ Seeley ☐ Heber ☐ Winterhaven/Bard ☐ Other (please specify): _____

2. How often do you walk to a destination WITHOUT the use of an automobile?

- ☐ Daily
- ☐ Several times a week
- ☐ Once or twice a week
- ☐ A couple of times a month
- ☐ Once a month or less often
- ☐ Rarely

3. On a scale of 1-5, how comfortable do you feel walking in your community? (1 being the least comfortable and 5 being the most comfortable)

1 2 3 4 5

4. What are the top THREE reasons you don't walk more often?

- ☐ Limited time
- ☐ Vehicles travel too fast
- ☐ Destinations are too far
- ☐ Weather
- ☐ Crime
- ☐ Poor/ lack of pedestrian infrastructure
- ☐ Physical limitations
- ☐ I don't need to; I have a car/someone drives me
- ☐ No one walks
- ☐ Other

5. How often do you ride a bicycle?

- ☐ Daily
- ☐ Several times a week
- ☐ Once or twice a week
- ☐ A couple of times a month
- ☐ Once a month or less often
- ☐ Rarely

6. On a scale of 1-5, how comfortable do you feel biking in your community? (1 being the least comfortable and 5 being the most comfortable)

1 2 3 4 5

7. What are the top THREE reasons you don't bike more often?

- ☐ Limited time
- ☐ Vehicles travel too fast
- ☐ Destinations are too far
- ☐ Weather
- ☐ Crime
- ☐ Poor/lack of bicycle infrastructure
- ☐ I don't have a bike/ know how to ride a bike
- ☐ Motorists have a negative attitude towards bikers
- ☐ I don't need to; I have a car/someone drives me
- ☐ No one bikes
- ☐ Other

8. What places are you most likely to walk and/or bike to? (Pick all that apply):

- ☐ Work
- ☐ School
- ☐ Stores (grocery or retail) or restaurants
- ☐ Civic institutions (parks, libraries, city halls, museums etc.)
- ☐ Residences of neighbors or friends
- ☐ Neighborhood (walk the dog, recreation, etc.)
- ☐ Other (please specify): _____

9. What kind of improvements would encourage you to walk or bike more? (Pick all that apply):

- ☐ More sidewalk
- ☐ Safer ways to cross streets
- ☐ More bike lanes
- ☐ More bicycle parking
- ☐ Lower vehicle speeds
- ☐ More parks and trails
- ☐ Better lighting at night
- ☐ More shade
- ☐ Better policing or more patrols
- ☐ Open streets events or block parties

If you have any questions, please contact Jenell M. Guerrero with the Imperial County Department of Public Works. Please call us at (442) 265-1818 or email us at Imperial.atp@gmail.com.

Survey Example - Spanish

El Plan de Transporte Activo del Condado de Imperial es un esfuerzo de planificación que, cuando culmine, dará dirección a cómo mejorar las condiciones para peatones y ciclistas, mejorar los caminos a las escuelas y mejor acceso para el tránsito a través del condado. ¡Al llenar esta encuesta usted estará ayudando a transformar el futuro de su comunidad!

1. ¿En cuál de estas comunidades en el Condado de Imperial vive usted?

☐ Salton Sea ☐ Niland ☐ Ocotillo ☐ Seeley ☐ Heber ☐ Winterhaven/Bard ☐ Other (especifique): _____

2. ¿Con qué frecuencia camina a su destino sin el uso de un automóvil?

- ☐ Diario
- ☐ Varias veces a la semana
- ☐ Una o dos veces a la semana
- ☐ Un par de veces al mes
- ☐ Una vez al mes o menos
- ☐ Raramente

3. En una escala de 1-5, ¿Que cómodo se siente caminando en su comunidad? (1 siendo el menos cómodo y 5 siendo lo más cómodo)

1 2 3 4 5

4. ¿Cuáles son las razones principales por las que no camina con más frecuencia? (Elija hasta 3)

- ☐ Tiempo limitado
- ☐ Los vehículos andan a alta velocidad
- ☐ Los destinos están muy retirados
- ☐ El clima
- ☐ Alta criminalidad
- ☐ Limitaciones/falta de infraestructura para peatones
- ☐ Physical limitations
- ☐ No tengo necesidad; tengo carro/alguien me lleva
- ☐ Nadie camina
- ☐ Otro

5. ¿Con qué frecuencia anda en bicicleta?

- ☐ Diario
- ☐ Varias veces a la semana
- ☐ Una o dos veces a la semana
- ☐ Un par de veces al mes
- ☐ Una vez al mes o menos
- ☐ Raramente

6. En una escala de 1-5, ¿Que cómodo se siente al andar en bicicleta en su comunidad? (1 siendo el menos cómodo y 5 siendo lo más cómodo)

1 2 3 4 5

7. ¿Cuáles son las razones principales por las que no anda en bicicleta? (Elija hasta 3)

- ☐ Tiempo limitado
- ☐ Los vehículos andan a alta velocidad
- ☐ Los destinos están muy retirados
- ☐ El clima
- ☐ Alta criminalidad
- ☐ Limitaciones/falta de infraestructura para ciclistas
- ☐ No tengo una bicicleta / no sé cómo andar en bicicleta
- ☐ Conductores tienen actitud negativa hacia ciclistas
- ☐ No necesito bicicleta; tengo carro / alguien me conduce
- ☐ Nadie tiene bicicleta
- ☐ Otro

8. 8. ¿A qué lugares es más probable que camine o vaya en bicicleta? (Elija todas las que apliquen):

- ☐ Escuela
- ☐ Trabajo
- ☐ Tiendas (supermercados o comerciales) o restaurantes
- ☐ Instituciones cívicas (parques, bibliotecas, oficinas de gobierno, museos, etc.)
- ☐ Residencias de vecinos o amigos
- ☐ En su colonia o área residencial (pasear a su perro, recreación y esparcimiento, etcétera.)
- ☐ Otros (especifique):

9. Qué tipo de mejoras lo alentarían a andar más en bicicleta (Elija todas las que apliquen):

- ☐ Más aceras/banquetas
- ☐ Más áreas seguras para cruzar las calles
- ☐ Más carriles para bicicletas
- ☐ Estacionamientos para bicicletas
- ☐ Reducción de velocidad para automóviles
- ☐ Más parques y senderos
- ☐ Mejor iluminación en la noche
- ☐ Más áreas con sombra
- ☐ Mejor vigilancia o presencia policial
- ☐ Más eventos de campo abierto o de circuito

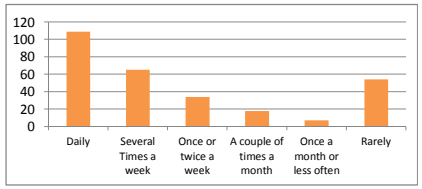
Si tiene alguna pregunta, comuníquese con Jenell M. Guerrero con el Departamento de Obras Públicas del Condado de Imperial. Llámenos al (442) 265-1818 o envíenos un correo electrónico a Imperial.atp@gmail.com.

Survey Results - All Communities

Full Survey

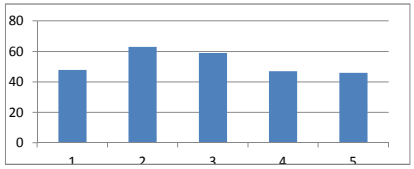
How often do you walk to a destination WITHOUT the use of an automobile?

	Counts	
Daily	109	38%
Several Times a week	65	23%
Once or twice a week	34	12%
A couple of times a month	18	6%
Once a month or less often	7	2%
Rarely	54	19%
Total	287	



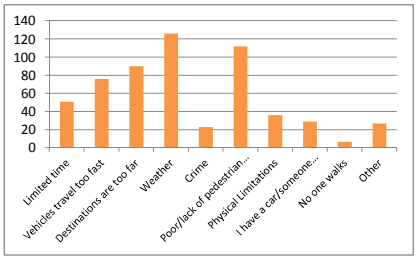
How comfortable do you feel walking in your community? (1-5, 5 being the most comfortable)

	Counts	
1	48	18%
2	63	24%
3	59	22%
4	47	18%
5	46	17%
Total	263	



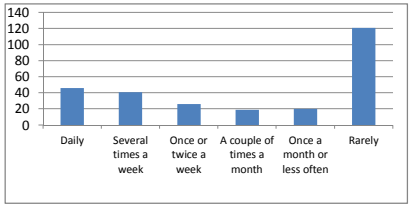
What are the top THREE reasons you don't walk more often?

	Counts	
Limited time	51	9%
Vehicles travel too fast	76	13%
Destinations are too far	90	16%
Weather	126	22%
Crime	23	4%
Poor/lack of pedestrian infrastructure	112	19%
Physical Limitations	36	6%
I have a car/someone drives me	29	5%
No one walks	7	1%
Other	27	5%
Total	577	



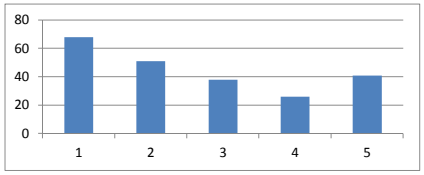
How often do you ride a bicycle?

	Counts	
Daily	46	17%
Several times a week	41	15%
Once or twice a week	26	10%
A couple of times a month	19	7%
Once a month or less often	20	7%
Rarely	121	44%
Total	273	



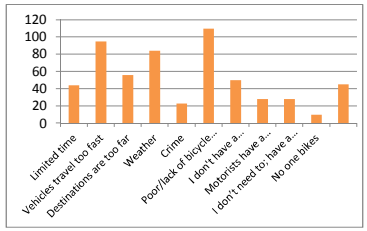
How comfortable do you feel biking in your community? (1-5, 5 being the most comfortable)

	Counts	
1	68	30%
2	51	23%
3	38	17%
4	26	12%
5	41	18%
Total	224	



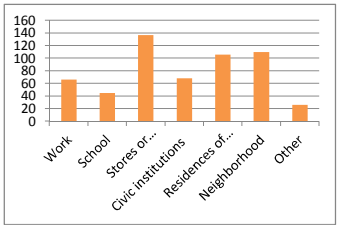
What are the top THREE reasons you don't bike more often?

	Counts	
Limited time	44	8%
Vehicles travel too fast	95	17%
Destinations are too far	56	10%
Weather	84	15%
Crime	23	4%
Poor/lack of bicycle infrastructure	110	19%
I don't have a bike/know how to ride	50	9%
Motorists have a negative attitude towards bikers	28	5%
I don't need to; have a car /someone drives me	28	5%
No one bikes	10	2%
Other	45	8%
Total	573	



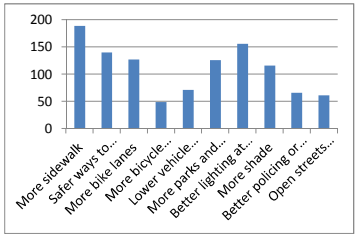
What places are you most likely to walk and/or bike to?

	Counts	
Work	66	12%
School	45	8%
Stores or restaurants	137	25%
Civic institutions	68	12%
Residences of neighbors or friends	106	19%
Neighborhood	110	20%
Other	26	5%
Total	558	



What kind of improvements would encourage you to walk of bike more?

	Counts	
More sidewalk	189	17%
Safer ways to cross streets	140	13%
More bike lanes	127	12%
More bicycle parking	49	4%
Lower vehicle speeds	71	6%
More parks and trails	126	11%
Better lighting at night	156	14%
More shade	116	11%
Better policing or more patrols	66	6%
Open streets events or block parties	61	6%
Total	1101	

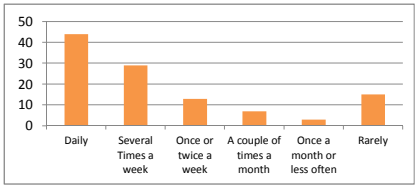


Survey Results - Heber

Heber Survey

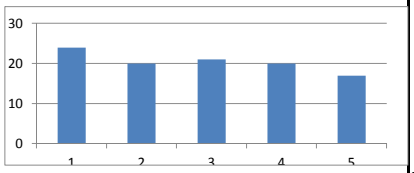
How often do you walk to a destination WITHOUT the use of an automobile?

	Counts	
Daily	44	40%
Several Times a week	29	26%
Once or twice a week	13	12%
A couple of times a month	7	6%
Once a month or less often	3	3%
Rarely	15	14%
Total	111	



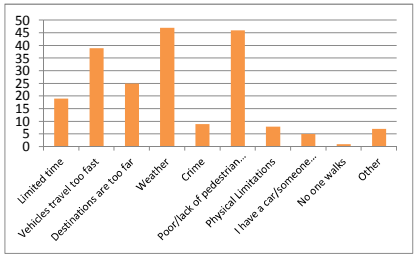
How comfortable do you feel walking in your community? (1-5, 5 being the most comfortable)

	Counts	
1	24	24%
2	20	20%
3	21	21%
4	20	20%
5	17	17%
Total	102	



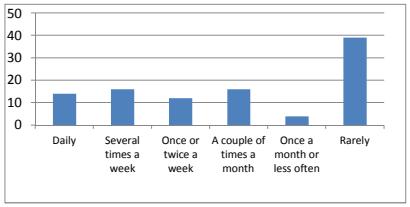
What are the top THREE reasons you don't walk more often?

	Counts	
Limited time	19	9%
Vehicles travel too fast	39	19%
Destinations are too far	25	12%
Weather	47	23%
Crime	9	4%
Poor/lack of pedestrian infrastructure	46	22%
Physical Limitations	8	4%
I have a car/someone drives me	5	2%
No one walks	1	0%
Other	7	3%
Total	206	



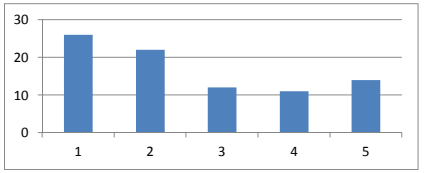
How often do you ride a bicycle?

	Counts	
Daily	14	14%
Several times a week	16	16%
Once or twice a week	12	12%
A couple of times a month	16	16%
Once a month or less often	4	4%
Rarely	39	39%
Total	101	



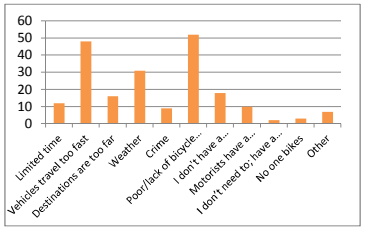
How comfortable do you feel biking in your community? (1-5, 5 being the most comfortable)

	Counts	
1	26	31%
2	22	26%
3	12	14%
4	11	13%
5	14	16%
Total	85	



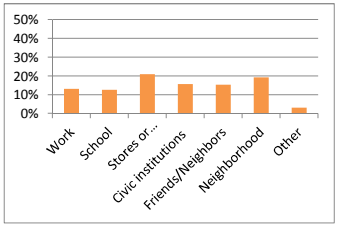
What are the top THREE reasons you don't bike more often?

	Counts	
Limited time	12	6%
Vehicles travel too fast	48	23%
Destinations are too far	16	8%
Weather	31	15%
Crime	9	4%
Poor/lack of bicycle infrastructure	52	25%
I don't have a bike/know how to ride	18	9%
Motorists have a negative attitude towards bikers	10	5%
I don't need to; have a car /someone drives me	2	1%
No one bikes	3	1%
Other	7	3%
Total	208	



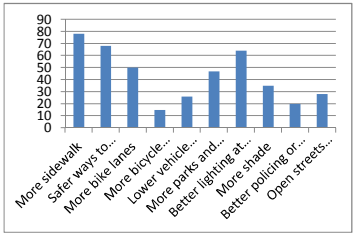
What places are you most likely to walk and/or bike to?

	Counts	
Work	30	13%
School	29	13%
Stores or restaurants	48	21%
Civic institutions	36	16%
Friends/Neighbors	35	15%
Neighborhood	44	19%
Other	7	3%
Total	229	



What kind of improvements would encourage you to walk of bike more?

	Counts	
More sidewalk	78	18%
Safer ways to cross streets	68	16%
More bike lanes	50	12%
More bicycle parking	15	3%
Lower vehicle speeds	26	6%
More parks and trails	47	11%
Better lighting at night	64	15%
More shade	35	8%
Better policing or more patrols	20	5%
Open streets events or block parties	28	6%
Total	431	

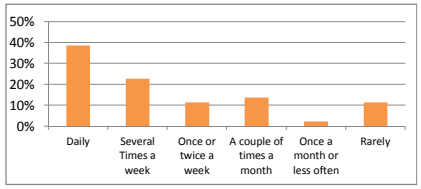


Survey Results - Niland

Niland Survey

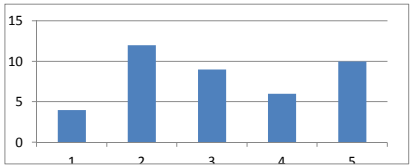
How often do you walk to a destination WITHOUT the use of an automobile?

