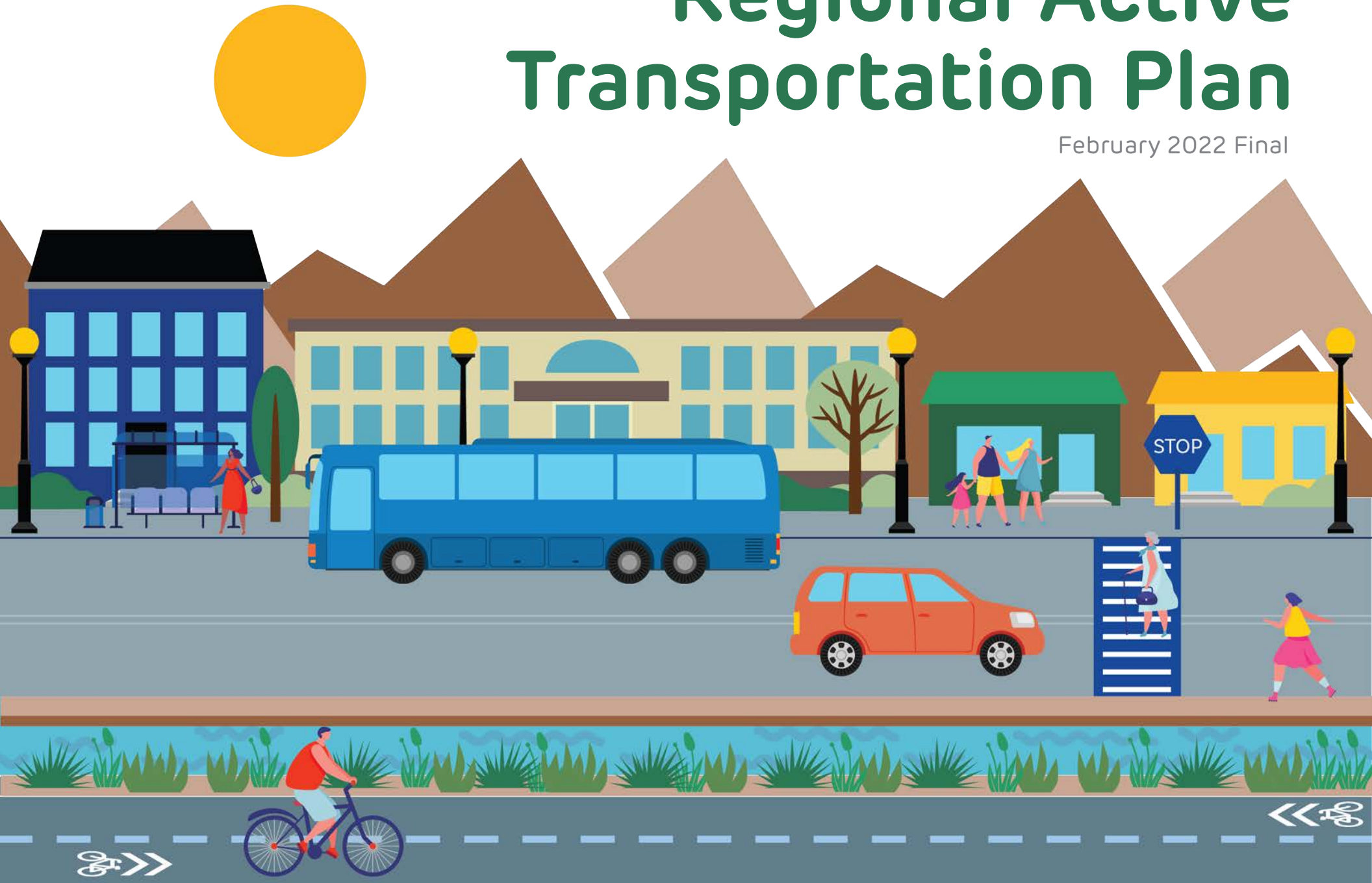


Imperial County Transportation Commission

Regional Active Transportation Plan

February 2022 Final



Acknowledgments

Imperial County Transportation Commission: ATP Planning Team

Virginia Mendoza, Program Manager

Marlene Flores, Associate Transportation Planner

SCAG

Mariana Pulido, Senior Regional Planner

Imperial County Transportation Commission: Commissioners

Mark Baza, Executive Director

George Nava, Council Member, City of Brawley

Rosie Arreola-Fernandez, Vice-Chair, Mayor, City of Calexico

Maria Nava-Froelich, Council Member, City of Calipatria

Cheryl Viegas-Walker, Chair, Council Member, City of El Centro

Mike Goodsell, Council Member, City of Holtville

Robert Amparano, Chairman, Council Member, City of Imperial

Javier Gonzalez, Director, Division 4, Imperial Irrigation District

Luis Plancarte, Supervisor District 2, County of Imperial

Ryan Kelley, Supervisor District 4, County of Imperial

Ana Beltran, Mayor, City of Westmorland

Gustavo Dallarda, District 11 Director, Caltrans

KTUA

Joe Punsalan, Principal

Jacob Leon, Associate, Project Manager

Jorge E. Nozot, Senior Planner, Assist. Project Manager

Marissa Tietz, Planner

KPA

Katherine Padilla Otanez, President

Jessica Padilla Bowen, Senior Associate

STC, Traffic

Stephen Manganiello, Principal

David DiPierro, Traffic Engineer

Myles Baidy, EIT

Adopted by ICTC Commissioners on February 23, 2022

ICTC ATP Technical Advisory Committee

Jim Minnick, County of Imperial Planning & Development

Miguel Figueroa, City Manager, City of Calexico

George Galvan AICP, The Holt Group, representing the City of Calipatria and City of Holtville

Alexis Brown, Asst. City Manager, City of Imperial

Gilbert “Gil” Rebollar, PIO, County of Imperial

Lilliana “Lily” Falomir, Public Works Manager, City of Calexico

Andrea Montaña, Planning Technician, City of Brawley

Christian Rodriquez, Assistant Planner, City of El Centro

David Salgado, Regional Affairs Officer, SCAG

Joel Hamby, Planner, City of Westmorland

Guillermo Sillas, Public Works Director/City Engineer, City of Brawley

Andres “Andy” Miramontez, Senior Engineer, City of El Centro

Alex Araiza, Transportation Planner Caltrans- District 11

Rafael Reyes, PE, Native American Liaison/Imperial County Coordinator Caltrans D11 Division of Planning

Alexis Morris, Planning, Caltrans

Yoli Viviana Sanchez, Health Education Specialist, Imperial County Public Health Department

Lisa Tylenda, City of Calexico, Planning & Building Services

Juan Manuel Cabrera, Assistant Civil Engineer, City of Brawley

Ramiro Barajas, Public Works Supervisor, City of Westmorland

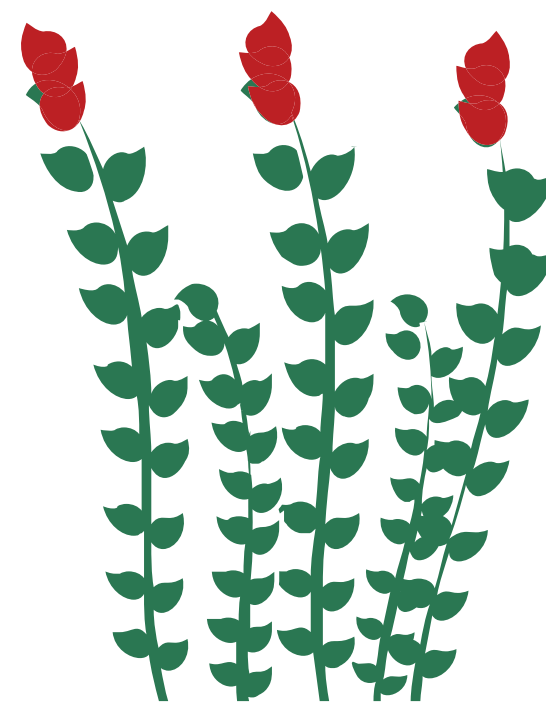


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Chapter 1

Introduction



1.1 SCOPE AND VISION

The Imperial County Transportation Commission (ICTC) embarked on a mission to research, analyze, and engage with communities to understand how they can best meet the active transportation needs of the Imperial Valley. As a county transportation commission, it is their responsibility to work with their partners to plan and build an active transportation network that reflects the existing and future needs of the 180,000 plus residents of Imperial County. This comprehensive Regional Active Transportation Plan (ATP) is a tool that will help ICTC achieve short, mid, and long-term projects for walking, bicycling, use of public transit, and other related transportation modes.

1.1.1 GOALS AND OBJECTIVES

The plan includes an existing conditions analysis, community engagement summary, and project recommendations to guide the development of active transportation infrastructure projects and programs for ICTC. The following goals and objectives assisted the team throughout the planning process:

- » Literature review of previous planning efforts
- » Existing active transportation analysis
- » Comprehensive and flexible community engagement process
- » Implementable active transportation plan

Alamo River Trail in Holtville





Goal:
**Literature review of previous
planning efforts**

- » Identify cities and communities that have not received an ATP-related plan or have plans older than 5 years
- » Develop a matrix to track ongoing planning efforts that may affect project development



Goal:
**Existing active transportation
analysis**

- » Collect all available socio-economic data, GIS data, and field work assessments
- » Analyze active transportation infrastructure around important land uses such as parks, schools, and commercial centers
- » Review active transportation infrastructure around transit stops



Goal:
**Comprehensive and flexible
community engagement
process**

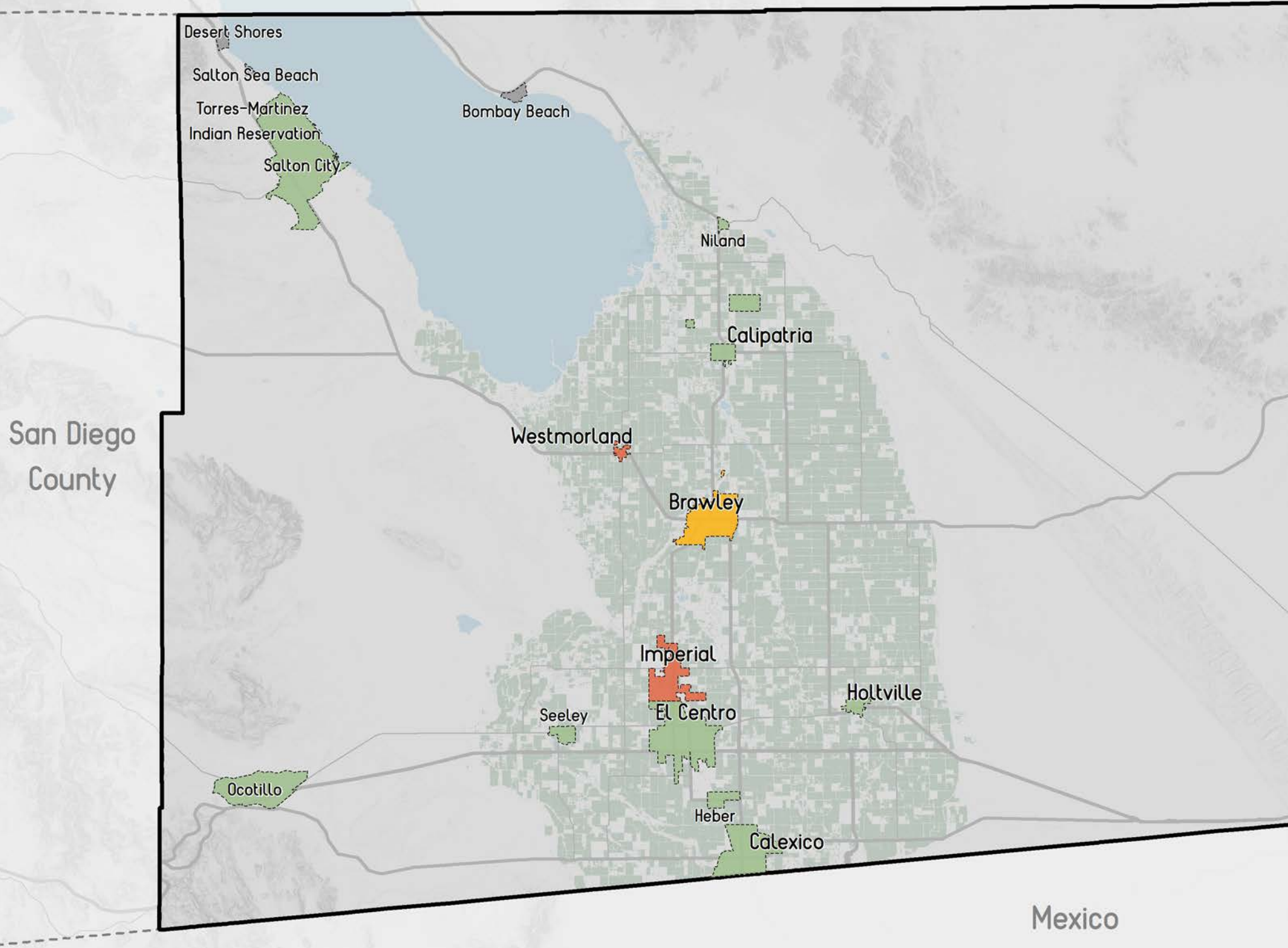
- » Identify all possible in-person and online strategies to maximize participation
- » Provide the community robust participation opportunities by embracing the “going to the people” approach
- » Remain flexible and adapt to the changing COVID-19 health protocols
- » Engage leaders, community champions, and stakeholders

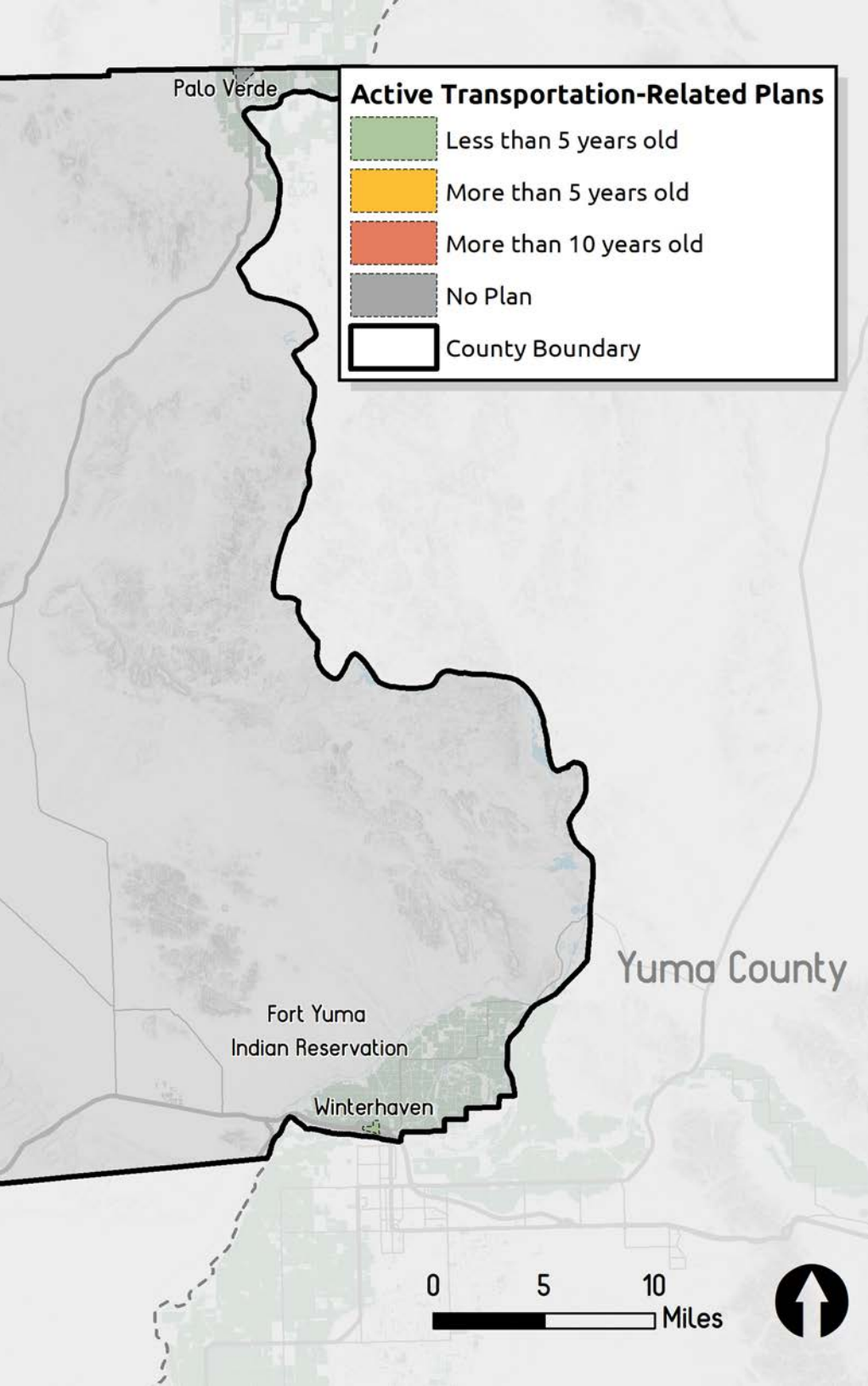


Goal:
**Implementable active
transportation plan**

- » Identify short, mid, and long-term projects that are implementable
- » Embrace SCAG’s Connect SoCal Regional Transportation Plan
- » Explore areas of cooperation with ICTC, the County, cities, Caltrans, SCAG, and the Imperial Irrigation District (IID), that satisfy the procedural requirements, as well as produce regional plans and strategies of mutual benefit
- » Projects should be designed to encourage walking, bicycling, and use of transit as safe and comfortable modes of transportation
- » Projects should address healthy and equitable communities in connecting active transportation gaps
- » Reduce greenhouse gas emissions and improve air quality by replacing vehicular trips with active transportation trips

FIGURE 1-1: Active Transportation-Related Plans





1.2 STUDY AREA

The County of Imperial is located in Southern California, bordered by the counties of San Diego to the west and Riverside to the north. The County also shares its boundaries with Arizona to the east and with Mexico to the south, as shown in Figure 1-1. Interstate 8 is the only major freeway running through Imperial County, connecting it to other regions in Southern California and Arizona. State Routes and US highways provide other vital connections to destinations throughout the region.

According to the 2019 American Community Survey (ACS) 5-Year Estimates Data Profiles, Imperial County has a population of 180,701. Imperial County has a large Hispanic community, accounting for approximately 84 percent of the population identifying as Hispanic and/or Latino. The local economy and job force is heavily dependent on agriculture, but recent developments in renewable energy have increased job opportunities for solar and geothermal fields of work.

The County contains seven cities, 10 Census-designated places, and many other unincorporated communities. Two Indian Reservations, the Fort Yuma Indian Reservation and the Torres-Martinez Indian Reservation are located within the County boundaries.

1.3 ACTIVE TRANSPORTATION TRENDS AND BENEFITS

Many American cities were built on a foundation of auto-centric infrastructure, but many of those same cities are embracing active transportation as an equally important transportation option. Over the last 10 years, cities have been transforming their street network to support walking, bicycling, transit, and other related forms of transportation using sustainable planning principles such as Complete Streets, First-Last Mile, and Safe Routes to School planning. Infrastructure efforts have also been supported by the growing number of Federal and California legislation that help fund and pave the way for these kinds of projects.

The emergence of enhanced active transportation facilities such as separated bikeways, curb extensions, or flashing crosswalks have helped inform and encourage people to use active transportation more often in their day-to-day lives. It's also important to recognize that most trips Americans make are within one mile, meaning there's a genuine opportunity to entice people to walk or bicycle to their destinations.

