

IMPERIAL COUNTY

PEDESTRIAN MASTER PLAN

APRIL 2021



ACKNOWLEDGMENTS

Imperial County

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EXECUTIVE SUMMARY

In 2018, Imperial County received state funding to develop a Pedestrian Master Plan to help create an integrated network of pedestrian facilities, focusing on the six unincorporated communities of the County* (Heber, Niland, Ocotillo, Salton City, Seeley, and Winterhaven). These communities are currently lacking formal sidewalks and established walking paths and need safe routes for children and adults to walk to school and to destinations in the communities.

The Pedestrian Master Plan highlights needs and priorities that address issues such as safety and security, environmental issues, convenience, accessibility and connectivity of pedestrian infrastructure.

The goal of this plan is to be the guiding document for Imperial County as it goes through the process of grant development for Active Transportation Program funding.

Alta Planning + Design prepared an Existing Conditions Memo that identifies the community demographic profile and highlights the inequity of both the current active transportation network as well as the access to alternative modes of transportation within the unincorporated areas of Imperial County. An analysis of publicly available data and field walk audits were conducted in the six communities, with the goal of identifying the issues pedestrians encounter and developing strategies to enhance the pedestrian experience. The planning team has conducted a thorough review of the existing plan policies, community plans, and project recommendations as they relate to pedestrian infrastructure network in the six communities which inform the proposed recommendations developed to enhance the pedestrian experience.

Alta Planning + Design developed an outreach survey for the Imperial County Pedestrian Master Plan's six study areas. The survey provided the project team with qualitative and quantitative data that characterized the challenges and

opportunities related to walking in the six communities. Surveying efforts were integrated into existing community events to increase project visibility and engagement with the public, with varying levels of success. The project team received and tabulated a total of 406 completed surveys. The survey included questions in both English and Spanish, and 20% of surveys were completed in Spanish.

In completing the Pedestrian Master Plan, one of the challenges the County encountered was addressing sustainable transportation in communities that do not currently have adequate pedestrian and bicycle facilities within their respective communities. Many unincorporated communities have similar characteristics that include sporadic, non compliant sidewalks, minimal bicycle path availability, and minimal transit access. Unlike their developed city neighbors, these communities struggle to adapt to climate change and are environmentally and socially burdened with inadequate transportation growth. Not only do these

** Bombay Beach contributed 1 survey but is not included as one of the six communities within this Plan. It is briefly discussed in the Niland chapter on pg. 16*

communities lack basic infrastructure that their urban counterparts have access to, for many, these rural communities are remotely located between farmland. Some of the challenges in creating links to and from these rural communities and urban cities lies in the lack of funding, long distances between destinations, low density, and dependence on the car for transportation.

The Pedestrian Master Plan is consistent with both local and regional pedestrian related development. Locally, the Imperial County General Plan Circulation and Scenic Highway Element aims to provide safe and properly designed pedestrian facilities throughout the County (pg. 64). Regionally, Southern California Association of Governments has envisioned strategically integrating land use and transportation planning to meet transportation demand through sustainable alternatives like walking, cycling, and transit to reduce greenhouse gas emissions. The Pedestrian Master Plan will assist the County in meeting transportation goals set forth by the

State and simultaneously address the transportation needs of the unincorporated communities.

The proposed recommendations intend to create a safe and enhanced walkable environment throughout these communities. Strategies such as; High-Visibility Crosswalks, lighting enhancements, Rectangular Rapid Flashing Beacons, and Pedestrian Paths all seek to enhance walking, bicycling, and transit access in unincorporated areas of Imperial County. The recommendations are specifically tailored to each community and influenced by climate specific design strategies like Xeriscape design and green infrastructure to offset greenhouse gas emissions and contribute to sustainable development.



IMPERIAL VALLEY TRANSIT OUTREACH SUMMARY

Alta Planning + Design developed a transit survey in conjunction with Imperial Valley Transit to supplement the Imperial County Pedestrian Master Plan. This survey was intended to further identify travel patterns, destinations, and modes of transportation as it relates to first and last mile trips in the Imperial Valley.

The survey provided the project team with a better understanding of the challenges and opportunities related to transit use in the county. The surveys were distributed on bus routes in Imperial County.

The project team received and tabulated a total of 36 surveys. The surveys included questions in both English and Spanish, and 30% of the surveys were completed in Spanish.

The transit survey results revealed that 80% of respondents do not own a vehicle and use the bus either daily (33%) or 3-4 times a week (33%).

91% of respondents walked to the bus stop and reported a high level of comfort with using the bus (59%). The most common destinations for bus riders were stores, restaurants, school and work.

The top three obstacles for not taking the bus were; distance and/or time from destinations, lack of bus service, and the existing bus service runs too infrequently.

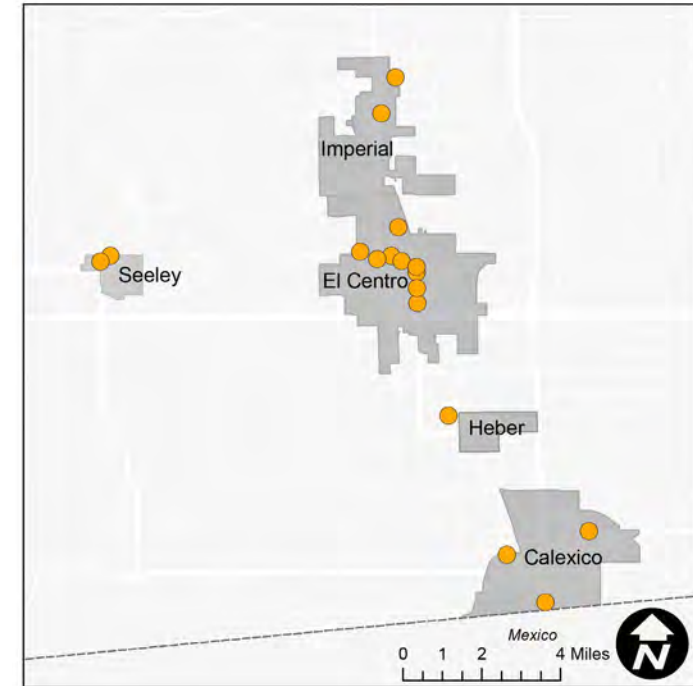
Respondents indicated that improvements need to focus on the frequency of bus service, shorter travel times, and improved bus stop amenities.

Another common theme was that respondents would like earlier and later bus service, as well as improved bus service to Imperial Valley College.

The information collected from the surveys helped inform the development of the recommendations for each of the communities.

Figure 1-1 highlights where the closest cross streets are for the survey respondents.

Figure 1-1: Transit Survey Respondent Geographic Distribution



Not all survey respondents provided location information. Pictured are the surveys which

HEBER

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EXISTING CONDITIONS

Heber is a centrally located agricultural suburb located 4 miles south of El Centro and 5 miles north of Calexico. According to 2015 American Community Survey data, Heber is home to roughly 4,287 people and has a median age of 28 years. There are currently two schools that reside within the community, Dogwood Elementary School, located along Correll Rd, and Heber School (grades K-8), located along Heber Ave.

The existing pedestrian network in Heber has some areas of extensive sidewalk connections located on the north side of E. Heber Rd while south of E. Heber Rd has minimal access to sidewalk facilities. Overall connectivity to the two schools lacks signalized crossings and high visibility crosswalks, specifically along E. Heber Rd. Greater north-south pedestrian connectivity would also improve the network for Heber.

Figure 1-2: Heber Existing Pedestrian Network

PEDESTRIAN NETWORK HEBER

-  Curb Ramp
-  Stop Sign
-  Signalized Intersection
-  Transit Stop
-  Community Destination
-  School
-  Bus Route (Route 1)
-  Sidewalk
-  Railroad
-  Heber



OUTREACH SUMMARY



Public outreach surveys were distributed during the Heber Community Fall Festival on October 25, 2018. A total of 65 responses were collected and recorded. Out of the six communities studied in this report, Heber had the lowest walking rate with only 19% of respondents walking to destinations every day. The most common response in Heber was a moderate (3) level of comfort walking in the community. The most common destinations people walked to in Heber included School, Parks, the Library, and visiting neighbors or friends.

Figure 1-3: Question 2 Survey Results
How often do you walk to a destination without the use of an automobile? 64 Responses

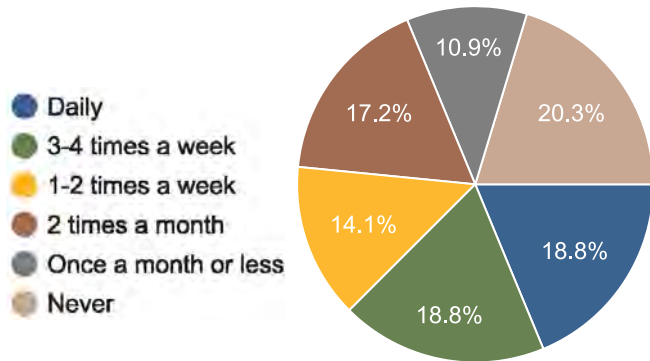


Figure 1-4: Question 3 Survey Results
On a scale of 1-5, how comfortable do you feel walking in your community? (1 being the least comfortable and 5 being the most comfortable) 61 Responses

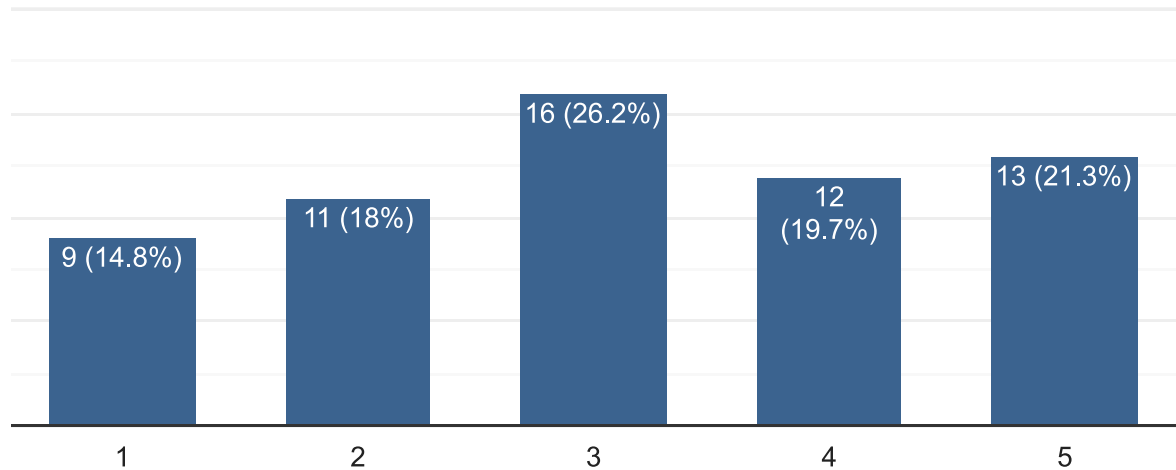
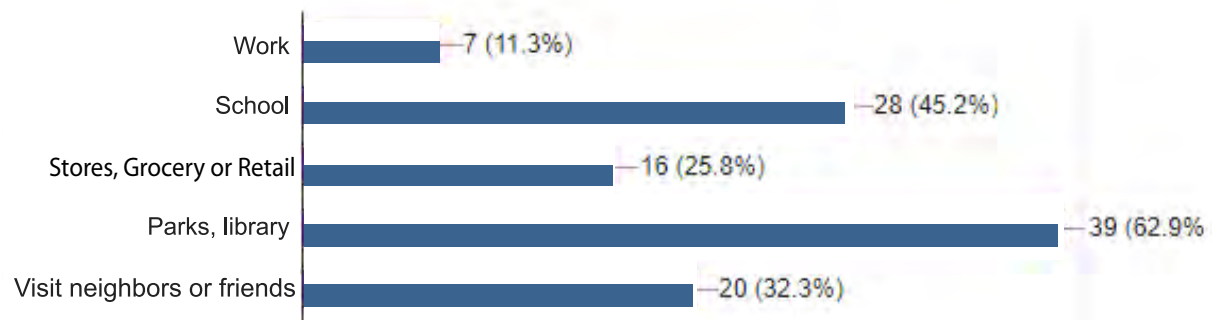


Figure 1-5: Question 8 Survey Results
What places are you most likely to walk? (Pick all that apply) 62 Responses



ACTIVE TRANSPORTATION PLAN

To implement a comprehensive approach for planning in each community, it was important to understand the recommendations previously developed in the Active Transportation Plan in order to create a complete and integrated plan for pedestrian movement within these six communities.

A community meeting was held on May 22, 2018, facilitated by KOA Corporation (KOA) in Heber, which provided an opportunity for community members to provide their feedback on the pedestrian network and the infrastructure improvements that they would like to see implemented. KOA used surveys as an outreach strategy to collect community data. Surveys were available in both English and Spanish. In total, 106 surveys were collected and several key issues were identified.*

Community Concerns

- High Speeds on Hawk Ave
- Access to Estancia Park not safe for kids
- Additional street lighting around the Community Center
- Residents walk/run along roads for exercise
- Improve Dogwood Rd for pedestrian access to the Imperial Valley Mall
- New sidewalks needed on Heber Rd/State Route 86 between Heber Avenue and Heffernan Avenue
- No crosswalks or stop signs on Dogwood Rd and Hawk Ave

Desired Improvements

- Sidewalks (70%)
- Crosswalks (61%)
- Lighting (58%)
- Bike Path (45%)
- Parks and Trails (42%)



Intersection of Heber Rd & Parkyns Ave looking east Source: Google Earth

* The complete set of survey results and Pedestrian Plan Recommendations proposed by KOA for the community of Heber can be found on pages 36-39 of the Imperial County Active Transportation Plan.

RECOMMENDATIONS

The Pedestrian Plan recommendations look to build upon the existing conditions and recommended pedestrian projects provided by the Active Transportation Plan to fill in the gaps that currently hinder pedestrian movement in Heber. Based on the existing conditions of Heber, the identified issues of the active transportation network, and the community outreach that was conducted; several recommendations have been developed that will help address the issue of connectivity and safety within Heber.

Crossing major roads to reach destinations has been identified as one of the most glaring issues found within the community. The key destinations in Heber are the Community Center and Library, Dogwood Elementary and Heber Elementary. The set of recommendations are focused around road crossings and improving the safety and visibility of pedestrians as they cross major roads such as Heber Rd, Heber Ave, and Dogwood Rd.

Recommendation 2 aims to provide a safe connection to Dogwood Elementary with the addition of four high-visibility continental crosswalks at the intersection of Dogwood Rd and Correll Rd.

Recommendation 8 also looks to create safer walking routes and crossing for school age children to access Heber Elementary along Parkyns Ave.

Pedestrian connectivity across E Heber Rd was also identified as an issue for the community. Recommendation 10 was identified to improve crossing with the installation of a yield to pedestrians sign and a continental crosswalk at the intersection of Parkyns Ave and Heber Rd. This route continues along Parkyns Ave connecting to Heber Elementary. Recommendation 5 also attempts to improve the crossing of E Heber Rd with the installation of a continental crosswalk to provide safer connectivity to the transit stop.



High Visibility Continental Crosswalk with ADA Curb Ramps



Rectangular Rapid Flashing Beacon (RRFB)



HEBER RECOMMENDATIONS

Imperial County Pedestrian Master Plan

- 1 Hawk St between Cherry Ave & Palm Ave**
 - Install one high-visibility continental crosswalk
- 2 Dogwood Rd & Correll Rd**
 - Install four high-visibility continental crosswalks
- 3 Heber Ave & Correll Rd**
 - Install rectangular rapid flashing beacon
 - Intersection requires additional traffic study
- 4 Correll Rd Rail Crossing**
 - Install ADA accessible crossing over railroad
- 5 Main St between Nina Rd & Clifford Rd**
 - Install one high-visibility continental crosswalk
- 6 Heber Ave & 14th St**
 - Install two high-visibility continental crosswalks
 - Intersection requires additional traffic study
- 7 Heber Ave & 11th St**
 - Install two high-visibility continental crosswalks
 - Intersection requires additional traffic study
- 8 11th St between Parkyns Ave & Heffernan Ave**
 - Install rectangular rapid flashing beacon
- 9 Parkyns Ave between 9th St & 10th St**
 - Install Yield to Pedestrians sign
- 10 Parkyns Ave & Heber Rd**
 - Install three high-visibility continental crosswalks
 - Install Yield to Pedestrians sign
- 11 E Heber Ave & Heber Rd**
 - Install curb ramp in southeast corner
 - Install rectangular rapid flashing beacon
- 12 Dogwood Rd & Hawk St**
 - Traffic study needed to evaluate intersection in order to develop recommendations

RECOMMENDATIONS

- Rectangular Rapid Flashing Beacon
- High-Visibility Continental Crosswalk

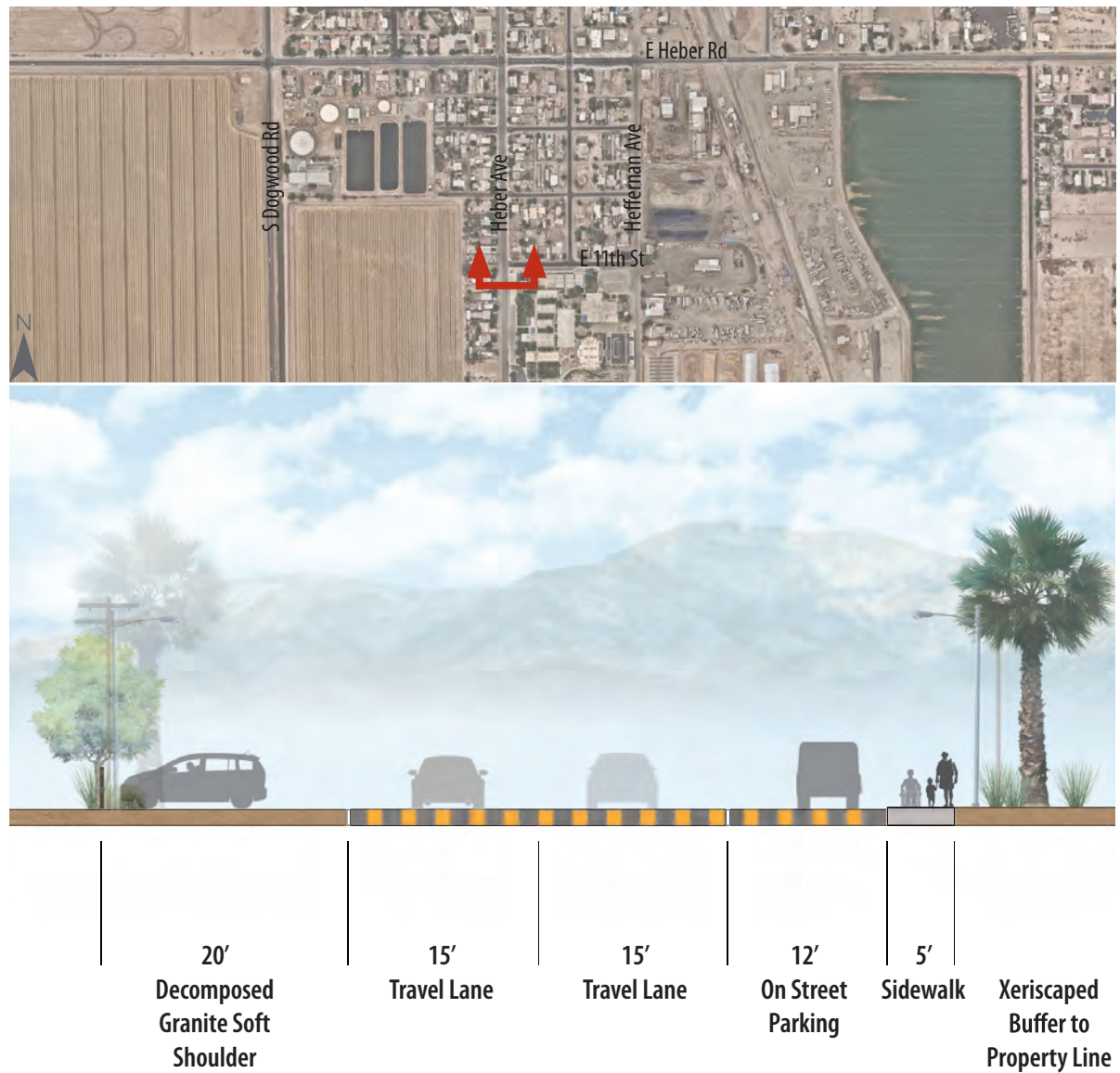
EXISTING CONDITIONS / PROPOSED BY OTHERS

- Transit Stop
- School
- Railroad
- Point of Interest
- Sidewalks
- Proposed Sidewalks¹
- Proposed Sidewalks²

Map produced by Alta Planning + Design, August 2019
 Data Source: Imperial County
 Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
¹From Imperial County Active Transportation Plan 2018
²County Sidewalk Project



Figure 1-6: Heber Pedestrian Network Recommendations



Recommendation 7

Figure 1-7 represents the street cross section of Recommendation 7 at the intersection of Heber Ave and E 11th St. Due to the extensive existing sidewalk network in Heber and the proposed County sidewalk project, the recommendations focused on creating safer street crossings along key intersections and corridors. It is important to show the desired condition of a crossing at one of the schools in Heber, being one of the primary destinations for pedestrians in the community.

Figure 1-7 shows the proposed crossing condition at the intersection of 11th Street and Heber Ave. Recommendations include implementing a xeriscaped buffer between the property line and the existing 5-ft sidewalk as well as a high visibility continental crosswalk across Heber Ave. The west side of Heber Ave will maintain the existing soft shoulder but will include an improved paving material, decomposed granite (a compact natural surface that also is permeable and provides stability for pedestrians and vehicles).

Figure 1-7: Heber Ave Key Map and Section Diagram

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NILAND

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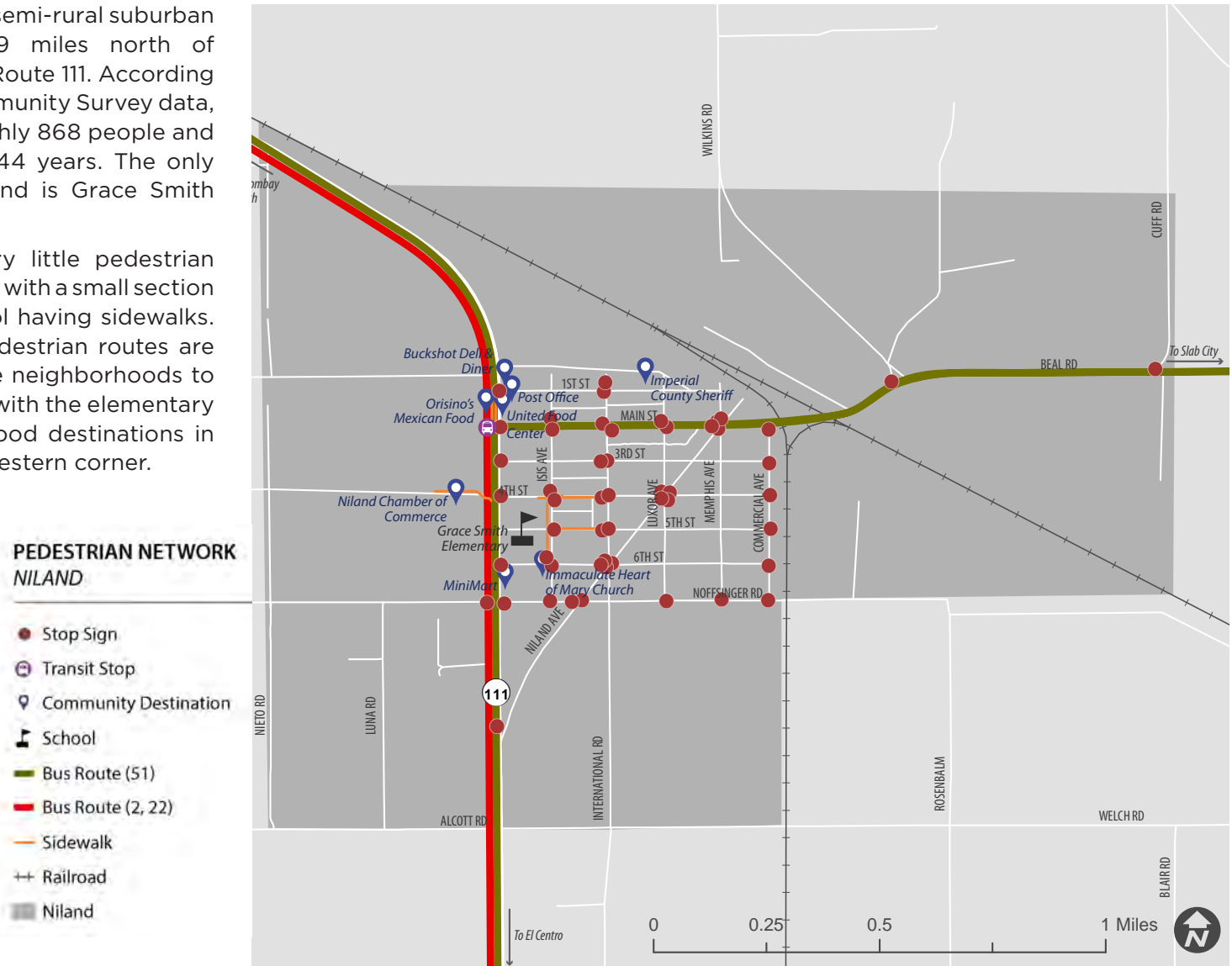
EXISTING CONDITIONS

Niland is a small, quiet semi-rural suburban community located 9 miles north of Calipatria along State Route 111. According to 2015 American Community Survey data, Niland is home to roughly 868 people and has a median age of 44 years. The only school located in Niland is Grace Smith Elementary School.