	Counts	
Daily	17	39%
Several Times a week	10	23%
Once or twice a week	5	11%
A couple of times a month	6	14%
Once a month or less often	1	2%
Rarely	5	11%
Total	44	



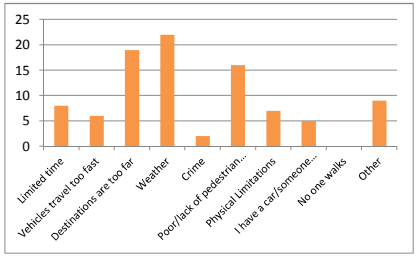
How comfortable do you feel walking in your community? (1-5, 5 being the most comfortable)

	Counts	
1	4	10%
2	12	29%
3	9	22%
4	6	15%
5	10	24%
Total	41	



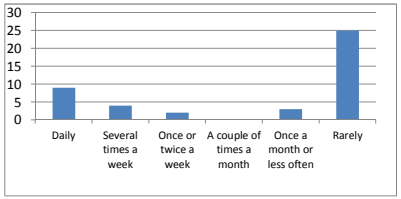
What are the top THREE reasons you don't walk more often?

	Counts	
Limited time	8	9%
Vehicles travel too fast	6	6%
Destinations are too far	19	20%
Weather	22	23%
Crime	2	2%
Poor/lack of pedestrian infrastructure	16	17%
Physical Limitations	7	7%
I have a car/someone drives me	5	5%
No one walks	0	0%
Other	9	10%
Total	94	



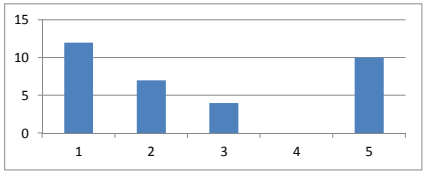
How often do you ride a bicycle?

	Counts	
Daily	9	21%
Several times a week	4	9%
Once or twice a week	2	5%
A couple of times a month	0	0%
Once a month or less often	3	7%
Rarely	25	58%
Total	43	



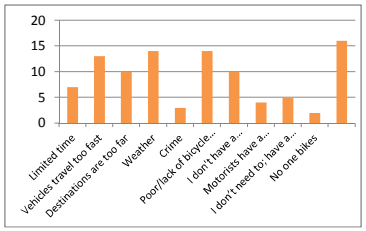
How comfortable do you feel biking in your community? (1-5, 5 being the most comfortable)

	Counts	
1	12	36%
2	7	21%
3	4	12%
4	0	0%
5	10	30%
Total	33	



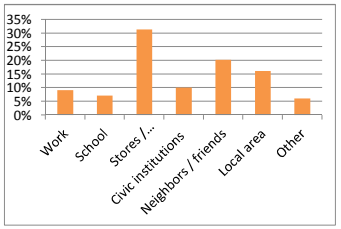
What are the top THREE reasons you don't bike more often?

	Counts	
Limited time	7	8%
Vehicles travel too fast	13	14%
Destinations are too far	10	11%
Weather	14	15%
Crime	3	3%
Poor/lack of bicycle infrastructure	14	15%
I don't have a bike/know how to ride	10	11%
Motorists have a negative attitude towards bikers	4	4%
I don't need to; have a car /someone drives me	5	5%
No one bikes	2	2%
Other	16	18%
Total	91	



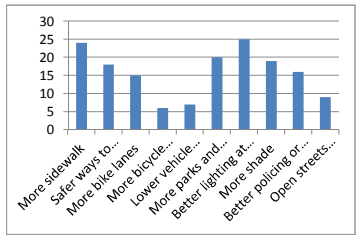
What places are you most likely to walk and/or bike to?

	Counts	
Work	9	9%
School	7	7%
Stores / restaurants	31	31%
Civic institutions	10	10%
Neighbors / friends	20	20%
Local area	16	16%
Other	6	6%
Total	99	



What kind of improvements would encourage you to walk of bike more?

	Counts	
More sidewalk	24	15%
Safer ways to cross streets	18	11%
More bike lanes	15	9%
More bicycle parking	6	4%
Lower vehicle speeds	7	4%
More parks and trails	20	13%
Better lighting at night	25	16%
More shade	19	12%
Better policing or more patrols	16	10%
Open streets events or block parties	9	6%
Total	159	

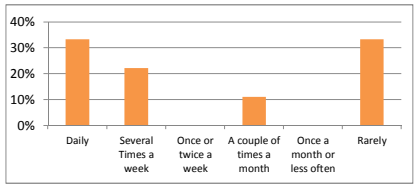


Survey Results - Ocotillo

Ocotillo Survey

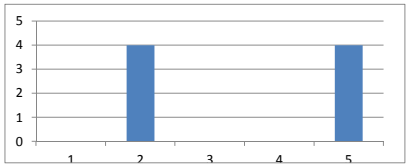
How often do you walk to a destination WITHOUT the use of an automobile?

	Counts	
Daily	3	33%
Several Times a week	2	22%
Once or twice a week	0	0%
A couple of times a month	1	11%
Once a month or less often	0	0%
Rarely	3	33%
Total	9	



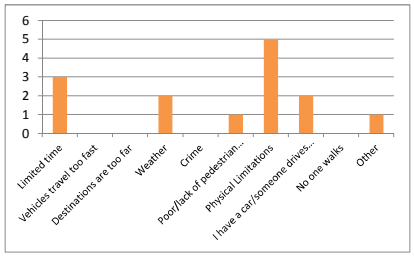
How comfortable do you feel walking in your community? (1-5, 5 being the most comfortable)

	Counts	
1	0	0%
2	4	50%
3	0	0%
4	0	0%
5	4	50%
Total	8	



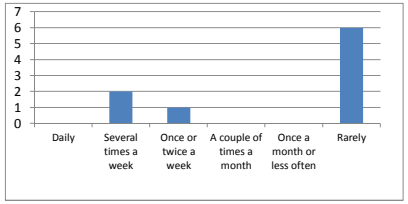
What are the top THREE reasons you don't walk more often?

	Counts	
Limited time	3	21%
Vehicles travel too fast	0	0%
Destinations are too far	0	0%
Weather	2	14%
Crime	0	0%
Poor/lack of pedestrian infrastructure	1	7%
Physical Limitations	5	36%
I have a car/someone drives me	2	14%
No one walks	0	0%
Other	1	7%
Total	14	



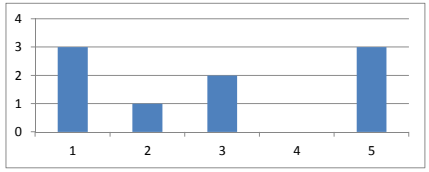
How often do you ride a bicycle?

	Counts	
Daily	0	0%
Several times a week	2	22%
Once or twice a week	1	11%
A couple of times a month	0	0%
Once a month or less often	0	0%
Rarely	6	67%
Total	9	



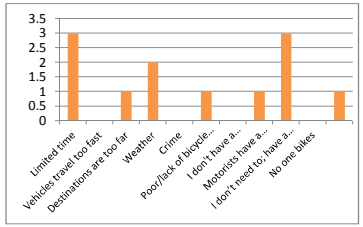
How comfortable do you feel biking in your community? (1-5, 5 being the most comfortable)

	Counts	
1	3	33%
2	1	11%
3	2	22%
4	0	0%
5	3	33%
Total	9	



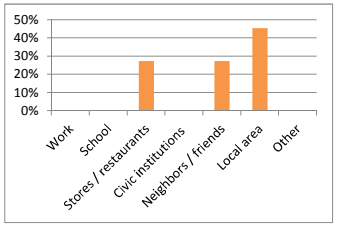
What are the top THREE reasons you don't bike more often?

	Counts	
Limited time	3	33%
Vehicles travel too fast	0	0%
Destinations are too far	1	11%
Weather	2	22%
Crime	0	0%
Poor/lack of bicycle infrastructure	1	11%
I don't have a bike/know how to ride	0	0%
Motorists have a negative attitude towards bikers	1	11%
I don't need to; have a car /someone drives me	3	33%
No one bikes	0	0%
Other	1	11%
Total	9	



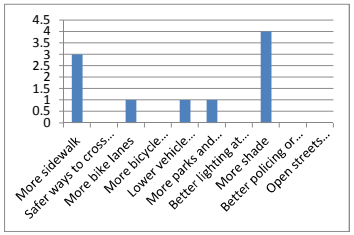
What places are you most likely to walk and/or bike to?

	Counts	
Work	0	0%
School	0	0%
Stores / restaurants	3	27%
Civic institutions	0	0%
Neighbors / friends	3	27%
Local area	5	45%
Other	0	0%
Total	11	



What kind of improvements would encourage you to walk of bike more?

	Counts	
More sidewalk	3	30%
Safer ways to cross streets	0	0%
More bike lanes	1	10%
More bicycle parking	0	0%
Lower vehicle speeds	1	10%
More parks and trails	1	10%
Better lighting at night	0	0%
More shade	4	40%
Better policing or more patrols	0	0%
Open streets events or block parties	0	0%
Total	10	

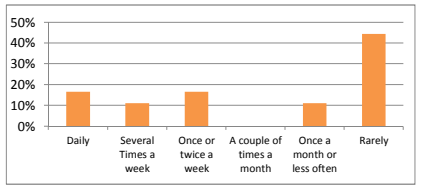


Survey Results - Salton City

Salton City Survey

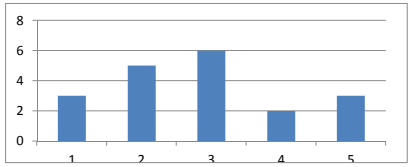
How often do you walk to a destination WITHOUT the use of an automobile?

	Counts	
Daily	3	17%
Several Times a week	2	11%
Once or twice a week	3	17%
A couple of times a month	0	0%
Once a month or less often	2	11%
Rarely	8	44%
Total	18	



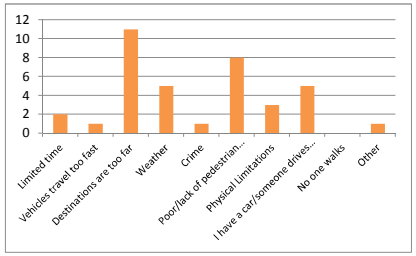
How comfortable do you feel walking in your community? (1-5, 5 being the most comfortable)

	Counts	
1	3	16%
2	5	26%
3	6	32%
4	2	11%
5	3	16%
Total	19	



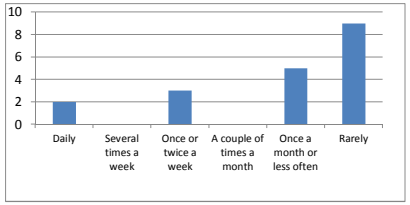
What are the top THREE reasons you don't walk more often?

	Counts	
Limited time	2	5%
Vehicles travel too fast	1	3%
Destinations are too far	11	30%
Weather	5	14%
Crime	1	3%
Poor/lack of pedestrian infrastructure	8	22%
Physical Limitations	3	8%
I have a car/someone drives me	5	14%
No one walks	0	0%
Other	1	3%
Total	37	



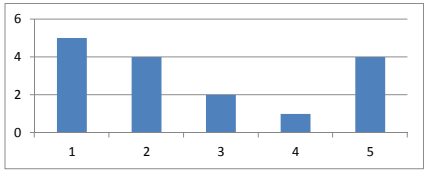
How often do you ride a bicycle?

	Counts	
Daily	2	11%
Several times a week	0	0%
Once or twice a week	3	16%
A couple of times a month	0	0%
Once a month or less often	5	26%
Rarely	9	47%
Total	19	



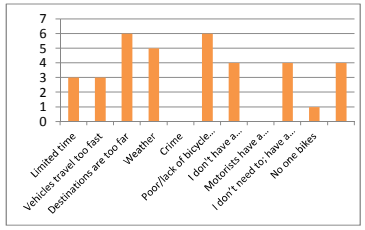
How comfortable do you feel biking in your community? (1-5, 5 being the most comfortable)

	Counts	
1	5	31%
2	4	25%
3	2	13%
4	1	6%
5	4	25%
Total	16	



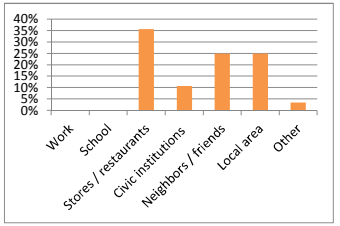
What are the top THREE reasons you don't bike more often?

	Counts	
Limited time	3	9%
Vehicles travel too fast	3	9%
Destinations are too far	6	18%
Weather	5	15%
Crime	0	0%
Poor/lack of bicycle infrastructure	6	18%
I don't have a bike/know how to ride	4	12%
Motorists have a negative attitude towards bikers	0	0%
I don't need to; have a car /someone drives me	4	12%
No one bikes	1	3%
Other	4	12%
Total	33	



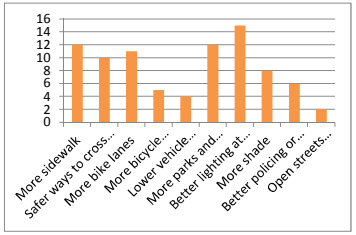
What places are you most likely to walk and/or bike to?

	Counts	
Work	0	0%
School	0	0%
Stores / restaurants	10	36%
Civic institutions	3	11%
Neighbors / friends	7	25%
Local area	7	25%
Other	1	4%
Total	28	



What kind of improvements would encourage you to walk of bike more?

	Counts	
More sidewalk	12	14%
Safer ways to cross streets	10	12%
More bike lanes	11	13%
More bicycle parking	5	6%
Lower vehicle speeds	4	5%
More parks and trails	12	14%
Better lighting at night	15	18%
More shade	8	9%
Better policing or more patrols	6	7%
Open streets events or block parties	2	2%
Total	85	

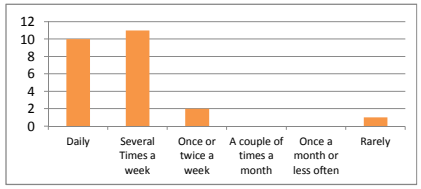


Survey Results - Seeley

Seeley Survey

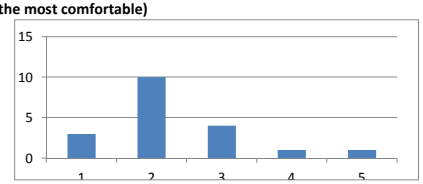
How often do you walk to a destination WITHOUT the use of an automobile?

	Counts	
Daily	10	42%
Several Times a week	11	46%
Once or twice a week	2	8%
A couple of times a month	0	0%
Once a month or less often	0	0%
Rarely	1	4%
Total	24	



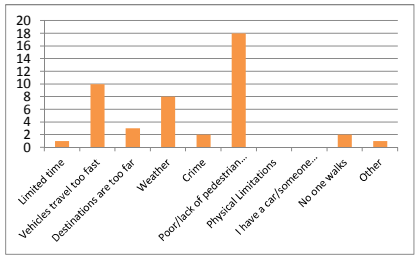
How comfortable do you feel walking in your community? (1-5, 5 being the most comfortable)

	Counts	
1	3	16%
2	10	53%
3	4	21%
4	1	5%
5	1	5%
Total	19	



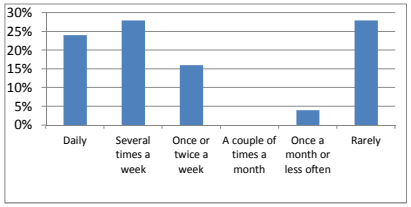
What are the top THREE reasons you don't walk more often?

	Counts	
Limited time	1	2%
Vehicles travel too fast	10	22%
Destinations are too far	3	7%
Weather	8	18%
Crime	2	4%
Poor/lack of pedestrian infrastructure	18	40%
Physical Limitations	0	0%
I have a car/someone drives me	0	0%
No one walks	2	4%
Other	1	2%
Total	45	



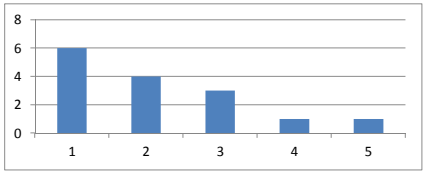
How often do you ride a bicycle?

	Counts	
Daily	6	24%
Several times a week	7	28%
Once or twice a week	4	16%
A couple of times a month	0	0%
Once a month or less often	1	4%
Rarely	7	28%
Total	25	



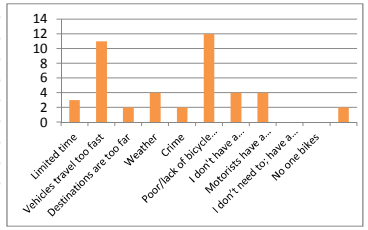
How comfortable do you feel biking in your community? (1-5, 5 being the most comfortable)

	Counts	
1	6	40%
2	4	27%
3	3	20%
4	1	7%
5	1	7%
Total	15	



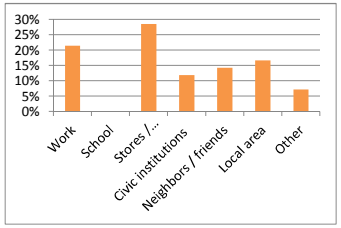
What are the top THREE reasons you don't bike more often?