The COVID-19 pandemic also affected how planners, engineers, and everyday people use their street network. Commuting patterns resulting from work-from-home setups as well as the need to access the outdoor environment for mental and physical health have resulted in

many people using active transportation more often. According to a report from the San Diego Association of Governments (SANDAG), daily volumes of bicycle commuting increased 42 percent across San Diego County during five months in 2020 compared to 2019. This trend continues to be seen in many cities throughout California. Other cities have explored placemaking options that promote walking and bicycling such as closing streets on weekends to cars and making them exclusive for pedestrian and bicycle access. Record sales of bicycles, especially electric bicycles, and a steady increase of micro-mobility options such as scooters and E-bikes have helped communities and their residents adapt to the constantly-changing environment.

An active transportation plan that is successfully implemented can lead to numerous environmental, health, economic, and social equity benefits. The following section highlights some of the benefits that Imperial County can experience if active transportation projects and programs were implemented.



1.3.1 ENVIRONMENTAL BENEFITS

According to the United States Environmental Protection Agency (EPA), the transportation sector accounted for the largest portion of greenhouse gas (GHG) emissions (28 percent) in the U.S. in 2018. Additionally, building infrastructure for vehicles, such as streets and parking lots, increases the impervious surface of an area which leads to storm-water runoff, urban flooding, and the urban heat island effect. To combat these negative impacts, active transportation infrastructure can be thoughtfully designed to encourage people to walk, bicycle, or “roll” instead of driving. Studies from the Institute for Transportation and Development Policy (ITDP) state that “bikes and e-bikes currently make up 6% of miles traveled in world cities. If by 2050, bikes and e-bikes make up 14% of travel in world cities, there would be an overall 11% reduction in carbon emissions.”

Related surveys from the Active Living Research indicate that most errands in the U.S. are within short distances. For example, surveys state that 27% of errands are within 1 mile and that 61% of errands are within 5 miles. A shift to these active transportation modes would have positive environmental impacts due to reduced GHG emissions.

1.3.2 HEALTH BENEFITS

Vehicle-generated air pollution contains harmful GHG emissions including carbon dioxide, carbon monoxide, methane, nitrous oxide, and volatile organic compounds. These pollutants and irritants can cause asthma, bronchitis, pneumonia, and decreased resistance to respiratory infections. Taking steps to reduce these emissions is particularly important in the U.S. Making it easier and more comfortable for people to walk or bicycle rather than drive offers a great opportunity to reduce emissions and improve public health. Studies from the Active Living Research show that building active transportation infrastructure for people that live in mixed-use neighborhoods would help “33% of people meet their physical activity goals by walking as a means of transportation.” In addition, if active transportation is combined with recreational trails, then people are “50% more likely to meet physical activity guidelines.”

Vehicle-generated air pollution are harmful and can cause:



- Asthma

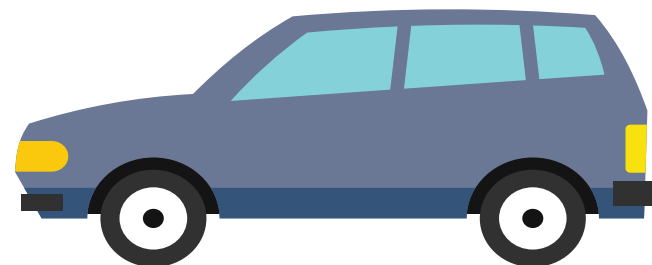
- Bronchitis



- Pneumonia



- Decreased resistance to respiratory infections



28% of GHG emissions in the U.S came from the transportation sector in 2018

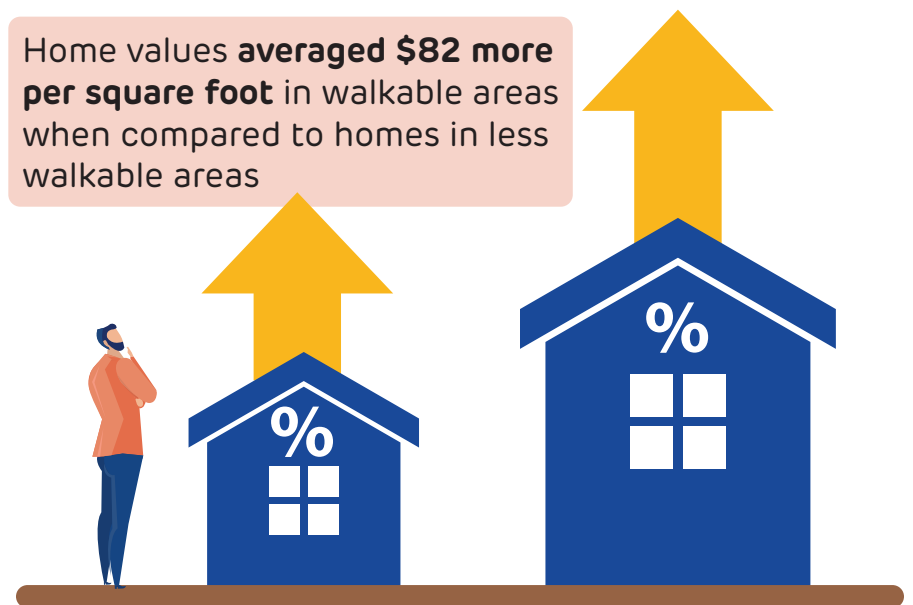
Exercise such as walking, jogging, and bicycling, has been shown to improve mental health by relieving depression, anxiety, and stress. This is especially important in rural or low-income areas, where community members are more likely to not have easy access to parks or fitness centers. A well-designed network of sidewalks, crossings, bicycle facilities, and shared use paths become even more critical in supporting community health.

1.3.3 ECONOMIC BENEFITS

Active transportation infrastructure and related programs have steadily shown to deliver economic benefits to a community. Converting even a fraction of automobile trips to active transportation modes of travel can generate a multitude of savings across many elements of a person's day-to-day lives. For example, increased use of active modes can contribute to a healthier lifestyle and therefore may minimize medical care, resulting in health-related savings for both individuals and taxpayers.

Another common economic benefit often cited is how a walkable and bikeable community increases property values and retail sales. People more than ever want to have the option to walk or bicycle for quick errands, a coffee, or a meal, so communities that offer a safe, attractive, and comfortable public realm with all sorts of active transportation options benefit from both a cultural boost and a monetary boost.

Lastly, an adopted active transportation plan allows a community or agency to effectively pursue and compete for local, state, and federal grants. A comprehensive ATP checks off all of the required boxes that agencies are required to complete in order to qualify for grant funding. Items such as existing conditions analysis, an extensive and successful community engagement process, and a prioritized list of projects and programs allow agencies to comfortably explore many grant opportunities.



1.3.4 EQUITY

Equity in transportation planning has become a priority topic over the past few years. Planners and agencies are recognizing that projects and programs need to serve all people across all socioeconomic statuses. Active transportation plans' definition of equity can be summarized to the following two based on a study published by the League of American Bicyclists and the Alliance for Biking and Walking:

Geographic Equity - *The distribution of bicycling and/or walking facilities and programs within a community, and/or*

Social or Demographic Equity - *The characteristics of populations served by bicycling and/or walking facilities and programs.*

These definitions are important because planners must remind related parties that historically, many low-income communities and underserved populations have been excluded from the transportation planning process. Research groups such as the Healthy Places by Design have highlighted many realities related to equitable planning. They cite Charles Brown, a researcher at Rutgers' Alan M. Voorhees Transportation Center. His research "suggests that communities of color are under-represented in infrastructure planning discussions" and that "communities of color have less active transportation infrastructure to begin with. Layered with systemic discrimination, this type of disinvestment makes it especially difficult—and dangerous—for too many people of color to get from one place to another in their daily lives by bicycling and walking."

Transportation planning projects should always facilitate effective, humble, and approachable community engagement strategies. All communities should be heard and their participation should help prioritize and design the transportation network that they will be using in their day-to-day lives.

"Going to the people" to maximize community engagement



Imperial Valley College Back to School Bash in Imperial



City of Imperial Library in Imperial

1.4 PLANNING CONTEXT SUMMARY

This regional ATP incorporates regional and local planning efforts that are directly related to walking, bicycling, transit, and trails. These efforts range from long-range regional planning efforts to neighborhood-specific plans. The following information summarizes the planning documents that were evaluated as part of the ATP process.

1.4.1 REGIONAL PLANNING EFFORTS

The following regional planning documents were reviewed to ensure that newly-proposed projects and programs align with previously-identified planning efforts.

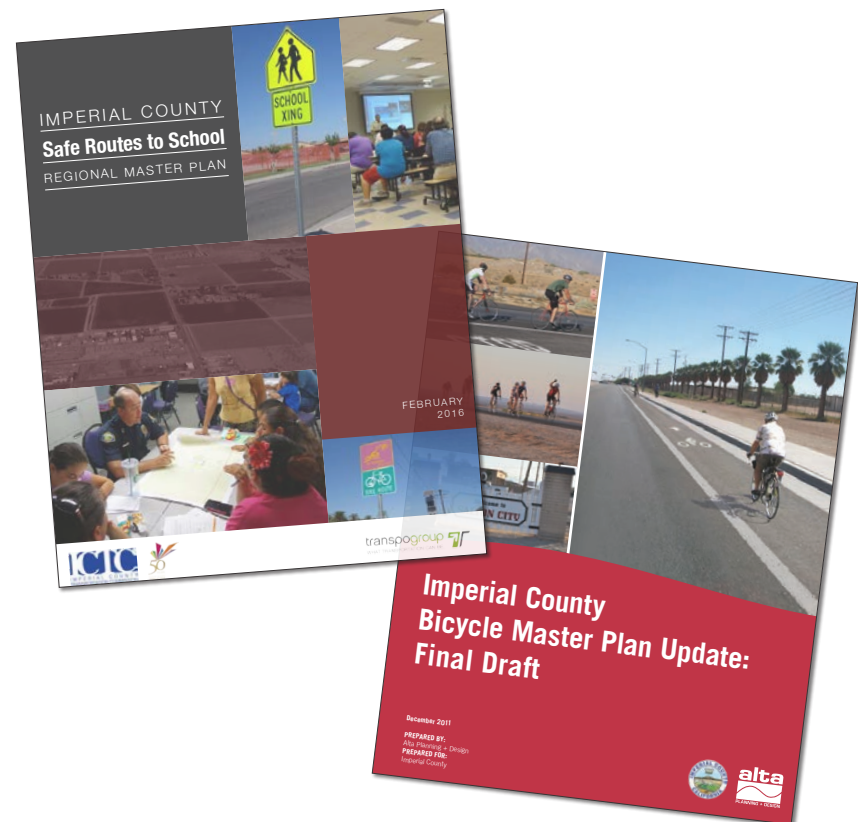
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)
- » ICTC Regional Mobility Hub Implementation Strategy (2017)

1.4.2 MUNICIPAL PLANNING EFFORTS

The following planning documents for the seven cities found within Imperial County were also reviewed to ensure connectivity and continuity between regional planning efforts and this ATP planning process:

- » City of Brawley Non-Motorized Transportation Plan (2013)
- » City of Brawley General Plan (2008)
- » City of Calexico Bicycle Master Plan Update (2018)
- » City of Calexico Transit Needs Assessment Study Final Report (2017)
- » City of Calexico General Plan Update (2015)

- » City of Calipatria Active Transportation Plan (2020)
- » City of Calipatria Railroad Corridor Multi-Use Bikeway Master Plan (2019)
- » City of El Centro General Plan Update (2021)
- » City of El Centro Active Transportation & Safe Routes to School Plan (2019)
- » City of Holtville General Plan (2017)
- » City of Holtville Complete Streets Plan (2016)
- » City of Holtville Bicycle Master Plan (2014)
- » City of Imperial Circulation Element (2017)
- » City of Imperial Bicycle Master Plan (2002)



PLANNING CONTEXT

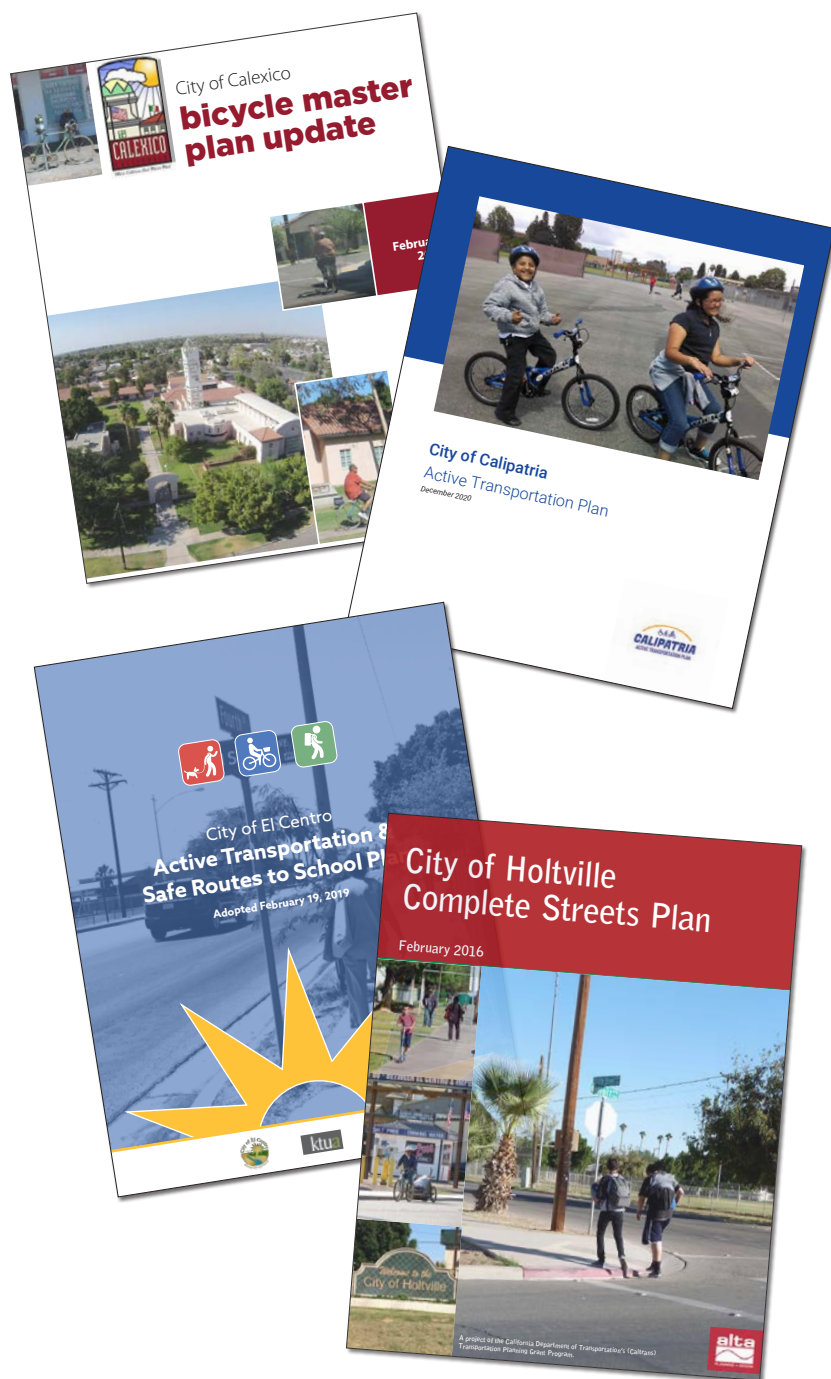
7 Cities in Imperial County

10 Census-Designated Places

22 Unincorporated Communities

2 Native American Reservations

6 Cities or communities with either no active transportation plans or plans older than 5 years old



1.5 STATE OF PRACTICE

Active transportation continues to permeate people's everyday lives as we explore ways to live healthier, more active, and affordable lives. Ensuring that basic infrastructure needs such as sidewalks, curb ramps, lighting, bicycle lanes, etc., are met will always be a priority for every city. The state of practice continues to encourage city leaders, local advocates, and everyday citizens to advocate for safe, comfortable, and attractive mobility options. The recent COVID-19 pandemic created a heightened sense of awareness for our outdoor environment as people sought ways to leave their homes to catch a breath of fresh air, exercise, or reach their essential workplaces. This has led to a greater sense of responsibility for local, state, and federal agencies to make it easier to assess and/or re-imagine our streets to ensure they equitably serve the needs of the community.

While active transportation design guidance has traditionally come from the State, especially Caltrans and the California Manual on Uniform Traffic Control Devices (CA MUTCD), cities are increasingly turning to national organizations for guidance on best practices. Primary organizations include the National Association of City Transportation Officials (NACTO), American Association of State Highway and Transportation Officials (AASHTO), and the Federal Highway Administration (FHWA).

Fortunately for California cities, there is increased flexibility in design guidance offered by both California Department of Transportation (Caltrans) and the FHWA. In 2014, Caltrans officially endorsed the NACTO Urban Street Design Guide and Urban Bikeway Design Guide as valuable toolkits for designing and constructing safe, attractive local streets. California cities may also apply for experimental designation from the FHWA for projects not in conformance with the CA MUTCD.

The guidance provided by these manuals supports the creation of more Complete Streets. The guidance is also supported by several pieces of important legislation. The following section provides an overview of the state of practice for active transportation facilities, including a listing of relevant legislation at the local, regional, state, and national levels.

1.5.1 PRIMARY GUIDANCE

In 2014, the Caltrans updated the CA MUTCD to provide uniform standards and specifications for all official traffic control devices in California. This update is meant to implement Caltrans's 2014 mission to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. The purpose of the CA MUTCD is to improve safety and mobility for all travellers by setting minimum standards and providing guidance intended to balance safety and convenience for everyone in traffic, including drivers, pedestrians, and bicyclists.

The CA MUTCD contains the basic principles that govern the design and use of traffic control devices that aim to promote highway safety and efficiency by providing for the orderly movement of all road users on streets, highways, bikeways, and private roads open to public travel. Multimodal policies for safer crossings, work zones, and intersections are integrated as part of the CA MUTCD, with improvements including:

- » Crosswalks Enhancements Policy
- » Temporary Traffic Control Plans
- » Work Zone and Higher Fines Signs and Plaques
- » Traffic Control for School Areas

Additionally, NACTO guidance was analyzed to ensure flexibility and innovation in the design and operations of streets and highways in California. Much of the guidance provided in the CA MUTCD is consistent with the NACTO Urban Bikeway Design Guide.

Detailed information regarding the following list of guidance documents can be found in Appendix A.

- » FHWA Bike Lane Planning and Design Guide
- » FHWA Bikeway Selection Guide
- » AASHTO Guide to Bikeway Facilities
- » NACTO Urban Bikeway & Street Design Guides
- » NACTO Transit Street Design Guide
- » NACTO Urban Street Stormwater Guide

- » Caltrans Highway Design Manual, Chapter 1000: Bicycle Transportation Design
- » Complete Streets and Routine Accommodation
- » MassDOT Separated Bike Lane Planning & Design Guide

1.5.2 APPLICABLE LEGISLATION

Several pieces of legislation support increased bicycling and walking in the State of California. Much of the legislation addresses GHG reduction and employs bicycling and walking as a means to achieve reduction targets. Other legislation highlights the intrinsic worth of bicycling and walking and treats the safe and convenient accommodation of bicyclists and walkers as a matter of equity. The most relevant legislation concerning bicycle and pedestrian policy, planning, infrastructure, and programs are listed below. Descriptions for each legislation can be found in Appendix A.