Currently there is very little pedestrian infrastructure in Niland, with a small section northeast of the school having sidewalks. Safe crossings and pedestrian routes are needed to connect the neighborhoods to the east of Niland Ave with the elementary school and neighborhood destinations in the central and northwestern corner.

Bombay Beach is located 18 miles north of Niland, regionally linked to Niland due to its proximity along State Route 111. Bombay Beach currently has no pedestrian infrastructure, and the neighborhood destinations are the Seaside Baptist Church and the Bombay Beach Community Center.

Figure 2-1: Niland Existing Pedestrian Network



OUTREACH SUMMARY

Public outreach surveys were distributed in Niland during the Salvation Army Angel Tree Event/Chamber of Commodities Distribution on December 19, 2018. A total of 75 responses were collected and recorded. Out of the six communities studied in this report, Niland had the highest walking rate with 50% of respondents walking to destinations every day. The most common response in Niland was a high (5) level of comfort walking in the community. The most common destinations people walked to in Niland included visiting neighbors or friends, School, Parks, and the Library.

Figure 2-2: Question 2 Survey Results
How often do you walk to a destination without the use of an automobile? **74 Responses**

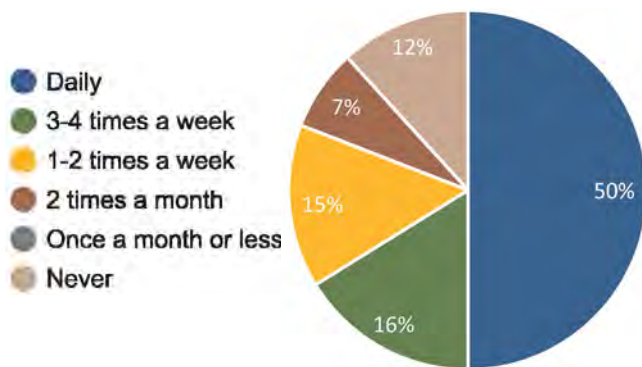


Figure 2-3: Question 3 Survey Results
On a scale of 1-5, how comfortable do you feel walking in your community? (1 being the least comfortable and 5 being the most comfortable) **70 Responses**

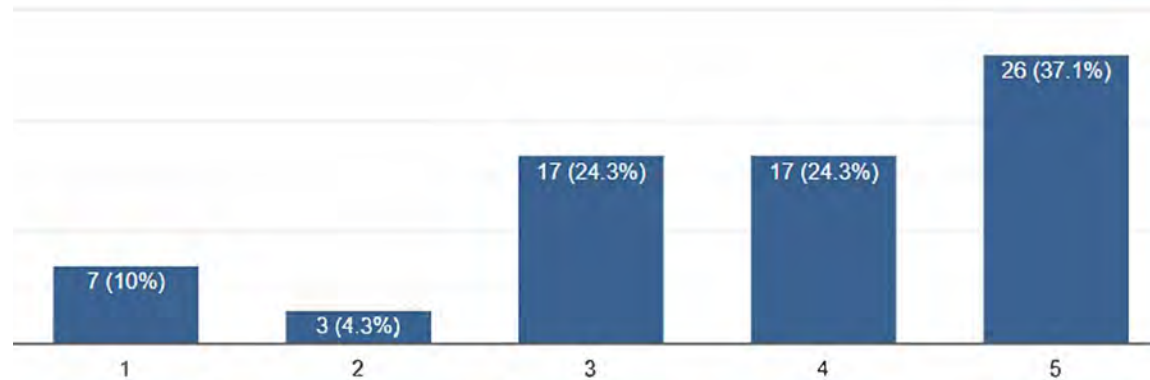
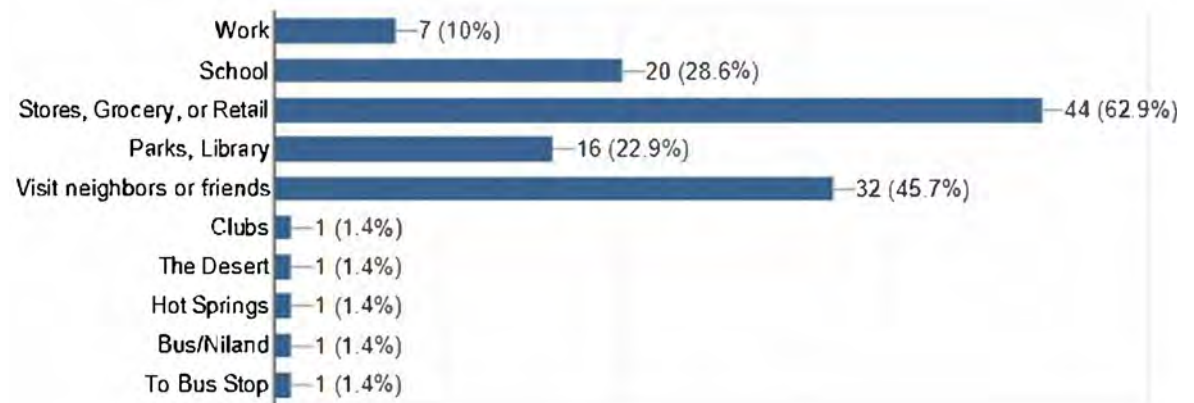


Figure 2-4: Question 8 Survey Results
What places are you most likely to walk? (Pick all that apply) **70 Responses**



* 1 Survey Result from Bombay Beach

ACTIVE TRANSPORTATION PLAN

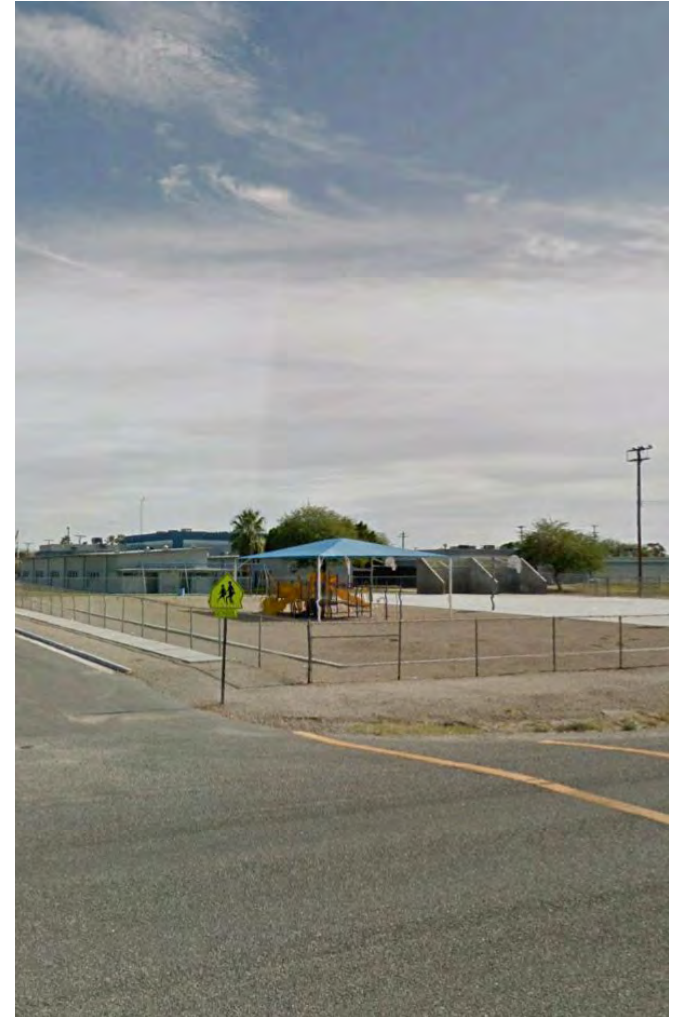
A community meeting was held on May 23, 2018, facilitated by KOA in Niland. The meeting gave the community members an opportunity to provide their feedback on the pedestrian network and infrastructure improvements that they would like to see implemented. As a form of outreach, KOA provided residents surveys in both English and Spanish. In total, 44 surveys were collected and several key issues were identified.

Community Concerns

- Brighter street lights, especially along Niland Ave
- High traffic speeds on State Route 111 through Niland
- School crosswalks and bright yellow lights on streets
- More pedestrian sidewalks
- Flashing light and crosswalk needed at Fourth Street and State Route 111

Desired Improvements

- Lighting (25%)
- Sidewalk (24%)
- Parks and Trails (20%)
- Shading (19%)
- Crosswalk (18%)



Intersection of State Route 111 & 4th St looking east Source: Google Earth

** The complete set of survey results and Pedestrian Plan Recommendations proposed by KOA for the community of Niland can be found on pages 46-50 of the Imperial County Active Transportation Plan.*

RECOMMENDATIONS

The Pedestrian Plan for the community of Niland is looking to supplement the recommended pedestrian projects provided by the Active Transportation Plan and to fill in the gaps in the existing infrastructure to improve the pedestrian network in Niland. Based on the existing conditions of Niland, the identified issues of the active transportation network, and the community outreach that was conducted; the Pedestrian Plan is proposing several recommendations that will help address connectivity and safety issues within the community of Niland.

In order to make pedestrian travel safer in Niland, the Pedestrian Plan will need to address the lack of safe crossings and pedestrian routes. Since most of Niland's destinations are predominantly located in the northwest area of the community, the recommendations for Niland are focused on connecting these destinations to the rest of the community by providing a formalized pedestrian path and safe visible crossings. The pedestrian path will consist of decomposed granite, in which provides a compact permeable surface. The path will feature a xeriscaped edge to differentiate it from the road and provide a buffer, keeping people off of the roads while walking to their destination. Portions of the path will transition into existing

sidewalks where present, to integrate into the existing pedestrian network. There will also be improved street crossings along the route, especially near Grace Smith Elementary.

The pedestrian path will be located along State Route 111, 1st Street, Isis Ave, and Noffsinger Rd creating a loop. The addition of the pedestrian path will allow the school and neighborhood destinations in the northwest corner to be connected and accessible. Recommendation 3 aims to provide a safe connection to Grace Smith Elementary with the addition of four high-visibility continental crosswalks and a Rectangular Rapid Flashing Beacon at the intersection of State Route 111 and 4th Street.

Pedestrian connectivity to neighborhood destinations in the northwest corner was identified as an issue for the community. Recommendation 2 was identified to improve crossings with the installation of a yield to pedestrians sign and a continental crosswalk at the intersection of State Route 111 and Main Street. Recommendation 1 also attempts to improve the crossing of 1st St with the installation of a continental crosswalk to provide safer connectivity to the transit stop.



Informal path parallel to the roadway



Midblock Crossing with a Pedestrian Refuge + Continental Crosswalk

NILAND RECOMMENDATIONS

Imperial County Pedestrian Master Plan



- 1 **1st St & State Route 111**
 - Install one high-visibility continental crosswalk
- 2 **State Route 111 between Main St & 1st St**
 - Install sidewalk along east side of State Route 111
- 3 **Isis Ave between 1st St & Main St**
 - Install pedestrian path (West)
- 4 **State Route 111 between 4th St & Noffsinger Rd**
 - Install Pedestrian Lane between 4th St & 6th St (West)
 - Install Pedestrian Lane between 6th St & Noffsinger Rd
 - Install Sidewalk between 4th St & 6th St (East)
- 5 **State Route 111 & 6th St**
 - Install two high-visibility continental crosswalks
- 6 **6th Street between State Route 111 & Isis Ave**
 - Install Pedestrian Path
- 7 **Noffsinger Rd between State Route 111 & Isis Ave**
 - Install Pedestrian Path
- 8 **Noffsinger Rd & Isis Ave**
 - Install two high-visibility continental crosswalks
- 9 **Isis Ave & 6th St**
 - Install four high-visibility continental crosswalks
 - Intersection requires additional traffic study
- 10 **Isis Ave & 5th St**
 - Install two high-visibility continental crosswalks
 - Install rectangular rapid flashing beacon
- 11 **Isis Ave & 4th St**
 - Install four high-visibility continental crosswalks
 - Intersection requires additional traffic study
- 12 **Isis Ave between 4th St & Noffsinger Rd**
 - Install Pedestrian Path
- 13 **Isis Ave & Main St**
 - Install two high-visibility continental crosswalks
- 14 **Isis Ave & 1st St**
 - Install one high-visibility continental crosswalk
- 15 **1st St between State Route 111 & Isis Ave**
 - Install Pedestrian Path
- 16 **State Route 111 between 1st St & Noffsinger Rd/Isis Ave**
 - Lighting enhancements

RECOMMENDATIONS

- Lighting Enhancements
- Rectangular Rapid Flashing Beacon
- High-Visibility Continental Crosswalk
- Pedestrian Path
- Pedestrian Lane
- Sidewalk

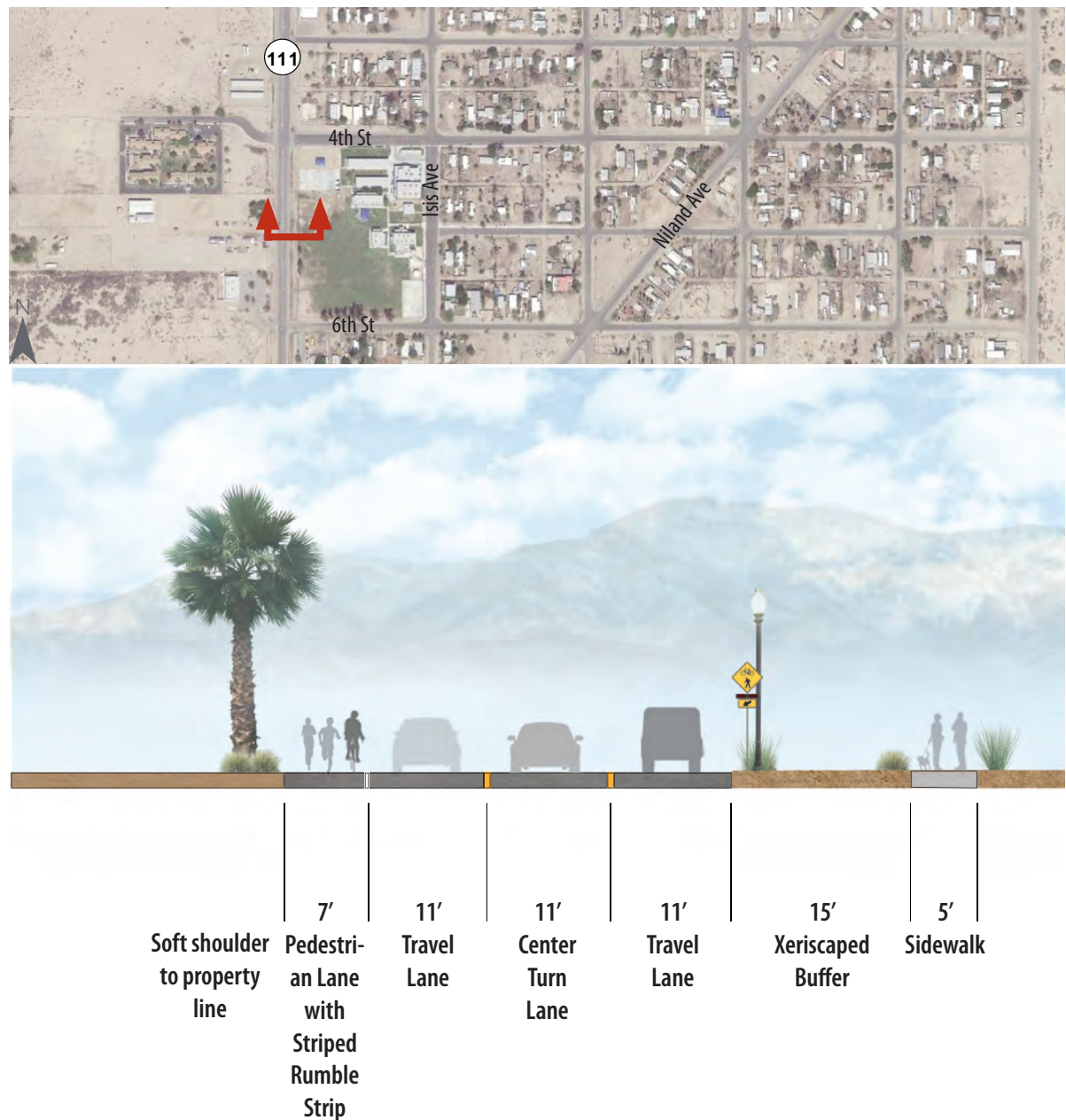
EXISTING CONDITIONS / PROPOSED BY OTHERS

- 🚌 Transit Stop
- ++ Railroad
- Sidewalks
- School
- Point of Interest
- Proposed Sidewalks*

Map produced by Alta Planning + Design, August 2019
 Data Source: Imperial County
 Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar
 Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User
 Community
 *From Imperial County Active Transportation Plan 2018



Figure 2-5: Niland Pedestrian Network Recommendations



Recommendation 4

Figure 2-6 represents the street cross section of Recommendation 4 along State Route 111. This section shows the mid-block condition of the proposed infrastructure improvements along State Route 111 between 4th Street and 6th Street adjacent to Grace Smith Elementary. The proposed pedestrian path along State Route 111 is intended to create a safe north to south walking route for the community that connects people to key destinations. Recommendation 4 represents the primary concept for pedestrian infrastructure improvements for Niland.

Figure 2-6 depicts the proposed infrastructure treatments along State Route 111 which includes 5-foot detached sidewalks on the east side of the road with a xeriscaped buffer between the travel lane and the proposed sidewalk. The west side of the roadway will feature a paved shoulder of decomposed granite and a 7-foot paved path that will feature striped rumble strips separating pedestrian and vehicle traffic.

Figure 2-6: Niland Key Map and Section Diagram

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OCOTILLO

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EXISTING CONDITIONS

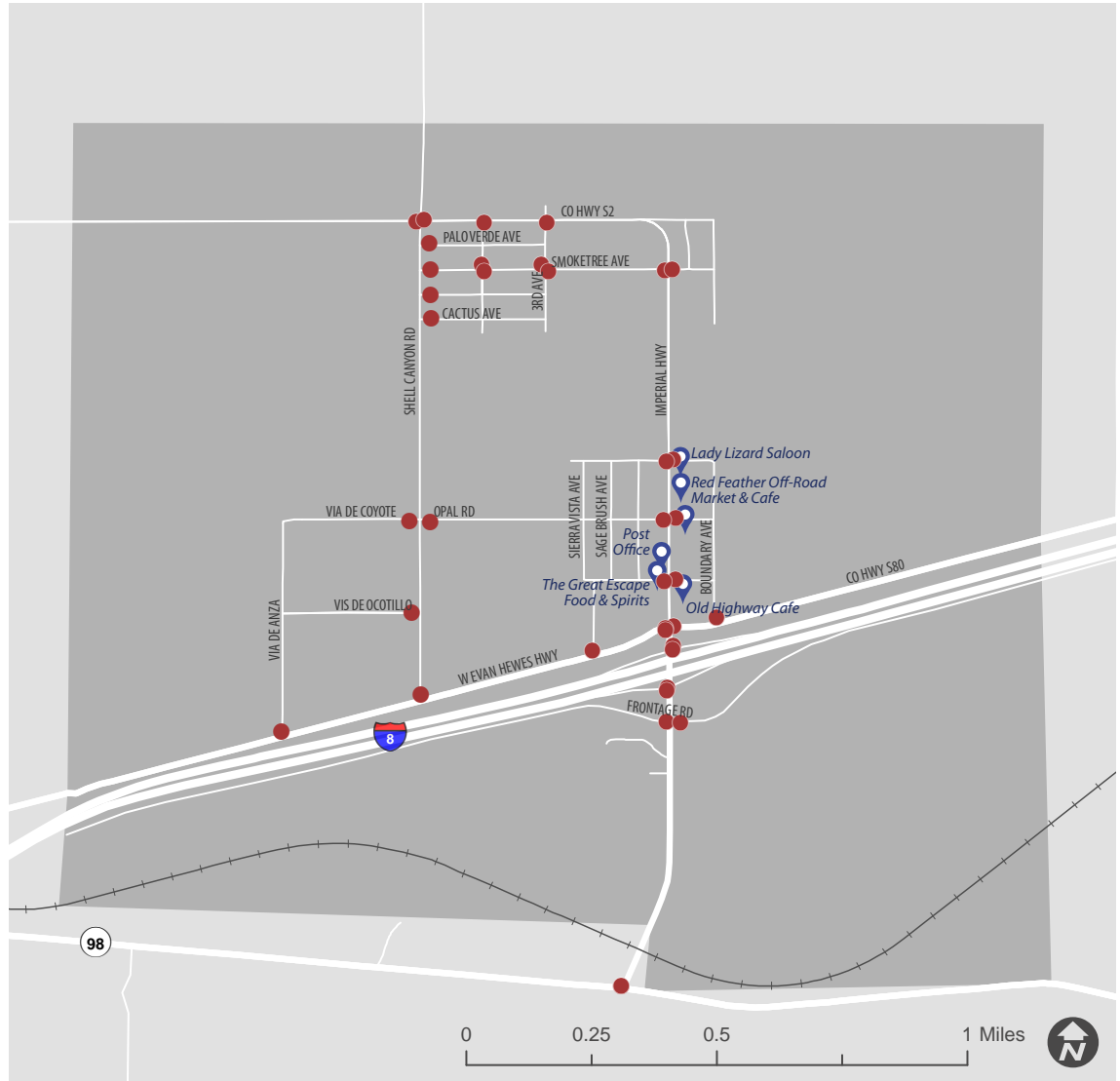
Ocotillo is a very small semi-rural suburban community located 26 miles west of El Centro. According to 2015 American Community Survey data, Ocotillo is home to only 126 people and has a median age of 34 years. There are no schools located within the community.

There are no sidewalks in Ocotillo, however the streets have wide soft shoulder space adjacent to the roadways which residents use as a walking path. Neighborhood destinations in the southern portion of the city are limited to the Post Office and a Church located along Imperial Way.

Figure 3-1: Ocotillo Existing Pedestrian Network

PEDESTRIAN NETWORK OCOTILLO

-  Stop Sign
-  Community Destination
-  Railroad
-  Ocotillo



OUTREACH SUMMARY



Only two people completed surveys in Ocotillo. One person rated their level of comfort with walking in their community as a three and the other rated it as four. Respondents cited a lack of sidewalks, limited time, and appointments after work as primary reasons for not walking more frequently. They both selected work and Church as places they walk to most often. In regards to improvements, both respondents indicated that lower vehicle speeds, better lighting, and more police patrols would encourage pedestrians to walk more frequently.