	Counts	
Limited time	3	7%
Vehicles travel too fast	11	27%
Destinations are too far	2	5%
Weather	4	10%
Crime	2	5%
Poor/lack of bicycle infrastructure	12	29%
I don't have a bike/know how to ride	4	10%
Motorists have a negative attitude towards bikers	4	10%
I don't need to; have a car /someone drives me	0	0%
No one bikes	0	0%
Other	2	5%
Total	41	



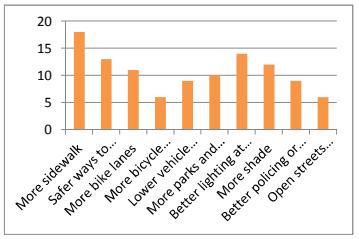
What places are you most likely to walk and/or bike to?

	Counts	
Work	9	21%
School	0	0%
Stores / restaurants	12	29%
Civic institutions	5	12%
Neighbors / friends	6	14%
Local area	7	17%
Other	3	7%
Total	42	



What kind of improvements would encourage you to walk of bike more?

	Counts	
More sidewalk	18	17%
Safer ways to cross streets	13	12%
More bike lanes	11	10%
More bicycle parking	6	6%
Lower vehicle speeds	9	8%
More parks and trails	10	9%
Better lighting at night	14	13%
More shade	12	11%
Better policing or more patrols	9	8%
Open streets events or block parties	6	6%
Total	108	

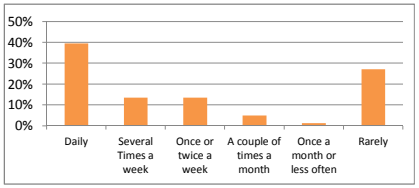


Survey Results - Winterhaven

Winterhaven Survey

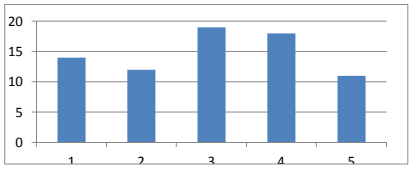
How often do you walk to a destination WITHOUT the use of an automobile?

	Counts	
Daily	32	40%
Several Times a week	11	14%
Once or twice a week	11	14%
A couple of times a month	4	5%
Once a month or less often	1	1%
Rarely	22	27%
Total	81	



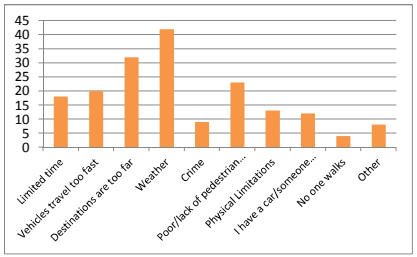
How comfortable do you feel walking in your community? (1-5, 5 being the most comfortable)

	Counts	
1	14	19%
2	12	16%
3	19	26%
4	18	24%
5	11	15%
Total	74	



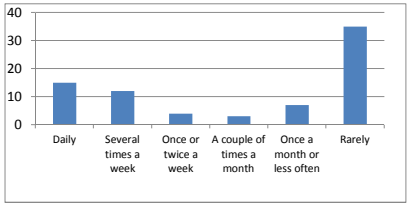
What are the top THREE reasons you don't walk more often?

	Counts	
Limited time	18	10%
Vehicles travel too fast	20	11%
Destinations are too far	32	18%
Weather	42	23%
Crime	9	5%
Poor/lack of pedestrian infrastructure	23	13%
Physical Limitations	13	7%
I have a car/someone drives me	12	7%
No one walks	4	2%
Other	8	4%
Total	181	



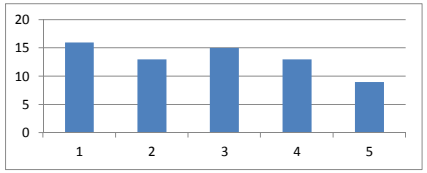
How often do you ride a bicycle?

	Counts	
Daily	15	20%
Several times a week	12	16%
Once or twice a week	4	5%
A couple of times a month	3	4%
Once a month or less often	7	9%
Rarely	35	46%
Total	76	



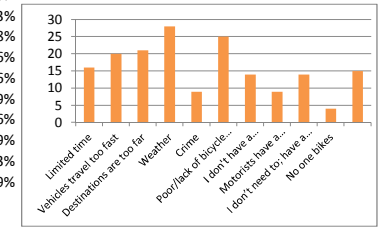
How comfortable do you feel biking in your community? (1-5, 5 being the most comfortable)

	Counts	
1	16	24%
2	13	20%
3	15	23%
4	13	20%
5	9	14%
Total	66	



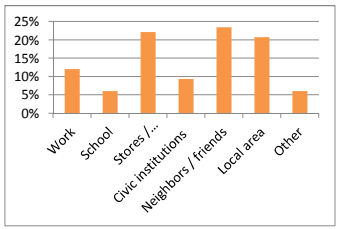
What are the top THREE reasons you don't bike more often?

	Counts	
Limited time	16	10%
Vehicles travel too fast	20	13%
Destinations are too far	21	13%
Weather	28	18%
Crime	9	6%
Poor/lack of bicycle infrastructure	25	16%
I don't have a bike/know how to ride	14	9%
Motorists have a negative attitude towards bikers	9	6%
I don't need to; have a car /someone drives me	14	9%
No one bikes	4	3%
Other	15	9%
Total	159	



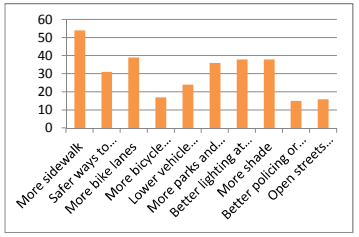
What places are you most likely to walk and/or bike to?

	Counts	
Work	18	12%
School	9	6%
Stores / restaurants	33	22%
Civic institutions	14	9%
Neighbors / friends	35	23%
Local area	31	21%
Other	9	6%
Total	149	



What kind of improvements would encourage you to walk of bike more?

	Counts	
More sidewalk	54	18%
Safer ways to cross streets	31	10%
More bike lanes	39	13%
More bicycle parking	17	6%
Lower vehicle speeds	24	8%
More parks and trails	36	12%
Better lighting at night	38	12%
More shade	38	12%
Better policing or more patrols	15	5%
Open streets events or block parties	16	5%
Total	308	



SECTION C

Appendix:

Imperial County
ACTIVE TRANSPORTATION PLAN

Cost Estimate

Table A.2: Cost Assumption

Unit Costs				
Type	Detail	Base Cost	Estimated Cost with Contingencies	Unit
Signing	New Sign & New Post	$300	$497	Each
	New Sign on Post	$150	$248	Each
	New Customized Wayfinding Sign on New Post	$650	$1,076	Each
Striping	Bicycle Lane Line (6")	$1.00	$2	LF
	Channelization Line (8")	$2.00	$3	LF
	Limit Line/Crosswalk Stripe (12")	$5	$8	LF
	Green Thermoplastic	$7	$12	SF
	4" Lane Line Therm Stripe (Detail 2 & 9)	$2	$2	LF
	DBLYellow Centerline Therm Stripe (Detail 22)	$2	$3	LF
	TWLTL (Detail 32)	$4	$7	LF
	Shoulder Stripe (4")	$1	$1	LF
	Striping Removal	$5	$8	LF
	Color Epoxy	$6	$10	SF
	Painted Curb	$2	$3	LF
	"SCHOOL" Therm Pavement Marking 35 sf	$210	$348	Each
	Thermoplastic Pavement Legend	$6	$10	SF
	Thermoplastic Bicycle Boulevard Legend (@ 51 Sq Ft Each)	$306	$507	SF
	Thermoplastic Bicycle Lane Legend or Sharrow @ 14 Sq Ft each	$84	$139	Each
Civil	Asphalt Patch at New Curb	$4	$7	SF
	Asphalt Path	$4	$7	SF
	DG Shoulder	$2	$3	SF
	Concrete Curb	$25	$41	LF
	Asphalt Curb	$14	$23	LF
	Concrete Curb & Gutter	$30	$50	LF
	Concrete Sidewalk	$7	$12	SF
	ADA Curb Ramp	$3,000	$4,968	Each
	Raised Intersection	$75,000	$124,200	Per Intersection
	Raised Crosswalk	$12,000	$19,872	Per Crosswalk
	Neighborhood Traffic Circle	$12,000	$19,872	Per Intersection
	Path Curb Ramp	$6,000	$9,936	Each
Other	Landscape Planter Box (with water reservoir)	$300	$497	Each
	Landscaping - Shrubs & Groundcover only	$12	$20	SF
	Soil Preparation and Fine Grading	$1	$2	SF
	Trees	$800	$1,325	Each
	Bike racks	$200	$331	Each
	Bike Lockers	$2,150	$3,560	Each
	4' Equestrian Wood post/ fence	$16	$26	LF
	4' Equestrian Wood post & Cable fence	$8	$13	LF
	Tree Grates	$2,100	$3,478	Each
	Soft Hit Posts	$5	$7	LF

Signal and eletrical	Bicycle Detection - Loops	$750	$1,242	Per Lane
	Bicycle Detection - Video	$18,000	$29,808	Per Intersection
	Bicycle Signal Head	$1,200	$1,987	Each
	Bike/Ped Push Button	$400	$662	Each
	New Traffic Signal	$275,000	$455,400	Per Intersection
	Protected Turn Phasing	$60,000	$99,360	Per Approach
	Ped Head	$1,000	$1,656	Each
	Signal foundation for type 1 standard	$450	$745	Each
	Signal type 1 standard (complete w/ flange & bolts)	$300	$497	Each
	Pedestrian Scale Pole, foundation and luminare w/ Pullbox	$8,000	$13,248	Each
	Roadway Lighitng Pole, Foundation and Luminare w/ Pullbox	$6,500	$10,764	Each
	Trenching/Conduit/ Conductors for Lighting	$19	$31	LF
	In Road X-Walk Flashers	$55,000	$91,080	Each
	Speed Awareness Sign	$12,000	$19,872	Each
	Ped Flashing Beacon (Mast Arm)	$17,000	$28,152	Each
	Pedestrian Flashing Beacon	$7,500	$12,420	Each
	Rectangular Rapid Flashing Beacon	$6,500	$10,764	Each

Table A.3: Heber Cost Breakdown

Segment	Improvement	Unit	Cost	QTY	Const. Cost	Cont/Eng/Env	Total
Hawk St. (N Oak Ave.-Heber Ave.) [B1]	Class II Bicycle Lane Striping (2 sides of road)	Per Linear Foot	$9.94	3802	$37,776.67	$13,222	$50,999
	Segment Total						$50,999
Heber Ave. (10th St-E. Correll Rd.) [B2]	Class II Bicycle Lane Striping (2 sides of road)	Per Linear Foot	$9.94	3379	$33,574	$11,751	$45,325
	Segment Total						$45,325
Correll Rd. (N. Oak Ave.-Heber Ave.) [B3]	Bike Route with Sharrows & Signs (2 sides)	Per Linear Foot	$6.62	3696	$24,482	$8,569	$33,051
	Segment Total						$33,051
Heber Ave. (10th St.-14th St.) [B7]	Bike Route with Sharrows & Signs (2 sides)	Per Linear Foot	$6.62	1457	$9,651	$3,378	$13,029
	Segment Total						$13,029
Dogwood Rd. (Correll to Heber Rd.) [P2]	Concrete Sidewalk (1 side of street)	Per Linear Foot	$69.99	2534	$177,346	$62,071	$239,418
	Segment Total						$239,418
Heber Rd. (SR-86) (Heber Ave.-Hefferman Ave.) [P4]	Concrete Sidewalk (1 side of street)	Per Linear Foot	$69.99	687	$48,081	$16,828	$64,909
	Segment Total						$64,909
Heber Rd. (SR-86) (Dog-wood Rd-Heber Ave., Parkyns Ave-Hefferman Ave.) [P3]	Concrete Sidewalk (1 side of street)	Per Linear Foot	$69.99	1188	$83,144	$29,100	$112,245
	Segment Total						$112,245
Hawk St./Dogwood [P6]	Rectangular Rapid Flashing Beacon (2/Uncontrolled X-walk)	Per Cross-walk	$21,528.00	1	$21,528	$7,535	$29,063
	New Sign & New Post	Each	$496.80	2	$994	$348	$1,341
	High Visibility Ladder Crosswalk	Each	$2,450.88	2.2	$5,392	$1,887	$7,279
	Segment Total						$37,683
SR-86/Heber Ave. [P9]	Rectangular Rapid Flashing Beacon (2/Uncontrolled X-walk)	Per Cross-walk	$21,528.00	1	$21,528	$7,535	$29,063
	New Sign & New Post	Each	$496.80	2	$994	$348	$1,341
	High Visibility Ladder Crosswalk	Each	$2,450.88	1.57	$3,848	$1,347	$5,195
	Segment Total						$35,599

SR-86/Hefferman Ave. [P7]	Rectangular Rapid Flashing Beacon (2/Uncontrolled X-walk)	Per Cross-walk	$21,528.00	1	$21,528	$7,535	$29,063
	New Sign & New Post	Each	$496.80	2	$994	$348	$1,341
	High Visibility Ladder Crosswalk	Each	$2,450.88	1.55	$3,799	$1,330	$5,128
	Segment Total						$35,533
Correll Rd. (290'E. Rock-wood-Heber) [P5]	Asphalt Path (8', with two 2' shoul-ders)	Per Linear Foot	$91.29	1290	$117,760	$41,216	$158,976
	Segment Total						$158,976
Dogwood Rd (Black Hills Rd-Imperial Valley Mall) [B5]	Class II Bicycle Lane Striping (2 sides of road)	Per Linear Foot	$9.94	8217	$81,644	$28,575	$110,220
	8' Paved Asphalt Shoulder (2 sides of road)	Per Linear Foot	$105.98	8217	$870,871	$304,805	$1,175,675
	Shoulder Stripe (Both Sides)	Per Linear Foot	$2.65	8217	$21,772	$7,620	$29,392
	Segment Total						$1,315,287
PROJECT TOTAL							$2,142,052

Table A.4: Seeley Cost Breakdown

Segment	Improvement	Unit	Cost	QTY	Const. Cost	Cont/Eng/Env	Total
Evan Hewes Hwy (Drew Rd. (S29) Sun Beam lake Rd.) [B4]	Dashed 4" Yellow Centerline Stripe (Detail 2)	Per Linear Foot	$2.48	2420	$6,011	$2,104	$8,115
	Shoulder Stripe (Both Sides)	Per Linear Foot	$2.65	2420	$6,412	$2,244	$8,656
	Asphalt Path (8', with two 2' shoulders)	Per Linear Foot	$91.29	2420	$220,915	$77,320	$298,235
	Segment Total						$315,006
Haskell Rd (Main St.-Evan Hewes Hwy.) (P1]	Concrete Sidewalk (1 side of street)	Per Linear Foot	$69.99	556	$38,913	$13,619	$52,532
	Segment Total						$52,532
Rio Vista (Imperial Ave. to Holt Ave.) [P3]	Concrete Sidewalk (1 side of street)	Per Linear Foot	$69.99	730	$51,090	$17,882	$68,972
	Segment Total						$68,972
Rio Vista (San Diego Ave. to Heil Ave.) [B1]	Bike Route with Sharrows & Signs (2 sides)	Per Linear Foot	$6.62	1340	$8,876	$3,107	$11,983
	Segment Total						$11,983
Main St. (Mount Signal Ave.-Evan Hewes Hwy.) [P4]	Concrete Sidewalk (1 side of street)	Per Linear Foot	$69.99	2904	$203,241	$71,134	$274,376
	Segment Total						$274,376
Rio Vista (Mt. Signal Ave.-San Diego Ave.) [P2]	Concrete Sidewalk (1 side of street)	Per Linear Foot	$69.99	600	$41,992	$14,697	$56,689
	Segment Total						$56,689
San Diego Ave. (Rio Vista-Park St.) [P5]	Concrete Sidewalk (1 side of street)	Per Linear Foot	$69.99	700	$48,991	$17,147	$66,137
	Segment Total						$66,137
El Centro St., Haskell Rd (Alamo St-El Centro St., Haskell Rd.-Holt Ave.) [P6]	Concrete Sidewalk (1 side of street)	Per Linear Foot	$69.99	1530	$107,080	$37,478	$144,558
	Segment Total						$144,558
Haskell Rd./Rio Vista [P7]	New Sign & New Post	Each	$496.80	2	$994	$348	$1,341
	High Visibility Ladder Crosswalk	Each	$2,450.88	5.71	$13,995	$4,898	$18,893
	Segment Total						$20,234

Even Hewes Hwy (Haskell/ Drew) [P8]	New Sign & New Post	Each	$496.80	2	$994	$348	$1,341
	High Visibility Ladder Crosswalk	Each	$2,450.88	1.54	$3,774	$1,321	$5,095
	Segment Total						$6,437
Rio Vista/San Diego Ave. [P9]	High Visibility Ladder Crosswalk	Each	$2,450.88	0.79	$1,926	$674	$2,601
	Segment Total						$2,601
Main St./San Diego Ave. [P10]	High Visibility Ladder Crosswalk	Each	$2,450.88	1	$2,451	$858	$3,309
	Segment Total						$3,309
El Centro St./Haskell Rd (Evan Hwy.-Evan Hewes Hwy.) [B5]	Bike Route with Sharrows & Signs (2 sides)	Per Linear Foot	$6.62	6040	$40,009	$14,003	$54,012
	Segment Total						$54,012
PROJECT TOTAL							$1,076,845