State Legislation and Policies

- » AB 32 California Global Warming Solutions Act
- » SB 127 Complete Streets Bill
- » SB 1000 Planning for Healthy Communities Act
- » SB 375 Redesigning Communities to Reduce Greenhouse Gases
- » AB 1358 Complete Streets Act
- » AB 1581 Bicycle and Motorcycle Traffic Signal Actuation
- » AB 1371 Passing Distance/Three Feet for Safety Act
- » SB 743 CEQA Reform
- » CEQA for Bicycle and Pedestrian Plans
- » AB 1193 Bikeways
- » Design Information Bulletin 89-01
- » SB 1 Transportation Funding
- » SB 672 Traffic-Actuated Signals: Motorcycles and Bicycles
- » SB 760 Transportation Funding: Active Transportation: Complete Streets
- » AB 1218 California Environmental Quality Act Exemption: Bicycle Transportation Plans
- » Caltrans' Deputy Directive 64-R2
- » AB 902 Traffic Violations and Diversion Programs
- » AB 1096 Electric Bicycles as Vehicles
- » AB 390 Pedestrian Crossing Signals
- » AB 285 Forecast Impacts of Emerging Technologies
- » AB 1266 Bicycle Guidance Signs Through an Intersection
- » SB 400 Clean Cars 4 All Program
- » Executive Order N-19-19

Federal Legislation

- » Safe Streets Act (S-2004/HR-2468)
- » Interim Approval for Optional Use of an Intersection Bicycle Box (IA-18)

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Chapter 2

Existing Conditions



2.1 EXISTING CONDITIONS OVERVIEW

A thorough understanding of the existing roadway conditions, the County's demographics, and other transportation-related information is critical. The data presented in this chapter uses the latest Census and geographic information system (GIS) datasets available to the planning team. It is used to create a comprehensive understanding of the County, the respective cities, census-designated places, and unincorporated areas within Imperial County. The analysis was combined with the community engagement process to help the team make informed project recommendations.

Cities in Imperial County

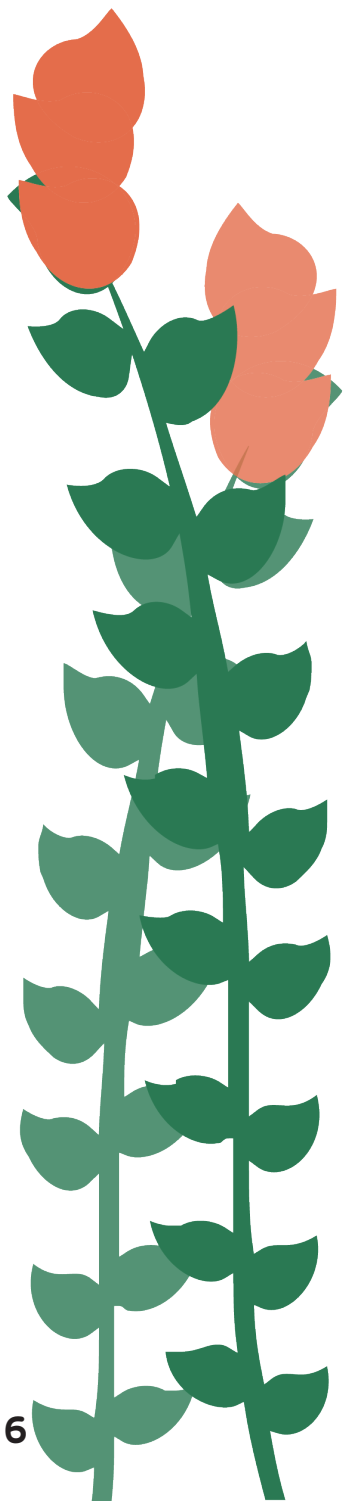
- » Brawley
- » Calexico
- » Calipatria
- » El Centro
- » Holtville
- » Imperial
- » Westmorland

Indian Reservations in Imperial County

- » Fort Yuma Indian Reservation
- » Torres-Martinez Indian Reservation

Communities in Imperial County

- » Bombay Beach
- » Desert Shores
- » Heber
- » Niland
- » Ocotillo
- » Palo Verde
- » Salton City
- » Salton Sea Beach
- » Seeley
- » Winterhaven



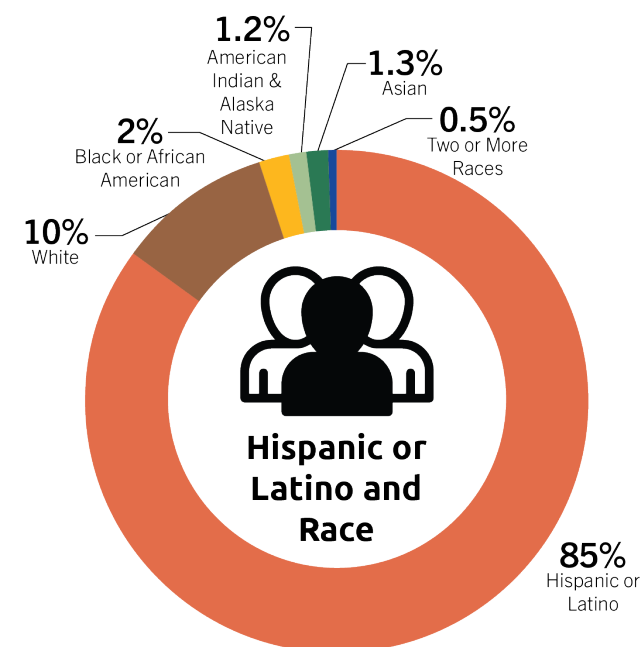
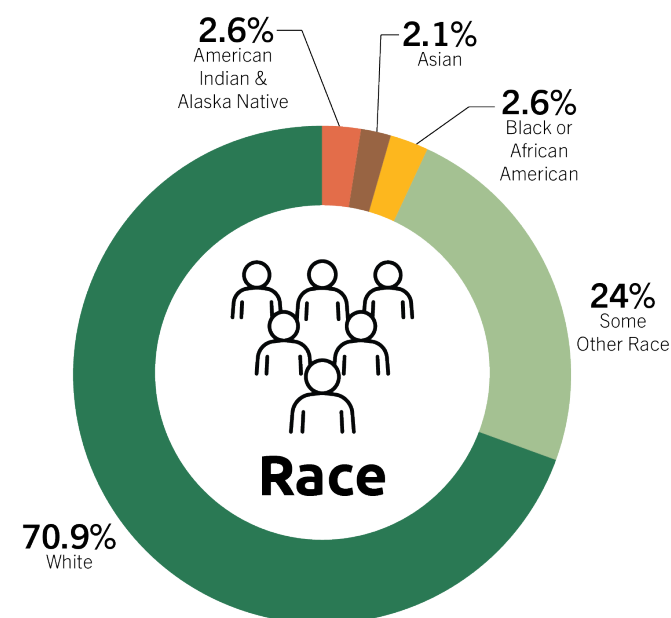
2.1.1 COUNTY DEMOGRAPHICS

According to the 2019 ACS projection, Imperial County has a population of 180,701 within its boundary. The population of Imperial County is relatively young with the median age being 32.4 years old. The racial makeup in Imperial County is 65.1% White, 2.5% African American, 1.1% American Indian and Alaska Native, 1.5% Asian, 3.6% two or more races, and 26.1% another race. A majority of the population, 84.2%, identify as Hispanic or Latino.

The median household income is \$47,622 in Imperial County, compared to \$75,235 statewide, and \$62,843 nationally. Of the households surveyed in 2019, a majority of households have access to one or more vehicles, with two % reporting lacking access to a vehicle.



Bus stop in the City of Imperial



2.1.2 COUNTY MODE SHARE

According to the 2019 ACS, there are an estimated 59,343 workers in Imperial County. Travel mode splits for workers' commute trips are as follows:

Approximately 89.8% of workers in Imperial County drive to work. The data suggests that investments in transit and other forms of transportation can help reduce commuter dependency on vehicular trips. This would result in reduced vehicle miles traveled, reduction of GHG emissions, and potential reduction of traffic congestion in Imperial County.

WALKING MODE SHARE

Walking mode share measures the percentage of workers aged 16 years and over who commute to work by foot. Mode share reflects how well infrastructure and land-use patterns support travel to work by foot. In a city or community, walking mode share patterns are connected to the relative proximity of housing to employment centers.

BICYCLING MODE SHARE

Similar to the walking mode share, bicycling mode share measures the percentage of resident workers aged 16 years and over who commute to work by bicycle.

PUBLIC TRANSIT MODE SHARE

Transit mode share measures the percentage of workers aged 16 years and over who commute to work by transit. This mode share reflects how well first mile-last mile infrastructure, transit routes, and land-use patterns support travel to work by transit.

TRAVEL TIME TO WORK (Drive and Walk)

Figure 2-1 compares the travel modeshare between the County, State, and United States based on the 2019 ACS. The data suggests that the County has a 4.5% to 6% higher dependence on personal vehicles for travel, than the state and U.S. The data also suggests that the county is on par with the state and the U.S. for walking and carpool travel modes.



Bicycle lane and continental high-visibility crosswalk in Seeley

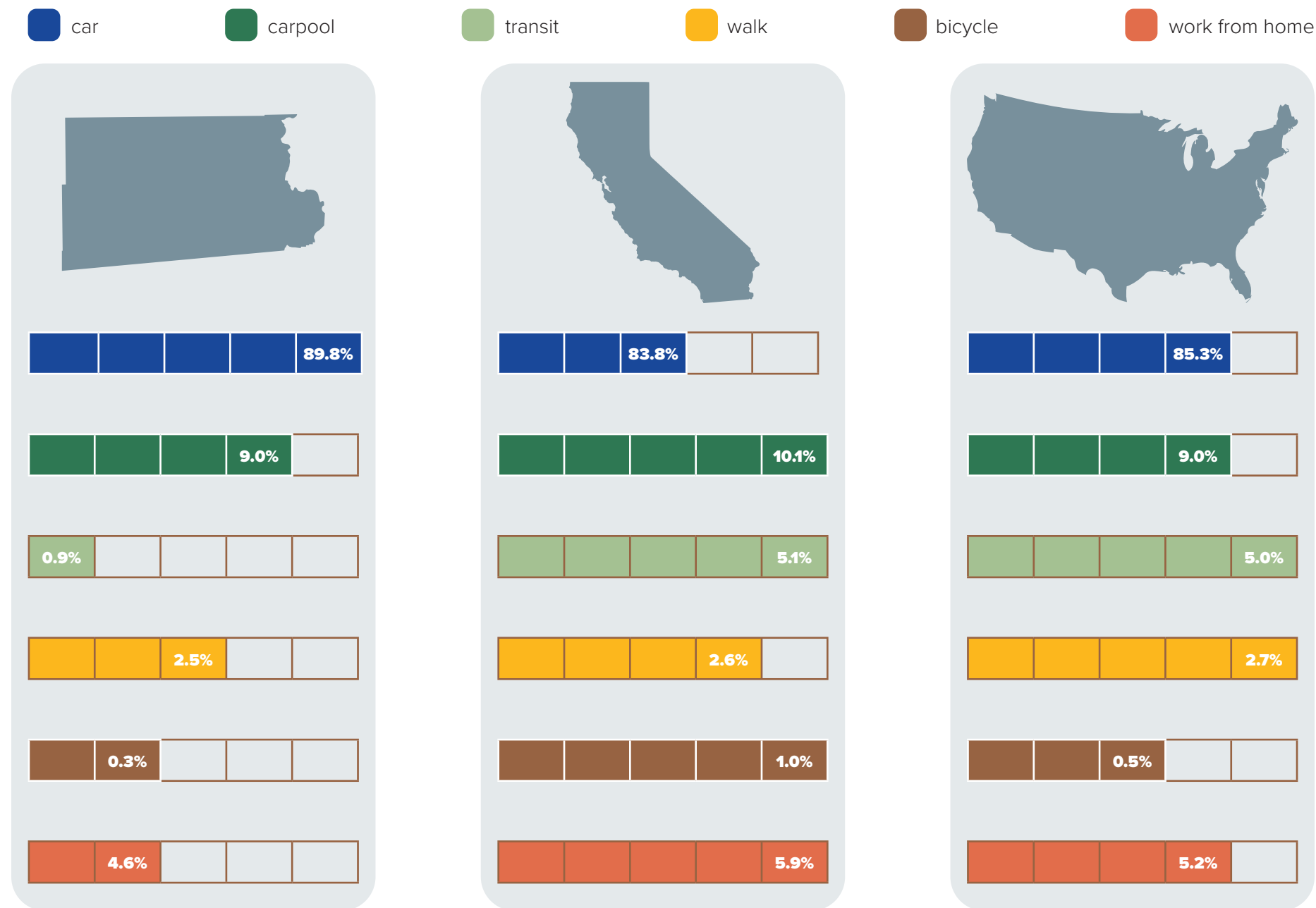
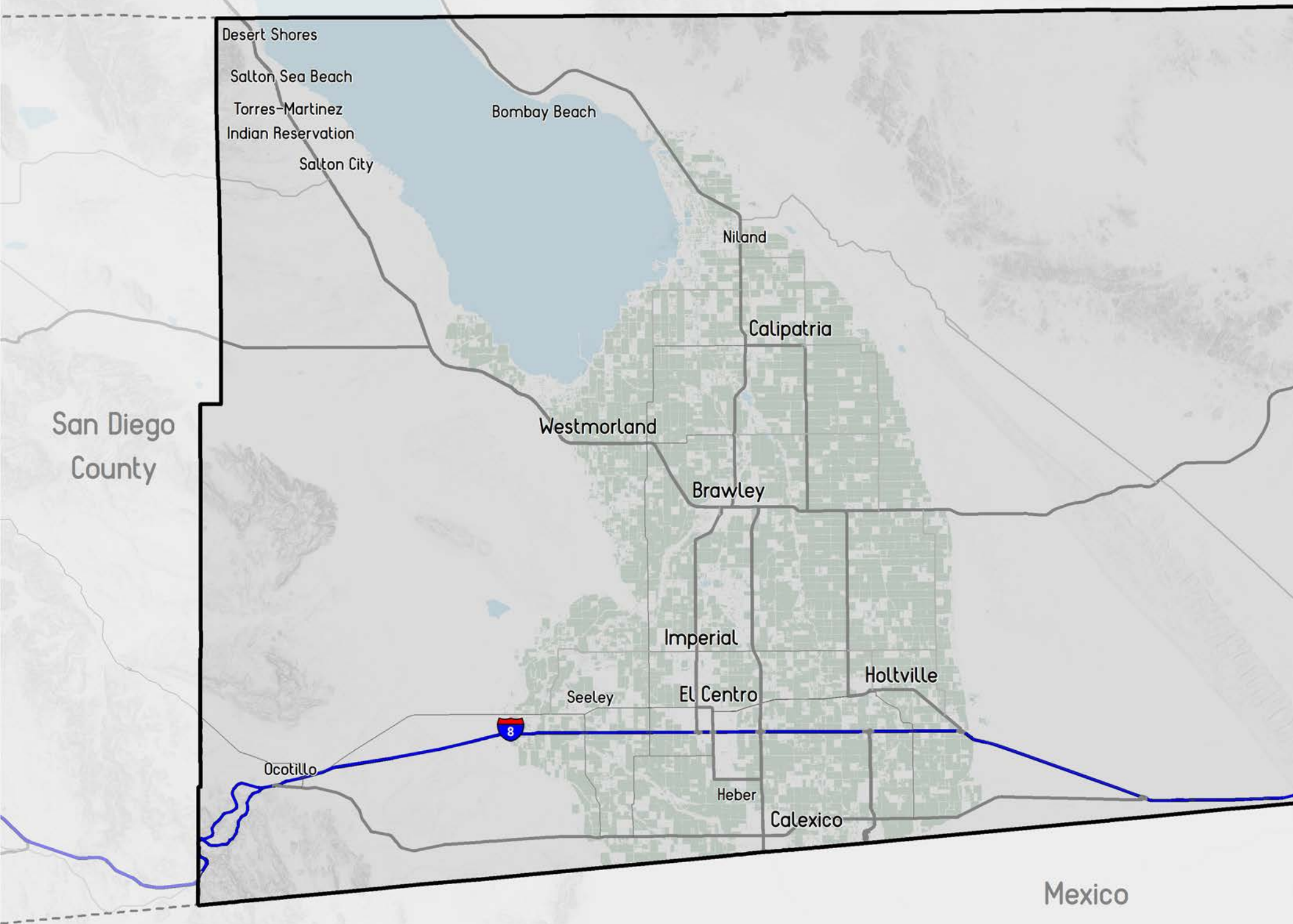
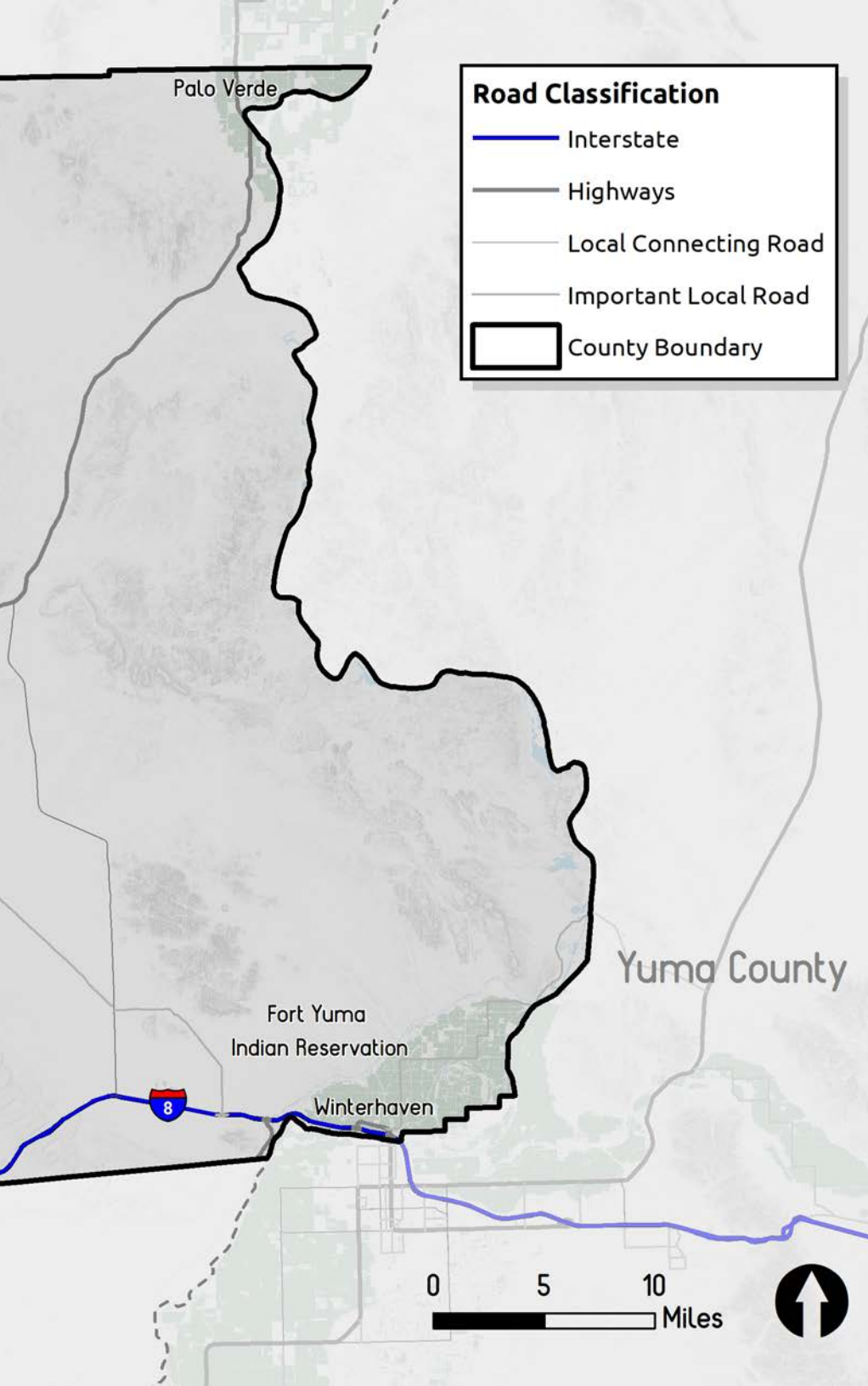
FIGURE 2-1: Correlation of Travel Modeshare