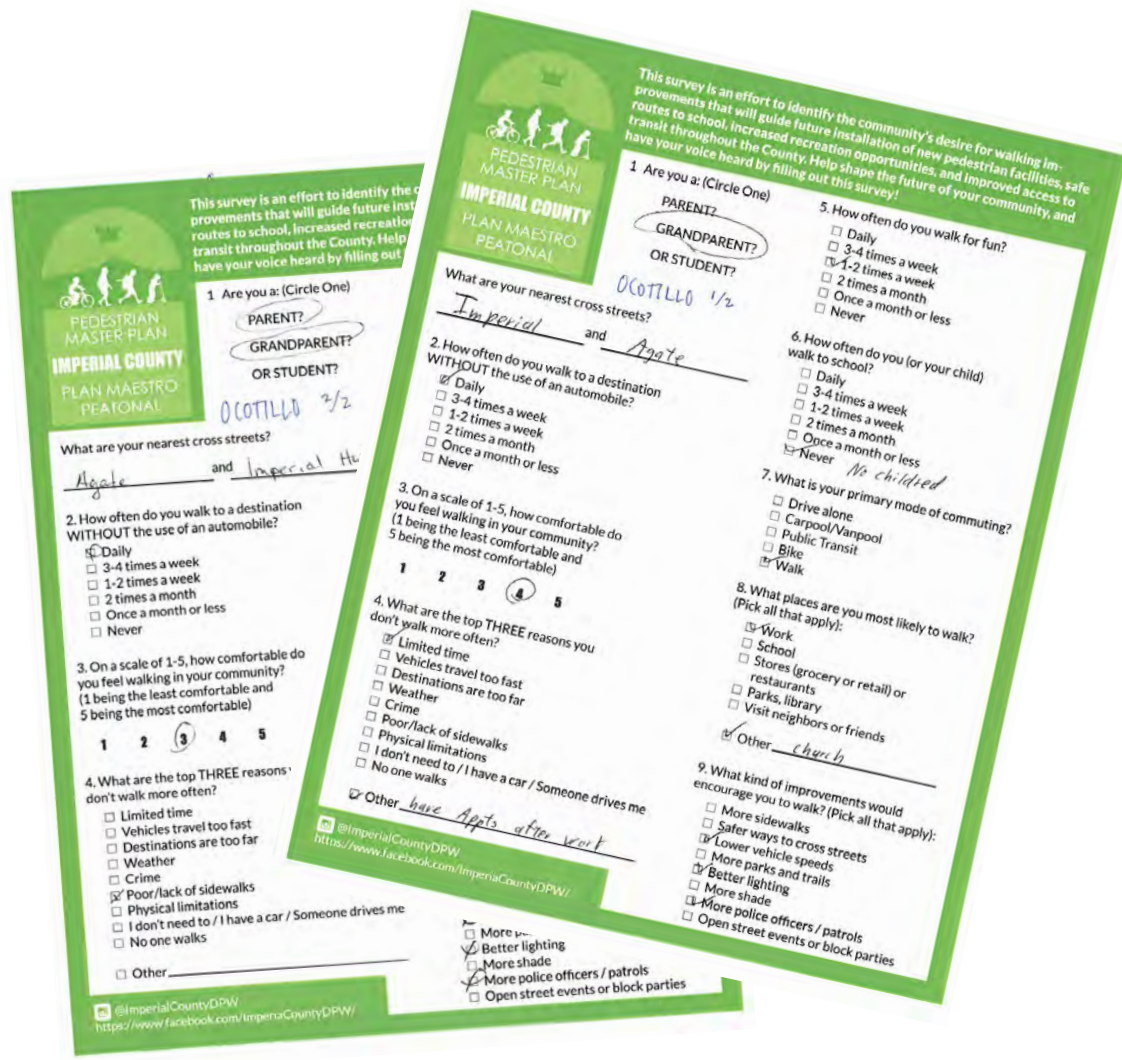


Figure 3-2: Survey Results

ACTIVE TRANSPORTATION PLAN

A community meeting was held on May 3, 2018, facilitated by KOA in Ocotillo, which provided an opportunity for community members to provide their feedback on the pedestrian network and types of infrastructure improvements. Surveys were also distributed on June 7, 2018, at a separate community event. KOA used surveys as an outreach strategy to collect community data. Surveys were available in both English and Spanish. In total, 9 surveys were collected and several key issues were identified.

Community Concerns

- Access to the Community Park is not safe for kids
- Speeding south of I-8
- Crosswalk needed for Church and Post Office
- Better access to Museum for kids
- Speeding on Imperial Highway

Desired Improvements

- Shading (40%)
- Sidewalk (30%)
- Parks and Trails (10%)
- Vehicle Speed (10%)



Intersection of Imperial Hwy & Agate Rd looking south Source: Google Earth

** The complete set of survey results and Pedestrian Plan Recommendations proposed by KOA for the community of Ocotillo can be found on pages 59-62 of the Imperial County Active Transportation Plan.*

RECOMMENDATIONS

The Pedestrian Plan recommendations for the community of Ocotillo look to build upon the existing pedestrian network and supplement the recommended pedestrian projects provided by the Active Transportation Plan to address the deficiencies that prevent pedestrian travel in Ocotillo. Based on the existing conditions of Ocotillo, the identified issues of the active transportation network, and the community outreach that was conducted; the Pedestrian Plan includes several recommendations that will help address both connectivity and safety within the community of Ocotillo.

Since Ocotillo does not have an existing network of sidewalk infrastructure, the Pedestrian Plan focuses on increasing pedestrian accessibility through the use of formalized pedestrian paths, replacing the soft shoulders. In order to provide a compact permeable surface, the paths will be composed of decomposed granite and will feature a xeriscape buffer that will differentiate it from the road and separate vehicular and pedestrian traffic. These paths will transition into proposed sidewalk projects, integrating them into the future pedestrian network. The plan also calls for

improved street crossings along Imperial Highway, allowing for safer connections to neighborhood destinations.

The pedestrian paths will be located along Shell Canyon Rd and Smoketree Ave. The path will allow residents to reach community destinations in the southern end of the community. Connectivity issues to both the Church and Post Office will be addressed with the addition of two high-visibility continental crosswalks.



Informal dirt walking path alongside roadway



Xeriscape landscaping with gravel walking path



Continental Crosswalk with ADA Curb Ramps



OCOTILLO RECOMMENDATIONS

Imperial County Pedestrian Master Plan

- 1 **Shell Canyon Rd & Imperial Hwy**
 - Install two high-visibility continental crosswalks
- 2 **Shell Canyon Rd between Imperial Hwy & Smoketree Ave**
 - Install Pedestrian Path
- 3 **Smoketree Ave between Shell Canyon Rd & Imperial Hwy**
 - Install Pedestrian Path
- 4 **Mesquite Rd & Imperial Hwy**
 - Install one high-visibility continental crosswalk
- 5 **Opal Rd & Imperial Hwy**
 - Install two high-visibility continental crosswalks
- 6 **Agate Rd & Imperial Hwy**
 - Install two high-visibility continental crosswalks

RECOMMENDATIONS

- Lighting Enhancements*
- Pedestrian Path
- High-Visibility Continental Crosswalk

EXISTING CONDITIONS / PROPOSED BY OTHERS

- Point of Interest
- Proposed Pedestrian Lane*

Map produced by Alta Planning + Design, August 2019

Data Source: Imperial County

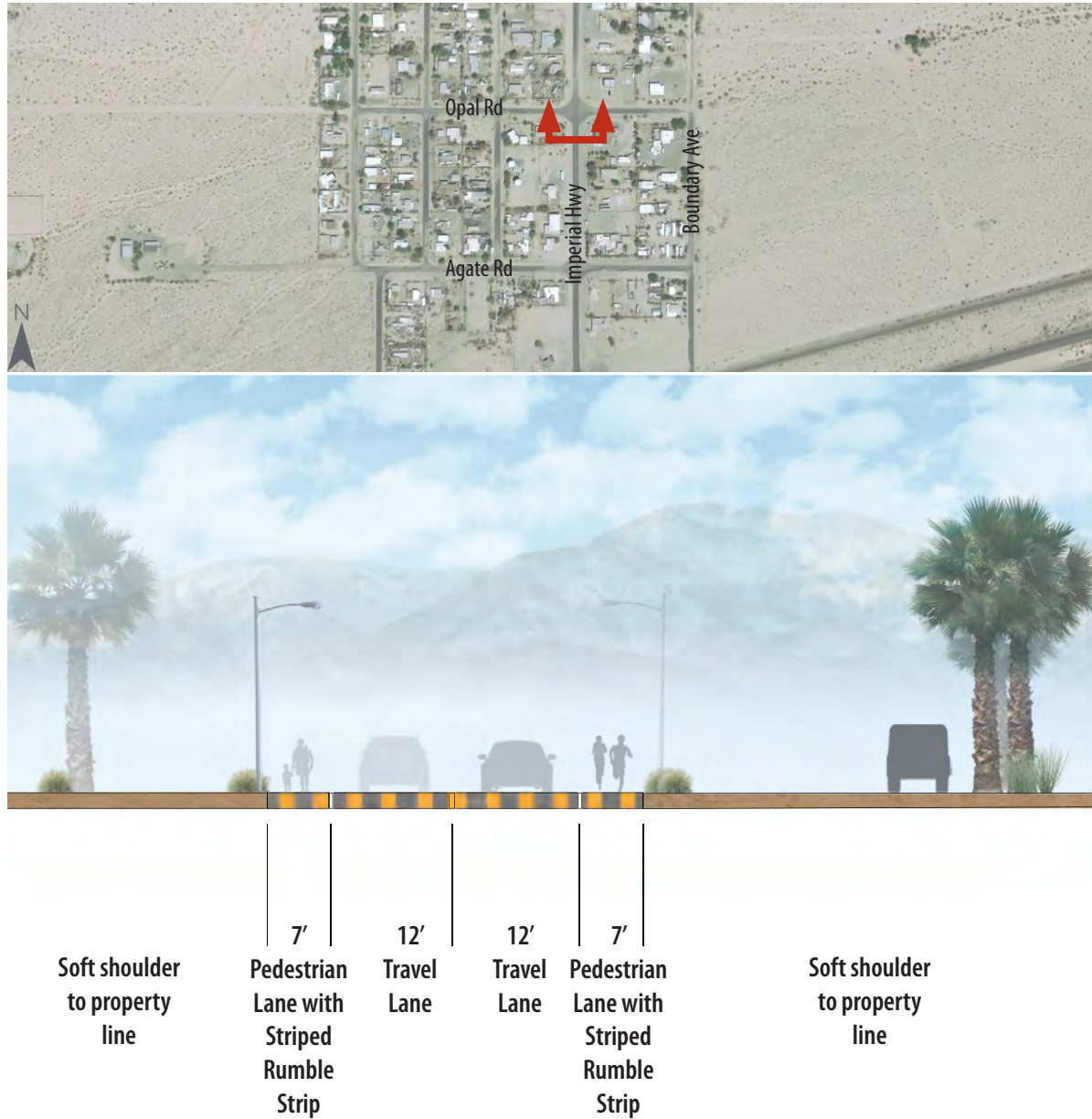
Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

* From Imperial County Active Transportation Plan 2018

*Lighting enhancement are not tied to specific recommendations, but instead refer to an identified area which would benefit from improved lighting.



Figure 3-3: Ocotillo Pedestrian Network Recommendations



Recommendation 5

Imperial Highway was identified as the major thoroughfare for all mobility modes within Ocotillo. Improving the safety, accessibility, and accessibility of Imperial Highway were all vital factors during the recommendation development. Figure 3-4 shows the street cross section for Recommendation 5 in conjunction with the Imperial County Active Transportation Plan recommendations. The figure shows the proposed infrastructure treatments for the Imperial Highway corridor as well as for the intersection of Imperial Highway and Opal Road.

Both sides of Imperial Highway will feature a 5-foot xeriscaped buffer between the existing roadway and the 7-foot pedestrian lane proposed from the Active Transportation Plan, which will provide an additional layer of protection from vehicle traffic. Two high-visibility crosswalks will also be added to the intersection of Imperial Highway and Agate Road to provide a safer crossing to the Post Office.

Figure 3-4: Ocotillo Key Map and Section Diagram

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SALTON CITY

<i>Existing Conditions</i>	32
<i>Outreach Summary</i>	33
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<i>Recommendations</i>	35



EXISTING CONDITIONS

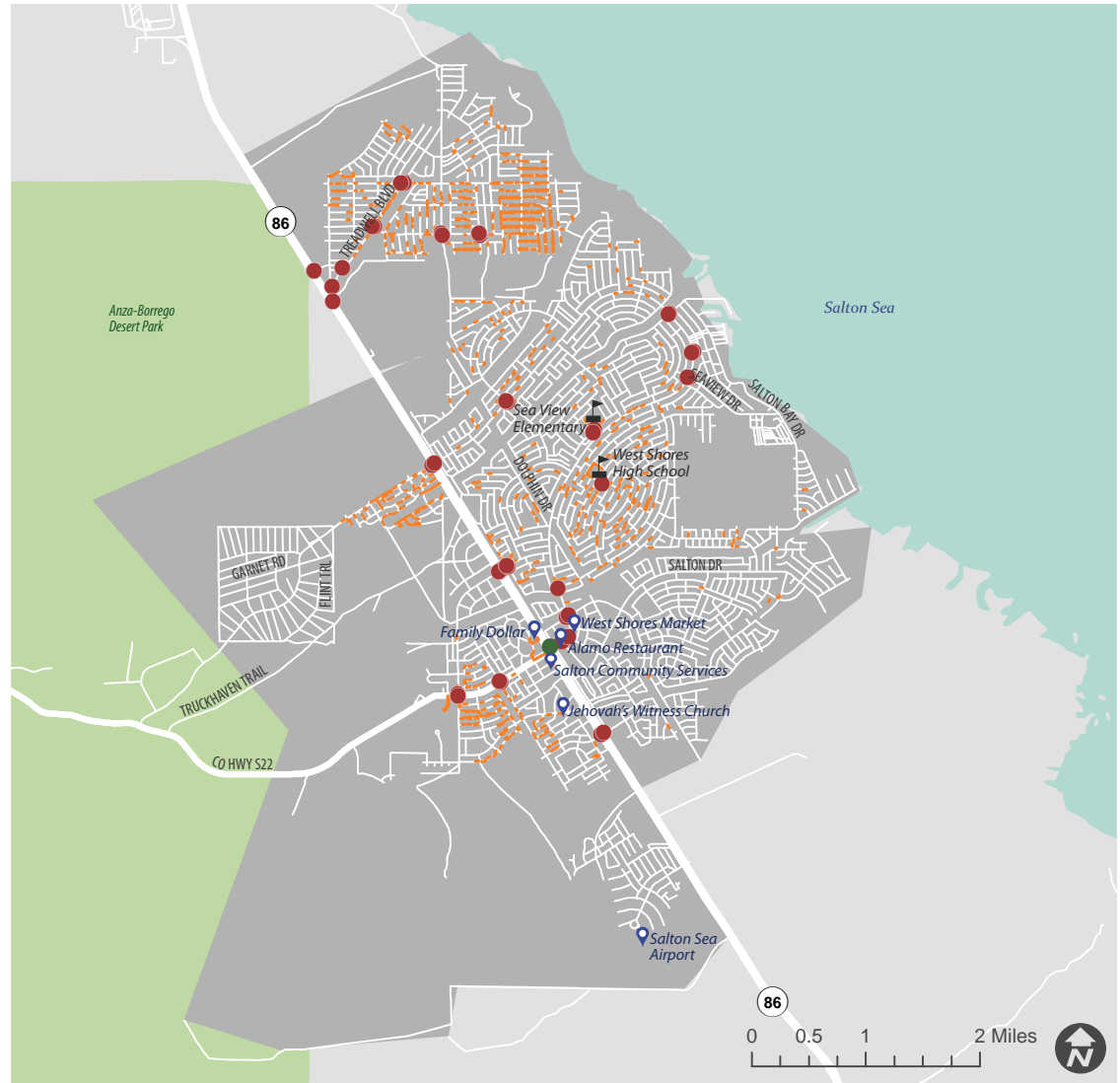
Salton City is the largest development along the Salton Sea. According to 2015 American Community Survey data, Salton City is home to approximately 5,217 people and has a median age of 29 years. The community is home to two schools, Sea View Elementary School and West Shores High School.

The pedestrian network is very limited in Salton City, with intermittent sidewalks and stop signs. Most community destinations are centralized along State Route 86, but there are no sidewalks connections between this area and the northeastern neighborhoods. Residents are forced to take long routes to reach distant locations.

Figure 4-1: Salton City Existing Pedestrian Network

PEDESTRIAN NETWORK SALTON CITY

-  Stop Sign
-  Signalized Intersection
-  Community Destination
-  School
-  Sidewalk
-  Salton City



OUTREACH SUMMARY



Public Outreach surveys were distributed in Salton City and a total of 133 responses were collected and recorded. Out of the six communities studied in this report, Salton City was ranked in the middle with 31% of respondents walking to destinations every day. The most common response in Salton City was a moderate (3) level of comfort walking in the community. The most common destinations people walked to in Salton City included visiting neighbors or friends, School, Parks, and the Library.

Figure 4-2: Question 2 Survey Results

How often do you walk to a destination without the use of an automobile? 128 Responses

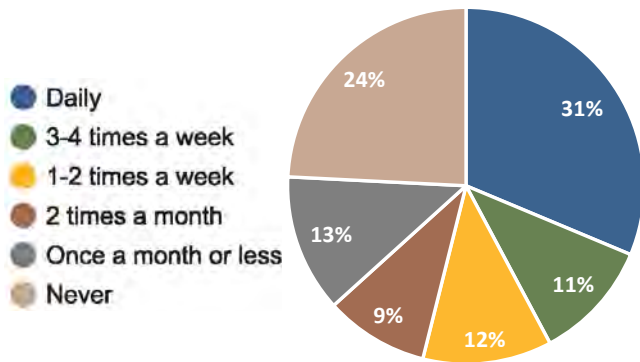


Figure 4-3: Question 3 Survey Results

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) 131 Responses

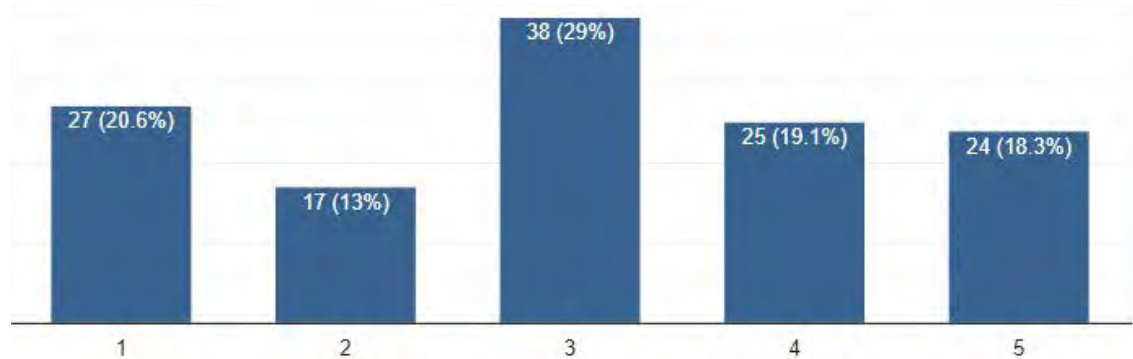
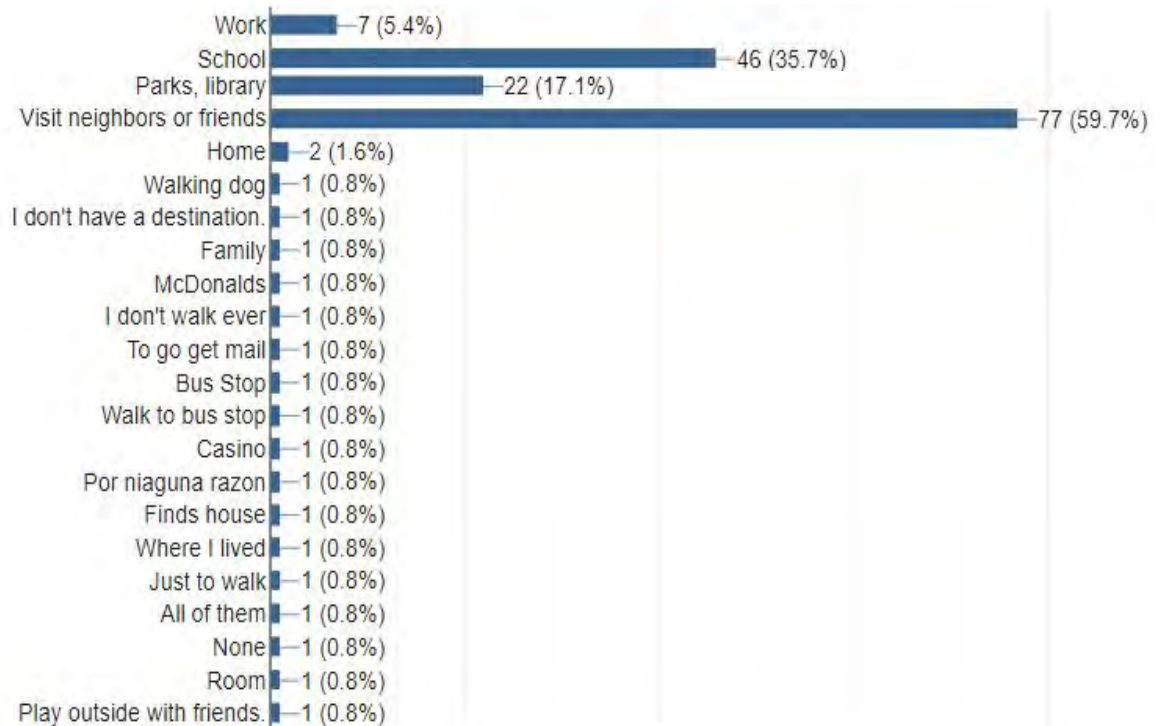


Figure 4-4: Question 8 Survey Results

What places are you most likely to walk? (Pick all that apply) 129 Responses



ACTIVE TRANSPORTATION PLAN

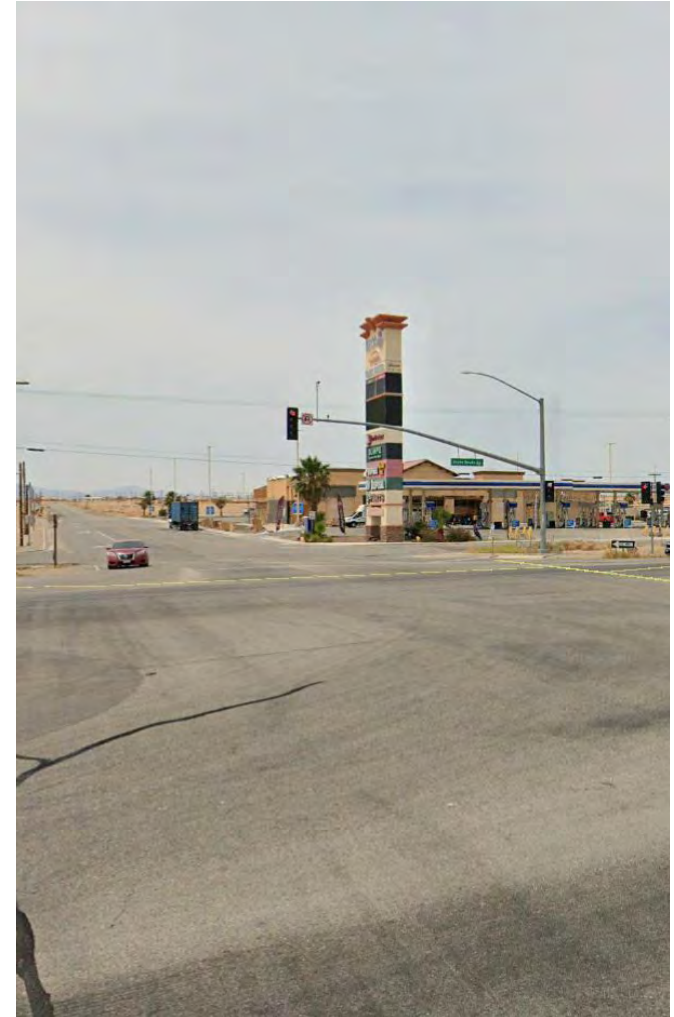
A community meeting was held on May 18, 2018, facilitated by KOA in Salton City, which provided an opportunity for community members to provide their feedback on the pedestrian network and infrastructure improvements. Surveys were also distributed on June 15, 2018, at a separate community event. KOA used surveys as an outreach strategy to collect community data. Surveys were available in both English and Spanish. In total 20 surveys were collected and several key issues were identified.

Community Concerns

- Lack of sidewalks
- Difficult crossing State Route 86
- Need to focus on roadway projects

Desired Improvements

- Lighting (54%)
- Sidewalk (43%)
- Parks and Trails (43%)
- Bike Path (39%)
- Crosswalk (36%)



Intersection of State Route 86 & Marina Dr looking west Source: Google Earth

** The complete set of survey results and Pedestrian Plan Recommendations proposed by KOA for the community of Salton City can be found on pages 69-73 of the Imperial County Active Transportation Plan.*

RECOMMENDATIONS

The Pedestrian Plan recommendations will address gaps in the existing infrastructure that prevent or compromise pedestrian movement in Salton City, by looking to build upon the existing conditions and recommended pedestrian projects provided by the Active Transportation Plan. Based on the existing conditions of Salton City, the identified issues of the active transportation network, and the community outreach that was conducted; several recommendations have been developed that will help address the issue of connectivity and safety to key destinations within Salton City.