Table A.5: Niland Cost Breakdown

Segment	Improvement	Unit	Cost	QTY	Const Cost	Cont/Eng/Env	Total
SR-111 (4th St-3rd St) [P1]	Concrete Sidewalk (1 side of street)	Per Linear Foot	$69.99	354	$24,775	$8,671	$33,447
	Segment Total						$33,447
SR-111 (3rd St.-Main St.) [P2]	Concrete Sidewalk (1 side of street)	Per Linear Foot	$69.99	337	$23,586	$8,255	$31,840
	Segment Total						$31,840
Isis Ave. (4th St.-3rd St.) [P3]	Concrete Sidewalk (1 side of street)	Per Linear Foot	$69.99	353	$24,705	$8,647	$33,352
	Segment Total						$33,352
Isis Ave. (3rd St.-Main St.) [P4]	Concrete Sidewalk (1 side of street)	Per Linear Foot	$69.99	354	$24,775	$8,671	$33,447
	Segment Total						$33,447
4th St. (International-Commercial) [P5]	Concrete Sidewalk (1 side of street)	Per Linear Foot	$69.99	415	$29,044	$10,166	$39,210
5th St. (International-Commercial) [P6]	Concrete Sidewalk (1 side of street)	Per Linear Foot	$69.99	1875	$131,225	$45,929	$177,154
6th St. (Isis-Commercial) [P7]	Concrete Sidewalk (1 side of street)	Per Linear Foot	$69.99	2500	$174,967	$61,238	$236,205
	Segment Total						$590,513
SR-111/4th St. [P8]	Rectangular Rapid Flashing Beacon (2/Uncontrolled X-walk)	Per Cross-walk	$21,528.00	1	$21,528	$7,535	$29,063
	High Visibility Ladder Crosswalk	Each	$2,450.88	2	$4,902	$1,716	$6,617
	Segment Total						$35,680
SR-111/Main St. [P9]	Rectangular Rapid Flashing Beacon (2/Uncontrolled X-walk)	Per Cross-walk	$21,528.00	1	$21,528	$7,535	$29,063
	High Visibility Ladder Crosswalk	Each	$2,450.88	2	$4,902	$1,716	$6,617
	Segment Total						$35,680
SR-111 (Alcott Rd., n/o 1st St.) [P10]	Speed Awareness Sign	Each	$19,872.00	2	$39,744	$13,910	$53,654
	Segment Total						$53,654

Main St. (Slab City-SR-111) [B1]	Bike Route with Sharrows & Signs (2 sides)	Per Linear Foot	$6.62	19933	$125,856	$44,050	$169,906
	Overlay for bicycle shoulders	Per Linear Foot	$36.00	15500	$558,000	$195,300	$753,300
	Segment Total						$923,206
PROJECT TOTAL							$1,770,819

Table A.6: Ocotillo Cost Breakdown

Segment	Improvement	Unit	Cost	QTY	Const. Cost	Cont/Eng/Env	Total
Imperial Hwy (Agate Rd. - Smoketree-3rd Ave) [P1]	Pedestrian Lane Striping (1 sides of road)	Per Linear Foot	$3	4335	$13,005	$4,552	$17,557
	8' Paved Asphalt Shoulder (1 sides of road)	Per Linear Foot	$53	4335	$229,720	$80,402	$310,122
	Segment Total						$327,679
Imperial Hwy (Shell Canyon Rd.-Community Park) [P2]	Pedestrian Lane Striping (1 sides of road)	Per Linear Foot	$3	4674	$14,022	$4,908	$18,930
	8' Paved Asphalt Shoulder (1 sides of road)	Per Linear Foot	$53	4674	$247,685	$86,690	$334,374
	Segment Total						$353,304
Imperial Hwy (Evan Hewes Hwy-Mesquite Rd.) [P3]	Pedestrian Lane Striping (1 sides of road)	Per Linear Foot	$3	1560	$4,680	$1,638	$6,318
	8' Paved Asphalt Shoulder (1 sides of road)	Per Linear Foot	$53	1560	$82,668	$28,934	$111,601
	Segment Total						$117,919
Imperial Hwy (Evan Hewes Hwy-Community Park) [B1]	Bike Route with Sharrows & Signs (2 sides)	Per Linear Foot	$7	11445	$75,812	$26,534	$102,346
	Segment Total						$102,346
PROJECT TOTAL							$901,248

Table A.7: Salton City Cost Breakdown

Segment	Improvement	Unit	Cost	QTY	Const Cost	Cont/Eng/Env	Total
Sea View Elementary [P1]	Concrete Sidewalk (1 side of street)	Per Linear Foot	$69.99	962	$67,327	$23,565	$90,892
	Segment Total						$90,892
West Shores H.S. [P2]	Concrete Sidewalk (1 side of street)	Per Linear Foot	$69.99	2503	$175,177	$61,312	$236,489
	Segment Total						$236,489
Marina Dr (bike striping) [B1]	Class II Bicycle Lane Striping (2 sides of road)	Per Linear Foot	$9.94	33879	$336,622	$117,818	$454,439
	Slurry Seal	per square foot	$0.83	1107740	$917,209	$321,023	$1,238,232
	Segment Total						$1,692,671
PROJECT TOTAL							$2,020,052

Table A.8: Winterhaven Cost Breakdown

Segment	Improvement	Unit	Cost	QTY	Const Cost	Cont/Eng/Env	Total
Winterhaven Dr. (1st St-3rd St.) [P1]	Concrete Sidewalk (1 side of street)	Per Linear Foot	$69.99	1100	$76,985	$26,945	$103,930
	Segment Total						$103,930
Winterhaven Dr. (1st St.-2nd St.) [P2]	Concrete Sidewalk (1 side of street)	Per Linear Foot	$69.99	600	$41,992	$14,697	$56,689
	Segment Total						$56,689
Winterhaven Dr/2nd St.	High Visibility Ladder Crosswalk	Each	$2,450.88	2.33	$5,698	$1,994	$7,693
	Segment Total						$7,693
San Pasqual Rd. (Picacho Rd.-Baseline Rd.) [P3]	8' Paved Asphalt Shoulder (1 sides of road)	Per Linear Foot	$52.99	5173	$274,128	$95,945	$370,072
	Segment Total						$370,072
Baseline Rd. (Arnold-Cocopah Rd) [P4-5]	8' Paved Asphalt Shoulder (1 sides of road)	Per Linear Foot	$52.99	470	$24,906	$8,717	$33,623
	Concrete Sidewalk (1 side of street)	Per Linear Foot	$69.99	700	$48,991	$17,147	$66,137
	Segment Total						$99,761
Arnold Rd. (Baseline Rd.-Iron-wood Dr.) [P6]	Concrete Sidewalk (1 side of street)	Per Linear Foot	$69.99	1340	$93,782	$32,824	$126,606
	Segment Total						$126,606
Baseline Rd/School	Raised Crosswalk	Each	$21,908.88	2	$43,818	$15,336	$59,154
	Segment Total						$59,154
Area-wide route [B1]	Bike Route with Sharrows & Signs (2 sides)	Per Linear Foot	$6.62	68400	$453,082	$158,579	$611,660
	Segment Total						$611,660
PROJECT TOTAL							$1,435,565

SECTION D

Appendix:

Imperial County
ACTIVE TRANSPORTATION PLAN

Project Sheet

Signage Acroynm

D11-1 - Bike Route Sign

R4-11 - Bicycles May Use Full Lane Sign

R81 (CA) - Bike Lane Sign

R81A (CA) - Bike Lane “Begin” Sign

R81B (CA) - Bike Lane “End” Sign

RRFB - Rectangular Rapid Flash Beacon

Figure A.1: Heber - Heber Ave. and Hawk Ave. Bicycle Projects

HEBER AVE. / HAWK AVE. BICYCLE CORRIDOR

1.35
Miles

Proposed Recommendations

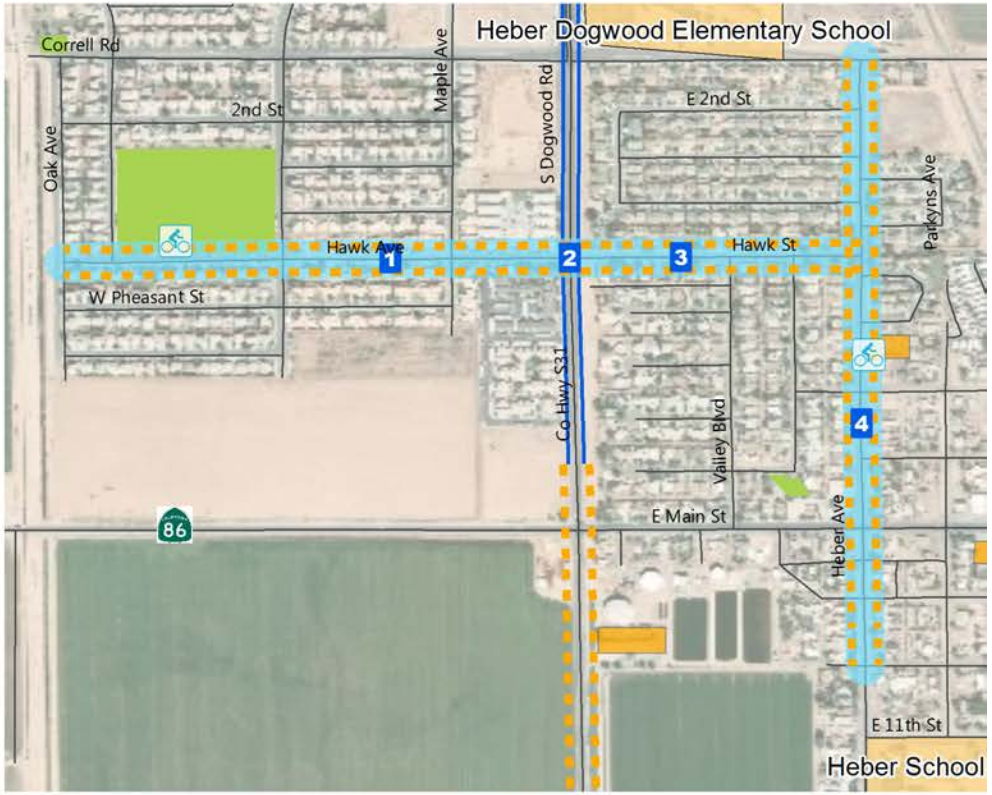
1. Install a 3,800 feet Class II bike lane along Hawk Ave. from Heber Ave. to Oak Ave.
2. Install a RRFB signal at Hawk St and S. Dogwood Rd.
3. In Class II Bike Lanes install R81, R81A, or R81B signage throughout the corridor.
4. Install a 3,400 feet Class II bike lane along Heber Ave. from 10th St to E. Correll Rd.

0 550 1,100 Feet

- Heber Ave / Hawk St Corridor
- Bike Lane (Class II)
- Existing Bike Lane
- Roads
- Parks
- Schools
- Public
- Proposed Bike Rack
- # Recommendation

Total Cost:

$134,000



Description

This project will restripe Heber Ave and Hawk Ave. to provide bicycle lanes. The project will enhance the bicycle network in Heber. The project will re-stripe each roadway providing five foot bicycle lanes in each direction. The existing vehicle travel lanes will be reduced to 12 feet lanes, helping to reduce vehicle speeds. A Rectangular Rapid Flashing Beacon and enhanced crossing markings will be provided at Hawk Avenue and Dogwood Road to enhance the ability to cross at this location. The total combined approximate distance of both segments is 1.35 miles.

Proposed Cross Section

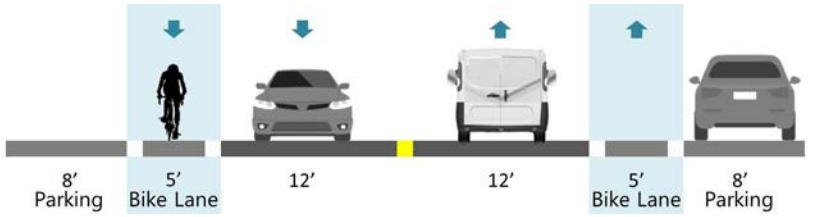


Figure A.2: Heber - Dogwood Road Bicycle Project

DOGWOOD ROAD BICYCLE CORRIDOR

1.6
Miles

Proposed Recommendations

1. Install a 1.5 mile Class II bike lane and widen Dogwood Rd north of Heber from Black Hills Rd to the Imperial Valley Mall intersection.
2. Install R81, R81A, or R81B signage throughout the corridor.

0 1,100 2,200 Feet

- Dogwood Rd Corridor
- Bike Lane (Class II)
- Existing Bike Lane
- Roads
- Parks
- Schools
- Public
- Proposed Bike Rack
- # Recommendation

Total Cost:

$1,315,300

Description

This project will improve multi-modal connections between Heber and the Imperial Valley Mall area. A paved shoulder and buffer area on both sides would be provided along Dogwood Road from the current end of the bicycle lanes at Black Hills Road to extend to the Imperial Valley Mall intersection. The project length is 1.6 miles.

Proposed Cross Section

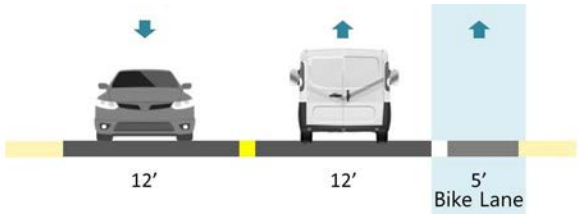


Figure A.3: Heber - Heber Ave. and Correll Rd. Bicycle Projects

HEBER AVE. / CORRELL RD. BICYCLE ROUTES

1.0
Miles

Proposed Recommendations

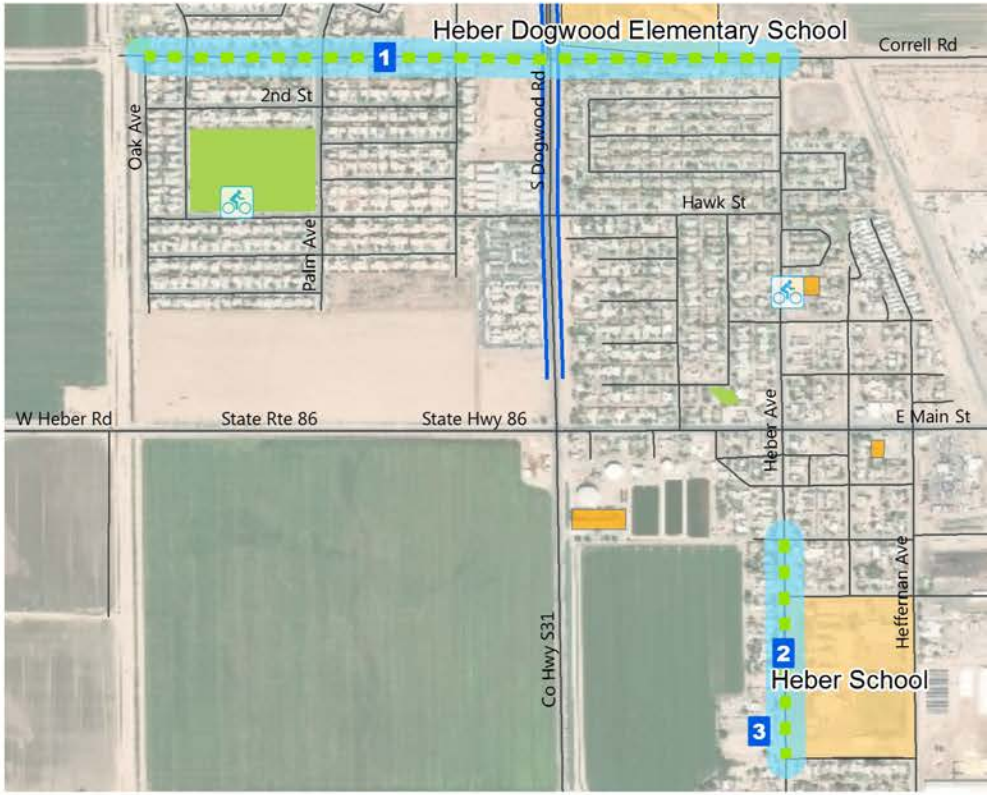
1. Install a 1,500 feet Class III bike route striping along Heber Ave. from 10th St to 14th St.
2. Install a 3,800 feet Class III bike route striping along Correll Rd. from Heber Ave to N. Oak Ave.
3. In Class III bike routes install R4-11 and D11-1 signage throughout.