FIGURE 2-2: Major Roads and Highways





2.1.3 MAJOR ROADS AND HIGHWAYS

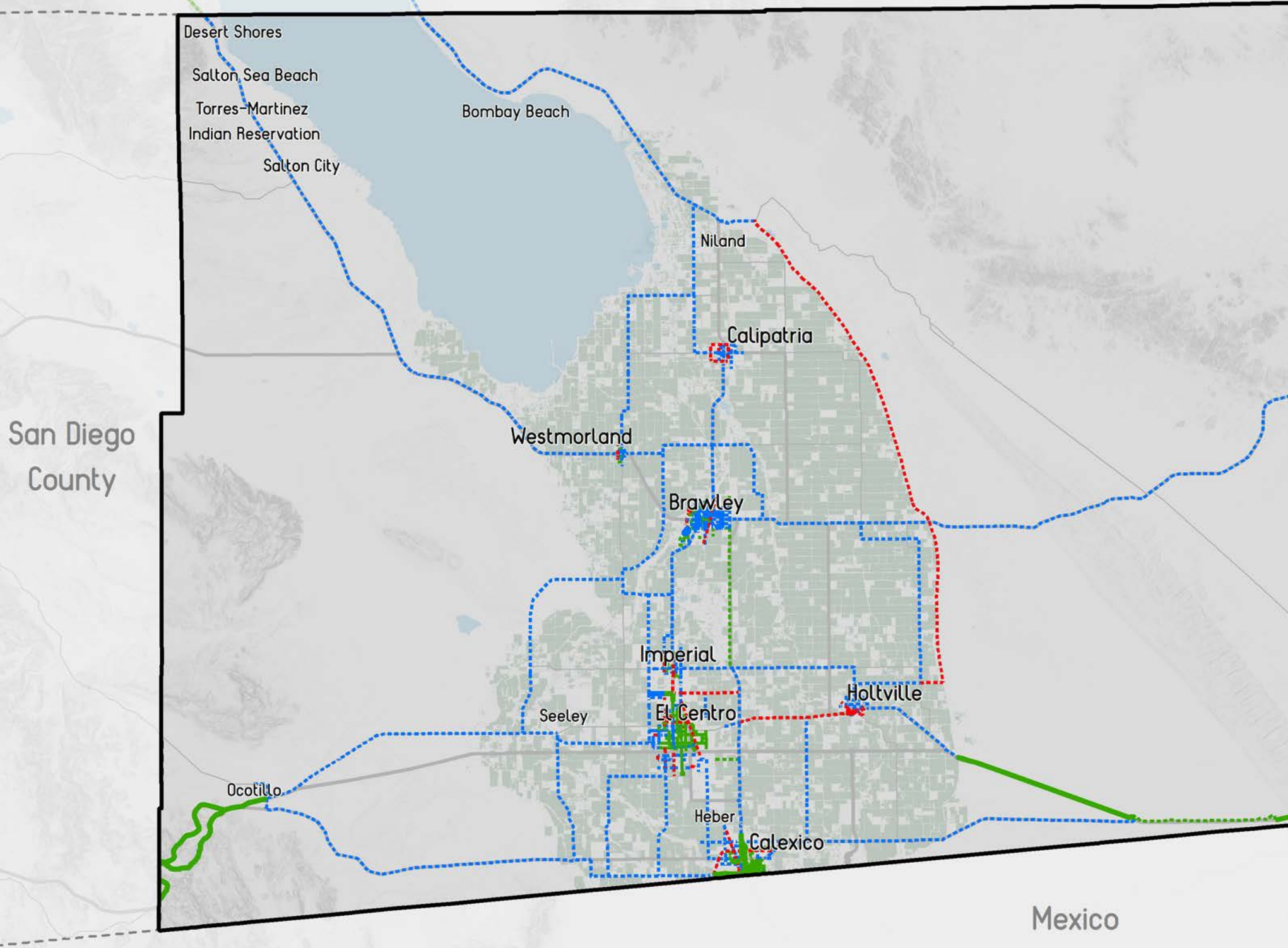
Imperial County is highly dependent on its interstate and highway system for the transportation of people and goods. The single interstate (I-8) in the County not only connects the region to San Diego County and Yuma County, but it also connects small communities like Ocotillo and Winterhaven to bigger cities like El Centro and Brawley.

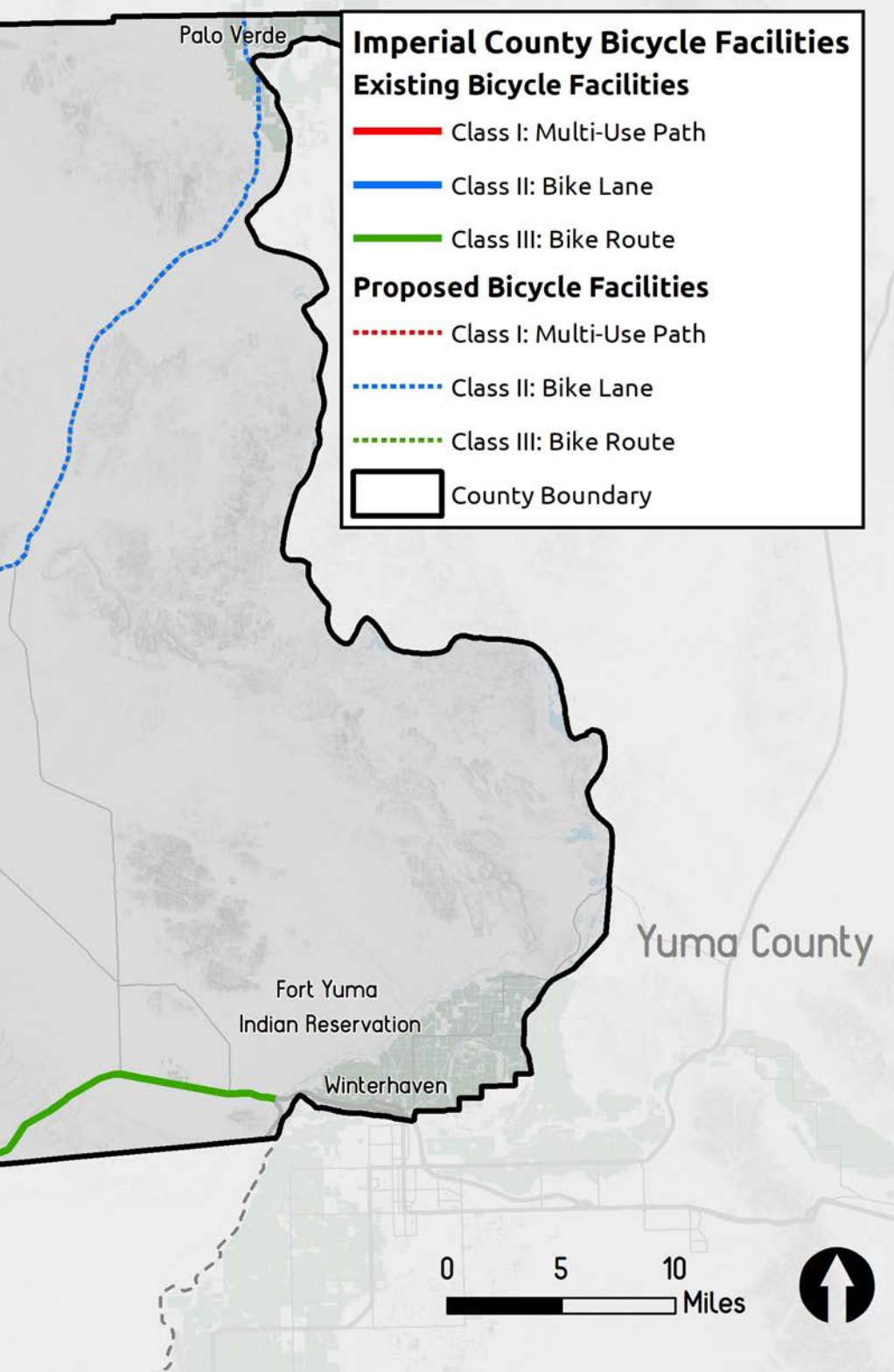
The highway system in the County provides the majority of the high-volume connectivity to communities and cities in the region. Many of these highways serve as arterial corridors or “main streets” because essential land uses such as commercial, schools, and employment destinations are located adjacent to these highways. Although these highways provide essential connections, they can be viewed as potential obstacles to the local transportation network. Their placement often bisects communities creating both physical and perceived barriers. Crossing highways via an active transportation travel mode is often seen as difficult due to the high speeds, high traffic, and commercial truck traffic found along these corridors.

Interstate and highway routes in Imperial County include:

- » Interstate 8
- » State Route 7
- » State Route 78
- » State Route 86
- » State Route 98
- » State Route 111
- » State Route 115

FIGURE 2-3: Existing and Previously-Proposed Bicycle Facilities





2.1.4 EXISTING AND PREVIOUSLY- PROPOSED BICYCLE FACILITIES

The Southern California Association of Governments (SCAG) compiles existing and proposed bicycle facilities data into a singular data source for the purposes of active transportation planning. The singular data source is compiled in coordination with the regions' County Transportation Commissions. The origin of the existing and proposed bicycle facilities data is provided by municipal ATP's and other related bicycle, pedestrian, or complete street master plans. The existing and proposed bicycle facilities dataset, last updated in 2018, is depicted in Figure 2-3.

Cities in Imperial County have developed their own ATP's over the years, and as a result, have designed and implemented bicycle facilities at varying stages. Regional ATP's have also been developed over the years but bicycle facilities with a regional connectivity intention have been implemented. A few examples include the Class 1 multi-use path on Aten Road that connects City of Imperial to Imperial Valley College.

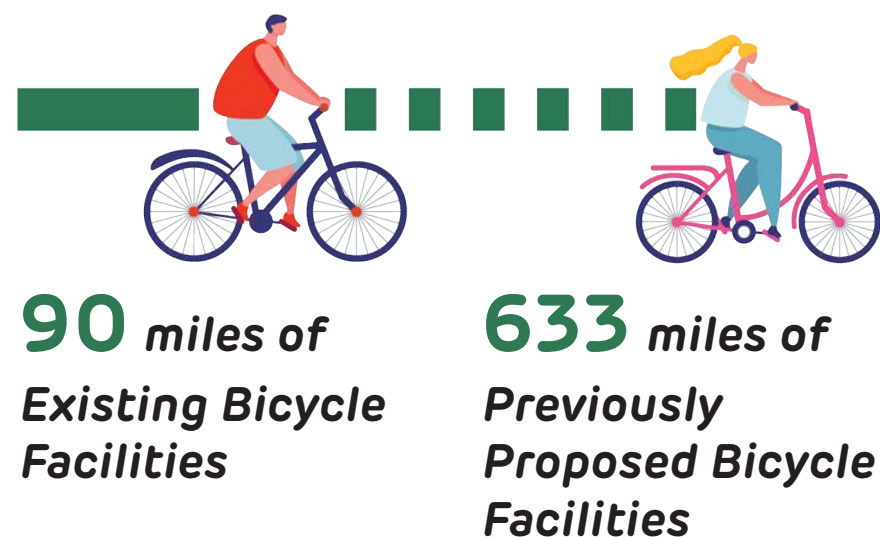
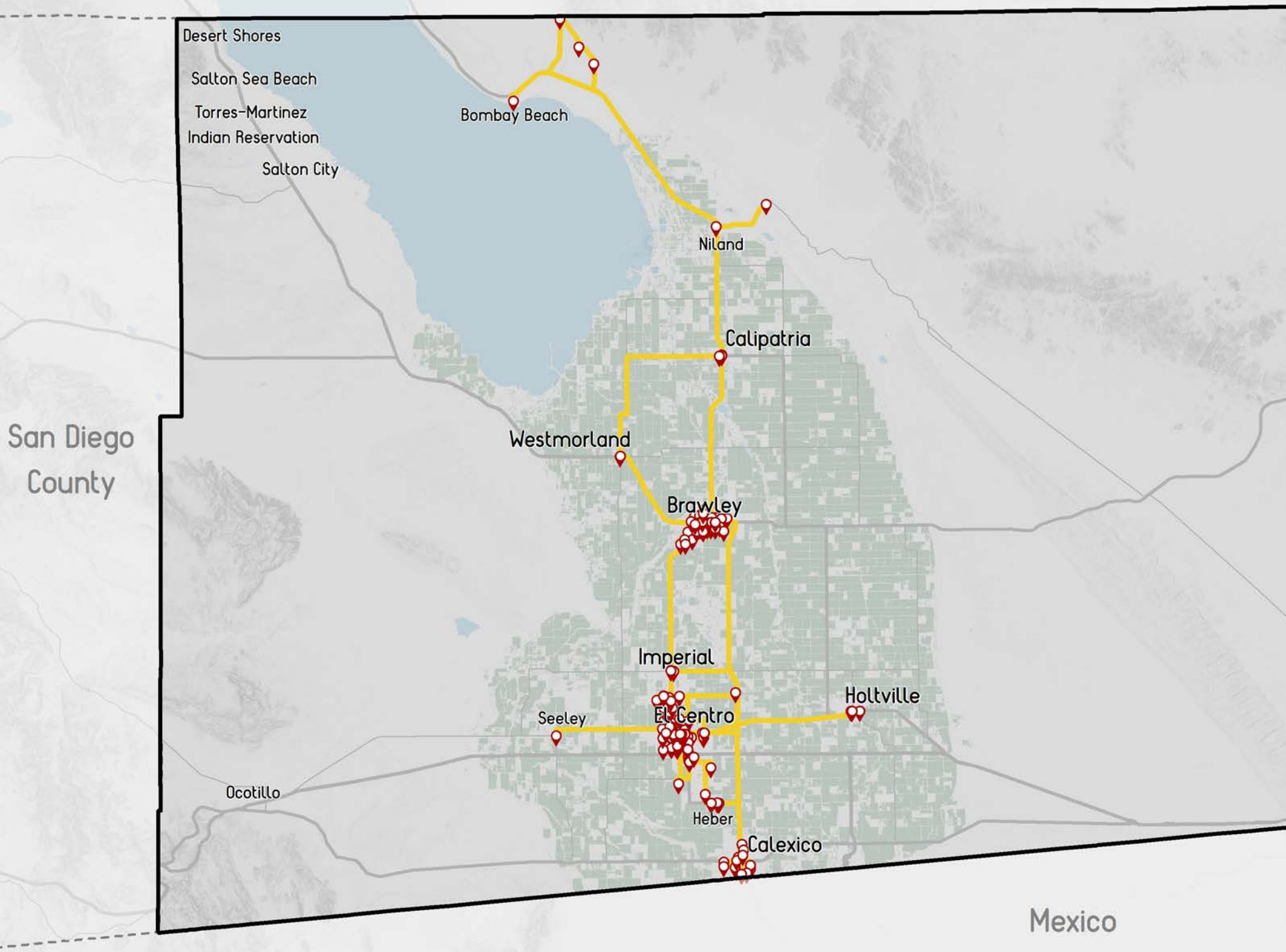
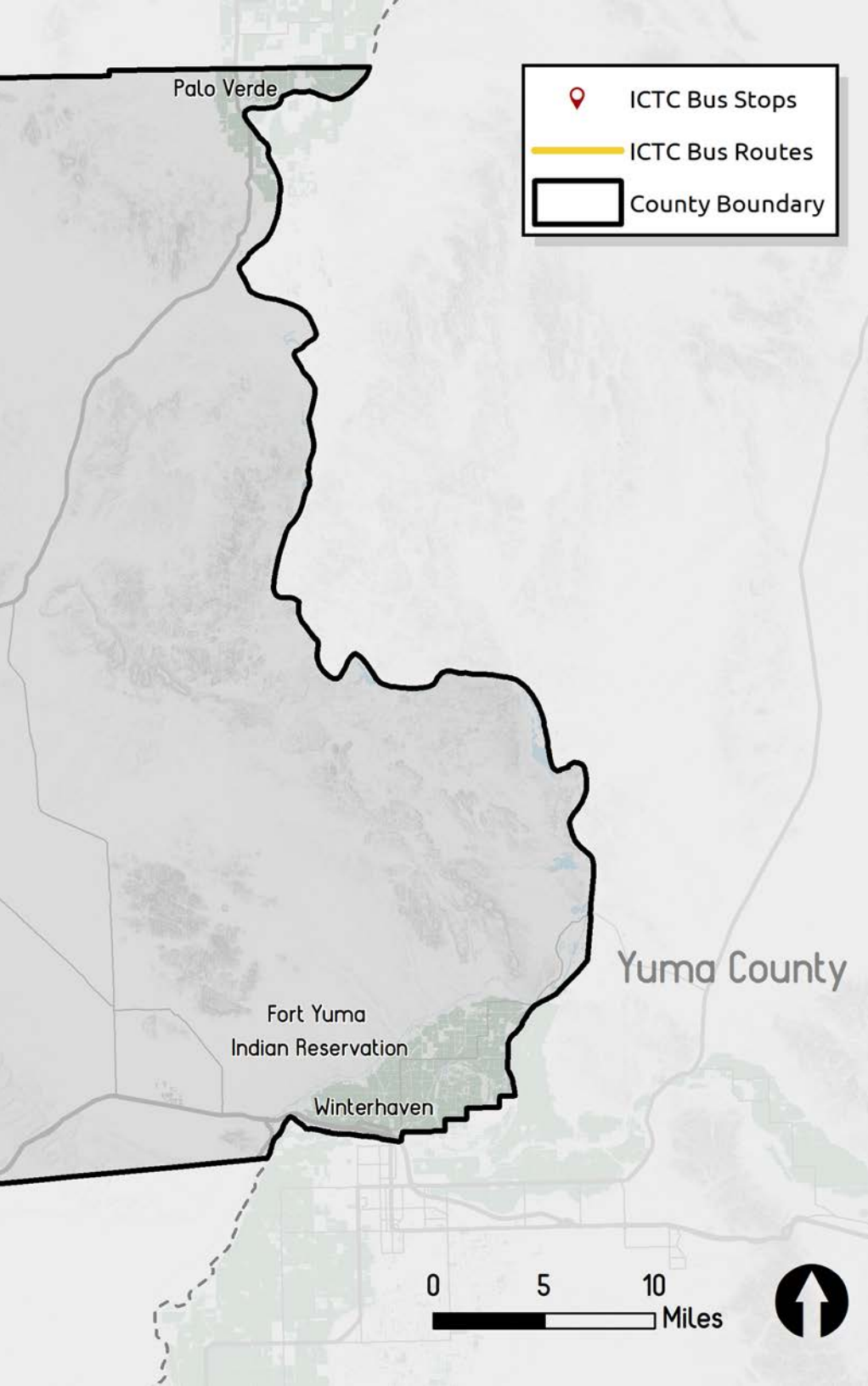