Since the pedestrian network in Salton City is very limited, community members are forced to take long routes to reach community destinations centralized along State Route 86. The main focus of the Pedestrian Plan is to decrease travel times and provide direct routes to community destinations through the use of pedestrian paths. These formal paths will feature a xeriscaped edge to provide a buffer for additional safety by separating vehicular and pedestrian traffic. In addition, the plan also recommends improving pedestrian crossings along State Route 86, which will ultimately allow for safer connections to

neighborhood destinations.

The pedestrian path will run along both Marina Dr and Harbor Ave, to better connect community members in the northeast to the centralized destinations on State Route 86. Recommendation number 1 aims to provide a safe crossing on State Route 86 with the addition of two high-visibility continental crosswalks on Marina Dr and State Route 86.



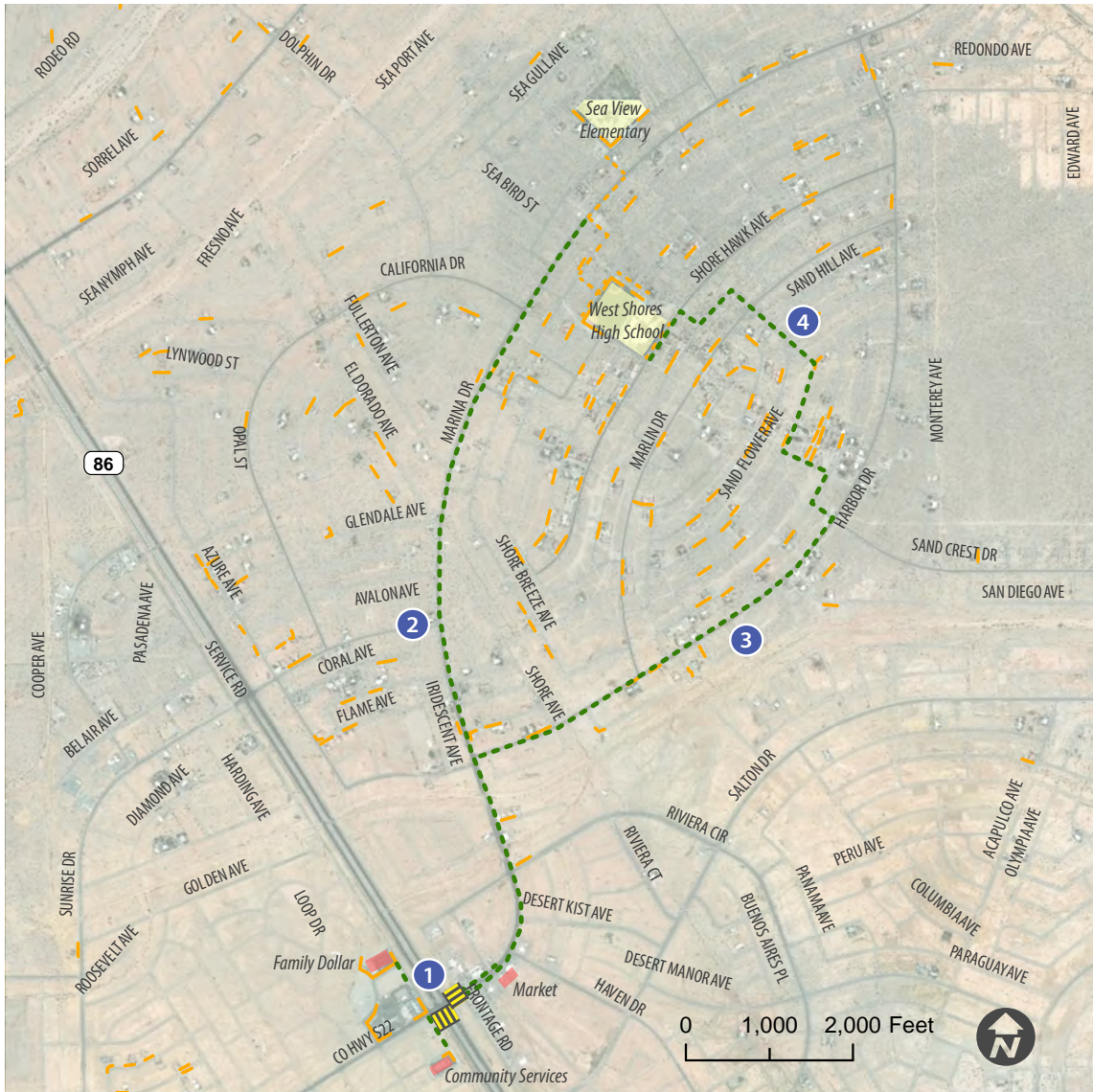
Informal pedestrian path



Informal pedestrian path



Xeriscape landscaping with gravel walking path





SALTON CITY RECOMMENDATIONS





Imperial County Pedestrian Master Plan

- 1 **Marina Dr & State Hwy 86**
 - Install two high-visibility continental crosswalks
- 2 **Marina Dr between Hwy 22 & Sea Gem Ave**
 - Install Pedestrian Path
- 3 **Harbor Dr between Marina Dr & Sand Crest Dr**
 - Install Pedestrian Path
- 4 **Informal Route between Shore Hawk Ave & Harbor Dr**
 - Install Pedestrian Path

RECOMMENDATIONS

-  High-Visibility Continental Crosswalk
-  Pedestrian Path

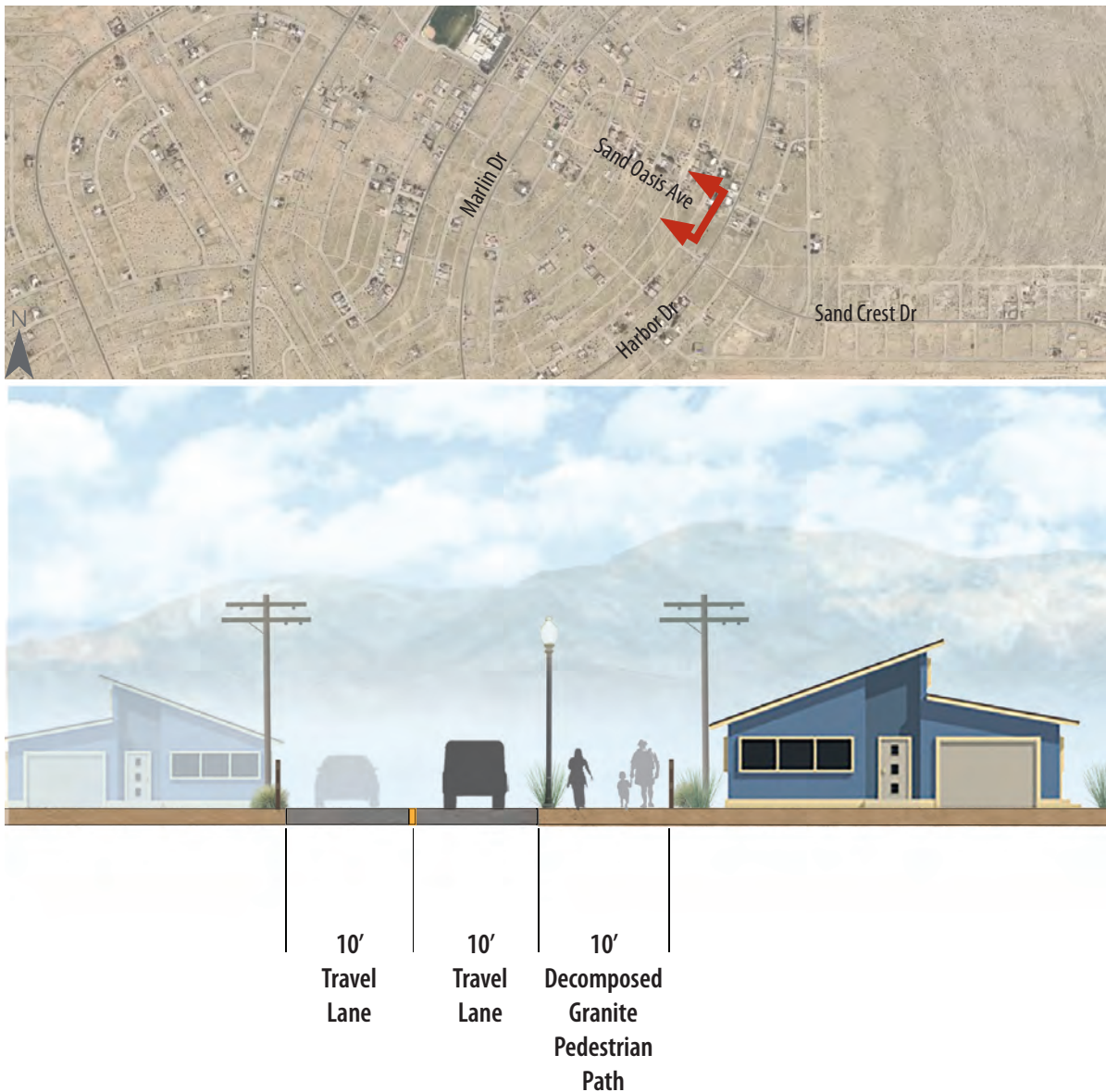
EXISTING CONDITIONS / PROPOSED BY OTHERS

-  Point of Interest
-  School
-  Sidewalks
-  Proposed Sidewalks*

Map produced by Alta Planning + Design, August 2019
 Data Source: Imperial County
 Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
 * From Imperial County Active Transportation Plan 2018



Figure 4-5: Salton City Pedestrian Network Recommendations



Recommendation 4

Figure 4-6 represents the cross section of Recommendation 4 near the intersection of Sand Oasis Ave and Sand Ere Ave, highlighting the proposed pedestrian path that will link the community destinations with the housing. The cross section illustrates how the proposed path will be located along existing roadways. This project was highlighted to depict the route in which the two schools, the dispersed housing, and the other community destinations at the intersection of State Route 86 and S Marina Dr can all be connected.

The pedestrian path will follow an informal route that will be 10-feet wide with xeriscape landscaping lining the edges of the path. The pedestrian paths will be built with decomposed granite, which is a compact natural surface that also is permeable, preventing the pooling of water, and will provide stability for pedestrians. These paths will increase the safety of community residents by providing them with a designated path to community destinations, rather than taking long circuitous routes.

Figure 4-6: Salton City Key Map and Section Diagram

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SEELEY

<i>Existing Conditions</i>	40
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

EXISTING CONDITIONS

Seeley is a small residential community located 7 miles west of El Centro. According to 2015 American Community Survey data, Seeley is home to approximately 1,626 people and has a median age of 28 years. Seeley Elementary School is the only school located within the community limits.

The community does not have enough sidewalks connecting to the elementary school or neighborhood destinations. Additionally, Seeley needs more high-visibility crosswalks at controlled intersections.

Figure 5-1: Seeley Existing Pedestrian Network

PEDESTRIAN NETWORK SEELEY

-  Stop Sign
-  Transit Stop
-  Community Destination
-  School
-  Bus Route (4)
-  Sidewalk
-  Railroad
-  Seeley



OUTREACH SUMMARY



Public outreach surveys were distributed during the Seeley PTO Halloween Carnival on October 26, 2018. A total of 43 responses were collected and recorded. Out of the six communities studied in this report, Seeley had the second highest walking rates with 33% of respondents walking to destinations every day. The most common response in Seeley was moderate (3) and high (5) level of comfort walking in the community. The most common community destinations people walked to included school, parks, the library, stores, and visiting neighbors or friends.

Figure 5-2: Question 2 Survey Results
How often do you walk to a destination without the use of an automobile? 43 Responses

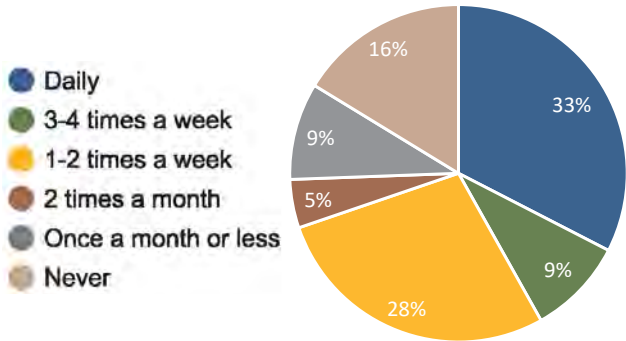


Figure 5-3: Question 3 Survey Results
On a scale of 1-5, how comfortable do you feel walking in your community? (1 being the least comfortable and 5 being the most comfortable) 42 Responses

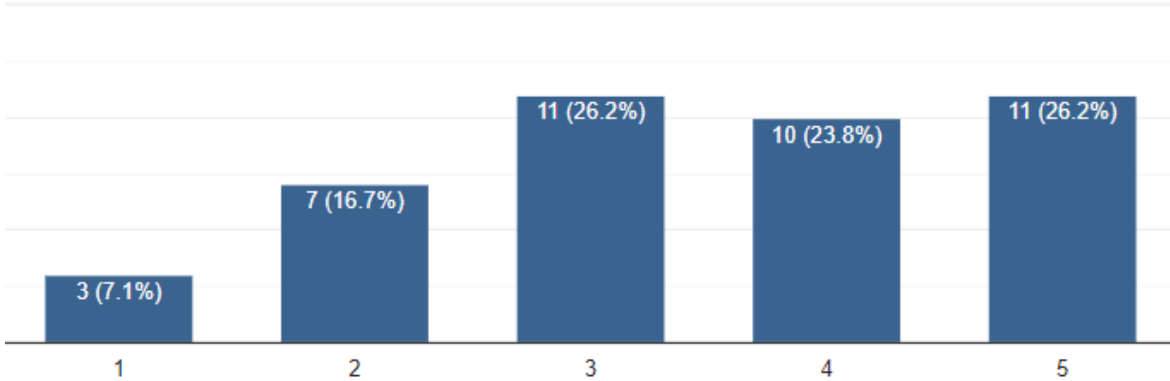
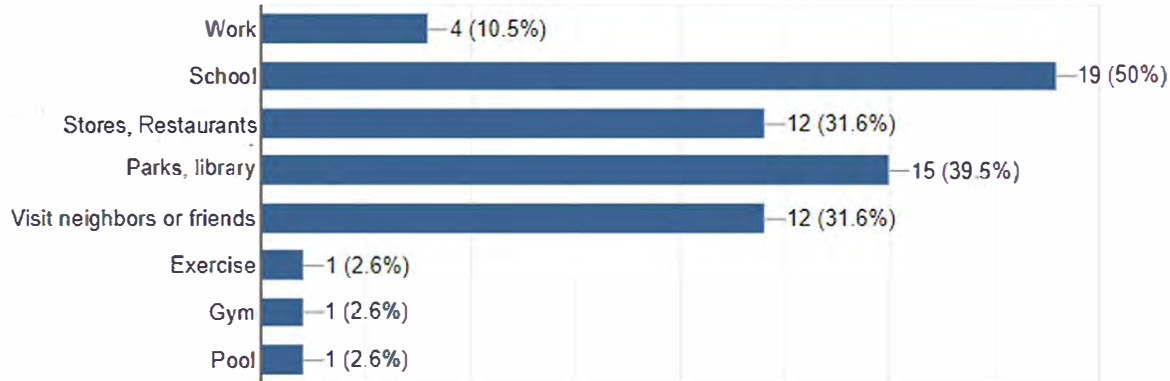


Figure 5-4: Question 8 Survey Results
What places are you most likely to walk? (Pick all that apply) 38 Responses



ACTIVE TRANSPORTATION PLAN

A community meeting was held on May 23, 2018 facilitated by KOA in Seeley, which provided an opportunity for community members to provide their feedback on the pedestrian network and the infrastructure improvements that they would like to see implemented. A separate event was also held on June 14, 2018. KOA used surveys as an outreach strategy to collect community data. Surveys were available in both English and Spanish. In total 24 surveys were collected and several key issues were identified.

Community Concerns

- Lack of crosswalks and stop signs
- High speed streets near school
- Need sidewalks for walking to public facilities
- Street lighting

Desired Improvements

- Sidewalk (43%)
- Lighting (33%)
- Crosswalk (31%)
- Shading (29%)
- Bike Path (26%)
- Parks and Trails (24%)



Intersection of Rio Vista St & Mount Signal Ave looking south Source: Google Earth

** The complete set of survey results and Pedestrian Plan Recommendations proposed by KOA for the community of Seeley can be found on pages 82-85 of the Imperial County Active Transportation Plan.*

RECOMMENDATIONS

The Pedestrian Plan recommendations for the community of Seeley will build upon the existing conditions and recommended pedestrian projects provided by the Active Transportation Plan to improve the pedestrian experience in Seeley. Based on the existing conditions, the identified issues of the active transportation network, and the community outreach that was conducted; the planning team has developed several recommendations that will help address the issue of connectivity and visibility within Seeley.

Currently, the sidewalk network in Seeley is incomplete and segmented, resulting in poor connections to the elementary school and neighborhood destinations. To address this issue, the Pedestrian Plan recommends building pedestrian paths throughout Seeley to increase connectivity. Xeriscaping along the edges of the paths will provide a buffer from the road, separating vehicular and pedestrian traffic. The following plan will create safer connections throughout Seeley by improving street crossings with high visibility crosswalks.

In addition, the plan recommends a pedestrian path along Haskell Rd, that will provide a safe route to the Post Office and Seeley Market. Recommendation 2 aims to provide a safe crossing at the intersection of Rio Vista St and San Diego Ave with the addition of four high-visibility continental crosswalks providing a safer connection to Seeley Elementary. Recommendation 9 provides a safe connection to the Church by providing two high visibility crosswalks at the intersection of Rio Vista Street and Imperial Ave.



Pedestrian Lane



Rectangular Rapid Flashing Beacon (RRFB) with a Continental Crosswalk



Xeriscape Green Infrastructure

SEELEY RECOMMENDATIONS

Imperial County Pedestrian Master Plan



- 1 Mount Signal Ave & Rio Vista St**
 - Install one high-visibility continental crosswalks
- 2 San Diego Ave & Rio Vista St**
 - Install four high-visibility continental crosswalks
 - Intersection requires additional traffic study
- 3 San Diego Ave & Main St**
 - Install four high-visibility continental crosswalks
- 4 Rio Vista St between San Diego Ave & Haskell Rd**
 - Install rectangular rapid flashing beacon
- 5 Haskell Rd & Main St**
 - Install one high-visibility continental crosswalks
- 6 Park St between San Diego Ave & Haskell Rd**
 - Install Pedestrian Path
- 7 Haskell Rd between Main St & Hwy 80**
 - Install Pedestrian Path
- 8 Haskell Rd & Alamo St**
 - Install one high-visibility continental crosswalk
- 9 Imperial Ave & Rio Vista St**
 - Install two high-visibility continental crosswalks
 - Intersection requires additional traffic study
- 10 Imperial Ave between El Centro St & Hwy 80**
 - Install Pedestrian Path

RECOMMENDATIONS

- Lighting Enhancements*
- Rectangular Rapid Flashing Beacon
- Pedestrian Path
- High-Visibility Continental Crosswalk

EXISTING CONDITIONS / PROPOSED BY OTHERS

- Transit Stop
- School
- Railroad
- Point of Interest
- Sidewalks
- Proposed Sidewalks¹
- Proposed Sidewalks²

Map produced by Alta Planning + Design, August 2019

Data Source: Imperial County

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

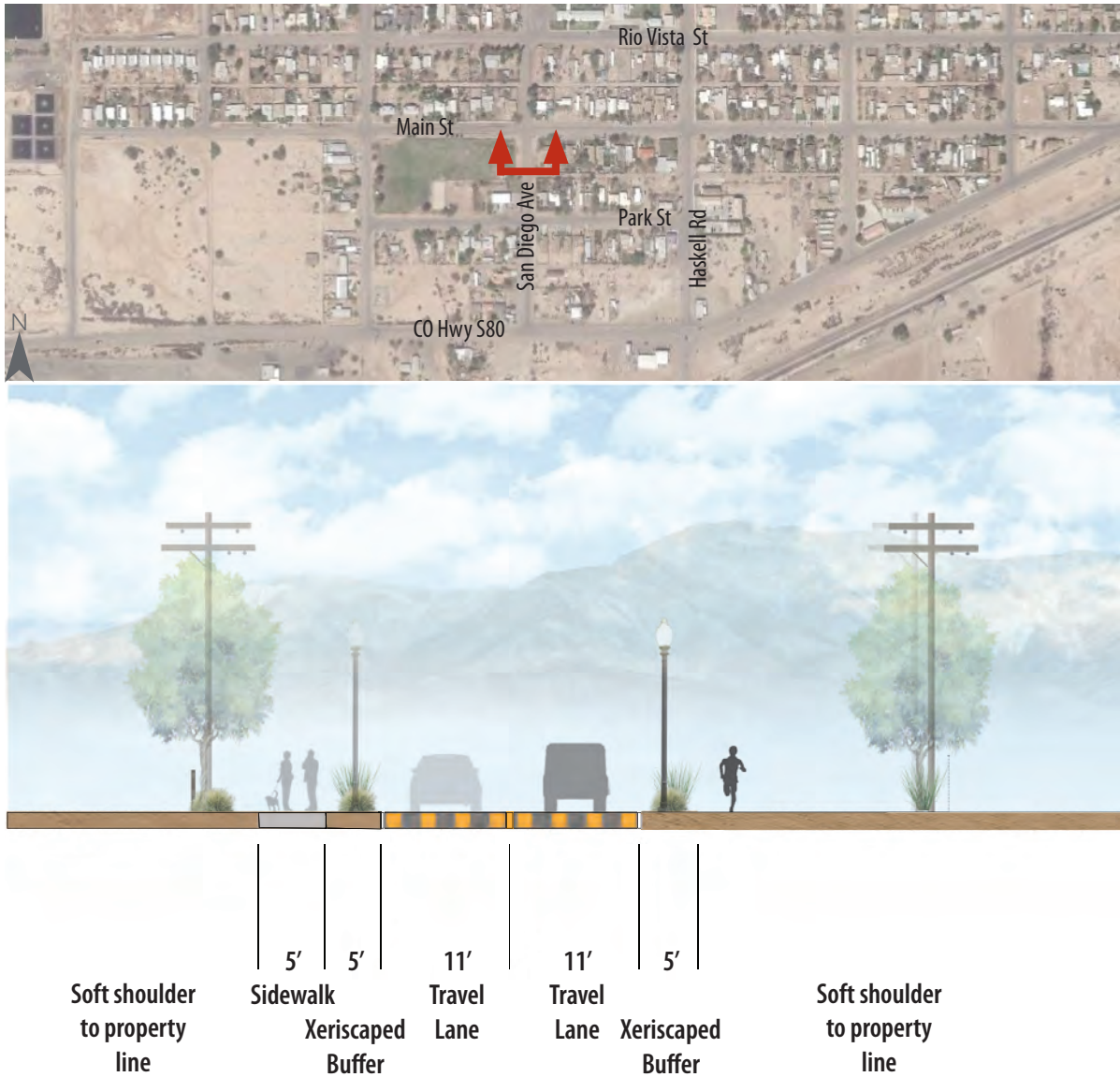
¹From Imperial County Active Transportation Plan 2018

²County Sidewalk Project

*Lighting enhancement are not tied to specific recommendations, but instead refer to an identified area which would benefit from improved lighting.



Figure 5-5: Seeley Pedestrian Network Recommendations



Recommendation 3

Figure 5-6 represents the street cross section for the infrastructure treatments proposed for Recommendation 3 in conjunction with the proposed recommendations from the Imperial County Active Transportation Plan at the intersection of San Diego Ave and Main Street. The recommendation highlights connectivity improvements to community assets like Sunbeam Park as well as Seeley Elementary, which were desired destinations for safe walking routes. A majority of the existing sidewalk infrastructure connects along east to west corridors. Therefore, it was important to create north south connections along the streets without planned or existing sidewalks.

As shown in Figure 5-6 both sides of San Diego Ave will have a proposed 5-foot sidewalk from the Imperial County Active Transportation Plan supplemented with a proposed xeriscaped buffer separating pedestrians from the roadway as well as the installation of high-visibility continental crosswalks at all legs at the intersection of San Diego Ave and Main Street. These treatments will increase pedestrian safety along San Diego Ave and at the intersection of Main St and will provide improved pedestrian routes to Seeley Elementary and Sunbeam Park.

Figure 5-6: Seeley Key Map and Section Diagram

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WINTERHAVEN

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EXISTING CONDITIONS

Winterhaven is very small community located near the California-Arizona state border. According to 2015 American Community Survey data, Winterhaven is home to only 212 people and has a median age of 54 years. San Pasqual Elementary School and San Pasqual Valley High School are located outside the Winterhaven community and predominately surrounded by agriculture fields.