0 700 1,400 Feet

- Heber Ave / Correll Rd Corridor
- Bike Route (Class III)
- Existing Bike Lane
- Roads
- Parks
- Schools
- Public
- Proposed Bike Rack
- # Recommendation

Total Cost:

$46,100



Description

The Heber Ave and Correll Road bicycle routes include two road segments with proposed Class III bike paths. The bicycle routes will include dedicated signage to allow for safer travel along the designated corridor near Heber School and Heber Dogwood Elementary School.

Proposed Cross Section

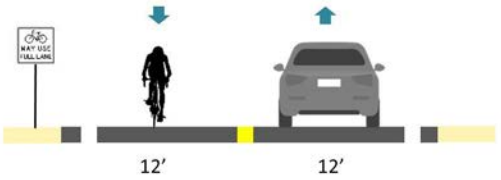


Figure A.4: Heber - Dogwood Road Pedestrian Project

DOGWOOD ROAD PEDESTRIAN CORRIDOR PROJECT

Proposed Recommendations

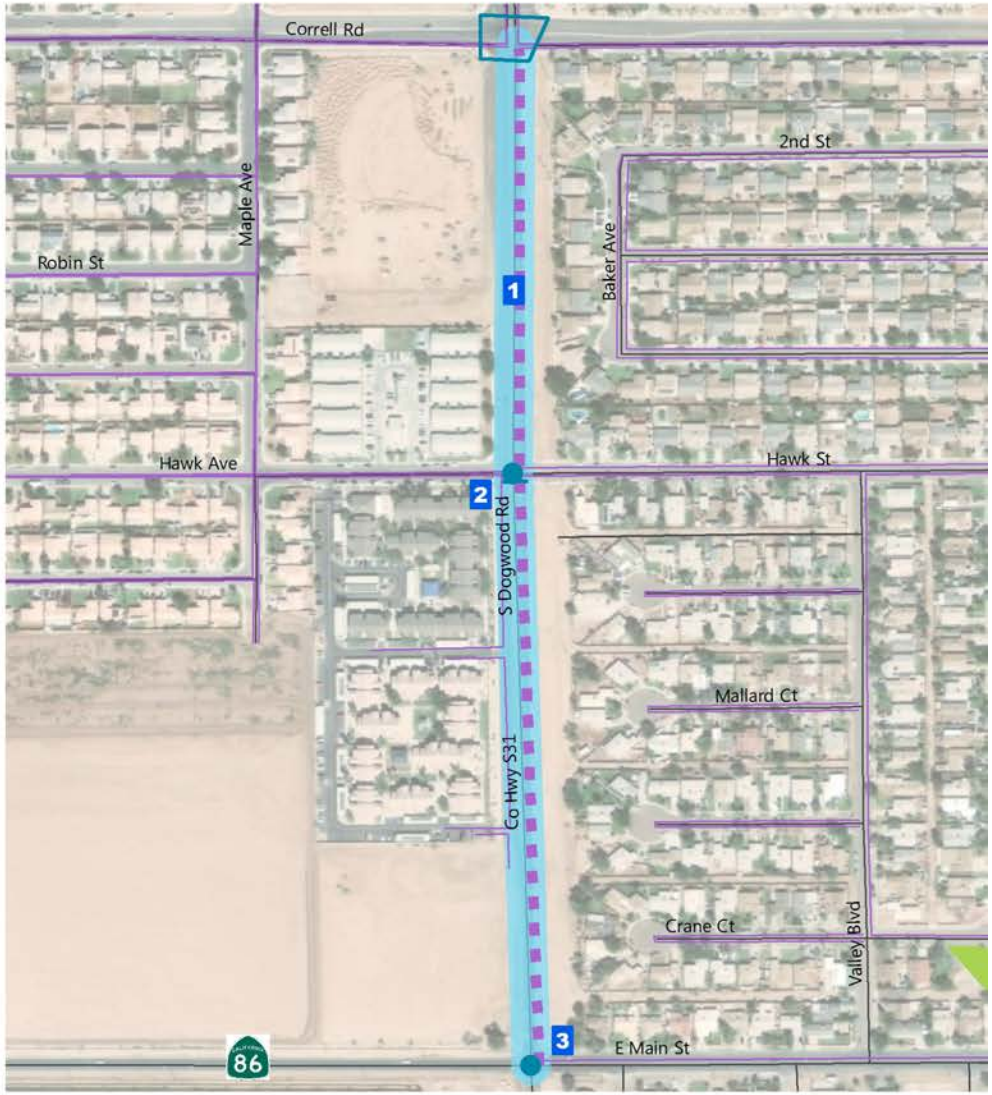
1. Install a 2,500 feet sidewalk along the east side of Dogwood Rd. from Heber Ave. to Correll Rd.
2. Install a continental crosswalk and a RRFB signal at the intersection of Dogwood Rd. and Hawk St.
3. Install a continental crosswalk at the intersection of Dogwood Rd. and Heber Rd. (SR 86).

0 250 500 Feet

- Proposed Pedestrian Crossing Improvement
- Proposed Sidewalk
- Existing Sidewalk
- Existing Crosswalk
- Roads
- Parks

Total Cost:

$239,400



Description

The Dogwood Road pedestrian corridor project consists of a constructing a side-walk along the east side of Dogwood Road between Heber Road and Correll Road. This project will remove a pedestrian gap and provide for safer access to Heber Dogwood Elementary School and the surrounding residential community.

Figure A.5: Heber - Correll Road Pedestrian Project

CORRELL ROAD PEDESTRIAN CORRIDOR PROJECT

Proposed Recommendations

1. Install a 1,300 feet sidewalk along the south side of Correll Rd. from Heber Ave. to just past Rockwood Rd. joining with the existing sidewalk.
2. Replace temporary asphalt with concrete sidewalks along the entire southern stretch.

0 200 400 Feet

N

Correll Rd Corridor

Proposed Sidewalk

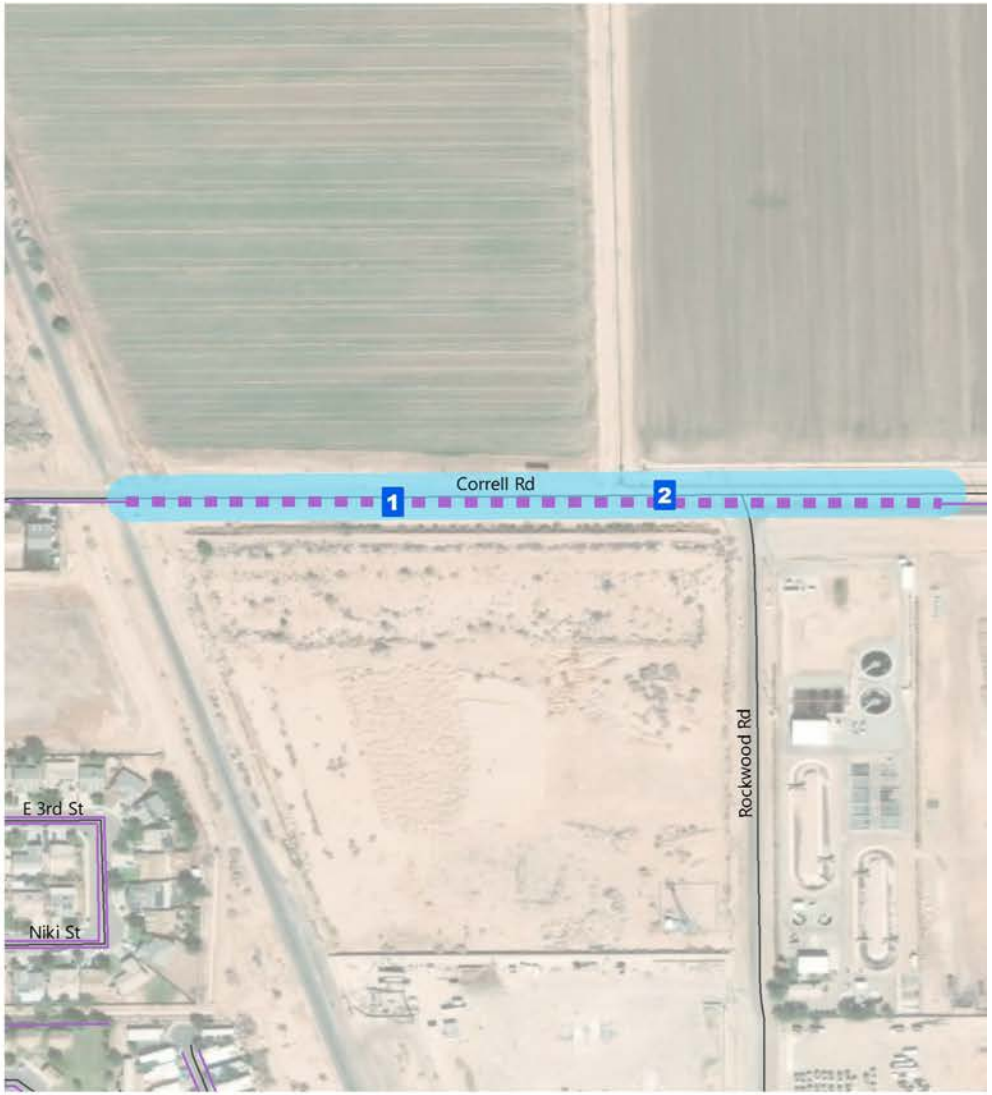
Existing Sidewalk

Roads

Recommendation

Total Cost:

$159,000



Description

The Correll Road sidewalk project will replace the temporary asphalt pathway with a concrete sidewalk. The asphalt pathway extends 1,300 feet on the south side of Correll Road from east of Rockwood Road. to the railroad tracks. This project would connect with sidewalks on each end of the project. The proposed sidewalks will increase walkability for residents from the Heber Meadows subdivision.

Figure A.6: Heber - Heber Road Pedestrian Projects

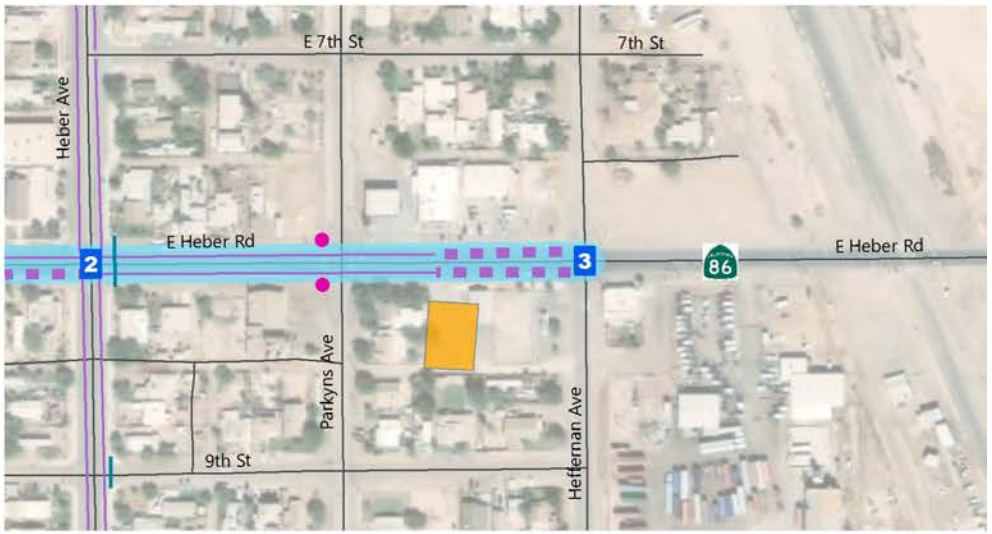
HEBER ROAD (SR 86) PEDESTRIAN PROJECTS

Proposed Recommendations

1. Install a 1,300 feet sidewalk along the south side of Heber Rd. (SR 86) from Heber Ave. to Dogwood Rd and from Parkyns Ave. to Hefferman Ave.
2. Install a RRFB signal at SR 86 and Heber Ave.
3. Install a continental crosswalk and RRFB signal at SR 86 and Hefferman Ave.

Total Cost:

$177,200



Description

The Heber Road pedestrian project will provide sidewalks on the south side of the street from Heber Ave. to Dogwood Road. This project will connect with recently constructed sidewalks from Heber Ave. to Parkyns Ave.

Figure A.7: Seeley - Drew Road Bicycle Project

DREW ROAD (S29) MULTI-USE PATH

0.45
Miles

Proposed Recommendations

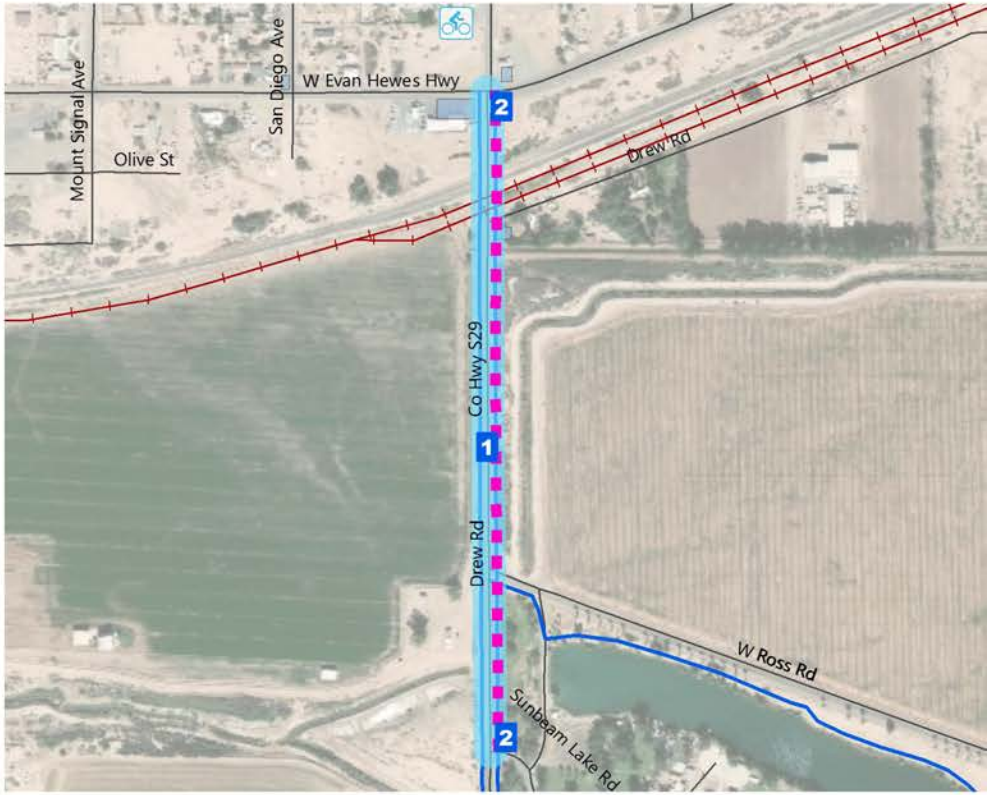
1. Install a 2,400 feet multiuse bike and eight feet pedestrian path adjacent to Drew Rd.
2. Install wayfinding signs throughout the corridor.

0 400 800 Feet

- Dogwood Rd Corridor
- Multi-use Path
- Existing Bike Lane
- Railroads
- Roads
- Public
- Shop
- Proposed Bike Rack
- # Recommendation

Total Cost:

$315,000



Description

The Drew Rd. (S29) Multi-use Path project would provide a protected connection from the Sunbeam Lake RV Resort to Seeley. The multi-use path would accommodate pedestrians, bicyclists, and other users along a ten feet wide single pathway running adjacent to Drew Road starting at W. Evan Hewes Hwy and ending at Sunbeam Lake Rd.

Proposed Cross Section

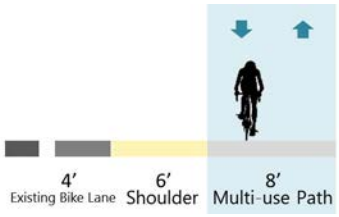


Figure A.8: Seeley - Haskell Rd. and El Centro Ave. Bicycle Projects

HASKELL RD. / EL CENTRO AVE. / RIO VISTA ST. BICYCLE ROUTES

1.65
Miles

Proposed Recommendations

1. Install a 1.1 mile long Class III bike route along Haskell Rd. and El Centro St. starting and ending at W. Evans Hewes Hwy.
2. Install a 2,700 feet Class III bike route on the north side of Rio Vista St. from Heil Ave. to San Diego Ave.
3. On Class III bike routes install R4-11 and D11-1 signage throughout the corridor.

Total Cost:

$66,000

Description

This project will provide Class III Bike Routes within Seeley for bicycle travel and connections to regional bicycle facilities. The Rio Vista bicycle route will be for westbound travel to compliment the bicycle lane being provided in the eastbound direction. The Haskell Rd. and El Centro St. bicycle route segments will provide dedicated signages to allow for north-south travel through central Seeley and to Seeley Elementary School.