FIGURE 2-4: Imperial Valley Transit Network





2.1.5 BUS ROUTES AND STOPS

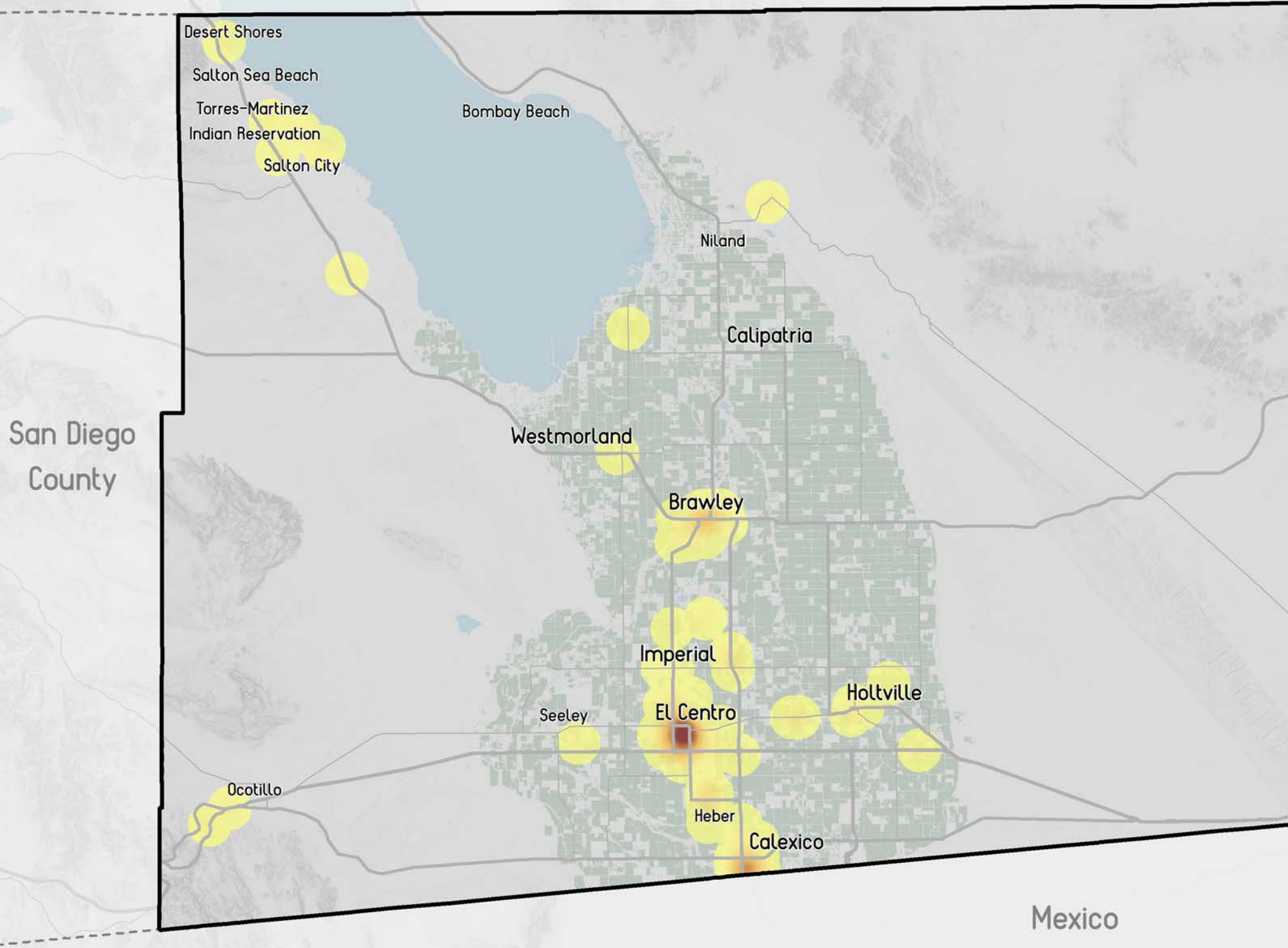
Imperial Valley Transit (IVT) is the public transit service that is administered and funded by the ICTC, serving the Imperial County since 1989. Bus services provided by IVT include fixed routes, deviated fixed routes, and remote zone routes. IVT services all of the cities in the County as well as the communities of Bombay Beach, Niland, Seeley, and Heber. As of 2021, the IVT service includes 14 total routes throughout the County, 15 transit stops in the Imperial County Census Designated Places, and 128 transit stops in the 7 cities.

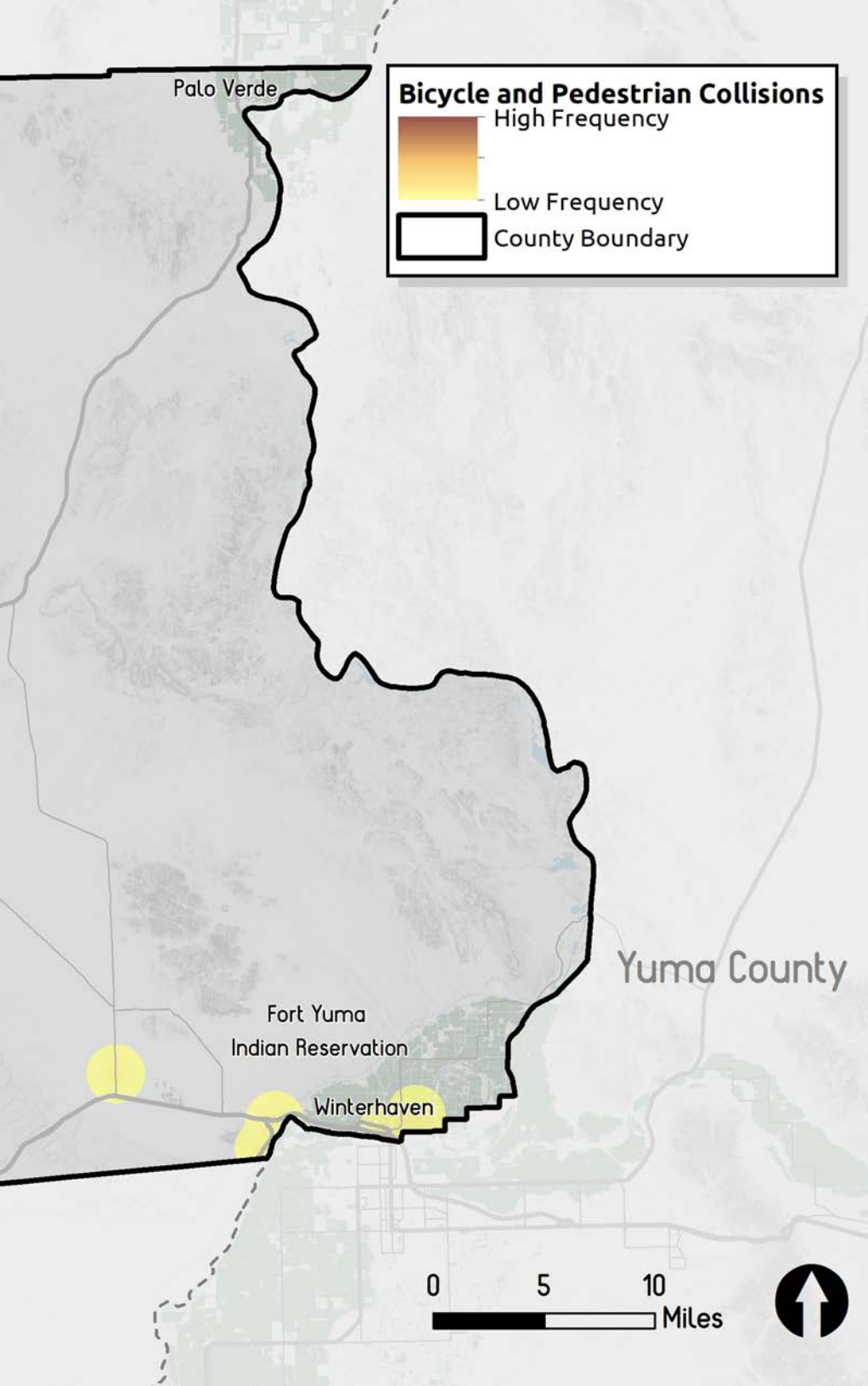
128 of 143

bus stops are in
incorporated cities



FIGURE 2-5: Bicycle and Pedestrian collisions between 2015-2019





2.1.6 BICYCLE AND PEDESTRIAN COLLISIONS

Bicycle and pedestrian collision data was obtained from the Transportation Injury Mapping System (TIMS) collision dataset. This dataset captures reported bicycle-vehicle, pedestrian-vehicle, and bicycle-pedestrian collisions that resulted in injury or property damage in Imperial County in the five-year period of 2015 through 2019. Collision density is displayed on Figure 2-5. Collisions on off-street paths are not reported in the dataset. It is important to note that collisions involving bicyclists and pedestrians are known to be under-reported, and therefore such collisions are likely under-represented in this analysis.

There were 96 bicycle-related collisions and 143 pedestrian-related collisions recorded in this five-year span, 26 of which resulted in a fatality. Most of the collisions occurred in El Centro (46%) followed by Calexico (18%) and Brawley (16%). The majority of the collision types in the County resulted in visible injuries (41%) and complaints of injuries (35%), with 11% of collisions resulting in death.

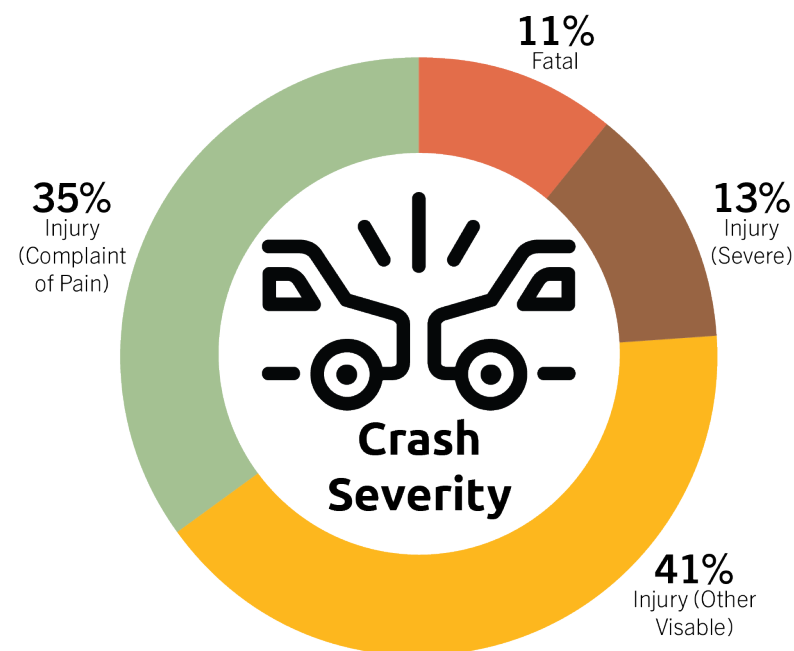
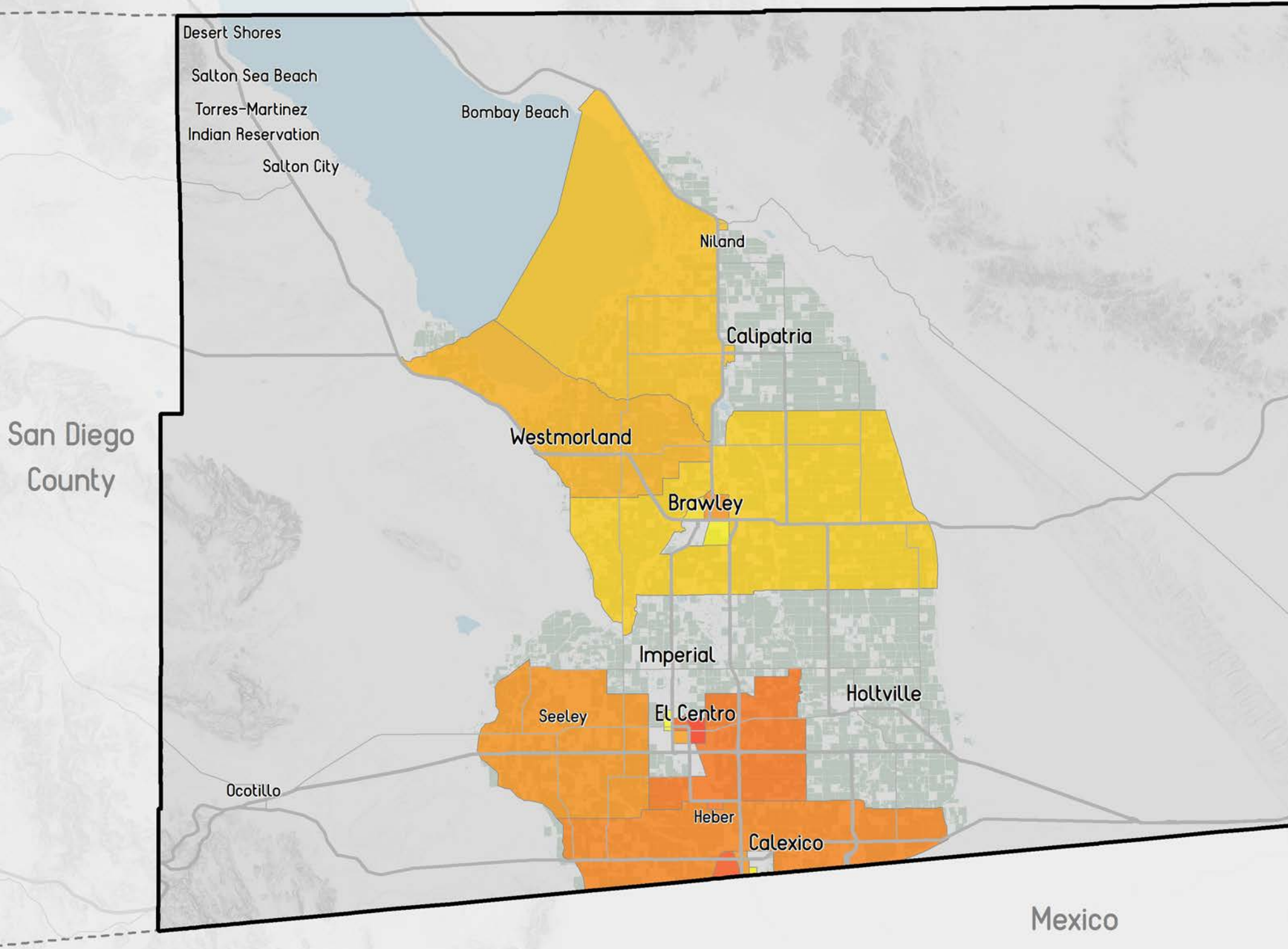
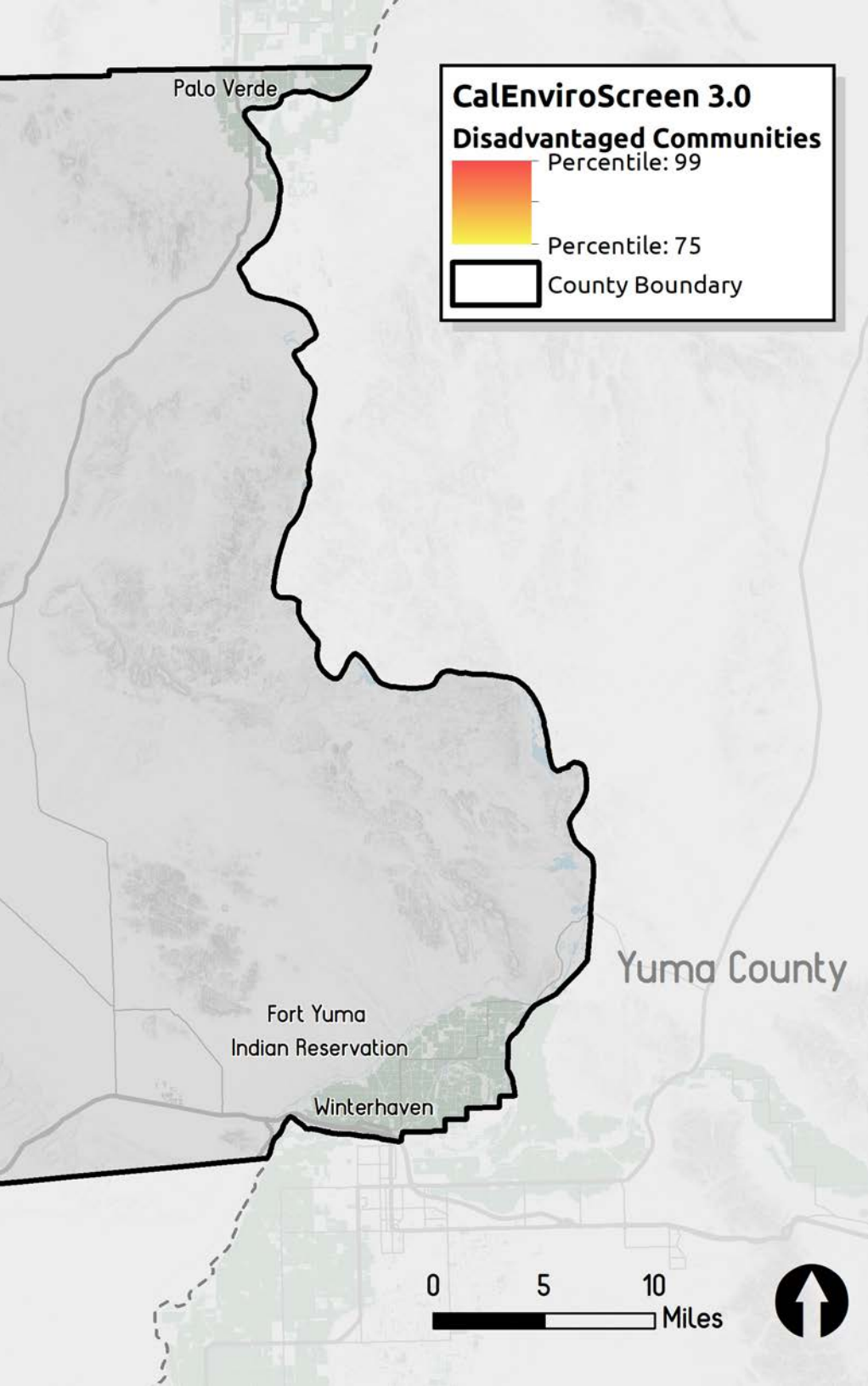


FIGURE 2-6: CalEnviroscreen 3.0 Results





2.1.7 CALENVIROSCREEN 3.0

CalEnviroScreen 3.0 is a mapping tool developed by the Office of Environmental Health Hazard Assessment (OEHHA) on behalf of the California Environmental Protection Agency (CalEPA). It is a tool that can be used to help identify California communities that are disproportionately burdened by pollution and where people are most vulnerable to its effects. It uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. The tool depicts the area's final score as well as the individual criteria data that the final score includes.

Disadvantaged communities are defined as the top 25% scoring areas from CalEnviroScreen along with other areas with high amounts of pollution and low populations. The results for Imperial County indicated that 16 of the 31 census tracts score at the highest 25% designation. The disadvantaged communities in Imperial County primarily include the higher-density cities of El Centro, Brawley, and Calexico, as well as communities near the International Border and the Salton Sea. CalEnviroScreen results can be reviewed in Figure 2-6.