Northern Winterhaven does not have very many sidewalks. Existing sidewalks are concentrated around 2nd Ave and W Winterhaven Dr. Southern Winterhaven does not have any high-visibility crosswalks to access neighborhood destinations.

Figure 6-1: Winterhaven Existing Pedestrian Network

PEDESTRIAN NETWORK WINTERHAVEN

-  Stop Sign
-  Transit Stop
-  Community Destination
-  School
-  Bus Route (YCAT 5)
-  Bus Route (YCAT 10)
-  Sidewalk
-  Winterhaven



OUTREACH SUMMARY

Public outreach surveys were distributed in Winterhaven during the San Pasqual Fall Festival on October 26, 2018. A total of 52 responses were collected and recorded. Out of the six communities studied in this report, Winterhaven had the second lowest walking rate with 20% of respondents walking to destinations every day. Respondents in Winterhaven most commonly indicated that they have a moderate (3) level of comfort walking in the community. The most common destinations people walked to in Winterhaven is Parks, and the Library, Grocery and Retail Stores, School, and visiting neighbors and friends.

Figure 6-2: Question 2 Survey Results
How often do you walk to a destination without the use of an automobile? 50 Responses

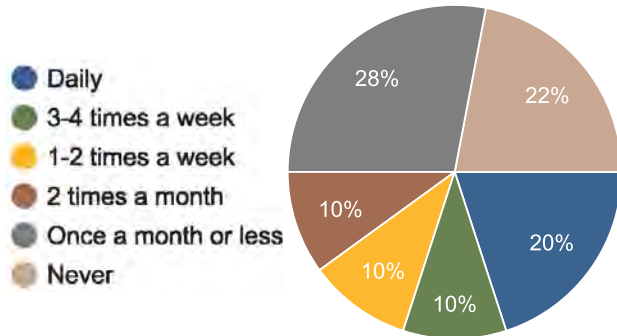


Figure 6-3: Question 3 Survey Results
On a scale of 1-5, how comfortable do you feel walking in your community? (1 being the least comfortable and 5 being the most comfortable) 52 Responses

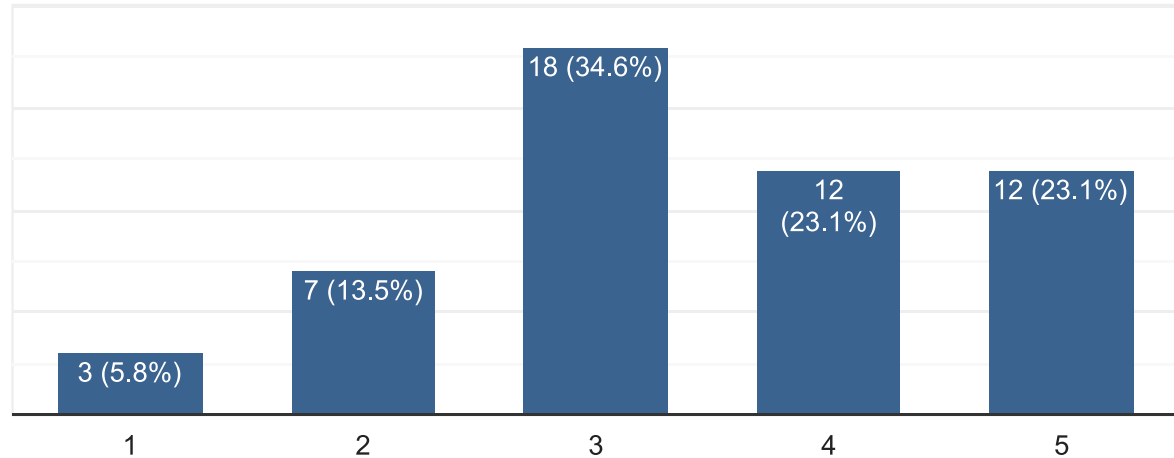
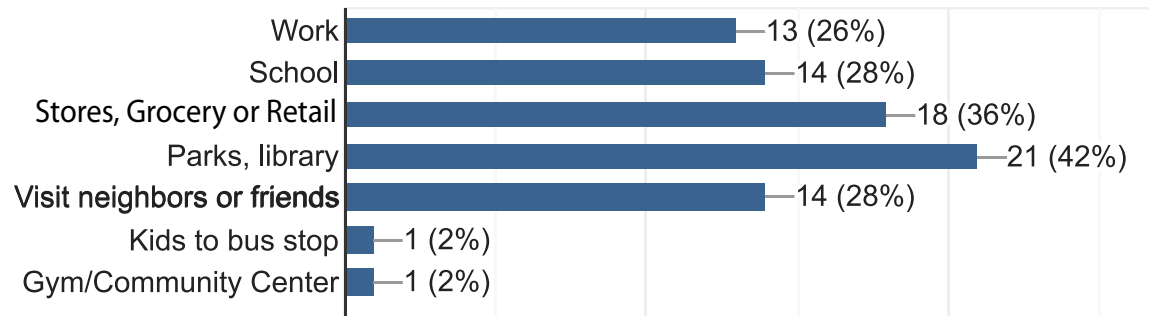


Figure 6-4: Question 8 Survey Results
What places are you most likely to walk? (Pick all that apply) 50 Responses



ACTIVE TRANSPORTATION PLAN

A community meeting was held in May 2018, facilitated by KOA in Winterhaven, which provided an opportunity for community members to provide their feedback on the pedestrian network and various infrastructure improvements. KOA used surveys in both English and Spanish as an outreach strategy to collect community data and feedback. In total, 70 surveys were collected and several key issues were identified.

Community Concerns

- Lack of sidewalks
- Speeding
- Weather
- Distance limit ability to walk
- Barriers to walking due to canals

Desired Improvements

- Sidewalk (36%)
- Lighting (26%)
- Shading (26%)
- Bike Path (26%)
- Parks and Trails (24%)
- Crosswalk (21%)



Intersection of Winterhaven Dr & 2nd Ave looking east Source: Google Earth

** The complete set of survey results and Pedestrian Plan Recommendations proposed by KOA for the community of Winterhaven can be found on pages 91-95 of the Imperial County Active Transportation Plan.*

RECOMMENDATIONS

The Pedestrian Plan seeks to close the gaps that currently hinder pedestrian movement within the community. The Plan recommendations will look to build upon the existing conditions and recommended pedestrian projects provided by the Active Transportation Plan. Based on the existing conditions of Winterhaven, the identified issues of the active transportation network, and the community outreach that was conducted; several recommendations have been developed that will help address the issue of connectivity and visibility to key destinations.

The Pedestrian Plan seeks to address the lack of sidewalk infrastructure in the community of Winterhaven by recommending decomposed granite pedestrian paths, that will supplement sidewalk projects that are currently proposed in Winterhaven. These paths will be lined with a xeriscaped edge to provide a buffer from the road. In order to address the lack of safe street crossings in the community, high visibility crosswalks will be added along Winterhaven Dr. As a means to address connectivity issues within the community, pedestrian paths

are recommended along W Winterhaven Dr, 1st St and 2nd Ave (Recommendations 2,3 & 7).

The proposed recommendations will provide the community a safe route to access centralized destinations. Recommendation 1 and 2 aim to provide a safe crossing on W Winterhaven Dr with the addition of a high-visibility continental crosswalk at the intersection of the two proposed pedestrian paths along 2nd Ave and Winterhaven Dr. Recommendations 4 and 5 call for Transit stop improvements to provide refuge and shade to residents in the community.



Pedestrian Path Demarcated with Stones



Transit Stop Amenities



Rectangular Rapid Flashing Beacon (RRFB) with a Painted Crosswalk



WINTERHAVEN RECOMMENDATIONS

Imperial County Pedestrian Master Plan

- 1 2nd Ave & Winterhaven Dr**
 - Install one high-visibility continental crosswalk
 - Install rectangular rapid flashing beacon
- 2 Winterhaven Dr between 2nd Ave & 3rd Ave**
 - Install Pedestrian Lane
- 3 2nd Ave between Winterhaven Dr & H St**
 - Install Pedestrian Path
- 4 Winterhaven Dr between Railroad Ave & 1st St**
 - Install Transit stop improvements
- 5 Winterhaven Dr between Railroad Ave & 1st St**
 - Install Transit stop improvements
- 6 1st St & Winterhaven Dr**
 - Install one high-visibility continental crosswalk
- 7 1st St between Winterhaven Dr & Rail Line**
 - Install Pedestrian Path

RECOMMENDATIONS

- Rectangular Rapid Flashing Beacon
- High-Visibility Continental Crosswalk

- Pedestrian Path
- Pedestrian Lane
- Lighting Enhancements*

EXISTING CONDITIONS

- Transit Stop
- Railroad
- Point of Interest
- Proposed Sidewalks*
- Sidewalks

Map produced by Alta Planning + Design, August 2019
 Data Source: Imperial County

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
 *From Imperial County Active Transportation Plan 2018

*Lighting enhancement are not tied to specific recommendations, but instead refer to an identified area which would benefit from improved lighting.



Figure 6-5: Winterhaven Pedestrian Network Recommendations

Recommendation 2

Figure 6-6 shows the proposed street cross section of Recommendation 2 along Winterhaven Drive between 2nd Ave and 3rd Ave in conjunction with the recommendation from the Imperial County Active Transportation Plan. The right-of-way can accommodate these recommendations along W Winterhaven Dr only from 1st St to 3rd Ave, the right-of-way becomes constrained west of 3rd Ave. This project highlights the integration of the proposed sidewalk along W Winterhaven Dr from the Active Transportation Plan in concert with the proposed pedestrian lane from this plan. The W Winterhaven Dr corridor is the main thoroughfare through this community and is the location of many of the community destinations, so creating a safe multimodal approach to travel was imperative.

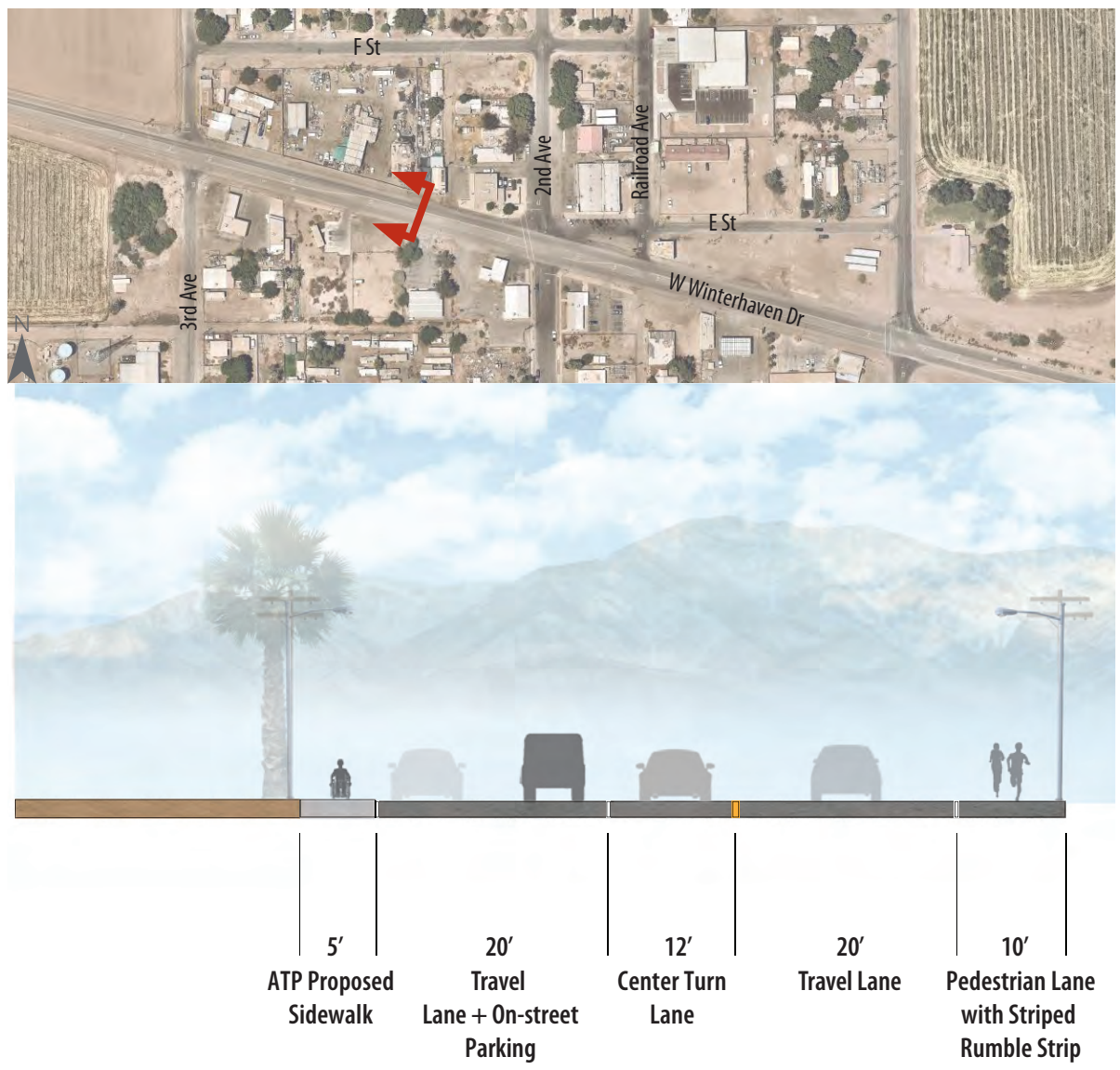


Figure 6-6: Winterhaven Key Map and Section Diagram



Imperial County Pedestrian Master Plan



APPENDIX A

Existing Conditions Memo

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1. Unincorporated Imperial County

Chapter 1 - Unincorporated Imperial County, describes the current active transportation landscape in each of the six unincorporated communities of Imperial County, including a discussion of related themes that will inform the infrastructure recommendations in the Imperial County Pedestrian Master Plan for the six identified unincorporated communities.

Local Context

Imperial County faces challenges with implementing pedestrian infrastructure as development, particularly in unincorporated communities, is sprawled and sparse. A thorough review of policy, plans, and land use as they relate to pedestrians in the unincorporated communities was conducted and will inform the infrastructure recommendations in the Imperial County Pedestrian Master Plan with the objective of enhancing the pedestrian experience. In addition, a thorough analysis of publicly available data and field walk audits was conducted.

The six communities are identified as the following:

- Heber
- Niland
- Ocotillo
- Salton City
- Seeley
- Winterhaven

Figure 1-1 (opposite page) illustrates the geographic locations of the communities of concern. Salton City and Ocotillo were added to the six identified communities from the communities of concern map.

CalEnviroScreen

The California Office of Environmental Health Hazard Assessment developed the CalEnviroScreen tool to help identify communities that are disproportionately burdened by multiple sources of pollution. It combines pollution data (such as ozone concentrations and drinking water contaminants) with population indicators (such as birth weight and educational attainment).

This is also a tool used in California's Active Transportation Program grant application scoring. Communities that score in the highest 25 percent of the state are considered to be disadvantaged and receive a small advantage in the competitive funding process. Areas in Imperial County that meet this threshold are mapped in Figure 1-2.

Healthy Places Index

The California Healthy Places Index (HPI) aggregates a collection of 25 conditions that predict life expectancy and can be used to compare the relative health impacts of living in different locations throughout California. The characteristics taken into account for the HPI analysis include social equity, healthcare access, economic, educational, housing, transportation and environmental factors. The purpose of this analysis is to inform and drive policy decisions to prioritize the areas where investments will make the biggest impact.

Most of the communities of concern are within the 1-25 percentile of California HPI (the lowest ratings indicate the areas of greatest concern) See Figure 1-3. These findings correlate with those of the CalEnviroScreen.

COMMUNITIES OF CONCERN IMPERIAL COUNTY

- Communities of Concern*
- Imperial County
- Unincorporated Communities

*As identified by the Southern California Association of Government's (SCAG) Regional Transportation plan, Communities of Concern are Census Designated Places and City of Los Angeles Community Planning Areas that fall in the upper third of all communities in the SCAG Region for having the highest concentration of minority population and low-income households.

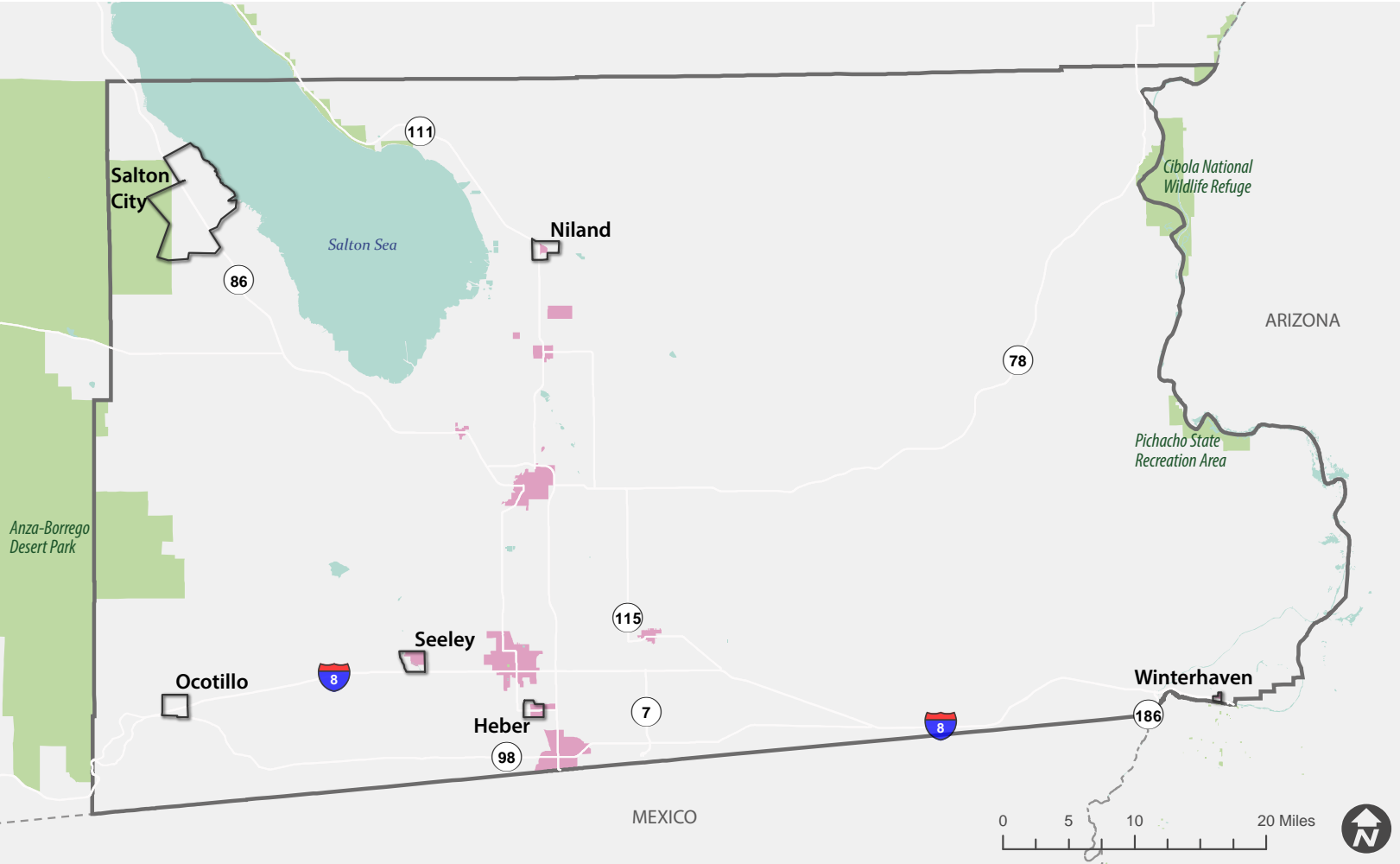


Figure 1-1: County Map with Communities of Concern

CalEnviroScreen 3.0 (CES) IMPERIAL COUNTY

CES 3.0 Score Percentile*

- 1 - 25% (lowest)
- 51 - 75%
- 26 - 50%
- 76 - 100% (highest)

- No data
- Imperial County
- Unincorporated Communities

Military Territory

*Scoring is based on environmental, health, and socioeconomic conditions. Areas with higher scores are faced with more adverse conditions and areas with lower scores are faced with less adverse conditions.

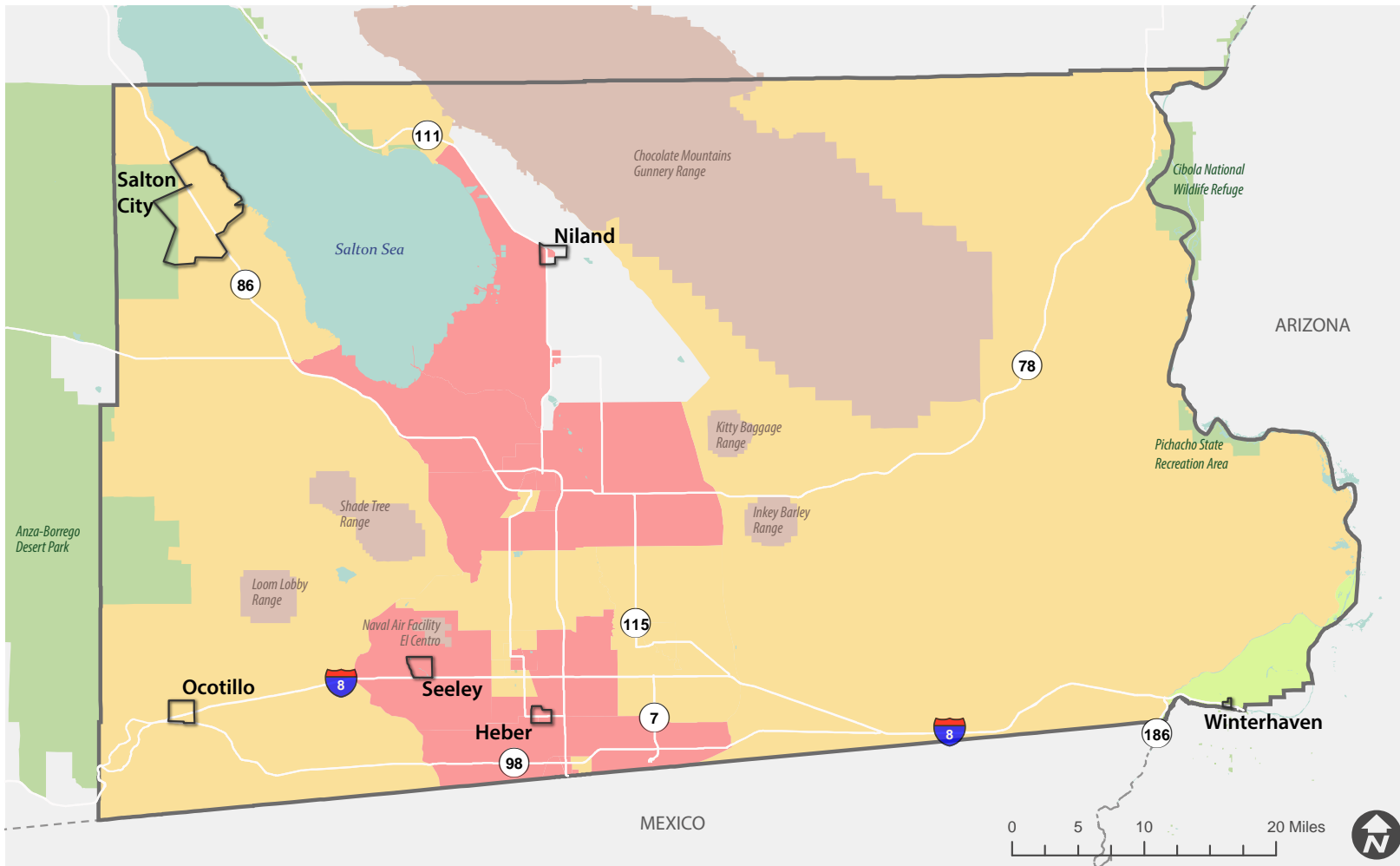


Figure 1-2: County CalEnviroScreen 3.0 Map

HEALTHY PLACES INDEX (HPI) IMPERIAL COUNTY

HPI Score Percentile*

1 - 25% (lowest)

51 - 75%

No data

Imperial County

Military Territory

26 - 50%

76 - 100% (highest)

Unincorporated Communities

*The Public Health Alliance of Southern California's HPI is a tool for measuring and exploring local factors related to health, included housing, transportation, education, and more.