Proposed Cross Section

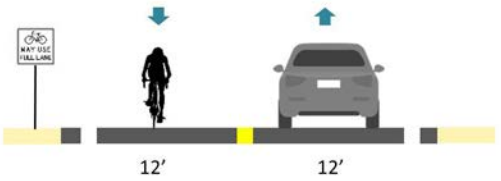


Figure A.9: Seeley - Main St. Pedestrian Project

MAIN ST. PEDESTRIAN CORRIDOR PROJECT

Proposed Recommendations

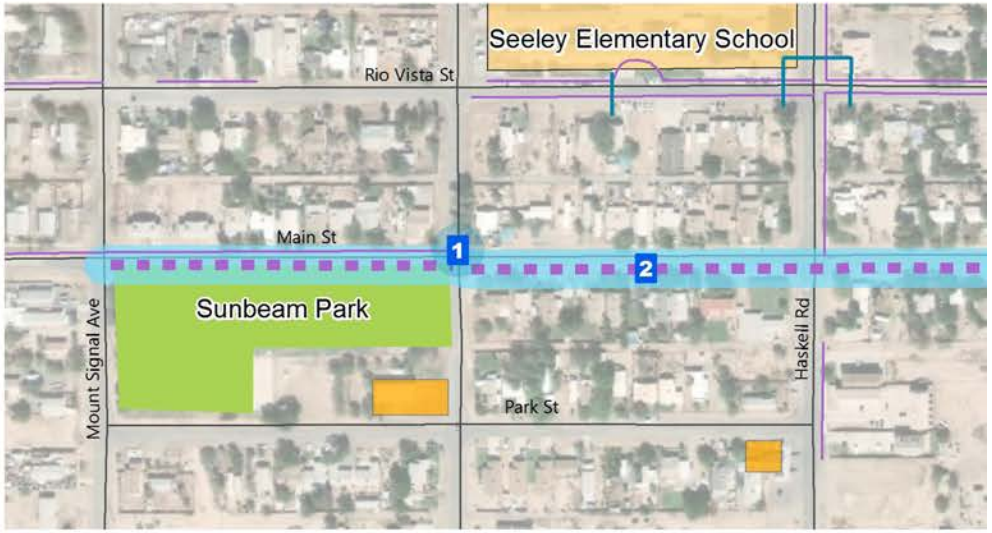
1. Install a continental crosswalk at the intersection of San Diego Ave. and Main St.
2. Install a 2,900 feet sidewalk along the south side of Main St. from Mount Signal Ave. to Evan Hewes Hwy.

0 225 450 Feet

- Main St Corridor
- Proposed Sidewalk
- Existing Sidewalk
- Existing Crosswalk
- Roads
- Parks
- Schools
- Church
- Public
- # Recommendation

Total Cost:

$274,400



Description

The Main St. sidewalk will provide a continuous sidewalk on the south side of Main Street from Sunbeam Park to Evan Hewes Hwy. The proposed sidewalk provides linkages between the park and the surrounding neighborhood. The sidewalk also connects with the existing pedestrian network at Haskell Rd and Main St.

Figure A.10: Seeley - Rio Vista St. and San Diego Ave. Sidewalk Projects

RIO VISTA ST. / SAN DIEGO AVE. SIDEWALK PROJECTS

Proposed Recommendations

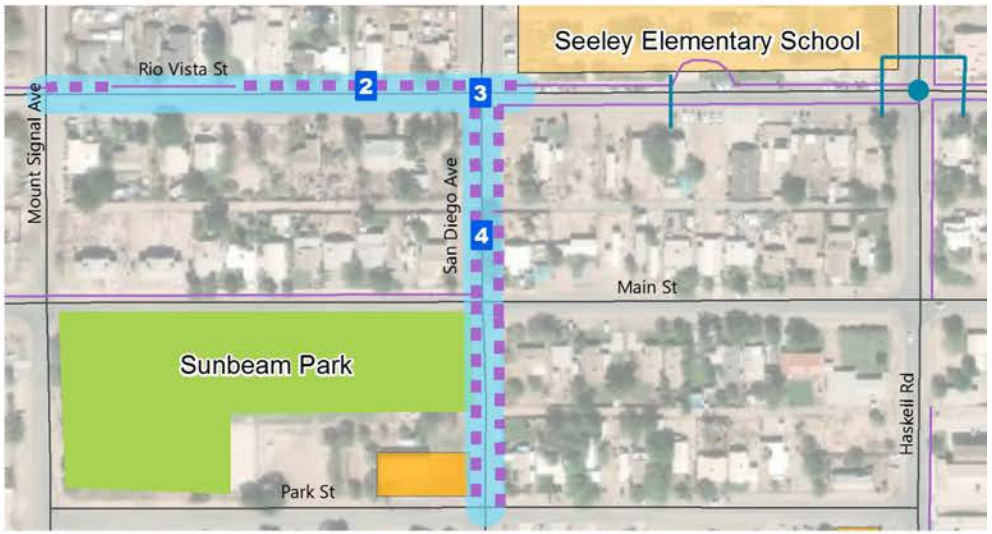
1. Install a 640 feet sidewalk on the north side of Rio Vista St. from Imperial Ave. to Holt Ave.
2. Install 600 feet of sidewalk on the north side of Rio Vista St. connecting into the existing stretch of sidewalk from Mt. Signal Ave. to San Diego Ave.
3. Install a continental crosswalk at the intersection of San Diego Ave. and Rio Vista St.
4. Install 700 feet of sidewalk on both sides of San Diego Ave. from Park St. to Rio Vista St.

0 180 360 Feet

Rio Vista/San Diego Ave Corridor
Proposed Pedestrian Crossing Improvement
Proposed Sidewalk
Existing Sidewalk
Existing Crosswalk
Roads
Parks
Schools
Church
Public
Recommendation

Total Cost:

$203,800



Description

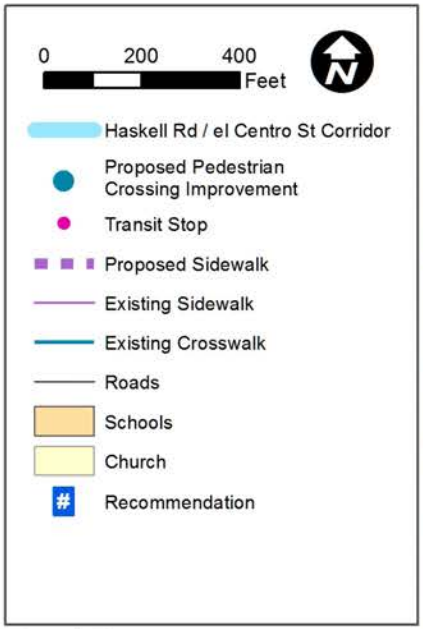
The Rio Vista St. and San Diego Ave. pedestrian corridor further provides linkages with both the existing infrastructure and the proposed sidewalk project on Main St. The corridor consists of three segments running along certain portions of Rio Vista Dr. and San Diego Ave. The sidewalk project increases the walkability around Seeley Elementary School and provides a direct link to Sunbeam Park and improves travel to surrounding residences.

Figure A.11: Seeley - Haskell Rd. and El Centro St. Pedestrian Project

HASKELL RD. / EL CENTRO ST. PEDESTRIAN PROJECT

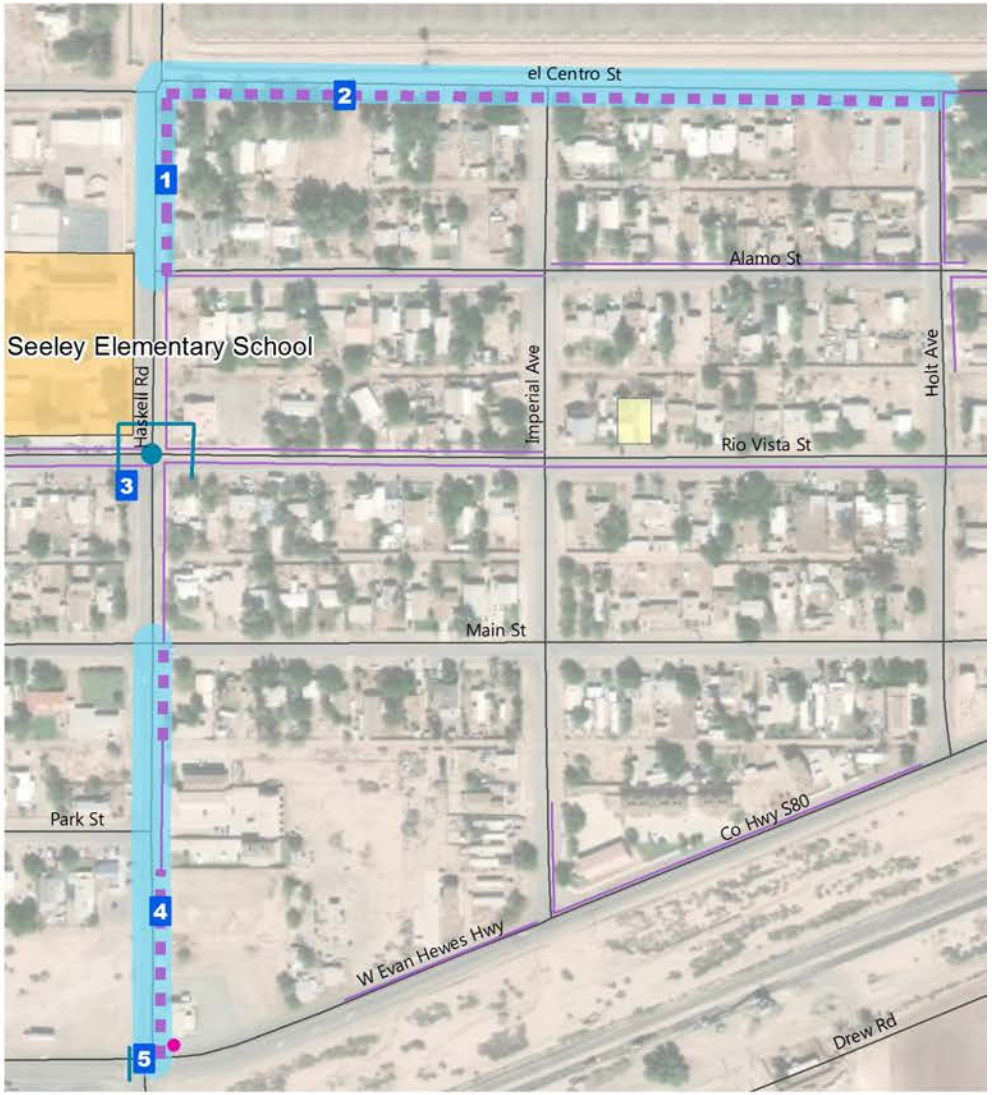
Proposed Recommendations

1. Install a 350 feet sidewalk along the east side of Haskell Rd. from Alamo St. to El Centro St.
2. Install a 1,300 feet sidewalk along El Centro St. from Haskell Rd. to Holt Ave.
3. Implement a four way stop traffic intersection with pedestrian crossing and LED stop signs.
4. Install a 580 feet sidewalk along the east side of Haskell Rd. from Evan Hewes Hwy. to Main St.
5. Install a continental crosswalk with signage at the intersection of Evan Hewes Hwy. and Haskell Rd./Drew Rd.



Total Cost:

$144,600



Description

The Haskell Road and El Centro Street pedestrian project will complete missing sidewalk segments on Haskell Road and will also provide sidewalks along the south side of El Centro Street. The project also includes providing a four-way stop at Haskell Road and Rio Vista Street, and a continental crosswalk at Haskell Road and Even Hewes Hwy. The project will improve pedestrian access to school, to transit and to activity centers located along Haskell Road.

Figure A.12: Ocotillo - Imperial Highway Bicycle Project

IMPERIAL HIGHWAY (S2) BICYCLE ROUTE

2.15
Miles

Proposed Recommendations

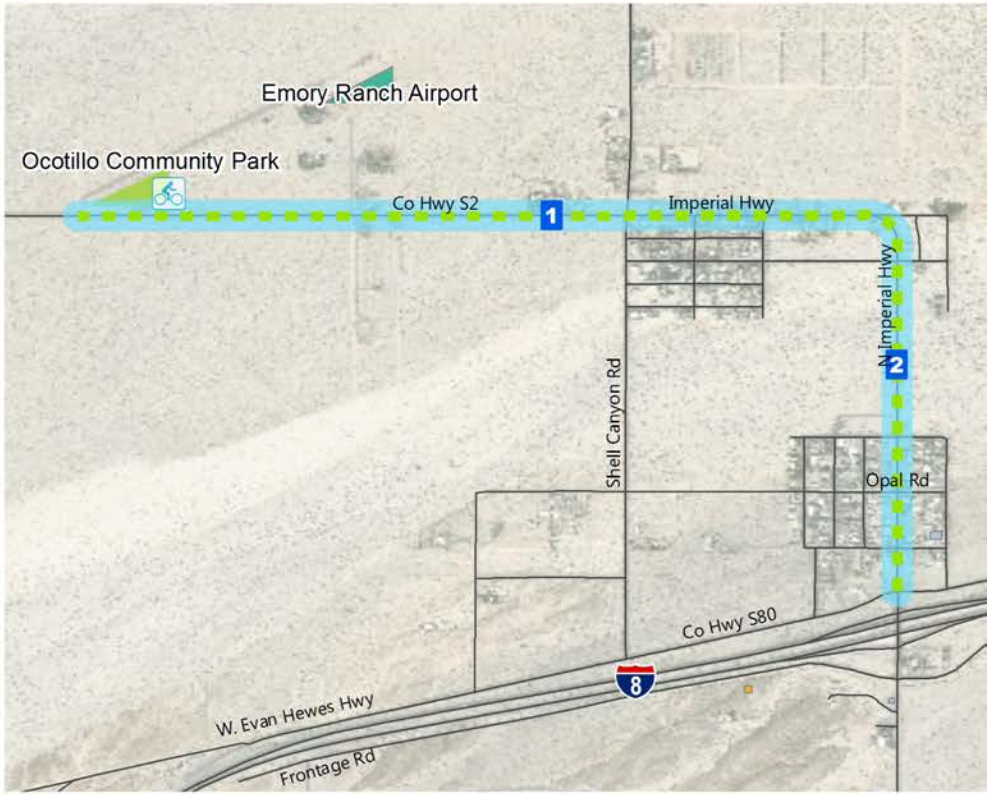
1. Install R4-11 (CA) and D11-1 signage throughout the corridor.
2. Install a 2.15 mile long Class III bike route along Imperial Hwy. from Evan Hewes Hwy. to Ocotillo Community Park.

0 1,100 2,200 Feet

- Imperial Hwy (S2) Corridor
- Bike Route (Class III)
- Existing Bike Lane
- Roads
- Parks
- Church
- Public
- Shop
- Airport
- Proposed Bike Rack
- # Recommendation

Total Cost:

$102,300



Description

The Imperial Highway bicycle corridor would be created by designating Imperial Highway as a Class III bicycle route beginning at Evan Hewes Hwy. in Ocotillo and ending at the Ocotillo Community Park. Class III signage and sharrows will be provided along this route to indicate this roadway segment as a shared use facility.

Proposed Cross Section

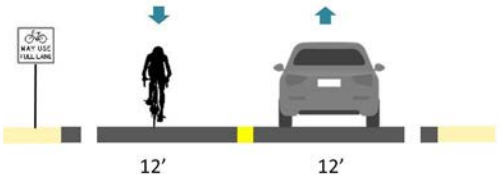
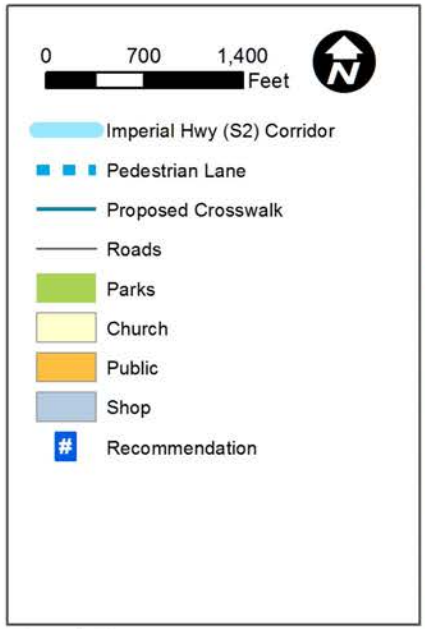


Figure A.13: Ocotillo - Imperial Highway Project

IMPERIAL HIGHWAY (S2) CORRIDOR PROJECT

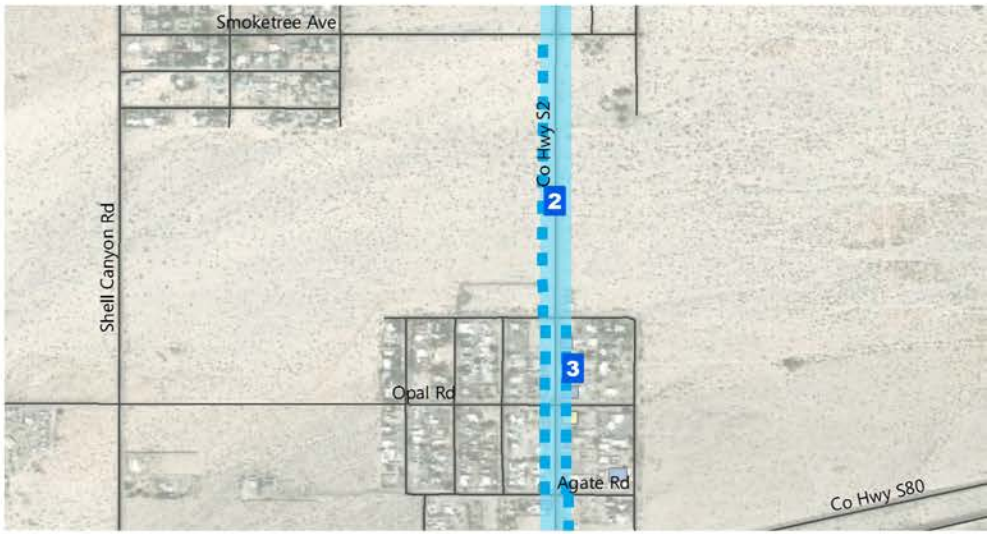
Proposed Recommendations

1. Install a 4,300 feet pathway along the north side of Imperial Hwy. from Shell Canyon Rd. to Ocotillo Community Park.
2. Install a 4,700 feet pathway along the west side of Imperial Hwy. from Agate Rd. to Smoketree Ave. turning west and ending at 3rd Ave. in Ocotillo.
3. Install a 1,500 feet pathway along the east side of Imperial Hwy. from Evan Hewes Hwy. to Mesquite Rd.