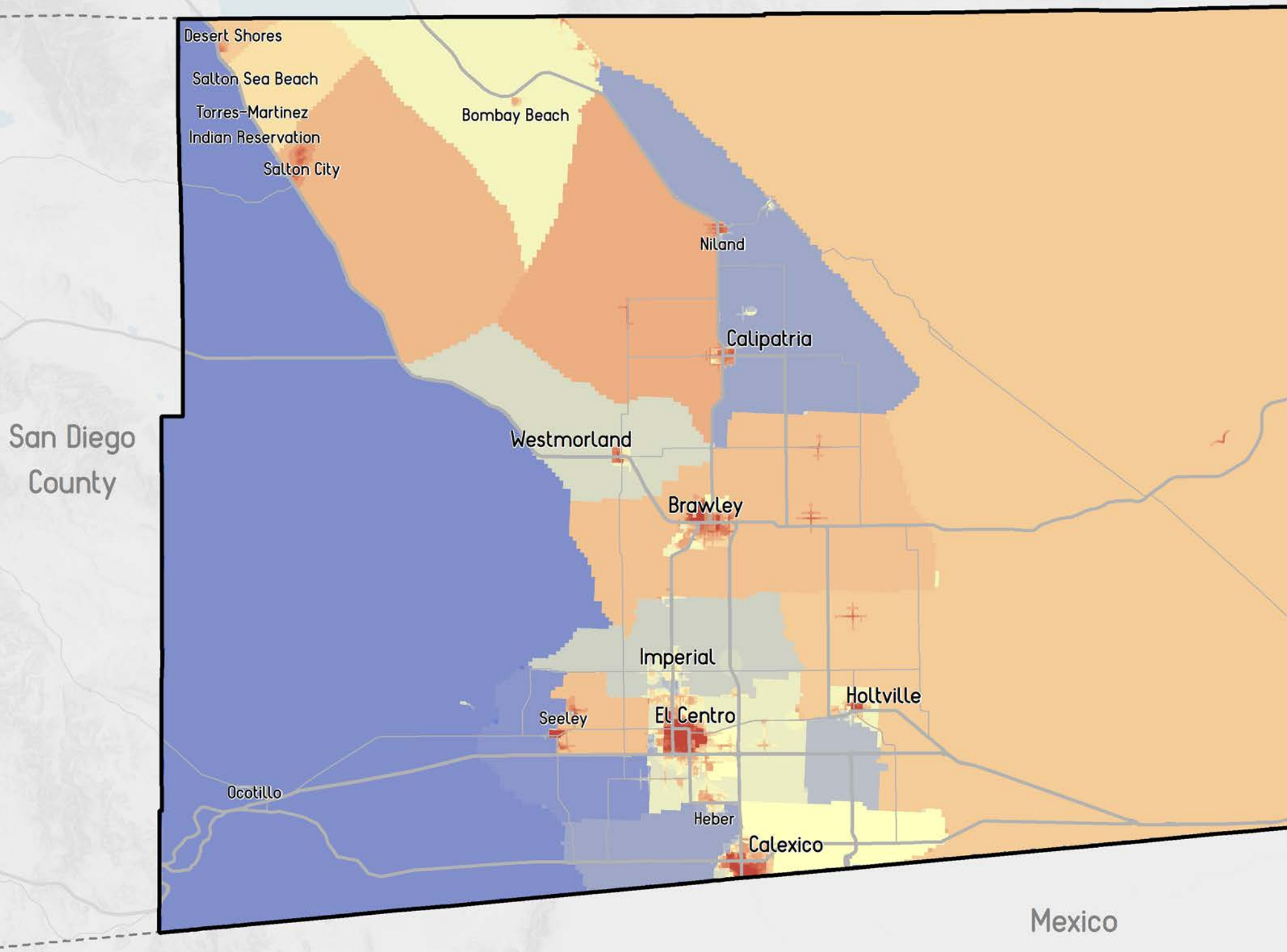
The results from this analysis can assist the planning team and the cities make informed decisions during the recommendations and prioritization process. Agencies that distribute grants value an ATP process that prioritizes projects located in underserved areas.

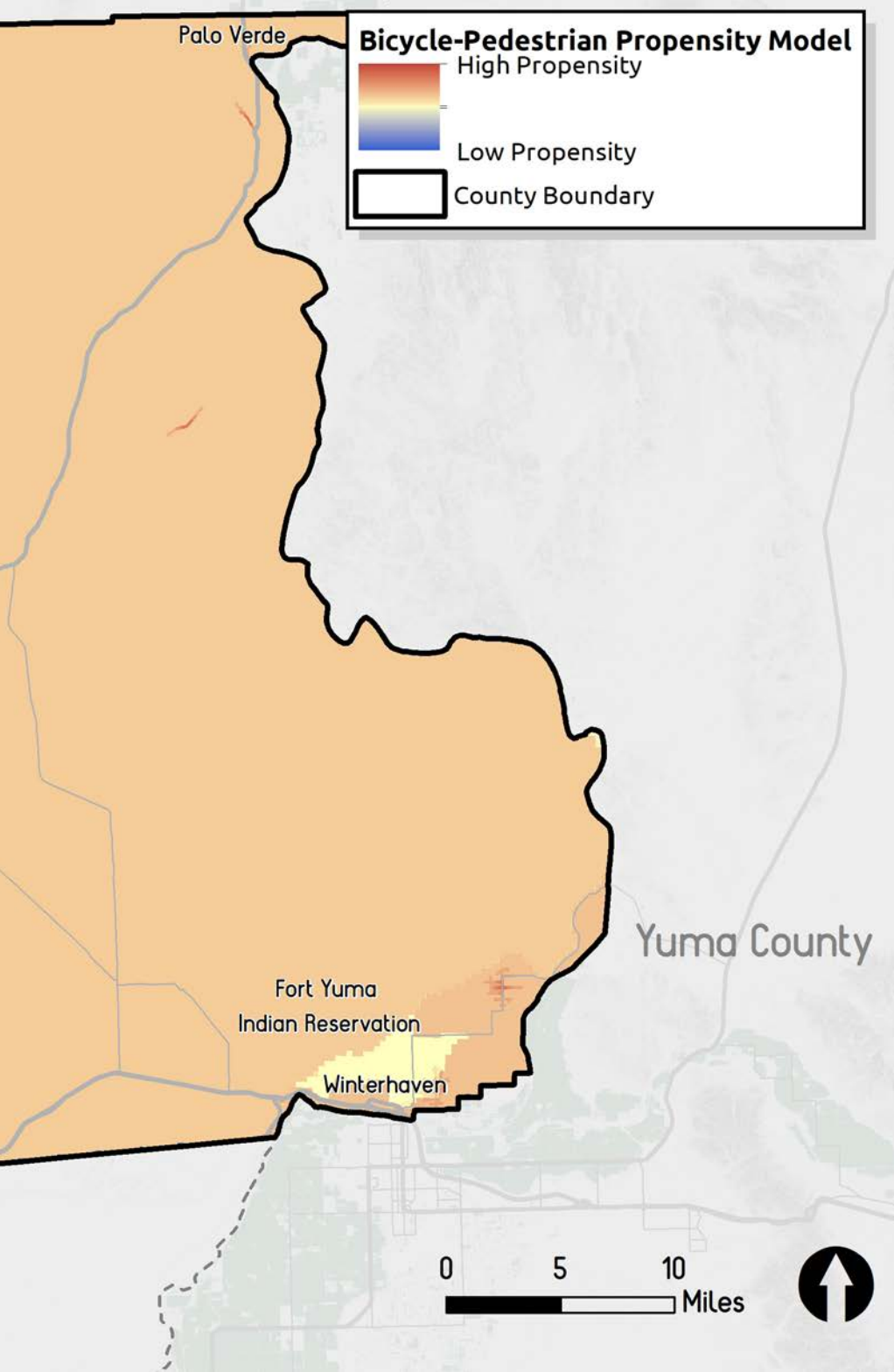
16 of 31

**census tracts
scored at the
highest 25%
designation**



FIGURE 2-7: Bicycle-Pedestrian Propensity Model

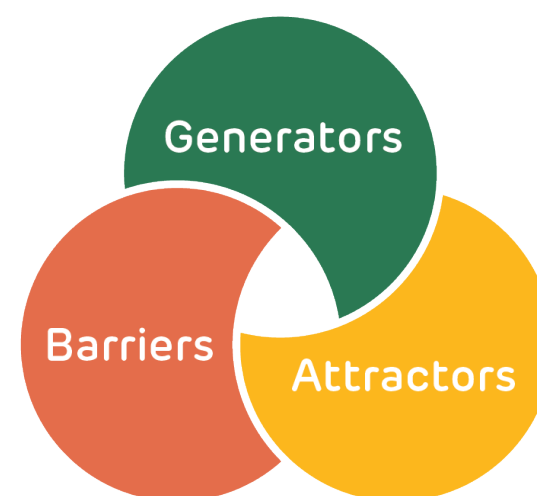




2.1.8 BICYCLE AND PEDESTRIAN PROPENSITY MODEL

To help define study focus areas, a GIS model was created to reveal relationships between many factors that affect a community's transportation network. This model is called a Bicycle-Pedestrian Propensity Model (BPPM) and it is comprised of three sub-models: Attractors, Generators, and Barriers. These three sub-models are then combined to create the composite Bicycle-Pedestrian Propensity Model.

Attractors are typical activity centers such as schools, parks, transit stops, and shopping centers. Generators are developed from demographic data and help identify pedestrian and bicyclist densities based on how many people live and work within the study area. The generators model data include population density, employment density, primary mode of transportation to work, and vehicle ownership. Barriers are features likely to discourage people from bicycling or walking. Barriers include physical limitations such as corridors with high numbers of recorded collisions, high vehicle volumes and speeds, missing sidewalks, freeways, highways, or railroad crossings. Figure 2-7 depicts the BPPM results for Imperial County.



2.2 CITY OF BRAWLEY

Brawley is located 13 miles north of El Centro and is the civic hub for north county communities. With a population of 26,076 in 2019, Brawley is the third largest city in Imperial County. The City is known for its cattle and feed industry as well as its central desert location making it popular during the winter months for off-road and winter-sport enthusiasts. The City's active transportation efforts have been identified in the plans listed below:

- » ICTC Regional Mobility Hub Implementation Strategy (2017)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » City of Brawley Non-Motorized Transportation Plan (2013)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)

The project team assessed the City's previous and ongoing active transportation efforts as well as bicycle and pedestrian collisions for the years (2015-2019). Figure 2-8 illustrates existing and proposed bicycle facilities and a collision frequency heatmap.



Existing bicycle facilities in Brawley



Population: 26,076



Existing Bicycle Facilities: 13.4 miles



Transit Stops: 39



Collisions: 40



Median Household Income: \$42,326

Sources: American Community Survey 5-Year Estimates (2019), Bike Routes SCAG Region (2020), Imperial Valley Transit, SWITRS (2015-2019)

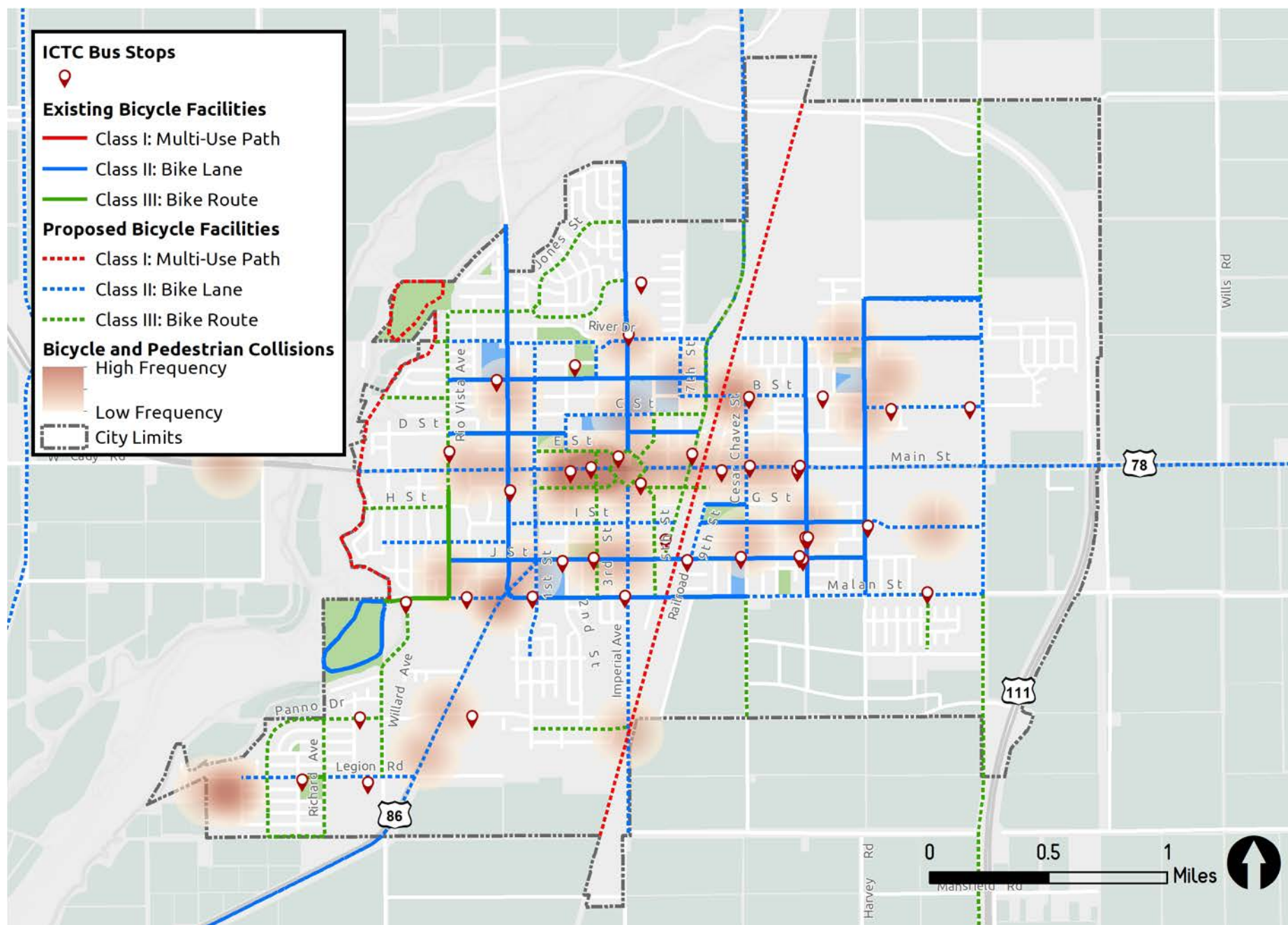


FIGURE 2-8: Bicycle Facilities and Collision Heatmap in Brawley

2.3 CITY OF CALEXICO

Calexico is the southernmost city in Imperial County and it shares a border with Mexicali, Baja California, Mexico. With a population of 39,946 in 2019, Calexico is the second largest city in Imperial County. The City's active transportation efforts have been identified in the plans listed below:

- » City of Calexico Bicycle Master Plan Update (2018)
- » Calexico Transit Needs Assessment Study Final Report (2017)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Calexico Border Intermodal Transport. Center Feasibility Study (2014)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)

The project team assessed the City's previous and ongoing active transportation efforts as well as bicycle and pedestrian collisions for the years (2015-2019). Figure 2-9 illustrates existing and proposed bicycle facilities and a collision frequency heatmap.



Existing bicycle racks in Calexico

Source: CR Associates



Population: 39,946



Existing Bicycle Facilities: 1.4 miles



Transit Stops: 13



Collisions: 43



Median Household Income: \$43,592

Sources: American Community Survey 5-Year Estimates (2019), Bike Routes SCAG Region (2020), Imperial Valley Transit, SWITRS (2015-2019)

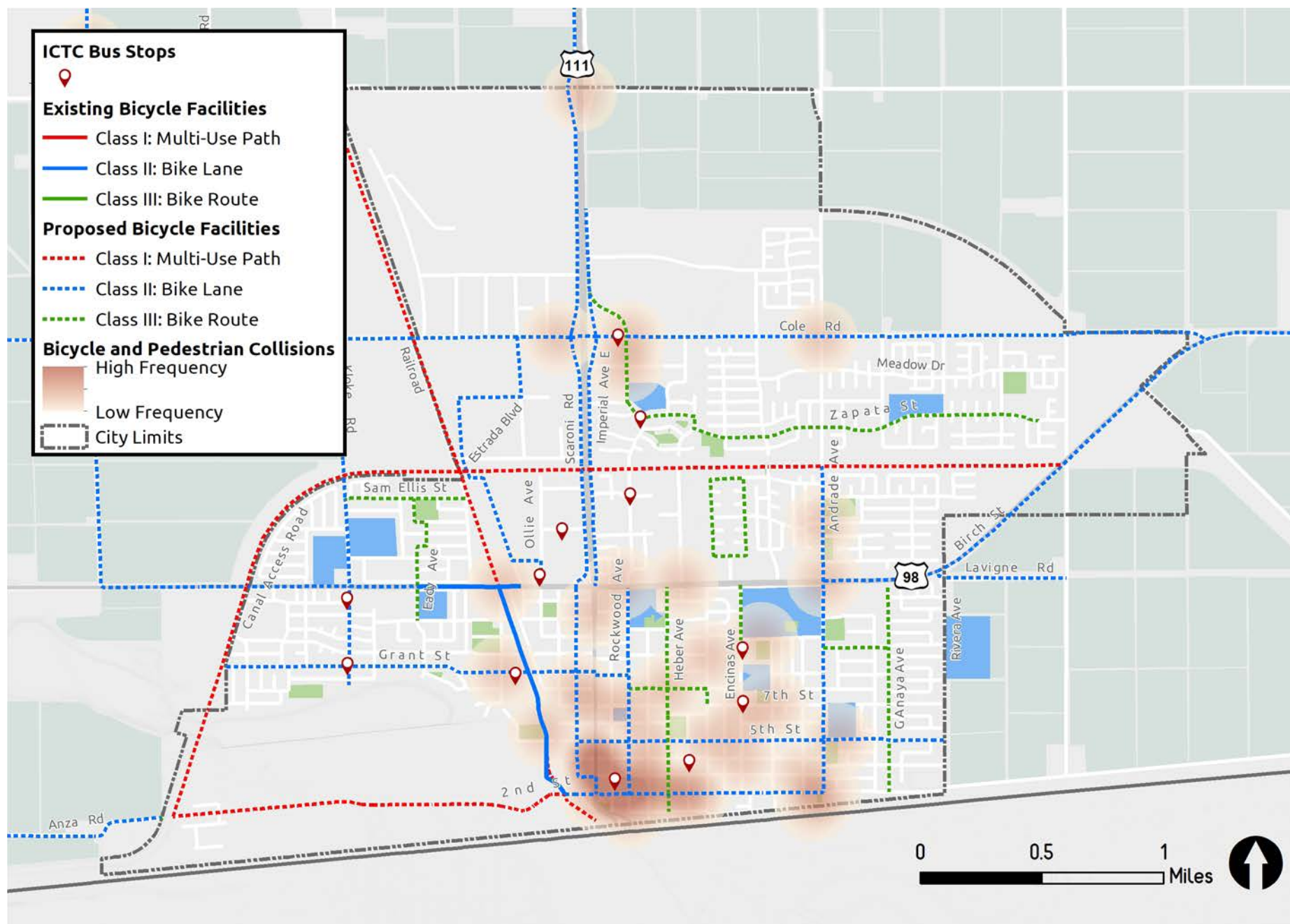


FIGURE 2-9: Bicycle Facilities and Collision Heatmap in Calexico

2.4 CITY OF CALIPATRIA

Calipatria is the northernmost city in the County, located 10 miles north of Brawley and approximately 31 miles north of the International Border. Calipatria is a small city with a population of 7,395. The City's active transportation efforts have been identified in the plans listed below:

- » City of Calipatria Active Transportation Plan (2020)
- » Calipatria Railroad Corridor Multi-Use Bikeway Master Plan (2019)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)

The project team assessed the City's previous and ongoing active transportation efforts as well as bicycle and pedestrian collisions for the years (2015-2019). Figure 2-10 illustrates existing and proposed bicycle facilities and a collision frequency heatmap.