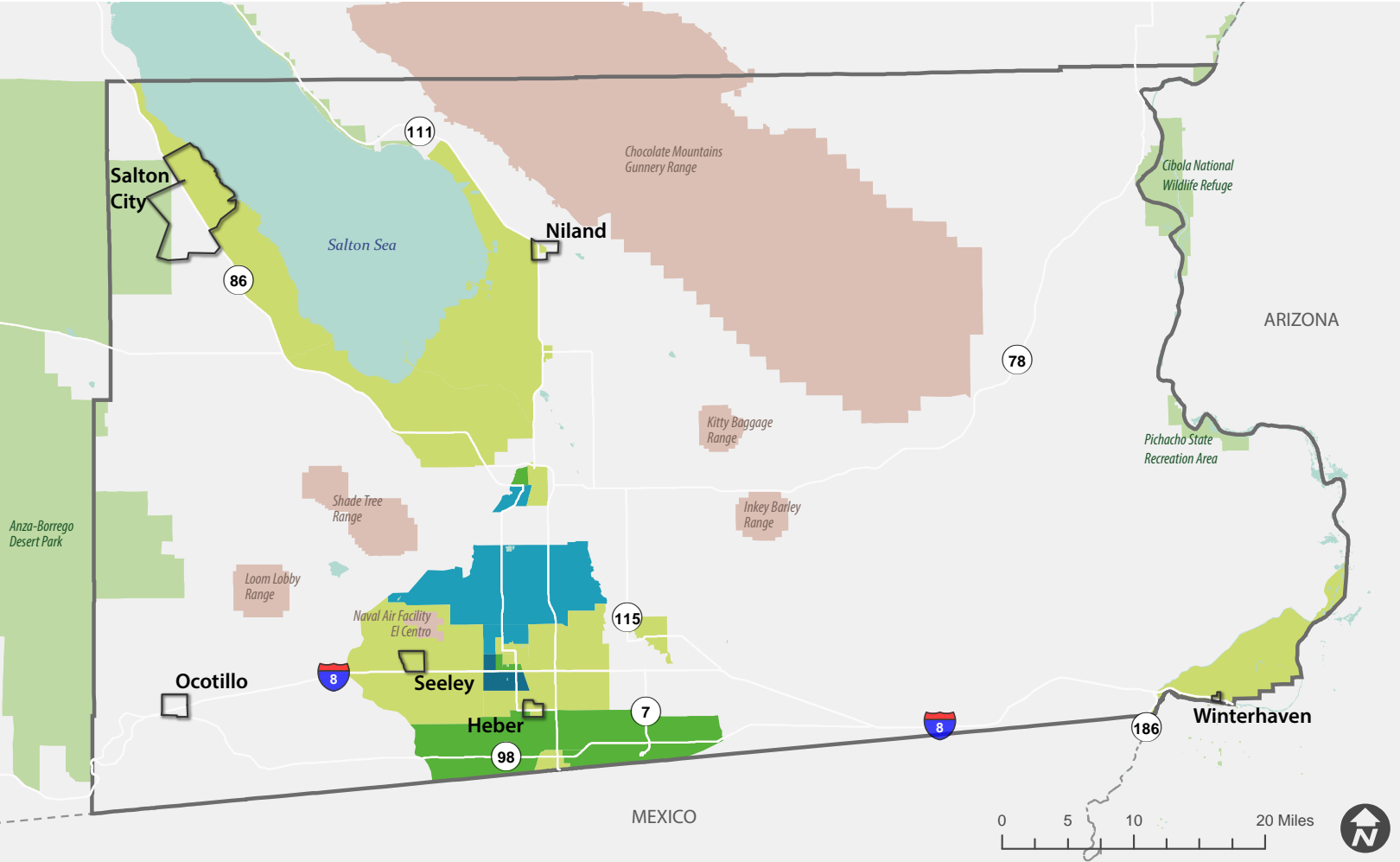


Figure 1-3: County Map with Healthy Places Index

Equity and Demographics

Equity issues are an important part of all planning processes, including development of this Plan. Included in the equity analysis here are median annual household income, population age, community demographics, access to transit and access to vehicles.

Median Annual Household Income

An analysis of the county as a whole reveals that the communities that are the focus of this study are at or below the median annual household income for Imperial County, which overall, has a lower median annual household income than the state of California. Communities with lower income households tend to have lower levels of access to vehicles as well as higher needs for pedestrian facilities to local destinations, places of work, and transit. Among those with the lowest levels of income are Niland, Winterhaven and Seeley.

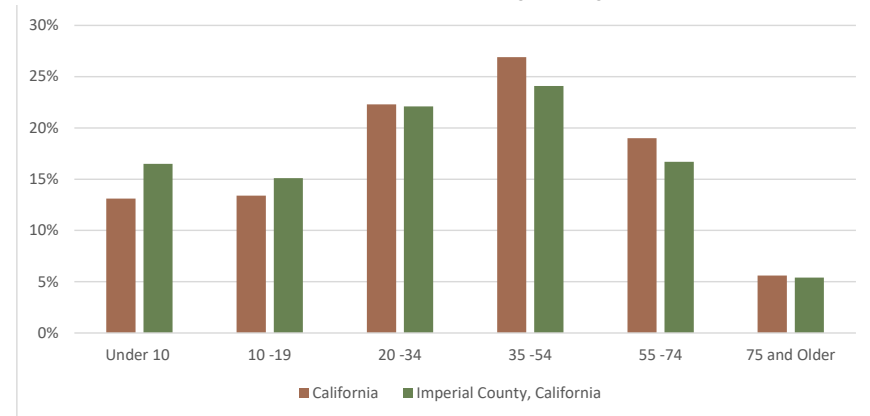
Due to limited size and sample population, statistical analyses of demographic data for Ocotillo are not available in the 2012-2016 American Community Survey 5-Year Estimates.

Population Age

Overall, Imperial county has a young population with the biggest age groups between 20 and 54 and those under 10 to 19 outnumbering the 75 and older age group. In comparison with the state of California, Imperial County has a slightly higher percentage of people under 19 years of age than the state, making it a comparatively young community. The communities of concern for this study all have median ages generally falling within the largest population age groups. This predominantly young community will have higher needs for pedestrian infrastructure such as safe routes to school, affordable transportation options and safe pedestrian routes to work.

Figure 1-4: Percent of Population by Age

Source: 2012-2016 American Community Survey (ACS) 5-Year Estimates



MEDIAN HOUSEHOLD INCOME *IMPERIAL COUNTY*

Median Household Income*

- < \$25,000
- \$50,000 - \$74,999
- No data
- Imperial County
- Military Territory
- Unincorporated Communities
- \$25,000 - \$49,999
- \$75,000- \$99,999

*U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

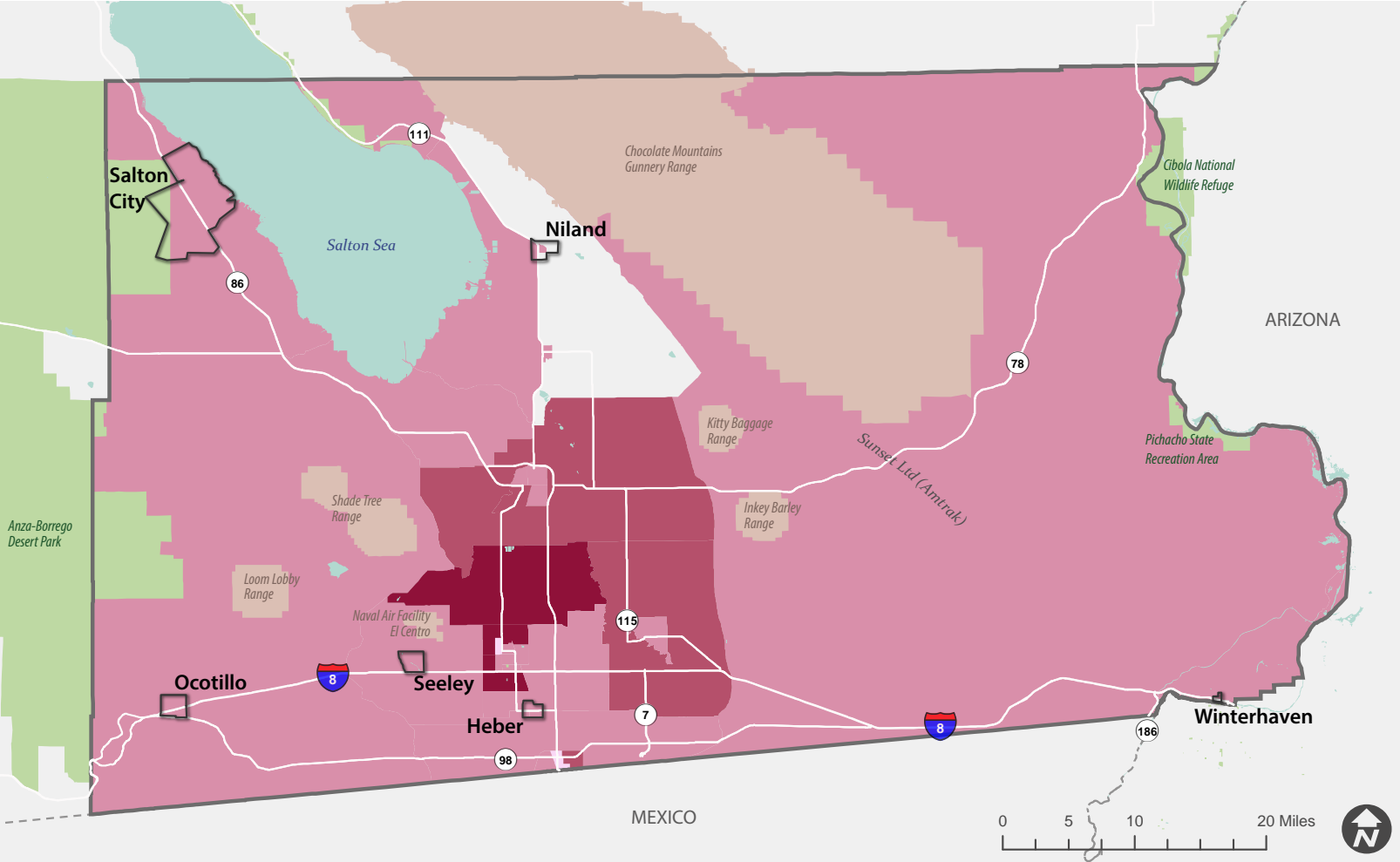


Figure 1-5: County Map with Median Household Income

Community Demographics

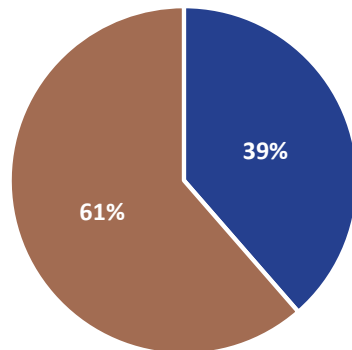
Historically, communities with large populations of non-white, ethnic origin and low-income households have received less investment from their local governments, including an uneven spatial distribution of facilities and safety improvements for people walking and bicycling. A review of countywide factors related to walking, bicycling, and equity identified neighborhoods that are disproportionately burdened by pollution or other negative impacts. These and other considerations informed the projects and prioritization recommended in this Plan.

Imperial County has an even higher percentage of residents of Hispanic or Latino origin than the state of California, with those demographics being reflected at a local scale as well in the following community profiles.

Figure 1-6: Percent of Population of Hispanic/Latino Origin

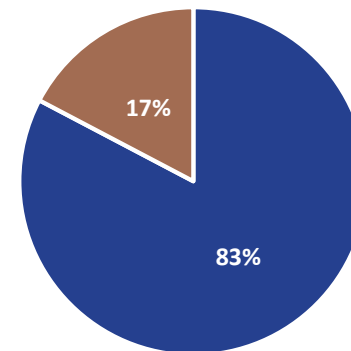
Source: 2012-2016 American Community Survey (ACS) 5-Year Estimates

Hispanic/Latino Origin California



■ Hispanic/Latino Origin
■ Not Hispanic/Latino Origin

Hispanic/Latino Origin Imperial County



Access to Transit

While some of the communities of concern are served by transit, others do not have access to transit or have few route options to connect with neighboring communities. See Figure 1-8. Heber has access to a number of bus routes that pass through the community on the red line, with centrally located bus stops. Winterhaven is connected to El Centro via two bus route lines. Niland also has two route lines to choose from, and several centrally located bus stops. Seeley has access to one route and one bus stop. Salton City and Ocotillo currently do not have transit service connections to other communities and are also the furthest away from the county's larger population centers and the services available there.

In order to access these transportation options, residents need safe routes to the bus stops provided within a reasonable walking distance for all ages and abilities.

Access to Vehicles

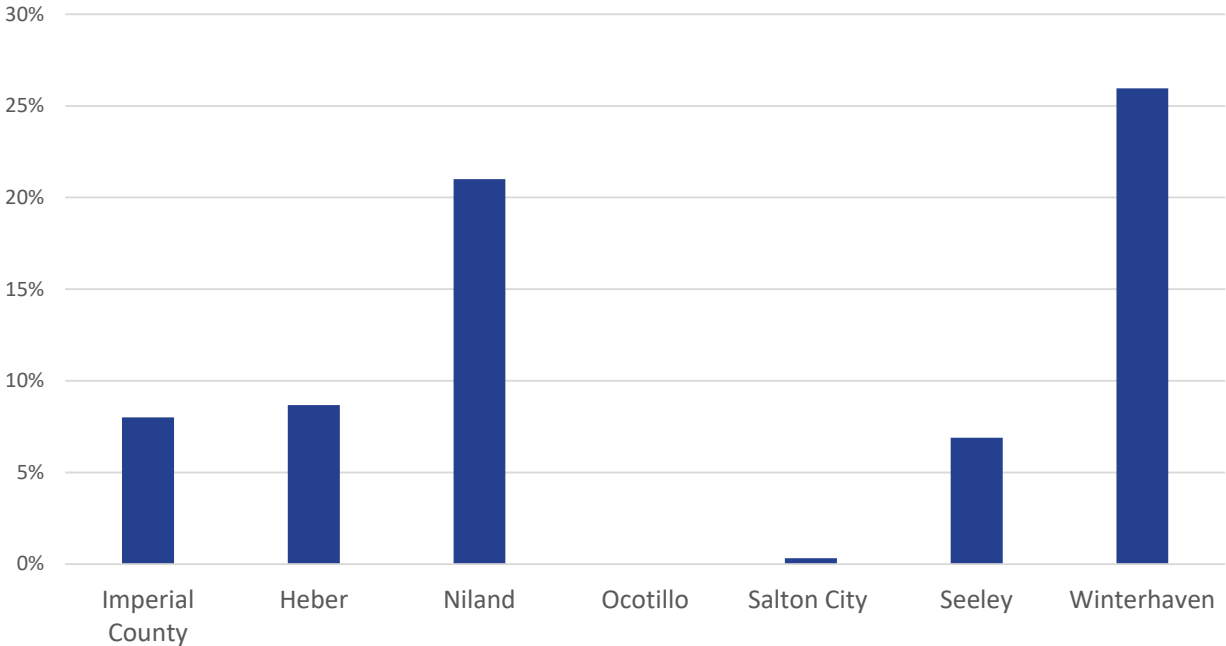
In remote communities, where transit service is infrequent and potentially less reliable, if available at all, those who do not have access to a vehicle are particularly vulnerable where pedestrian facilities are not sufficient.

Figure 1-7 indicates high levels of community members throughout the unincorporated communities who do not have access to a vehicle. Over a quarter of residents in Winterhaven

were recorded as not having access to a vehicle, and over 20% of those in Niland were without a vehicle as well. Imperial County as a whole has between 5% and 10% of the population without access to a vehicle, and Heber and Seeley fall at or below this number with Salton City having very few residents without a vehicle. Data was not available for Ocotillo.

Figure 1-7: Percent of Households without Access to a Vehicle

Source: 2012-2016 American Community Survey (ACS) 5-Year Estimates



IMPERIAL VALLEY TRANSIT *IMPERIAL COUNTY*

- Bus Routes**
- BLU (El Centro)
 — 1, 2, 3, 21, 22, 31/32, 41, 45
 — Turquoise 10*
 + + + Passenger Rail
 Imperial County
 *Operated by Yuma County Area Transit (YCAT)
 - GRN (El Centro)
 — Remote Zones 4, 51
 — Blue 5*
 Military Territory
 Unincorporated Communities
 - GLD (Brawley)
 - - - Deviated Service 4

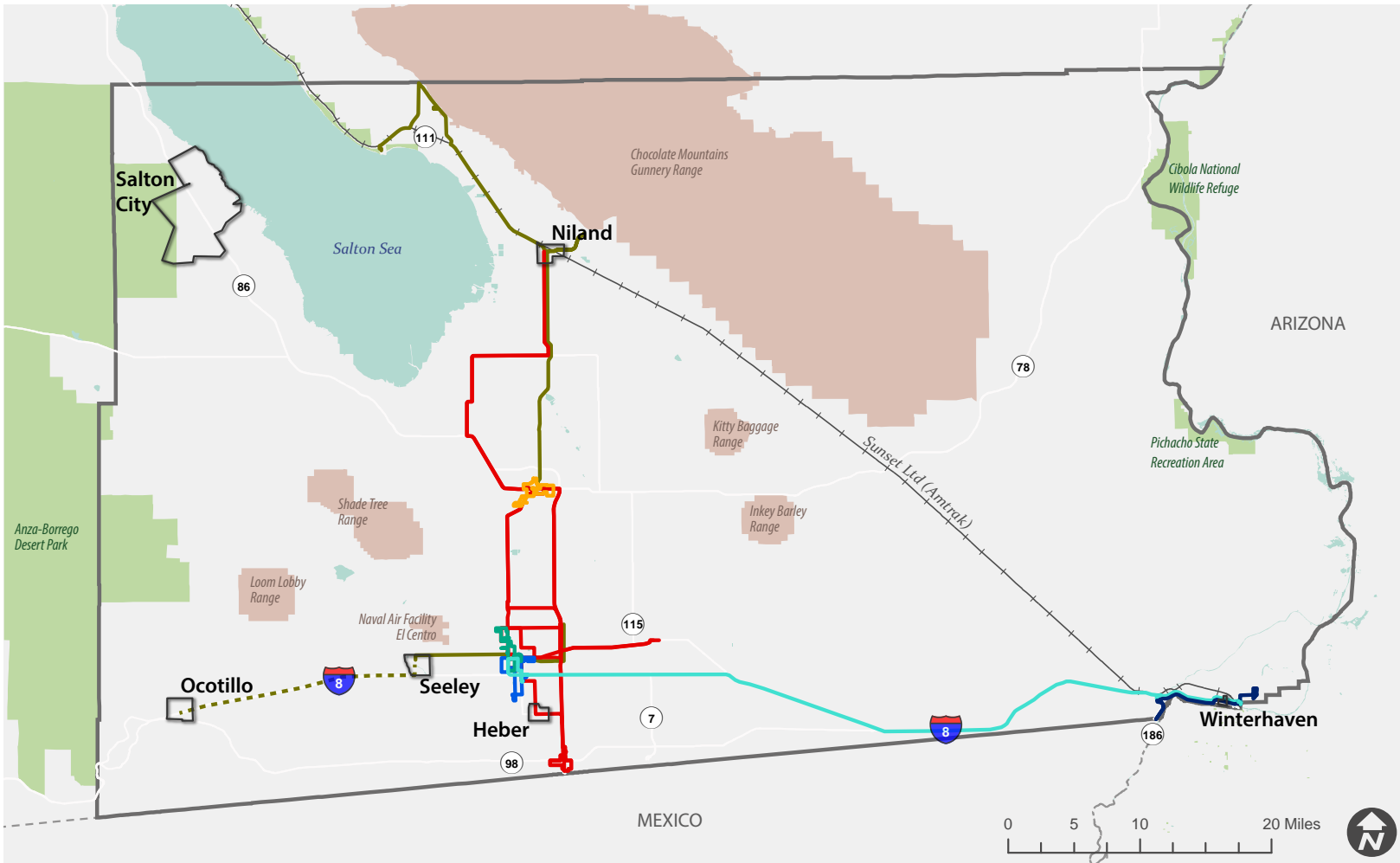


Figure 1-8: Imperial Valley Transit Map

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2. Community Profiles and Existing Pedestrian Network

Heber

Heber is a centrally located agricultural suburb located roughly four miles south of El Centro and five miles north of Calexico. Just outside of the community, agricultural land serves as a greenbelt between Heber and its neighboring cities.

Land Use & Destinations

Heber is a charming, self-sustaining community and has seven different zoned land uses: low-density residential, medium-density residential, high-density residential, high-density residential and mobile home park/subdivision, general commercial, government/special public, and light industrial. Vacant, undeveloped lots currently exist mostly on properties zoned as residential (low to high density). The community is primarily composed of low-density, single-family residential and light industrial land uses. Dogwood Elementary School (grades K-8) located to the north, and Heber School (grades K-8), located on Heber Avenue are the two elementary schools that serve this community. There are five existing multi-family residential developments, four parks, and one community center that serve the residents of Heber as well.

A small, centrally located commercial district exists along State Route 86 (also known as Heber Rd) between Heber Ave and Heffernan Ave, where a mini market, gas station, United States Postal Office, and a water filling station are located.

Demographics

According to 2015 American Community Survey data, Heber is home to roughly 4,287 people, and its population is 50% White. 41% of the population identify as “Some Other Race alone”. The option to select Hispanic or Latino was not offered on this particular census survey.

Heber is a young community, with the median age of residents being 28 years. Given the development, Heber serves as a home for young families who may be interested in walking to community destinations. Two percent of residents walk to work, 45% of residents spend 14 minutes or less commuting to work, and 3% of employed residents do not have access to a vehicle.

Transit Access

Heber is served by Imperial Valley Transit Bus Route 1 that runs north and south, linking the community with two neighboring cities: El Centro and Calexico. Transit allows residents to move freely about these three communities, providing them with access to employment centers, schooling, and other community activities.

Existing Pedestrian Network

The existing pedestrian network in Heber has some areas of intensive sidewalk connection, specifically to the northwest of W. Heber Road with some gaps in the network, notably between the Northeast portion of the community and the services on W. Heber Rd. as well as the Elementary School, to the south. Overall connectivity to the school lacks signalized crossings and high visibility crosswalks. Greater north-south pedestrian connectivity would also improve the network for Heber.

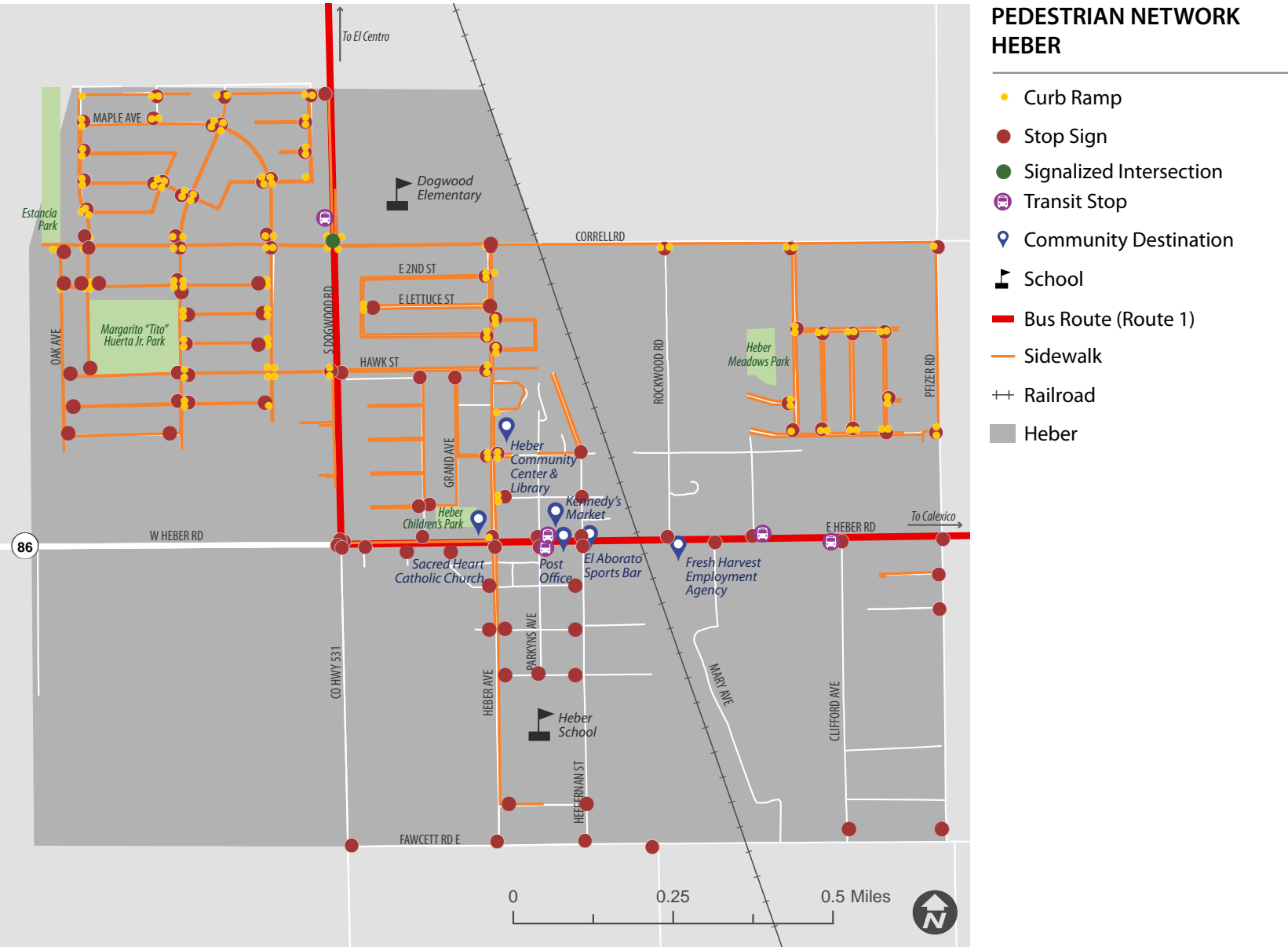


Figure 2-1: Heber Existing Pedestrian Network

Niland

Located eight miles north of Calipatria, five miles east of the Salton Sea, and two and a half miles southwest of Salvation Mountain, a popular earth-art installation. Niland is a small, quiet semi-rural suburban community that abuts State Route 111.