Total Cost:

$798,900



Description

Multi-modal movements within and between the two neighborhood areas and the Ocotillo Community Park would be accommodated by constructing paved shoulders along Imperial Highway. The three project elements would result in paved shoulders on both sides of Imperial Hwy. in the commercial area, and on one side north of the commercial area. In order to better connect the residential areas, a paved shoulder would be constructed along Smoketree Ave. The paved shoulder would be six feet in width that would include a two-foot buffer.

Figure A.14: Niland - Main Street Bicycle Project

MAIN STREET BICYCLE ROUTE

3.8
Miles

Proposed Recommendations

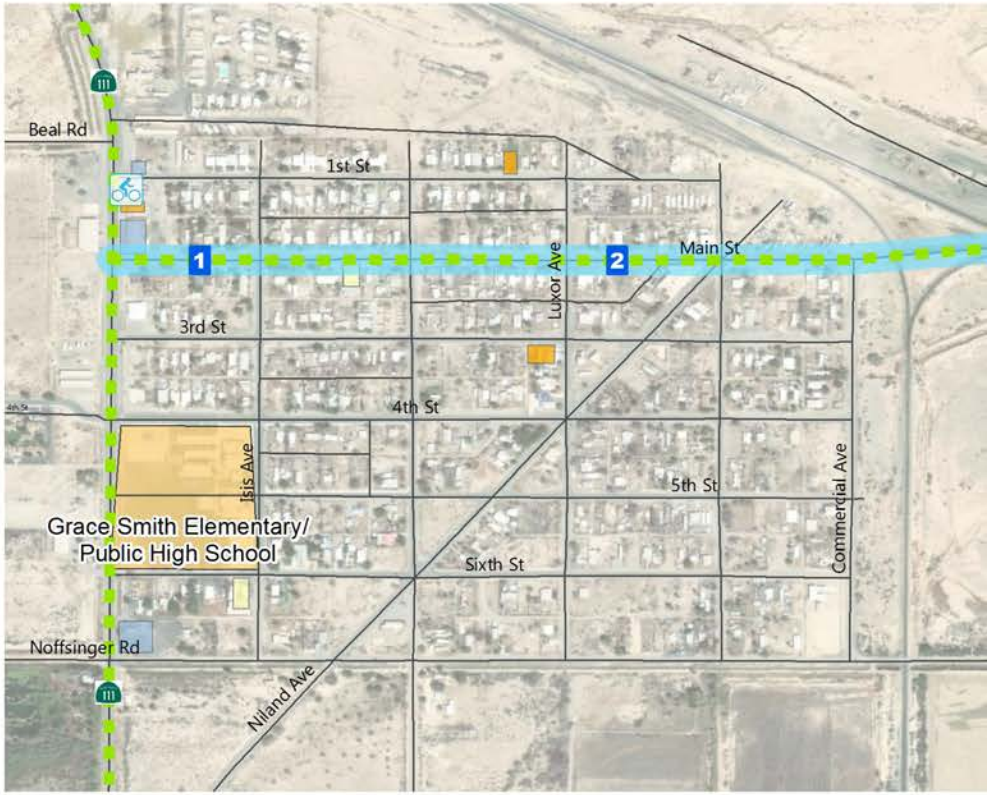
1. Designate a 3.8 mile long Class III bike route along Main St. and Beal Rd. from SR 111 to Slab City, CA. Overlay roadway and shoulder to provide bike route.
2. Install R4-11 and D11-1 signage throughout the corridor.

0 500 1,000 Feet

- Main St Corridor
- Bike Route (Class III)
- Existing Bike Lane
- Roads
- Schools
- Church
- Public
- Shop
- Proposed Bike Rack
- Recommendation

Total Cost:

$923,600



Description

For this project a 3.8 mile bicycle route would be designated along Main St. beginning at SR-111 and ending at the community of Slab City east of Niland. A Class III bike route will include bicycle route signage and placement of sharrow markings on the pavement to indicate the shared use of the roadway between the communities of Niland and Slab City. Pavement overlay required for portions of route.

Proposed Cross Section

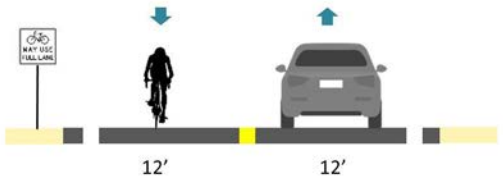


Figure A.15: Niland - Niland Sidewalk Projects

NILAND SIDEWALK PROJECTS

Proposed Recommendations

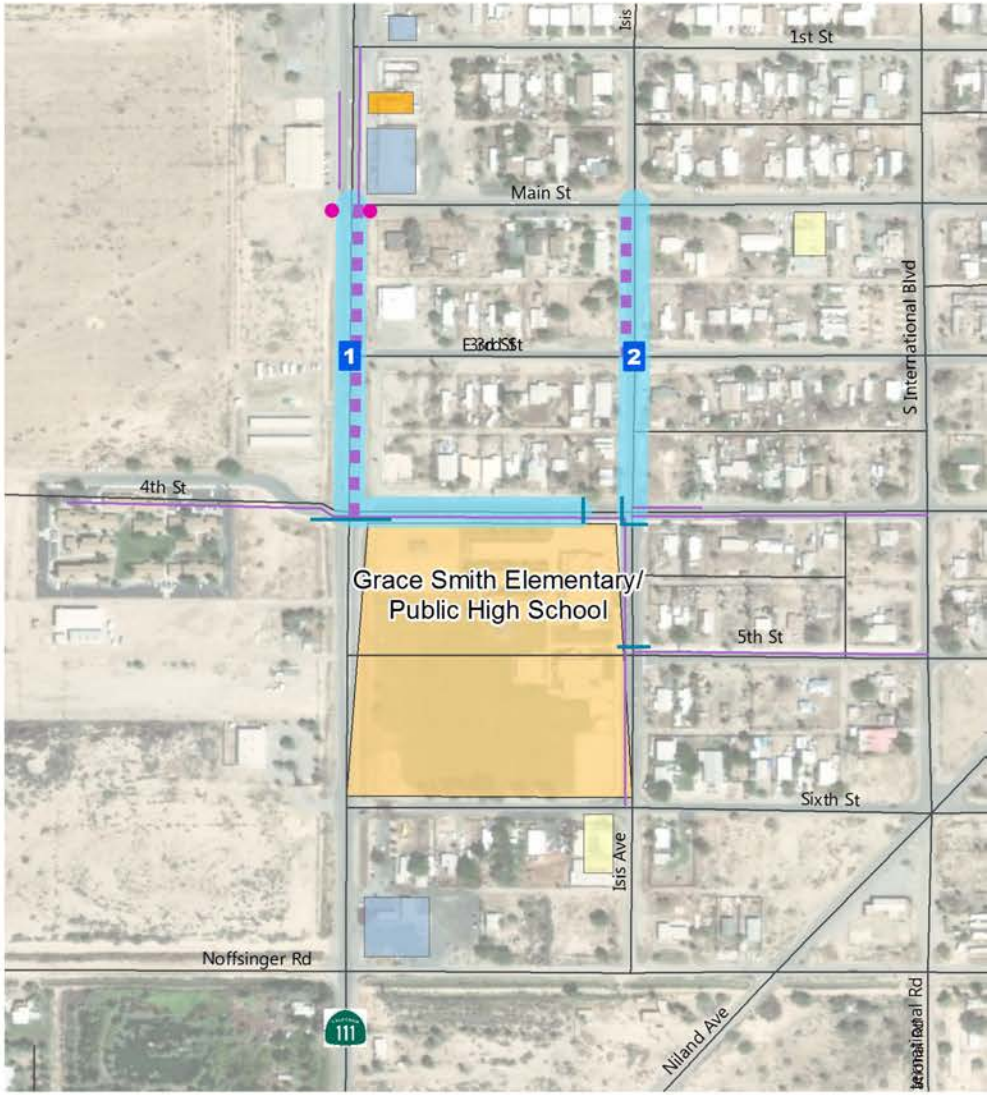
1. Install a 700 feet sidewalk along the east side of SR 111 from 4th St. to Main St.
2. Install a 700 feet sidewalk along the west side of Isis Ave. from 4th St. to Main St.

0 260 520 Feet

Niland Sidewalk Corridor
Transit Stop
Proposed Sidewalk
Existing Sidewalk
Existing Crosswalk
Roads
Schools
Church
Public
Shop
Recommendation

Total Cost:

$132,100



Description

The Niland sidewalk projects improve the pedestrian safety and accessibility in and around the Grace Smith Elementary and Public High School and locations to the north. This includes completing the sidewalk on the north side of the school, adding sidewalks along SR-111 and along Isis Ave. These sidewalk segments will create a path to homes in the neighborhood, to stores and the local bus stop.

Figure A.16: Niland - State Route 111 Pedestrian Crossing Projects

STATE ROUTE 111 PEDESTRIAN CROSSING PROJECTS

Proposed Recommendations

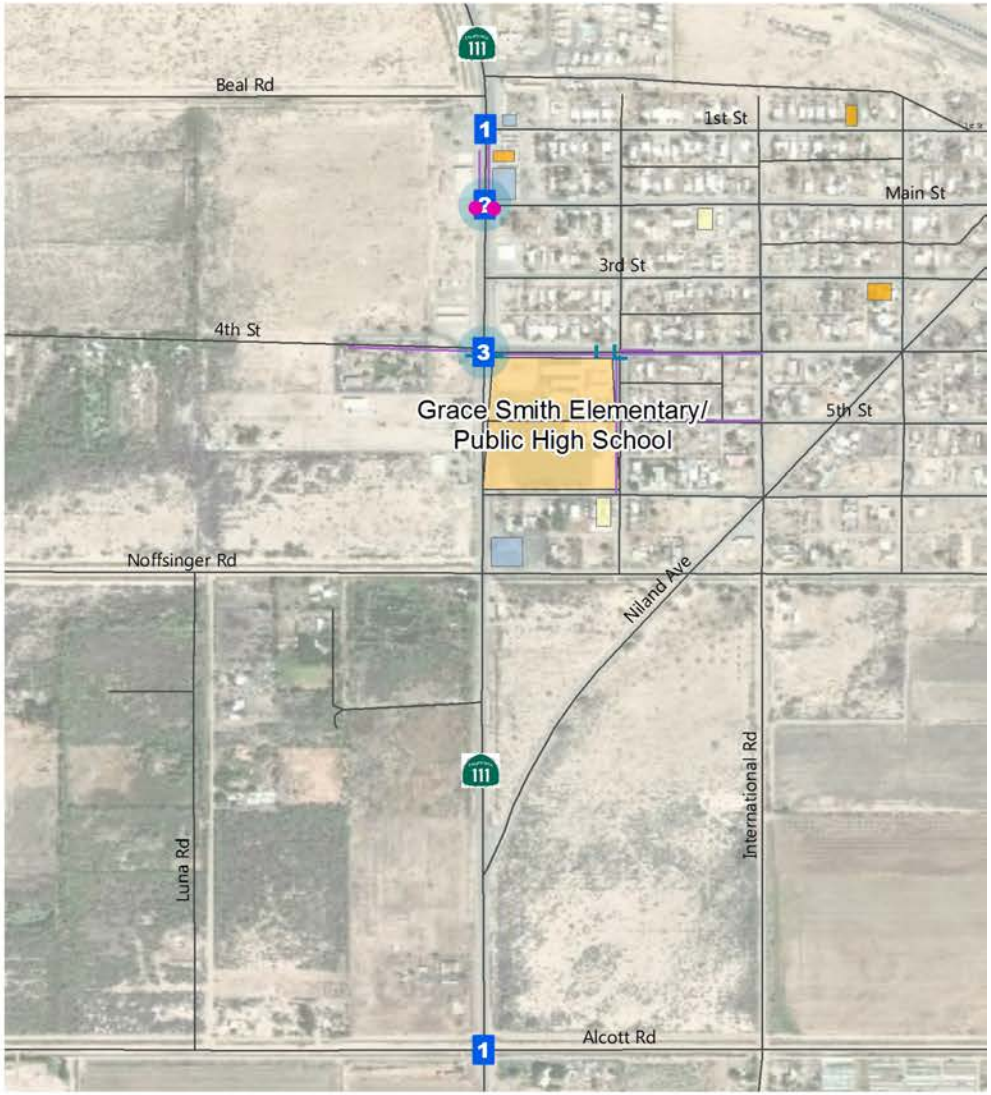
1. Install two advance speed warning signs at Alcott Rd. and 1st St.
2. Install a RRFB signal and a continental crossing at the intersection of Main St. and SR-111.
3. Install a RRFB signal and a continental crossing at the intersection of 4th St. and SR-111.

0 550 1,100 Feet

- Transit Stop
- Existing Sidewalk
- Existing Crosswalk
- Roads
- Schools
- Church
- Public
- Shop
- # Recommendation

Total Cost:

$125,000



Description

The SR-111 pedestrian crossing project will provide traffic calming measures and address pedestrian safety on SR-111 through the community of Niland. An advance speed warning signs will be installed for northbound traffic on Alcott Road and for southbound traffic near 1st Street. Crosswalks will be added or enhanced at 4th Street and Main Street. RRFB signals with continental crossings will be installed at both major intersections in Niland to improve pedestrian safety moving across SR-111.

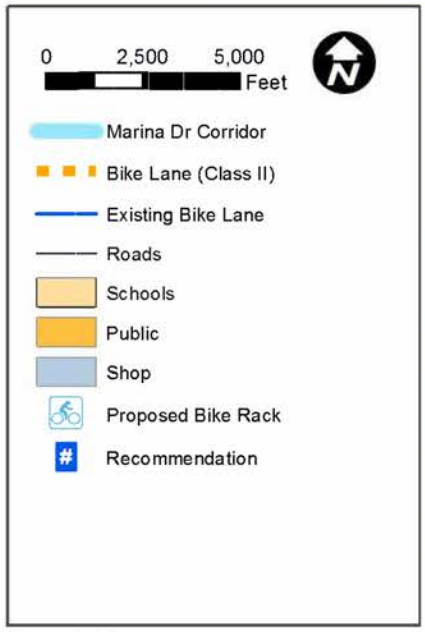
Figure A.17: Salton City - Marina Drive Bicycle Project

MARINA DRIVE CORRIDOR IMPROVEMENTS

3.2
Miles

Proposed Recommendations

1. Install a 3.2 mile long Class II bike lane along both sides of Marina Dr. from the SR-86 intersection south to the SR-86 intersection north.
2. Install R81, R81A or R81B signage throughout the corridor.



Total Cost:

$1,692,700

Description

The existing Marina Drive travel shoulders would be improved with a light pavement overlay. Bicycle lane markings and striping would be added. The portion of Marina Drive that would be part of this project would begin at the south intersection with SR-86, loop through the community, and end at the north intersection of SR-86. Sections of Marina Drive near SR-86 have been improved and would not require overlay. Marina Drive is a major collector through the community and provides primary access to homes, schools and shops.