Existing pedestrian facilities in Calipatria



Population: 7,395



Existing Bicycle Facilities: 0 miles



Transit Stops: 4



Collisions: 0



Median Household Income: \$36,883

Sources: American Community Survey 5-Year Estimates (2019), Bike Routes SCAG Region (2020), Imperial Valley Transit, SWITRS (2015-2019)

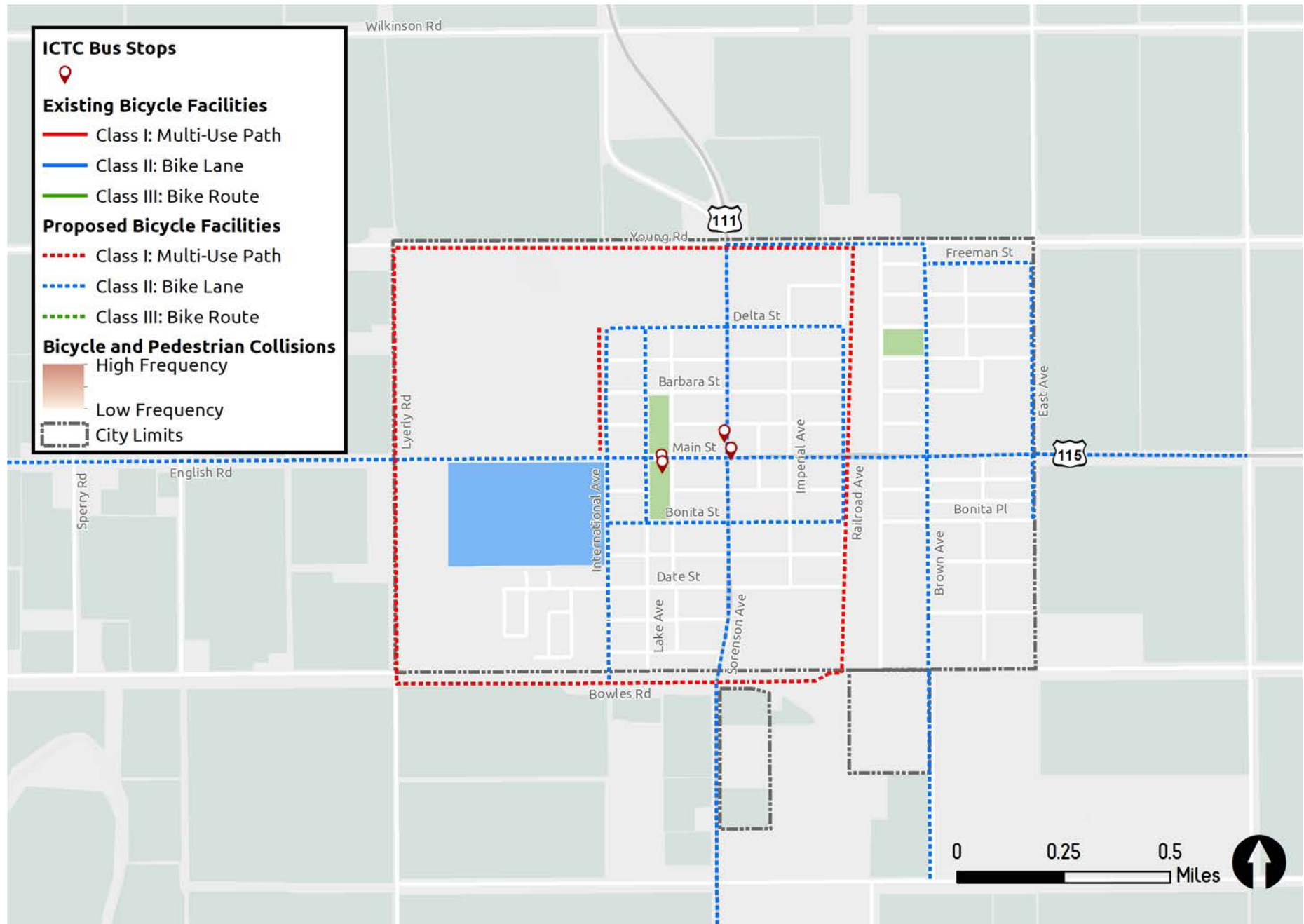


FIGURE 2-10: Bicycle Facilities and Collision Heatmap in Calipatria

2.5 CITY OF EL CENTRO

El Centro is centrally located along Interstate 8 and is approximately 17 miles from the international border. El Centro is the largest city in the County with a population of 44,003 as of 2019. The City serves as the civic and economic hub for the County due to its large population, convenient access to all parts of the region, and the major employers that are located here. The City's active transportation efforts have been identified in the plans listed below:

- » City of El Centro Active Transportation & SRTS Plan (2019)
- » ICTC Regional Mobility Hub Implementation Strategy (2017)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)

The project team assessed the City's previous and ongoing active transportation efforts as well as bicycle and pedestrian collisions for the years (2015-2019). Figure 2-11 illustrates existing and proposed bicycle facilities and a collision frequency heatmap.



Existing bicycle facilities in El Centro



Population: 44,003



Existing Bicycle Facilities: 55.9 miles



Transit Stops: 56



Collisions: 111



Median Household Income: \$47,864

Sources: American Community Survey 5-Year Estimates (2019), Bike Routes SCAG Region (2020), Imperial Valley Transit, SWITRS (2015-2019)

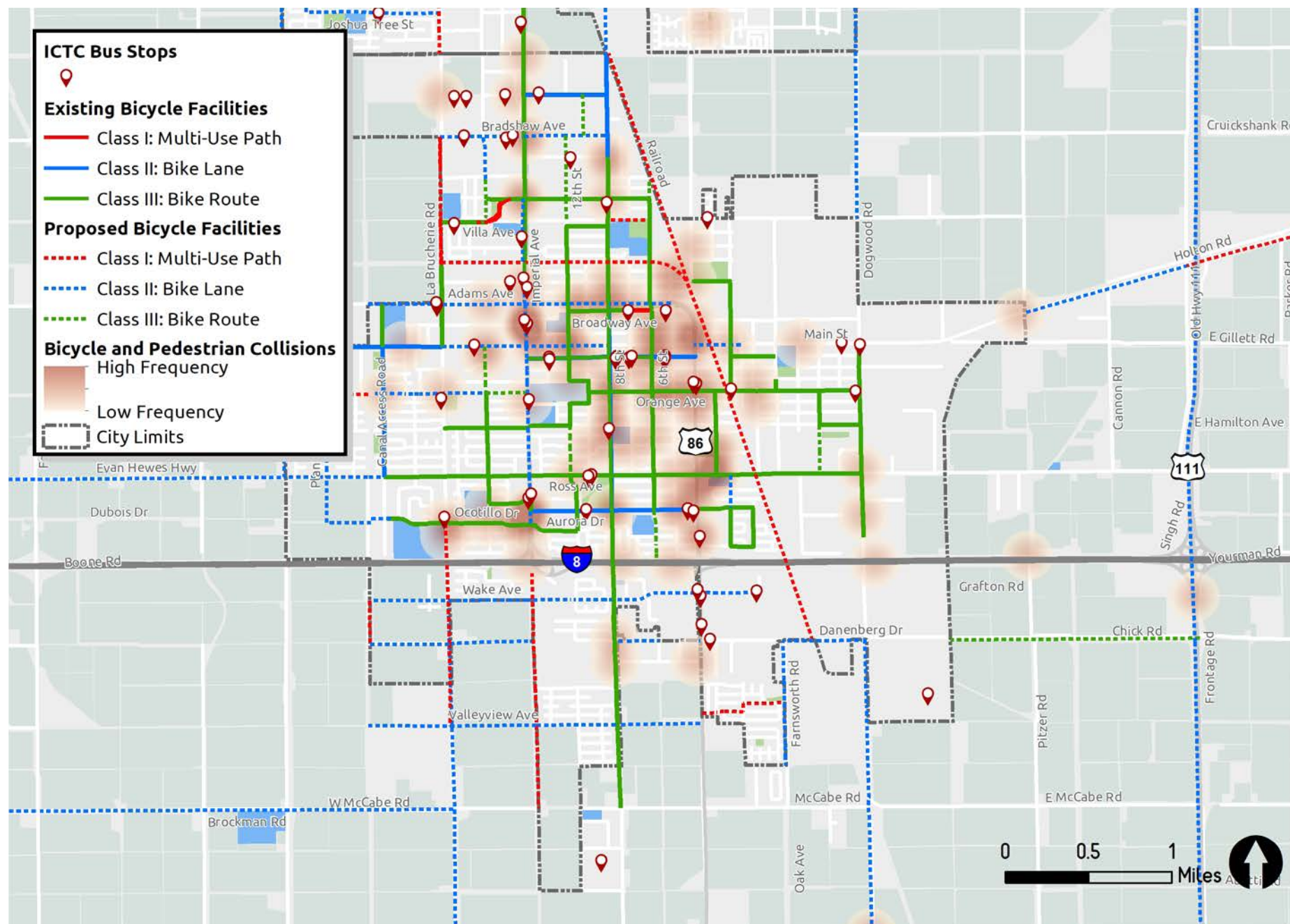


FIGURE 2-11: Bicycle Facilities and Collision Heatmap in El Centro

2.6 CITY OF HOLTVILLE

Holtville is located approximately 10 miles east of El Centro and approximately 3 miles north of Interstate 8. Holtville is the second smallest city in the County with a recorded population of 6,527 as of 2019. Holtville is known as the carrot capital of the world and for its large agriculture and trucking industries. The City's active transportation efforts have been identified in the plans listed below:

- » City of Holtville Complete Streets Plan (2016)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » City of Holtville Bicycle Master Plan (2014)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)

The project team assessed the City's previous and ongoing active transportation efforts as well as bicycle and pedestrian collisions for the years (2015-2019). Figure 2-12 illustrates existing and proposed bicycle facilities and a collision frequency heatmap.



Existing bicycle facilities in Holtville



Population: 6,527



Existing Bicycle Facilities: 1.1 miles



Transit Stops: 4



Collisions: 5



Median Household Income: \$46,161

Sources: American Community Survey 5-Year Estimates (2019), Bike Routes SCAG Region (2020), Imperial Valley Transit, SWITRS (2015-2019)

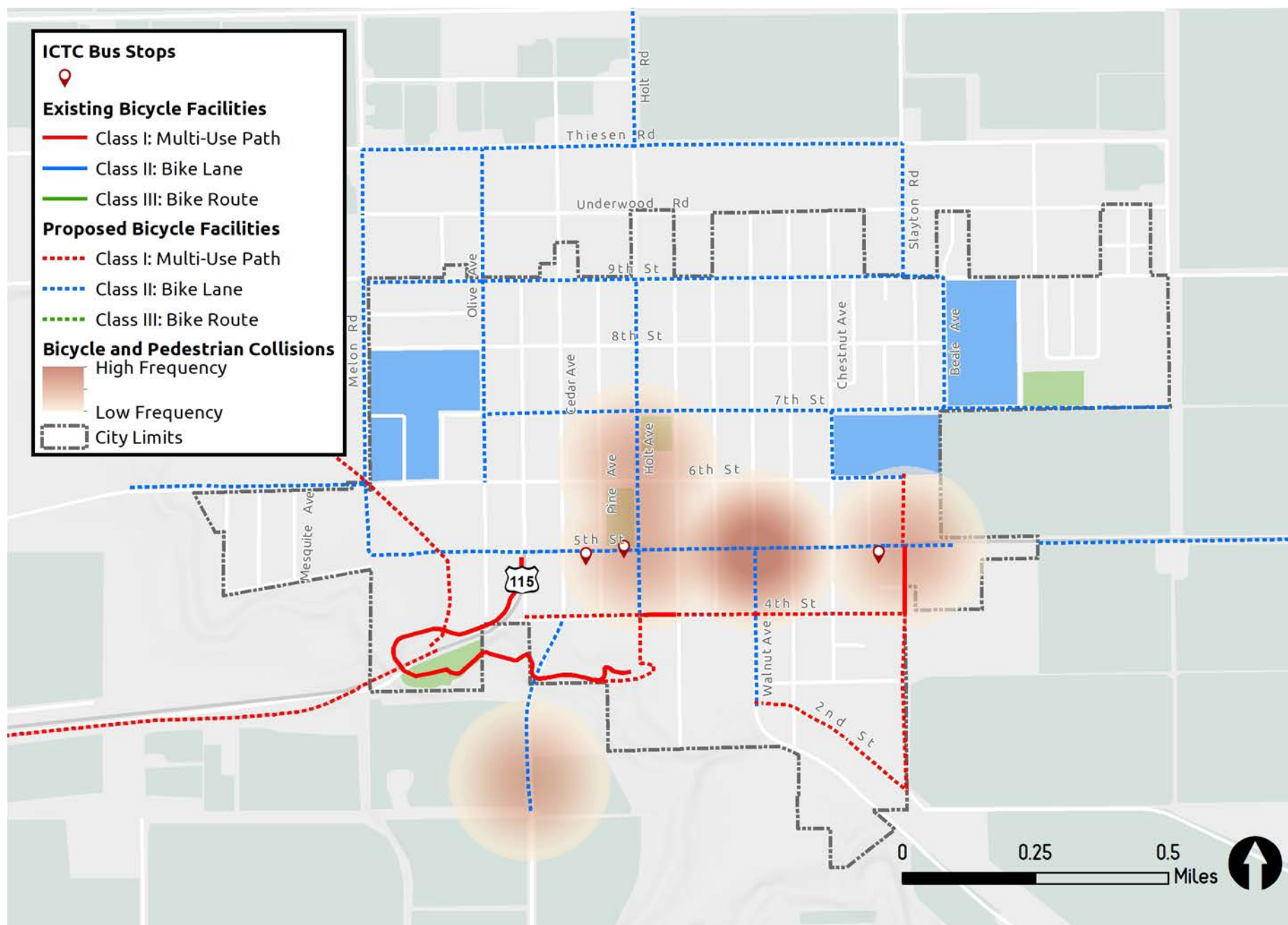


FIGURE 2-12: Bicycle Facilities and Collision Heatmap in Holtville

2.7 CITY OF IMPERIAL

Imperial is located approximately 16 miles from the international border and shares its southern city limits with El Centro. Imperial has a population of 14,454 as of 2019, making it the fourth largest city in the County. Imperial is home to the Imperial Irrigation District, the California mid-winter fair, and the Imperial County airport. The City's active transportation efforts have been identified in the plans listed below:

- » ICTC Regional Mobility Hub Implementation Strategy (2017)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)
- » City of Imperial Bicycle Master Plan (2002)

The project team assessed the City's previous and ongoing active transportation efforts as well as bicycle and pedestrian collisions for the years (2015-2019). Figure 2-13 illustrates existing and proposed bicycle facilities and a collision frequency heatmap.



Existing transit stop in Imperial



Population: 14,454



Existing Bicycle Facilities: 0.8 miles



Transit Stops: 10



Collisions: 4



Median Household Income: \$85,654

Sources: American Community Survey 5-Year Estimates (2019), Bike Routes SCAG Region (2020), Imperial Valley Transit, SWITRS (2015-2019)

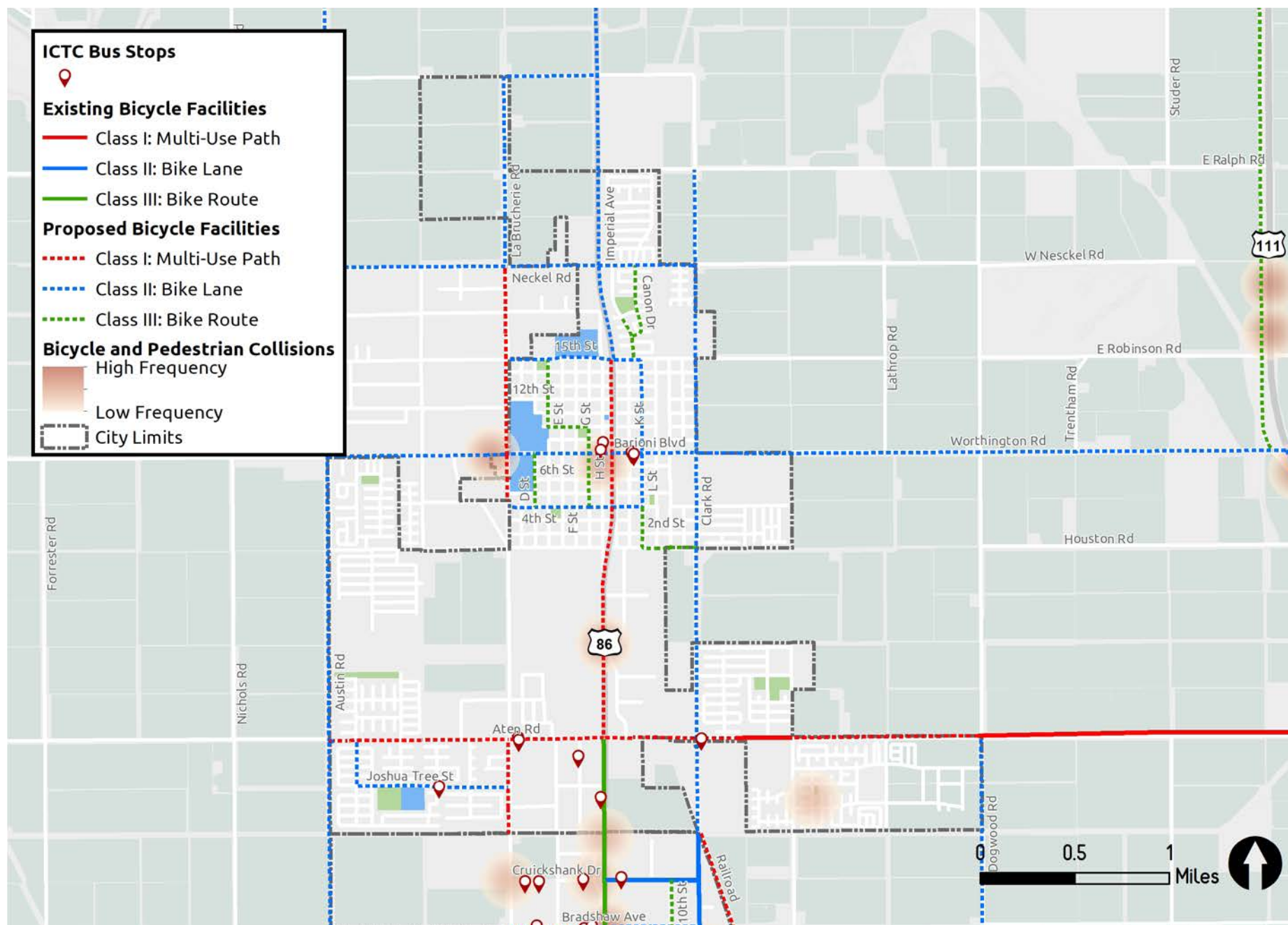


FIGURE 2-13: Bicycle facilities and Collision Heatmap in Imperial

2.8 CITY OF WESTMORLAND

Westmorland is the westernmost city in the County and is located approximately 6 miles northwest of Brawley along State Route 86. Westmorland is the smallest city in the County with a population of 2,432. The City's active transportation efforts have been identified in the plans listed below:

- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)

The project team assessed the City's previous and ongoing active transportation efforts as well as bicycle and pedestrian collisions for the years (2015-2019). Figure 2-14 illustrates existing and proposed bicycle facilities and a collision frequency heatmap.