Land Use & Destinations

As outlined in the its Urban Area Plan, Niland consists of eight land use zones: low-density residential, medium-density residential, high-density residential and mobile home park/subdivision, light commercial, general commercial, government/special public, light industrial, and open space/preservation. As it currently stands, Niland is composed of mostly single-family residential homes and general commercial uses. There is a significant amount of undeveloped lots that exist as well, which are mostly zoned for more low-density residential and light industrial development.

Along State Route 111, between Beal Rd and Noffsinger Rd, multiple commercial businesses exist included three restaurants, a grocery store, a U.S. postal office, and a gas station. In addition, Grace Smith Elementary School, the only school in Niland, and a multi-family residential development sit along State Route 111. Other important community destinations include the Niland Chamber of Commerce building, located just west of State Route 111, and the Sheriff's office, located on E 1st St.

Demographics:

Niland is home to 868 residents with a median age of 44. This community has a large walking population – 4.6% of residents walk to work, 35.7% of residents spend less than 15 minutes commuting to work, and 4.9% of employed residents do not have access to a vehicle.

Transit Access

Niland is served by Imperial Valley Transit Bus Routes 2, 22, and 51 that travel north and south along State Route 111, providing connectivity as far south as El Centro and as far north as Bombay Beach. There is currently only one bus stop in Niland.

Existing Pedestrian Network

Niland has very little pedestrian infrastructure with a small section northeast of the elementary school having sidewalks and no sidewalk facilities anywhere else.

Safe crossings and pedestrian routes are needed to connect the neighborhoods to the east of Niland Ave with the elementary school and neighborhood destinations in central and the northwestern corner along State Route 111.



Figure 2-2: Niland Existing Pedestrian Network

Ocotillo

Ocotillo is a very small semi-rural suburban community located 26 miles west of El Centro. It is the western most community in this study.

Land Use & Destinations:

Ocotillo is composed of seven designated land uses: low-density residential, light commercial, general commercial, light industrial, open space/recreational, open space/preservation, and government/special public. There is a large floodway that runs through the middle of Ocotillo, limiting future development. Restaurants such as Red Feather Market & Café, Lazy Lizard Saloon, and the Great Escape are located along Imperial Highway, the main thoroughfare that runs through the small community. There is also a post office and recreational tour business along this road. There are no schools located in Ocotillo.

Demographics:

Ocotillo is a very small community with only 126 residents with a median age of 34 years. This community does not currently have a measurable amount of people walking to work, and the majority of residents (63.2%) spend over an hour commuting to work.

Transit Access:

Ocotillo is served by Imperial Valley Transit Bus Route 4, which offers on-demand service to/from Ocotillo on Tuesdays only.

Existing Pedestrian Network

Connectivity between North Ocotillo and the southern section, which contains most of the neighborhood destinations, is limited to a soft shoulder on Imperial Highway. Distances between destinations tend to be long and unlit.

Ocotillo does not have any sidewalks, with main roads having insufficient shoulder for pedestrian uses and soft shoulders being inaccessible to those with mobility challenges.

Expansive unpaved shoulders, coupled with lack of edge markings and sparse vegetation along many roads, make it difficult for motorists to distinguish between edge of road and unpaved roadsides. This also presents hazards to pedestrians walking in those areas.



An image from Ocotillo demonstrates some challenges facing pedestrians in this community.

Source: Google Earth, 2018

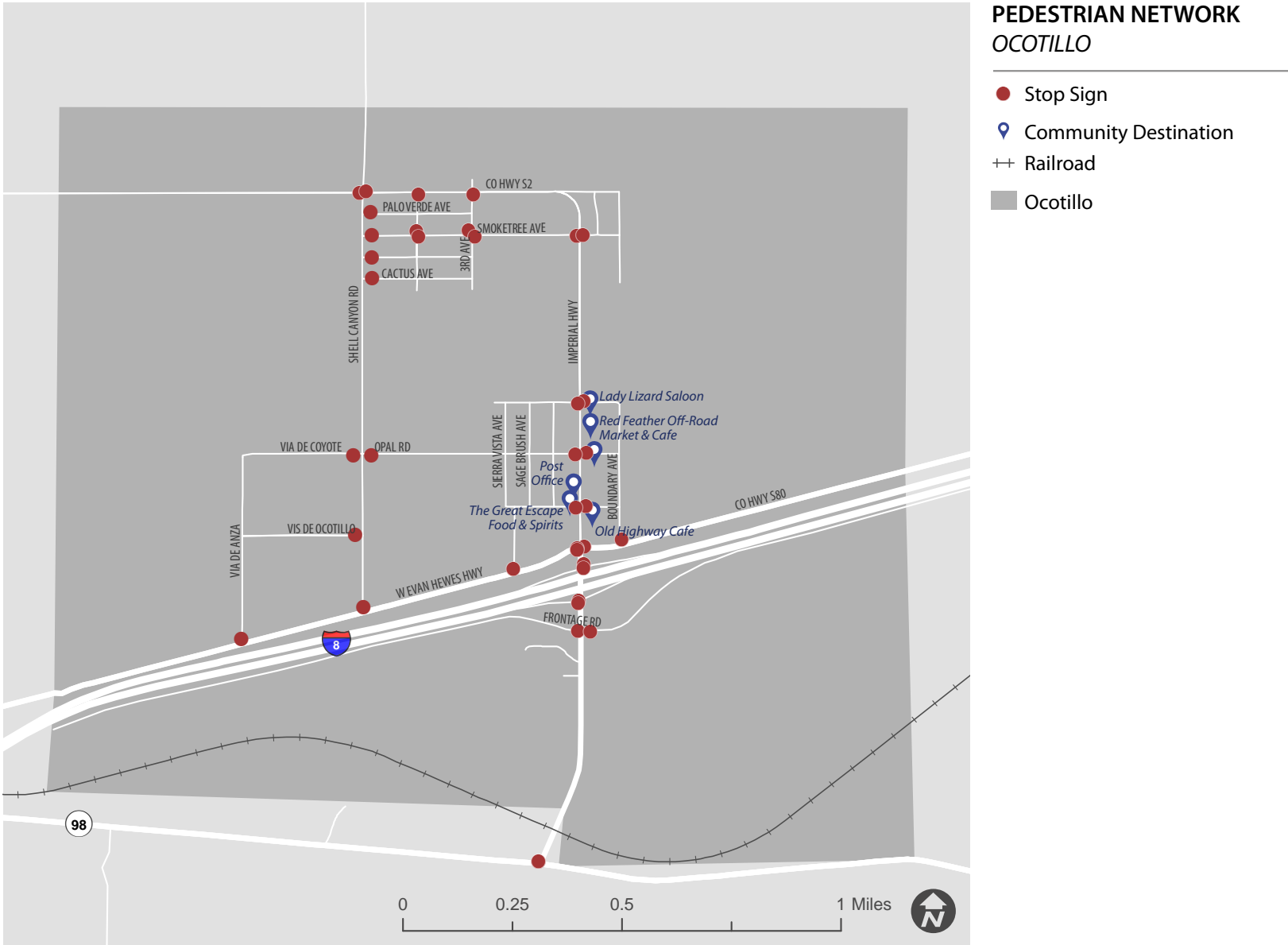


Figure 2-3: Ocotillo Existing Pedestrian Network

Salton City

Salton City, although only home to approximately 5,217 residents, is the largest development along the Salton Sea. It is located on the southwestern coast of the Salton Sea and was originally planned as a large resort community. However, demand for property in this area simply never came to fruition. Although an extensive roadway network exists, industry, a sizable population, and pedestrian infrastructure are missing from this community.

Land Use & Destinations

Salton City is composed of ten land uses but is overwhelmingly zoned as low-density residential. The remaining nine designated land uses include medium density residential, high-density residential, high density residential and mobile home park/subdivision, light commercial, general commercial, light industrial, medium industrial, open space/recreational, and government/special public. There are few community destinations, all of which are spread out over the sizable community area. The community sustains two schools; Sea View Elementary School and West Shores High School which are located within a half-mile of one another and are adjacent to Marina Dr. Further southwest along Marina Dr and near State Route 86 is a gas station, Family Dollar Store, West Shores Market, and various car repair shops.

There is a significant amount of undeveloped land that is zoned for low-density residential development.

Demographics

Salton City is a relatively young community with a median age of 29 years. Currently, 1.8% of residents walk to work and 15.3% of residents travel less than 10 minutes to get to work.

Transit Access

Salton City is not currently served by an Imperial Valley Transit Bus Route; however, the Imperial County Transportation Commission administers three demand response programs: IVT Access, IVT Ride, and IVT MedTrans. These demand response programs support Imperial Valley Transit fixed-route service. See page 31 for more transit information.

Existing Pedestrian Network

The widely spaced nature and irregular structure of streets in Salton City are challenging for pedestrian navigation, along with the intermittent presence of sidewalks and stop signs.

Most community destinations are centralized along State Route 86 and Borrego Salton Sea Way. There is no sidewalk connectivity between this area and the northeastern neighborhoods; the primary connection is a paved shoulder along S. Marina Dr. Similarly, Niles Drive serves as the only connection between the denser neighborhood to the northeast and the schools. These connections are not very direct for most locations and force residents to take long, circuitous routes to reach already distant locations. There is also little shade or lighting along routes.

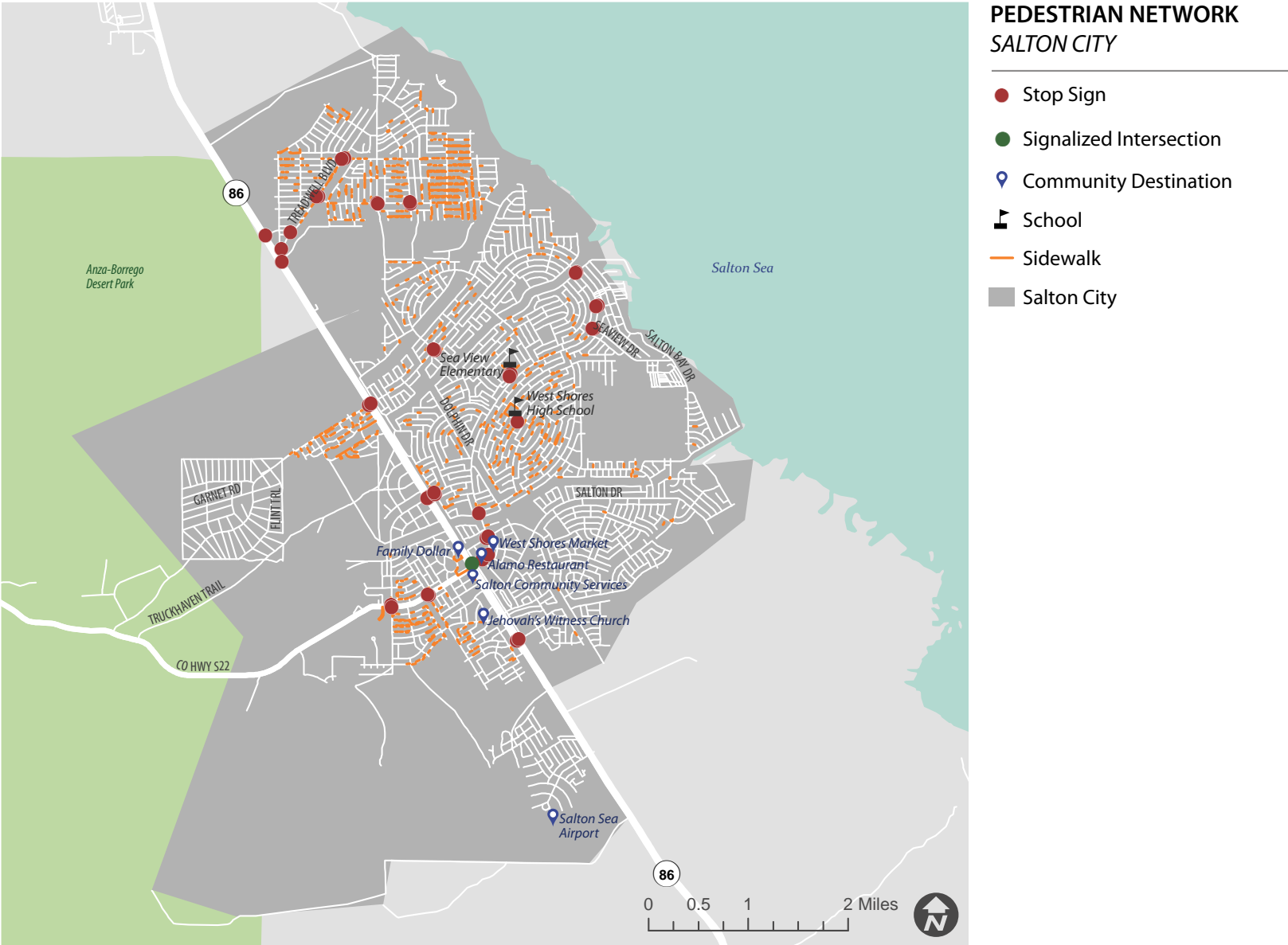


Figure 2-4: Salton City Existing Pedestrian Network

Seeley

Seeley is a small residential community located roughly seven miles west of El Centro. Agricultural land separates Seeley from a Naval Air Facility and the neighboring City of El Centro.

Land Use & Destinations

Seeley contains eleven types of zoned land use: general agriculture, low-density residential, medium-density residential, high-density residential, high-density residential and mobile home park/subdivision, light commercial, general commercial, light industrial, medium industrial, open space/preservation, and government/special public. Currently, the two most common type of land uses are general agricultural and low-density residential.

At the most southern part of Seeley, there are recreational facilities and an RV Resort along the shores of Sunbeam Lake. They are accessible via Drew Rd which does not contain paved sidewalks.

Along Haskell Rd, key community destinations such as the United States Postal Office, Seeley Market and one transit stop exist. Seeley is also home to Sunbeam Park, Seeley Elementary School, Seeley Market, Imperial Valley BMX Association, and two multi-family residential developments. Both multi-family residential developments and the Seeley Market shopping center are west of Haskell Rd.

Demographics:

Seeley is currently home to 1,626 residents with a median age of 28 years. Currently, 2.9% of residents walk to work and 5.1% bike to work. Approximately 2% of workers lack access to a vehicle. Given the percentage of residents that walks and bikes to work, Seeley is well-positioned to implement enhanced pedestrian infrastructure.

Transit Access

Seeley is served by Imperial Valley Transit Bus Route 4, a direct connection to El Centro. The sole bus stop is located at the intersection of Drew Rd and W Evan Hewes Hwy.

Existing Pedestrian Network

Seeley would appear to have comparatively more sidewalks than other communities in the study area. However, there aren't sufficient sidewalks connecting to the school or neighborhood destinations. Well-marked crosswalks should connect sidewalks at controlled intersections. There are a substantial number of stop sign-controlled intersections along the Haskell Rd. and W Even Hewes Hwy., but few stop signs and crosswalks can be found throughout the Sunbeam Lake area.

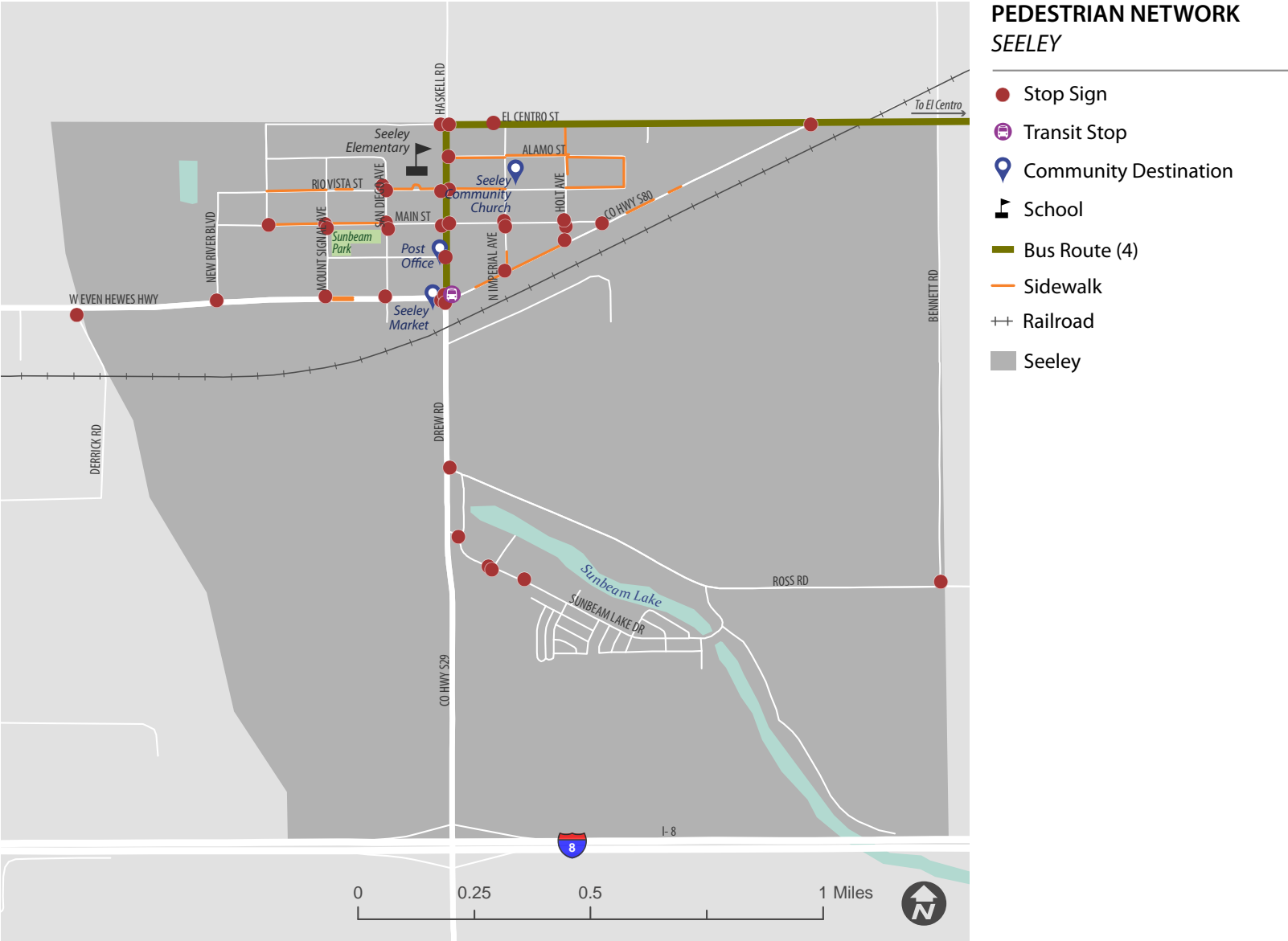


Figure 2-5: Seeley Existing Pedestrian Network

Winterhaven

Winterhaven is a very small suburb located just north of Interstate 8 near the California-Arizona state border. The closest city, Yuma, is located just two miles away. The town is partly located in the Fort Yuma Indian Reservation.

Land Use & Destinations

There are nine land use designations: general agriculture, low-density residential, medium-density residential, high-density residential, high-density residential and mobile home park/subdivision, light commercial, general commercial, light industrial, and government/special public. The existing primary land use is low-density residential.

Demographics

Winterhaven is a small community with only 212 residents. The median age is 54 years, which suggests a need to enhance pedestrian infrastructure for an aging population. Currently, an overwhelming 34.8% of residents walk to work.

Transit Access

Winterhaven is serviced by Yuma County Intergovernmental Public Transportation Authority (YCAT) which provides transit service in and around Imperial County and Yuma. Bus Routes 5 and 10 run through Winterhaven and Route 10 connects Winterhaven to El Centro and Yuma, AZ.

Existing Pedestrian Network

Residents in the northern portion of Winterhaven do not have access to very many sidewalks with the few that exist being focused around 2nd Ave and W. Winterhaven Drive. The southern portion of Winterhaven does not have high visibility crosswalks that would allow for safer crossing of Winterhaven Dr. and access to neighborhood destinations.

The far southern section of Winterhaven lacks a safe, continuous pedestrian route across Interstate 8. and to the northern portion of the community.



Figure 2-6: Winterhaven Existing Pedestrian Network

3. Existing Planning Documents

This document is a brief summary of the relevant plans related to the project area of the unincorporated areas of Imperial County. Urban Areas are characterized by the County General Plan as having full levels of urban services, in particular public water and sewer systems, and contain or propose a broad range of residential, commercial, and industrial uses.

Community Plans identify goals, policies, and standards that will guide the physical growth of the designated planning area. However, there are limited references to the unincorporated areas. There are six basic principles that guide planning for Imperial County (2015 Land Use Element):

1. Quality of life;
2. Safety for people and property;
3. Wide selection of social and economic opportunities;
4. Efficient use of natural, human, and financial resources;
5. Clean air, water, and land;
6. Quiet, beautiful communities and rural areas.

Specific Policies Relevant to the Project Area:

Heber Urban Area Plan, Policy 7: Public Safety (p. 24)

A majority of the residential areas of Heber do not have curb and gutter or sidewalks. In addition, most of the streets are oversized and not fully paved. This condition has created an unpaved area lying on both sides of the street and existing property lines. During rainy weather, pedestrians, including children often walk on streets which creates a dangerous situation.

Program - The Planning/Building Department will coordinate with residents, Public Works Department and the Heber Public Utility District to determine the feasibility of paving the full width of community streets, installing curbs and sidewalks in residential areas.

Niland Urban Area Plan (Community Plan)

Safe, Convenient and Efficient Transportation System (p. 16)

Goal 1: The County will provide an integrated transportation system for the safe and efficient movement of people and goods within and throughout the Niland Urban Area with minimum disruption to the environment.

- Objective 1.1 Maintain and improve the existing road and highway network, while providing for future expansion and improvement based on travel demand and the development of alternative travel modes.
- Objective 1.2 Ensure safe and coordinated traffic patterns, continuous growth, and promote a planned and consistent development around the township area
- Objective 1.3 Finance or seek funding for circulation system maintenance projects.

Alternative Modes of Transportation (p. 17)

Goal 2: Develop alternative transportation strategies designed to reduce traffic volumes and improve traffic flow.

- Objective 2.1 Ensure the safety of the traveling public, including pedestrians and bicyclists.
- Objective 2.2 Attempt to reduce motor vehicle air pollution.

Ocotillo/Nomirage Community Area Plan

Ocotillo does not have any existing policies, goals, or objectives pertaining to pedestrians.

Seeley Urban Area Plan

Safe, Convenient and Efficient Transportation System (p. 13)

Goal 1: Provide an integrated transportation system for the safe and efficient movement of people and goods within and throughout the Seeley Urban Area with minimum disruption to the environment.

- Objective 1.1 Maintain and improve the existing road and highway network, while providing for future expansion and improvement based on travel demand and the development of alternative travel modes.
- Objective 1.2 Work towards ensuring safe and coordinated traffic patterns, continuous growth, and promote a planned and consistent development within the Urban area.
- Objective 1.3 Finance or seek funding for circulation system maintenance projects.