Proposed Cross Section

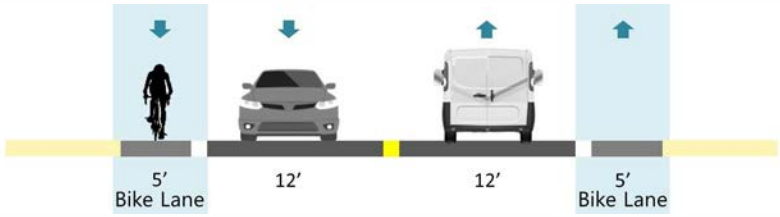


Figure A.18: Salton City - Schools Pedestrian Projects

SALTON CITY SCHOOLS PEDESTRIAN PROJECTS

Proposed Recommendations

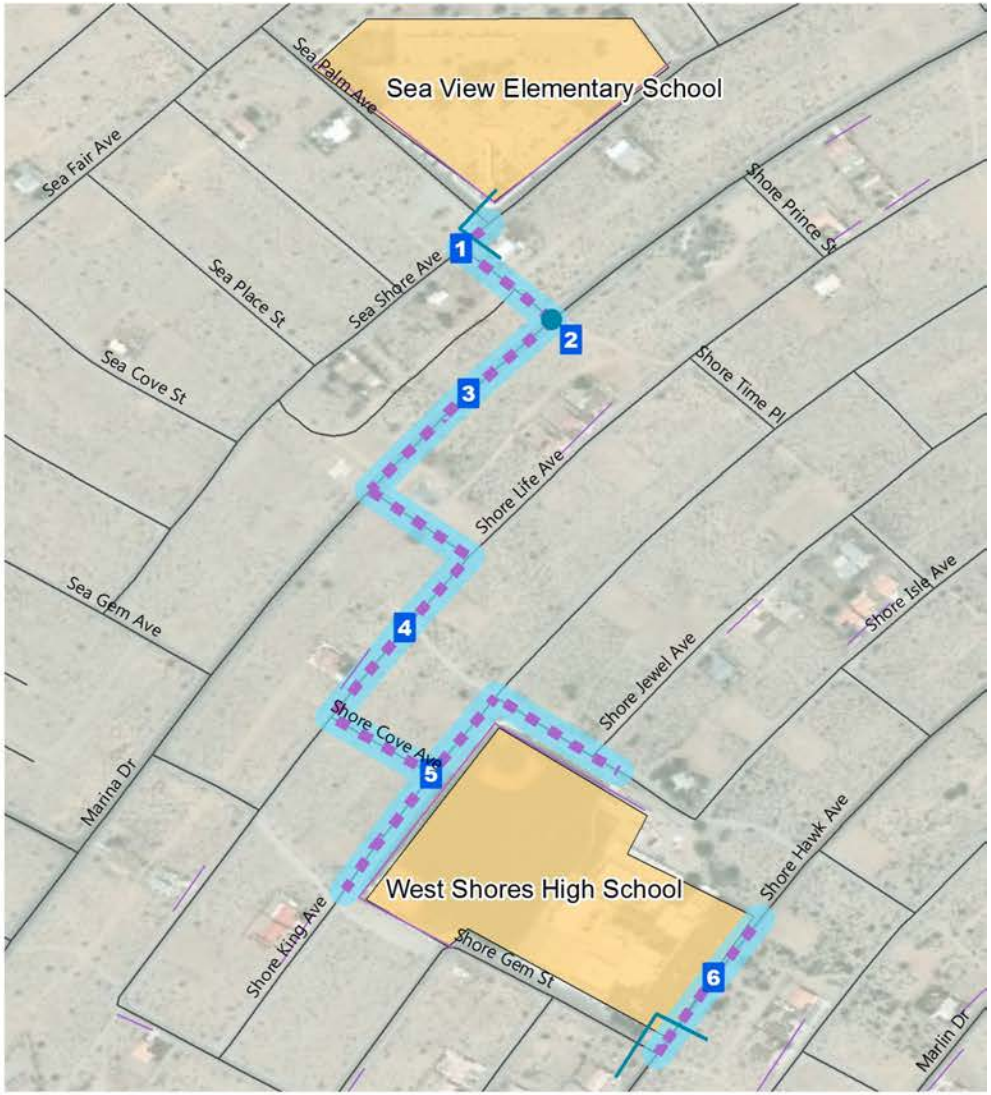
1. Install 400 feet of sidewalk linking Marina Dr. with Sea View Elementary School.
2. Install a continental crossing at the intersection of Marina Dr. and Sea Palm Ave.
3. Install 700 feet of sidewalk along the east side of Marina Dr. from Shore Palm Pl. to Sea Palm Ave.
4. Install 1,200 feet of sidewalk linking West Shores High School with the Marina Dr. collector road.
5. Install 700 feet of sidewalk at West Shores High School along Shore King Ave. and Shore Cove Ave.
6. Install a 500 feet sidewalk in front of West Shores High School at Shore Hawk Ave.

0 300 600 Feet

- Salton City Schools Corridor
- Proposed Pedestrian Crossing Improvement
- Proposed Sidewalk
- Existing Sidewalk
- Existing Crosswalk
- Roads
- Schools

Total Cost:

$327,400



Description

This project will add sidewalks that will extend from the school to Marina Drive and will also provide a pedestrian connection between Sea View Elementary School and West Shores High School. At West Shores High School, the project improves sidewalk access around the perimeter to increase walkability and safety. A continental crossing will also be installed along Marina Drive at Sea Palm Ave to provide a defined crossing point.

Figure A.19: Winterhaven - Winterhaven Drive Pedestrian Projects

WINTERHAVEN DRIVE PEDESTRIAN PROJECTS

Proposed Recommendations

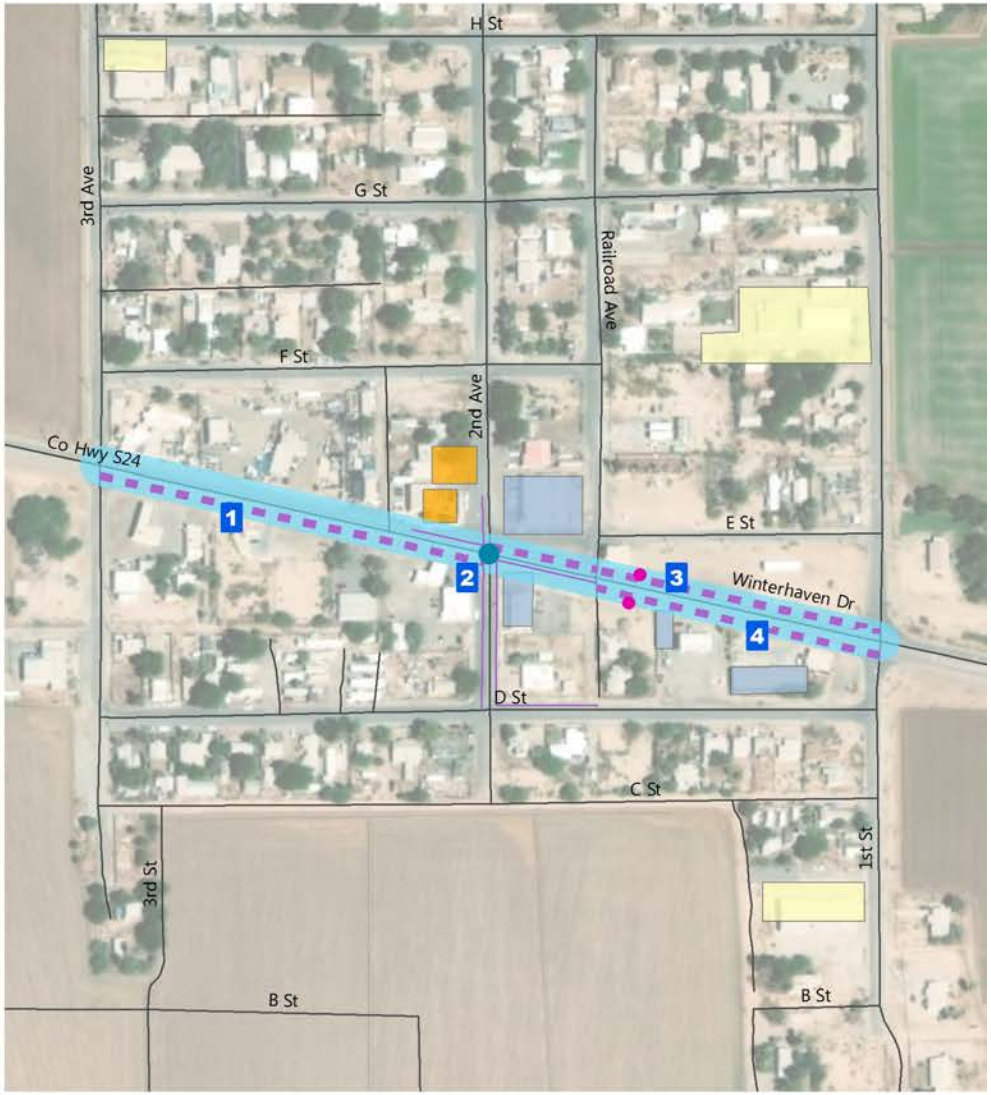
1. Install a 700 feet sidewalk along thesouth side of Winterhaven Dr. from 3rd Ave to 2nd Ave.
2. Install a continental crossing at the intersection of Winterhaven Dr. and 2nd Ave.
3. Install a 700 feet sidewalk along the north side of Winterhaven Dr. from 1st St. to 2nd Ave.
4. Install a 500 feet sidewalk along the south side of Winterhaven Dr. from 1st St. to Railroad Ave.

0 200 400 Feet

- Winterhaven Dr Corridor
- Proposed Pedestrian Crossing Improvement
- Transit Stop
- Proposed Sidewalk
- Existing Sidewalk
- Existing Crosswalk
- Roads
- Church
- Public
- Shop

Total Cost:

$168,300



Description

The Winterhaven Drive pedestrian project improves pedestrian walkability and crossing along Winterhaven Drive. The proposed sidewalks connect to existing infrastructure and sidewalks improving access to shops and public facilities.

Figure A.20: Winterhaven - San Pasqual Road and Schools Pedestrian Project

SAN PASQUAL ROAD / SCHOOLS - PEDESTRIAN CORRIDOR PROJECT

Proposed Recommendations

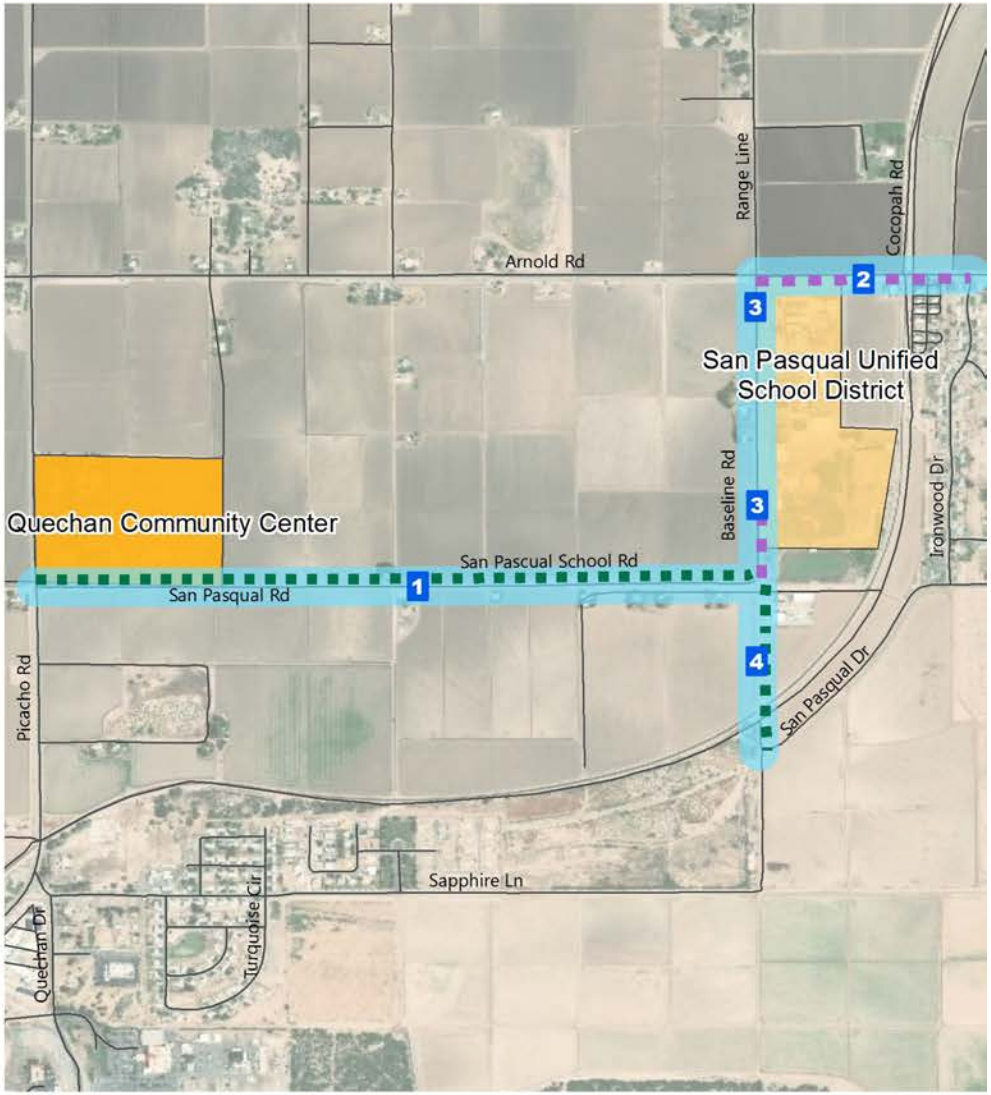
1. Install a 5,000 feet paved shoulder along San Pasqual Rd. from Picacho Rd. to Baseline Rd.
2. Install a 1,400 feet sidewalk along Arnold Rd. from Baseline Rd. to Ironwood Rd.
3. Install traffic calming raised crossings at the start and end of San Pasqual School.
4. Install a 1,300 feet sidewalk along Baseline Rd. from San Pasqual School Rd. to San Pasqual Dr.

0 850 1,700 Feet

- San Pasqual Rd / Schools Corridor
- Proposed Paved Shoulder
- Proposed Sidewalk
- Existing Sidewalk
- Existing Crosswalk
- Roads
- Schools
- Public
- # Recommendation

Total Cost:

$655,600



Description

The San Pasqual Road corridor project provides a buffered shoulder area located on the north side of San Pasqual Road. This buffered shoulder can be used by pedestrians, bicyclists, and others to travel between the area schools and the Quechan Community Center. Other school related projects have been identified. These projects include adding sidewalks or widened shoulders to provide safe routes to the San Pasqual School. Improved sidewalks are proposed around the San Pasqual School on Baseline Road and on the south side of Arnold Road to connect with the nearby subdivision on Ironwood Dr.

SECTION E

Appendix:

Imperial County
ACTIVE TRANSPORTATION PLAN

Trip Estimate

Table A.9: Trip Estimates Analysis

Community	Population	Total Commuters	Bicycle Commuters	Walking Commuters	Walk Commute Percentage	Bicycle Commute Percentage	Work at Home Commuters	Work at Home walking trips
Heber	4287	1306	-	26	1.99%	0.00%	46	7
Niland	868	328	19	15	4.57%	5.64%	62	9
Ocotillo	252	66	-	0	0.00%	0.00%	0	0
Salton City	5217	1628	7	30	1.84%	0.43%	84	13
Seeley	1626	525	27	15	2.86%	5.14%	0	0
Winterhaven	212	23	-	8	34.78%	0.00%	0	0

Trip Estimates Analysis Cont'd

Community	School Children	Bicycle Mode Share School	Walk Mode Share School	School Walking Trips	School Biking Trips	Total Daily Bicycle Commuters	Total Daily Bicycle Trips	Total Daily Walking Commuters
Heber	937	0.02	0.15	135.87	18.74	19	37.48	169
Niland	120	0.02	0.15	17.4	2.4	21	4.8	42
Ocotillo	46	0.02	0.15	6.67	0.92	1	1.84	7
Salton City	1188	0.02	0.15	172.26	23.76	31	47.52	215
Seeley	357	0.02	0.15	51.77	7.14	34	14.28	67
Winterhaven	0	0.02	0.15	0	0	0	0	8

Trip Estimates Analysis Cont'd

Community	Total Daily Walking Trips	Total All Commuter Trips	Walk /Total (Percent)	Bicycle /Total (Percent
Heber	337.53	2612	12.9%	1.4%
Niland	83.4	956	8.7%	0.5%
Ocotillo	13.34	164	8.1%	1.1%
Salton City	429.72	3256	13.2%	1.5%
Seeley	133.53	1158	11.5%	1.2%
Winterhaven	16	262	6.1%	0%

Table A.10: Pedestrian Future Daily Trips

	2016 Daily Walking Trips	2020 Daily Walking Trips	2020 Daily Walking Trips with Projects	2030 Daily Walking Trips	2030 Daily Walking Trips with Projects
Heber	338	341	350	371	381
Niland	83	83	163	83	163
Ocotillo	13	13	21	13	21
Salton City	430	457	465	518	527
Seeley	134	134	171	134	171
Winterhaven	16	16	26	16	26

Table A.11: Bicycle Future Daily Trips

	2016 Daily Biking Trips	2020 Daily Biking Trips	2020 Daily Biking Trips with Projects	2030 Daily Biking Trips	2030 Daily Biking Trips with Projects
Heber	37	38	46	41	50
Niland	5	5	5	5	5
Ocotillo	2	2	2	2	2
Salton City	48	51	57	57	64
Seeley	14	14	14	14	14
Winterhaven	1	1	1	1	1