Alternative Modes of Transportation (p. 14)

Goal 2: Develop alternative transportation strategies designed to reduce traffic volumes and improve traffic flow.

- Objective 2.1 Work towards ensuring the safety of the traveling public, including pedestrians and bicyclists.
- Objective 2.2 Attempt to reduce motor vehicle air pollution.

Multiple Modes of Transportation (p. 14)

Goal 3: Consider all modes of transportation including motor vehicle, mass transit, air transportation, and non-motorized transportation.

West Shores/Salton City Urban Area Plan

Safe, Convenient and Efficient Transportation System (p. 14)

Goal 1: The County will provide an integrated transportation system for the safe and efficient movement of people and goods within and throughout the West Shores/Salton City Urban Area with minimum disruption to the environment.

- Objective 1.1 Maintain and improve the existing road and highway network, while providing for future expansion and improvement based on travel demand and the development of alternative travel modes.
- Objective 1.2 Ensure safe and coordinated traffic patterns, continuous growth, and promote a planned and consistent development around the Urban area.
- Objective 1.3 Finance or seek funding for circulation system maintenance projects.

Alternative Modes of Transportation (p. 15)

Goal 2: Develop alternative transportation strategies designed to reduce traffic volumes and improve traffic flow.

- Objective 2.1 Ensure the safety of the traveling public, including pedestrians and bicyclists.
- Objective 2.2 Attempt to reduce motor vehicle air pollution.

Winterhaven Urban Area Plan

Safe, Convenient and Efficient Transportation System (p. 6)

Goal 1: The County will provide an integrated transportation system for the safe and efficient movement of people and goods within and throughout the Winterhaven Urban Area with minimum disruption to the environment.

- Objective 1.1 Maintain and improve the existing road and highway network, while providing for future expansion and improvement based on travel demand and the development of alternative travel modes.
- Objective 1.2 Ensure safe and coordinated traffic patterns, continuous growth, and promote a planned and consistent development around the township area.
- Objective 1.3 Finance or seek funding for circulation system maintenance projects.

Alternative Modes of Transportation (p. 7)

Goal 2: Develop alternative transportation strategies designed to reduce traffic volumes and improve traffic flow.

- Objective 2.1 Ensure the safety of the traveling public, including pedestrians and bicyclists.
- Objective 2.2 Attempt to reduce motor vehicle air pollution.

Table 3-1 Relevant Existing Plans Summary

Document	Agency	Year Adopted
Ocotillo Area Plan	Imperial County	1994
Seeley Urban Area Plan	Imperial County	1994
Niland Urban Area Plan	Imperial County	1996
Winterhaven Urban Area Plan	Imperial County	1996
West Shores Salton City Urban Area Plan	Imperial County	2000
Heber Urban Area Plan	Imperial County	2003
Imperial County General Plan: Circulation and Scenic Highways Element, Parks and Recreation Element, Conservation and Open Space Element	Imperial County Planning & Development Services	2008
Imperial County Bicycle Master Plan	Imperial County	2011
2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future Active Transportation Appendix	SCAG	2012
Imperial County Safe Routes to School (SRTS) Regional Master Plan	Imperial County	2016

Table 3-2 Guiding State Policies and Plans

Plan/Policy Name	Jurisdiction	Year Adopted
AB 32 - California Global Warming Solutions Act	State of California	2006
Caltrans Deputy Directive 64 - Complete Streets	State of California	2008
AB 1358 - Complete Streets Act	State of California	2008
SB 375 - California Sustainable Communities Strategy	State of California	2008 became effective on January 1, 2009
Policy Statement on Bicycle & Pedestrian Accommodation Regulations and Recommendations	United States DOT	2010
California State Bicycle & Pedestrian Plan	State of California	2017

Community Policies

Heber Existing Community Policies

There are existing plans and policies that encourage the implementation of pedestrian facilities, as reflected in Table 3-3. Currently, there is a large absence of curbs, gutters, and sidewalks; most streets in the community are wide and not fully paved or maintained, altogether creating hazardous conditions for pedestrians and children. The Heber Urban Area Plan contains a policy on public safety that cites the following program to address this gap in infrastructure.

Program - The Planning/Building Department will coordinate with residents, Public Works Department and the Heber Public Utility District to determine the feasibility of paving the full width of community streets, installing curbs and sidewalks in residential areas.

Table: 3-3: Heber Existing Community Policies

Relevant Plan/Policy	Agency	Year Adopted
Heber Urban Area Plan	Imperial County	2003
Public Safety (Heber Urban Area Plan)	Imperial County	2003
Imperial County Safe Routes to School Regional Master Plan	Imperial County	2016
2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future Active Transportation Appendix	SCAG	2012

Niland Existing Community Policies

Table: 3-4: Niland Existing Community Policies

Relevant Plan/Policy	Agency	Year Adopted
Niland Urban Area Plan	Imperial County	1996
Safe, Convenient, and Efficient Transportation System (Niland Urban Area Plan)	Imperial County	1996
Alternative Modes of Transportation (Niland Urban Area Plan)	Imperial County	1996
Imperial County Safe Routes to School Regional Master Plan	Imperial County	2016
2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future Active Transportation Appendix	SCAG	2012

Ocotillo Existing Community Policies

Table: 3-5: Ocotillo Existing Community Policies

Relevant Plan/Policy	Agency	Year Adopted
Ocotillo/Nomirage Community Area Plan	Imperial County	1994
Imperial County Safe Routes to School Regional Master Plan	Imperial County	2016
2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future Active Transportation Appendix	SCAG	2012

Salton City Existing Community Policies

Table: 3-6: Salton City Existing Community Policies

Relevant Plan/Policy	Agency	Year Adopted
West Shores/Salton City Urban Area Plan	Imperial County	2000
Safe, Convenient, and Efficient Transportation System (West Shores/Salton City Urban Area Plan)	Imperial County	2000
Alternative Modes of Transportation (West Shores/Salton City Urban Area Plan)	Imperial County	2000
Imperial County Safe Routes to School Regional Master Plan	Imperial County	2016
2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future Active Transportation Appendix	SCAG	2012

Seeley Existing Community Policies

Table: 3-7: Seeley Existing Community Policies

Relevant Plan/Policy	Agency	Year Adopted
Seeley Urban Area Plan	Imperial County	1994
Safe, Convenient, and Efficient Transportation System (Seeley Urban Area Plan)	Imperial County	1994
Alternative Modes of Transportation (Seeley Urban Area Plan)	Imperial County	1994
Multiple Modes of Transportation (Seeley Urban Area Plan)	Imperial County	1994
Imperial County Safe Routes to School Regional Master Plan	Imperial County	2016
2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future Active Transportation Appendix	SCAG	2012

Winterhaven Existing Community Policies

Table: 3-8: Winterhaven Existing Community Policies

Relevant Plan/Policy	Agency	Year Adopted
Winterhaven Urban Area Plan	Imperial County	1996
Safe, Convenient, and Efficient Transportation System (Winterhaven Urban Area Plan)	Imperial County	1996
Alternative Modes of Transportation (Winterhaven Urban Area Plan)	Imperial County	1996
Imperial County Safe Routes to School Regional Master Plan	Imperial County	2016
2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future Active Transportation Appendix	SCAG	2012

4. Programs

Programs help support use of transit and active transportation options by sharing information, promoting safety, and creating a vibrant active transportation culture. Communities that have the highest rates of active transportation, including walking, consistently use a “5Es” approach, with five types of programs complementing engineering improvements:

Education – providing safety education for people walking, riding bicycles, and driving, as well as education about the environmental and health benefits of active transportation and the facilities available in the community

Encouragement – promoting bicycling and walking as fun and efficient modes of transportation and recreation

Enforcement – enforcing laws and good behavior for people walking, bicycling, and driving

Evaluation – monitoring the success of the effort through counts, surveys, and review of relevant data.

Engineering - Improve the physical walking and biking environment. Work with local government agencies to determine if infrastructure improvements are needed to encourage students to walk or bike to school safely.

The following is a summary of some programs geared towards implementing some of the above strategies in the unincorporated communities within Imperial County.

SRTS Programs The Imperial County Transportation Commission (ICTC) operates a SRTS program in partnership with the Imperial County Public Health Department (ICPHD) and Imperial County school districts. The purpose of the program is to increase the number of students who walk or ride bicycles to school, and to improve student safety when traveling to school

on foot or by bike. While SRTS recommendations include physical improvements to infrastructure, they also include educational, encouragement, enforcement, and evaluation programs. Education programs are intended to teach audiences the skills or knowledge required to safely walk or bicycle to school. Suggested education programs include safety training, bicycle skills courses, and media campaigns. Encouragement programs are meant to produce interest in walking or bicycling to school. Suggested encouragement programs include International Walk-to-School Day, open streets events, teacher-led walks, and competitions with prizes. Enforcement programs discourage unsafe behavior and include crossing guards, neighborhood watch, and student safety patrols. Evaluation programs are intended to measure the success of SRTS activities and provide guidance for improvement. Programs include surveys and bicycle and pedestrian counts.

Transit Demand Response Programs

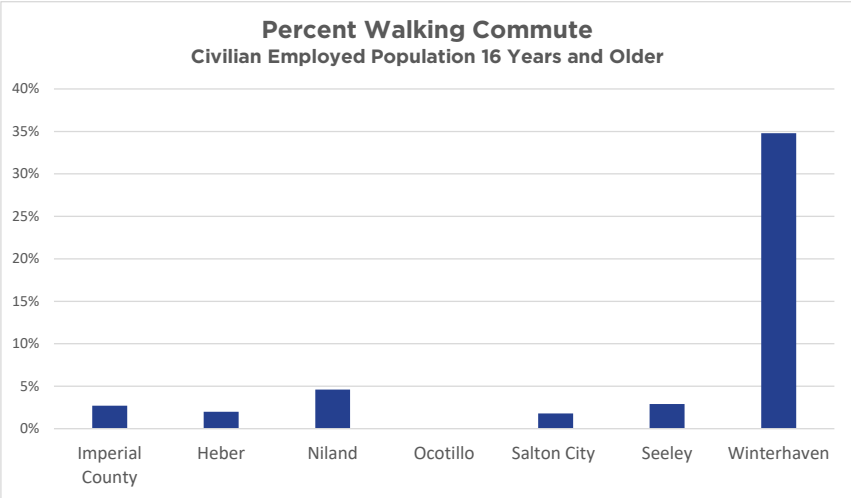
The Imperial County Transportation Commission administers three demand response programs: IVT Access, IVT Ride, and IVT MedTrans to support Imperial Valley Transit fixed-route service. IVT Access is a curb-to-curb service that operates within a mile of IVT fixed route service. It is available to certified mobility disadvantaged persons. IVT Ride is a curb-to-curb service, also for certified mobility disadvantaged persons who cannot use fixed route service, and seniors over 55 years old within the communities of Brawley, Calexico, El Centro, Imperial, and Salton City. As Salton City does not have fixed route transit, IVT Ride is Salton City’s only operating transit service. IVT MedTrans is a non-emergency service that provides transportation between the Imperial Valley and medical facilities in San Diego County.

Shuttle Services

The 2014 Coordinated Public Transit-Human Services Transportation Plan* for Imperial County identifies unmet transportation needs and mobility gaps in Imperial County that may be addressed by coordinated efforts between public transit and human service agencies. As such, it serves as a resource for the many different types of human service transportation programs that operate in the county. These are transportation services that are provided, subsidized, or arranged for clients by human service agencies. Such agencies include the Boys and Girls Club, Disabled American Veterans, and the Imperial County Department of Behavioral Health, among many others. Consult the Coordinated Public Transit-Human Services Transportation Plan for the complete list of programs and more information.

Figure 4-1: Pedestrian Mode-Share, Unincorporated Communities

Source: 2012-2016 American Community Survey (ACS) 5-Year Estimates



Pedestrian Mode Share

Mode share indicates the percentage of a community’s population that utilizes a specific mode of transportation. This baseline allows us to determine when efforts, such as programs, to increase access and use of to this form of transportation are having an effect.

The current mode share for the communities of concern is quite low, with the majority of communities for which data was available being below 5% (see Figure 4-1). The exception to this was Winterhaven which had a pedestrian mode share of 34.8%. Although there was a high margin of error for this estimate, it nevertheless indicates a trend of residents in Winterhaven walking as a form of commuting significantly more than in other communities. The communities with the lowest walking mode share were Heber and Salton City. American Community Survey data was not available for Ocotillo.

*<http://www.imperialctc.org/publications-&-reports/transit-and-non-motorized/>

5. Pedestrian Collision Analysis

Introduction

Data on pedestrian-related collisions can provide insight into locations or roadway features that tend to have higher vehicle vs. pedestrian collision rates, as well as behaviors and other factors that contribute this type of collisions. These insights will inform the recommendations in this Plan to address safety challenges facing people walking.

Vehicle-Pedestrian Collisions in Imperial County

Between 2013 and 2017, a total of 135 vehicle-pedestrian collisions occurred in Imperial County, shown in Figure 5-1. The majority (over three quarters) of vehicle-pedestrian collisions occurred on roads other than those classified as state highways, indicating that roads that tend to have pedestrian conflicts are either lower order or higher order roads that may have lower posted speeds but where motorists tend to travel over the posted speed limit. Wide roadways, either multi-lane, or with wide lanes and/or wide shoulders tend to encourage higher speeds due to a diminished sense of spatial perception.

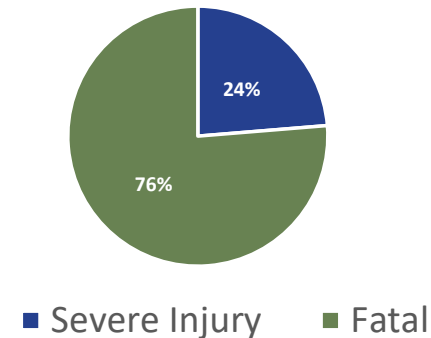
Wider roads in residential and small commercial centers tend to promote lower levels of pedestrian comfort due to the higher speeds and shorter reaction times for pedestrians crossing multiple lanes or crossing without stop signs, signals, safe crossings or other forms of traffic calming.

The majority of vehicle-pedestrian collisions were non-severe injury, with those resulting in severe injury or fatality were nearly equal, making up one third of total accidents, shown in Figure 5-1. The chances of a pedestrian being severely injured or killed being 30%.

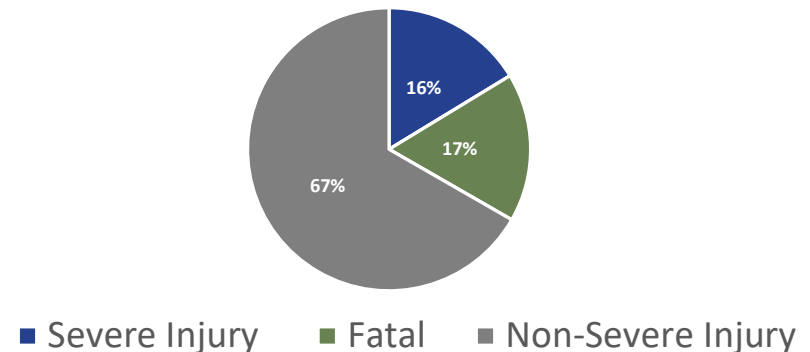
Figure 5-1: Vehicle-Pedestrian Collisions, Imperial County

Source: California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS)

Vehicle-Pedestrian Collisions by Road Type Imperial County, 2013 - 2017



Vehicle-Pedestrian Collisions by Severity Imperial County, 2013 - 2017



VEHICLE-PEDESTRIAN COLLISIONS *IMPERIAL COUNTY (2013 - 2017)*

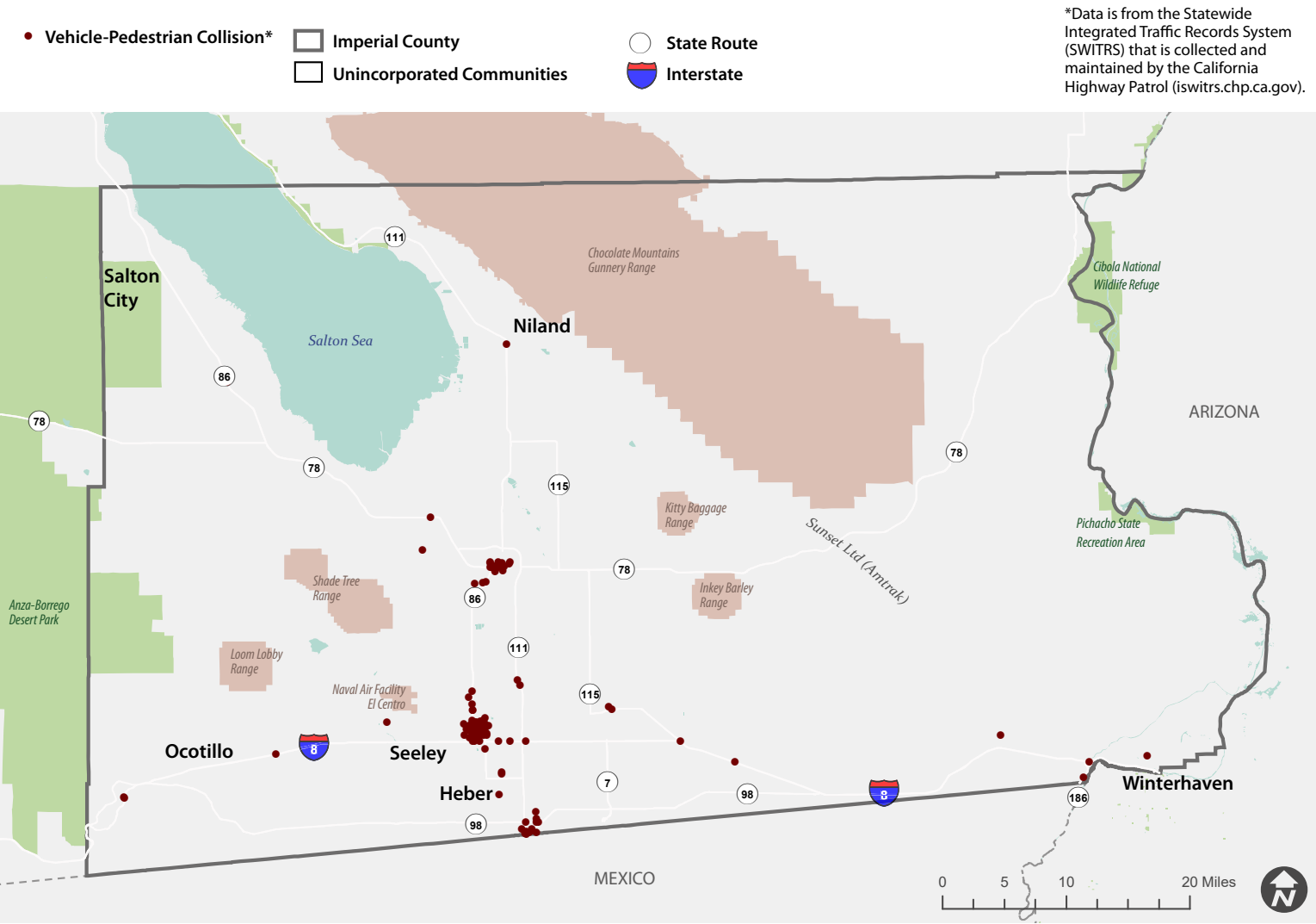


Figure 5-2: Imperial County Vehicle-Pedestrian Collisions

Vehicle-Pedestrian Collisions in the Unincorporated Communities

The communities of concern, being small, do not have a great number of pedestrian collisions to report in comparison with larger urban areas within the County. See Figure 5-2. In order to ascertain some of the possible causes of these crashes, it will be necessary to look at each location in greater detail.

Heber

Heber had two injury crashes involving pedestrians within its boundaries during the study period. Both crashes were concentrated around the north end of Heber Ave. near or at the intersection with Correll Rd, see Figure 5-3. This location is of concern as it is in close proximity to Dogwood Elementary School. This intersection could potentially be a key part of many students walking routes as it is located at the southeastern corner of the school boundary and near an access path to the school. Heber Ave is a very wide two-lane road with a crosswalk that does not have high-visibility markings, which are important in areas where dust and dirt on the road often can obscure older parallel yellow crosswalks. Although numerous sidewalks in good condition provide pedestrian infrastructure around the school, the crossings to the school are located at wide, high-volume intersections that often lack pedestrian refuges and enhanced visibility measures.

Niland

Niland had one fatal crash involving a pedestrian during the study period: at the intersection of Main St and State Route 111, the community main street and primary through-route, respectively, see Figure 5-3. The location does not provide any form of signed or signalized traffic control, pedestrian crossings, or other form of traffic calming.

Ocotillo

Ocotillo did not report any pedestrian crashes within its limits during the study period.

Salton City

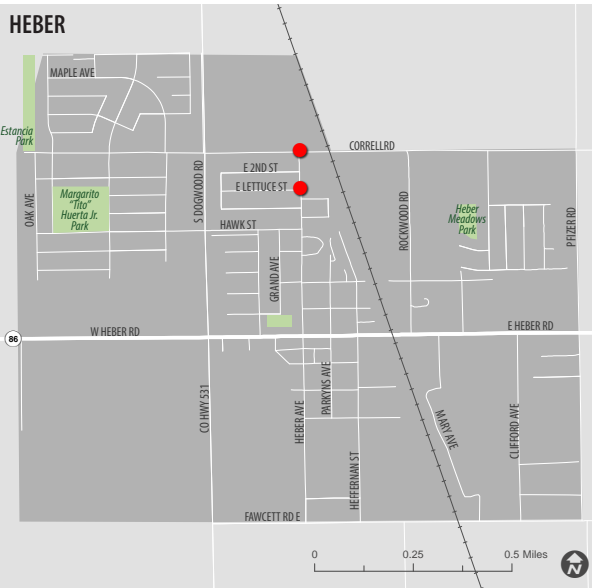
Salton City did not report any pedestrian crashes within its limits during the study period.

Seeley

One pedestrian crash with injury occurred on El Centro St. near the intersection with North Imperial Ave, see Figure 5-3. These are low speed, low volume roads in a residential area without stop signs or crosswalks. It is possible that low lighting and poor visibility coupled with the lack of a stop sign or pedestrian facilities contributed to this crash.

Winterhaven

One pedestrian crash with injury was recorded in the vicinity of Winterhaven during the study period. This crash occurred north of the main population center on 1st Street, where residents of a mobile home park would cross to reach the bus stop, see Figure 5-3. No pedestrian crossing facilities are provided at this location and stop signs provided at the entrances of the park are not installed per the appropriate standards. Due to limited street lighting, this location is dark at night.



VEHICLE-PEDESTRIAN COLLISIONS

Vehicle-pedestrian collisions that occurred within a half-mile of unincorporated communities between 2013 and 2017. Ocotillo and Salton City had no reported vehicle-pedestrian collisions during that time.

- Pedestrian Injury
- Pedestrian Fatality



Figure 5-3: Vehicle-Pedestrian Collisions, Unincorporated Communities

6. Summary

The unincorporated communities of Imperial County are a group of very unique communities, each with unique challenges and opportunities in respect to increasing walking mode share as a form of transportation for their communities.

Overall, these communities face equity challenges with high levels of environmental pollution, a high percentage of residents identifying as a racial minority, and an overall young demographic of working adults and school-age children, emphasizing the need for safe routes to school, work, and transit facilities. Due to the remote nature of some of these communities, coupled with the lower median income and percentage of those who do not have access to a vehicle, the opportunities offered through safe walkable routes to destinations such as commercial centers, work, and school become very important.

According to the community members who were surveyed, additional infrastructural improvements would be a strong motivation to increase walking in their communities, with a strong emphasis on safety provided by sidewalk facilities, safe intersection crossings, traffic calming in residential areas, improved lighting and shade, and connection to more local destinations.

The crash analysis supports the feedback received from the survey and the overall existing conditions data. Many crashes occurred in locations where pedestrian comfort levels are low due to absence of or lower visibility crossings, as well as the prevalence of wide roads without traffic calming efforts to discourage speeding. Unfortunately, some of these lower comfort zones are located between residents and the key destinations, such as local amenities, commercial centers, schools, parks and transit facilities.

Roads in the area tend to be wider and thus encourage higher speeds. Crosswalks are older and faded and of lower visibility design than modern facilities. Schools do not have adequate safe routes, and pedestrian facilities that are provided in newer communities do not connect to town centers, schools and other amenities .

While current residential density varies widely from community to community, consideration must be given to providing infrastructure for future growth to mitigate pedestrian vehicle collisions and promote equity and opportunities for these communities.



Imperial County Pedestrian Master Plan