Existing pedestrian facilities in Westmorland



Population: 2,432



Existing Bicycle Facilities: 0.17 miles



Transit Stops: 2



Collisions: 1



Median Household Income: \$29,730

Sources: American Community Survey 5-Year Estimates (2019), Bike Routes SCAG Region (2020), Imperial Valley Transit, SWITRS (2015-2019)

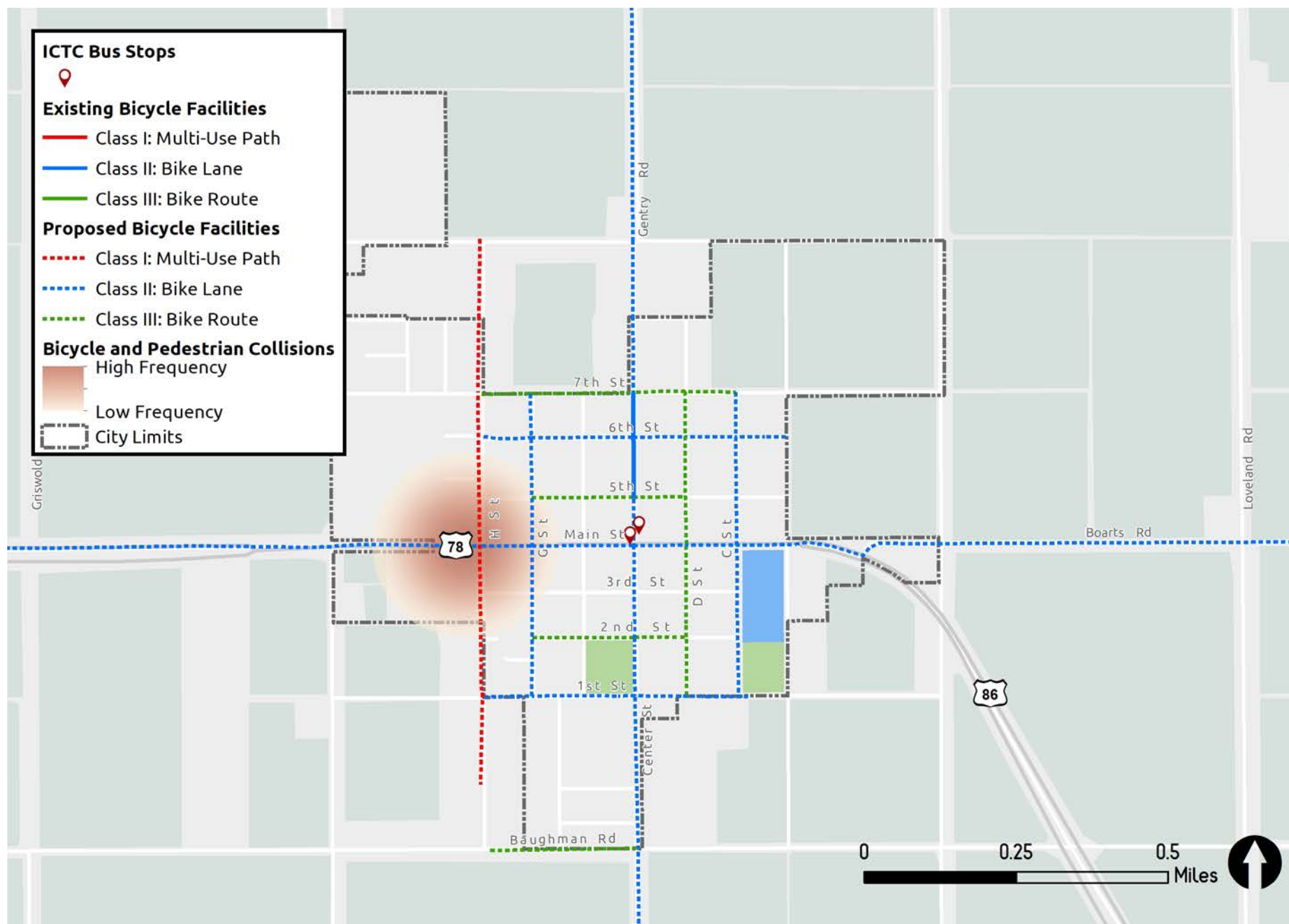
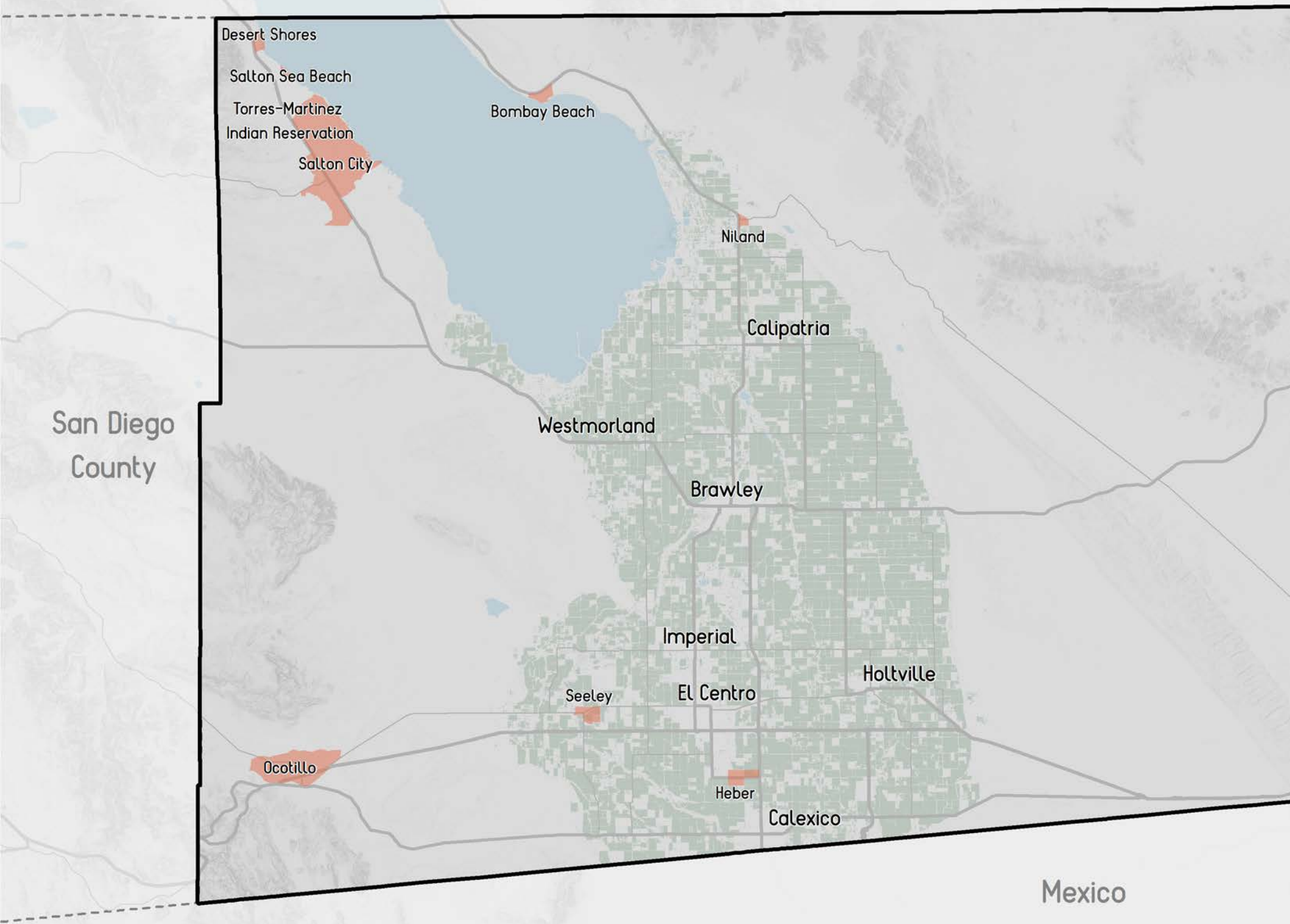
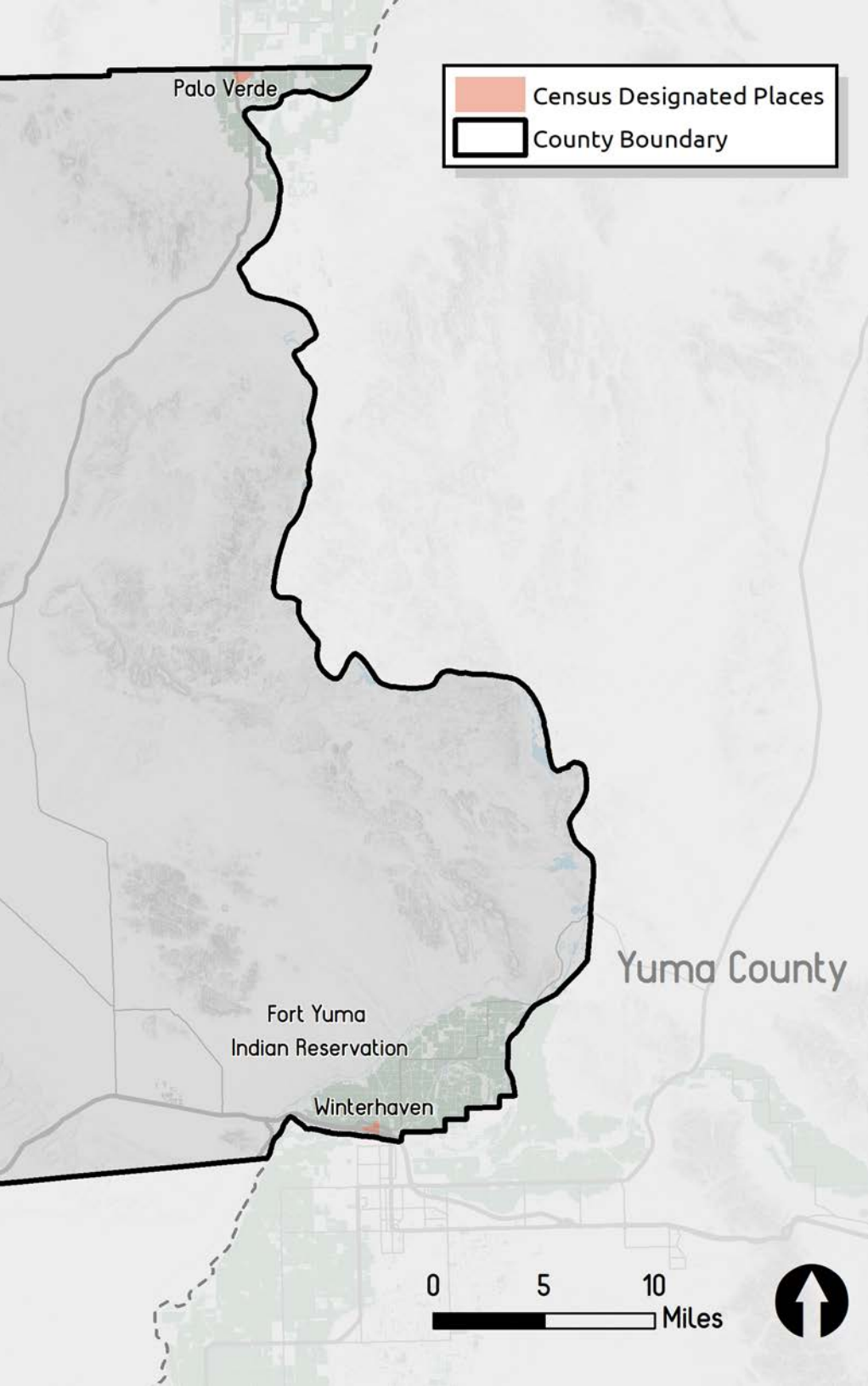


FIGURE 2-14: Bicycle facilities and Collision Heatmap in Westmorland

FIGURE 2-15: Census Designated Places





2.9 IMPERIAL COUNTY CENSUS DESIGNATED PLACES

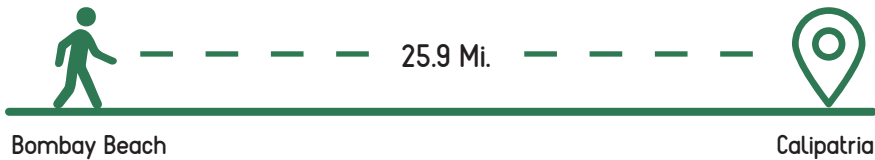
Census Designated Places (CDP) are population centers without legally defined corporation limits, as defined by the Census Bureau. CDPs are the statistical equivalent of an incorporated city. CDP defined limits are updated every decennial census, based on developed settlement limits. The County of Imperial has 10 identified CDPs:

- » Bombay Beach
- » Desert Shores
- » Heber
- » Niland
- » Ocotillo
- » Palo Verde
- » Salton City
- » Salton Sea Beach
- » Seeley
- » Winterhaven

2.9.1 COMMUNITY OF BOMBAY BEACH

Bombay Beach is a community in north county that is located along State Route 111 and the Salton Sea. Bombay Beach is approximately 26 miles away from Calipatria, the nearest city in the County. As of 2019, Bombay Beach had a population of 297. The community's active transportation efforts have been identified in the plan listed below:

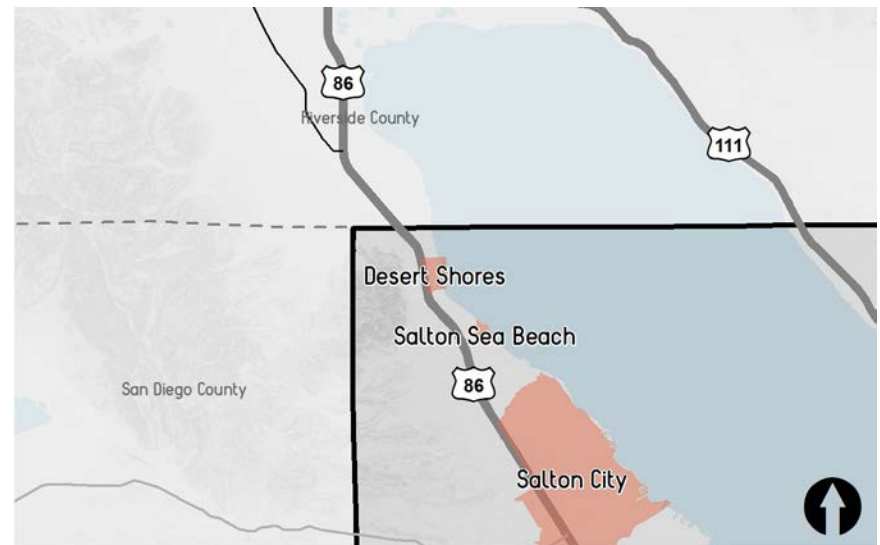
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.2 COMMUNITY OF DESERT SHORES

Desert Shores is the northernmost community in the County, located along State Route 86 and the Salton Sea. As of 2019, Desert Shores had a population of 574. Desert Shores had its beginnings in the late 1950s as a resort community with a Yacht Club, fishing barge, boating, and lodging. Desert Shores serves its community with commercial uses and a community park. The nearest city to Desert Shores is Coachella in Riverside County and the nearest city in the County is Westmorland. The community's active transportation efforts have been identified in the plan listed below:

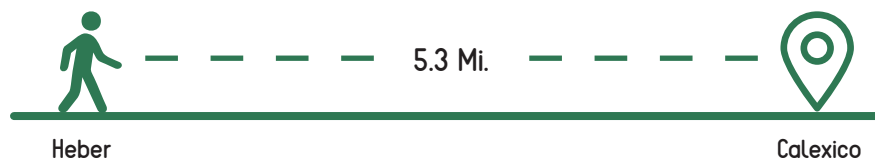
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.3 COMMUNITY OF HEBER

Heber is a community nestled between the cities of El Centro and Calexico. As of 2019, Heber had a population of 3,604. Heber serves its community with commercial uses, two schools, four parks, and a fire department. The community's active transportation efforts have been identified in the plans listed below:

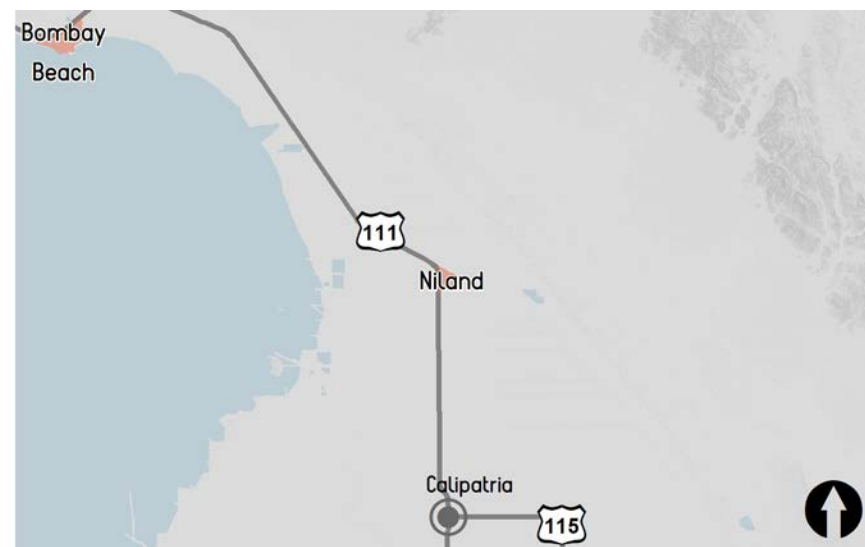
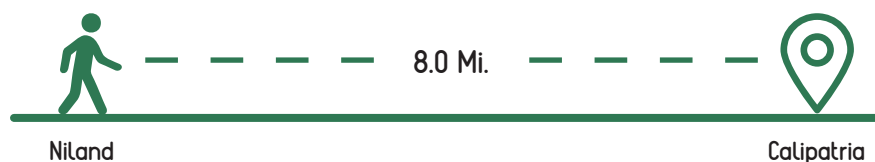
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.4 COMMUNITY OF NILAND

Niland is a community located approximately 8 miles north of Calipatria. As of 2019, Niland had a population of 631. Niland serves its community with limited commercial uses, lodging, and an elementary school. The community's active transportation efforts have been identified in the plans listed below:

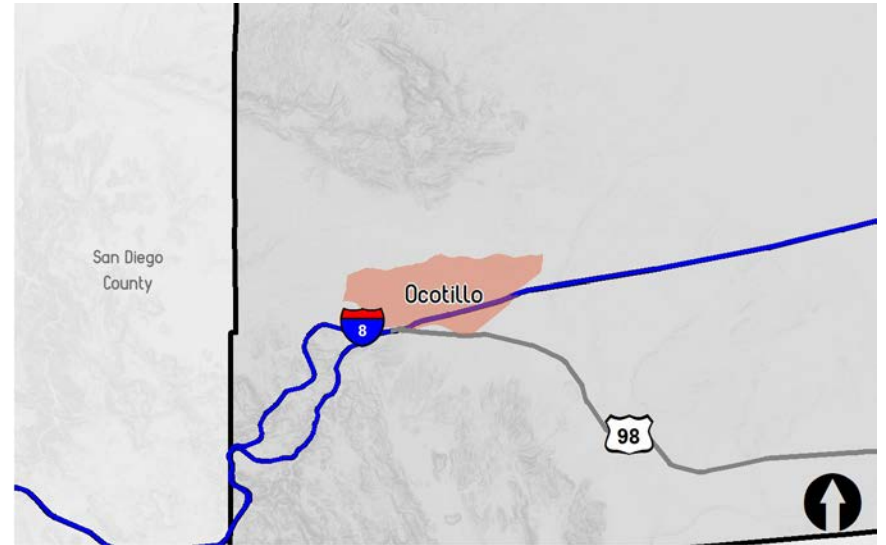
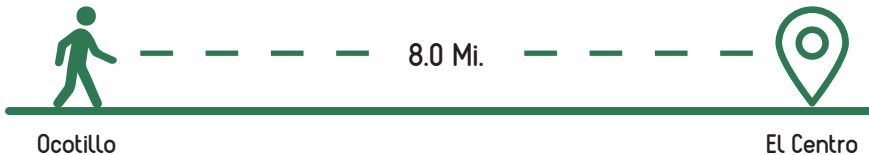
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.5 COMMUNITY OF OCOTILLO

Ocotillo is a community located along Interstate 8 approximately 30 miles west of El Centro. Ocotillo is the second smallest community with a population of 89. Ocotillo serves its community with limited commercial uses, lodging, and a fire department. The community's active transportation efforts have been identified in the plans listed below:

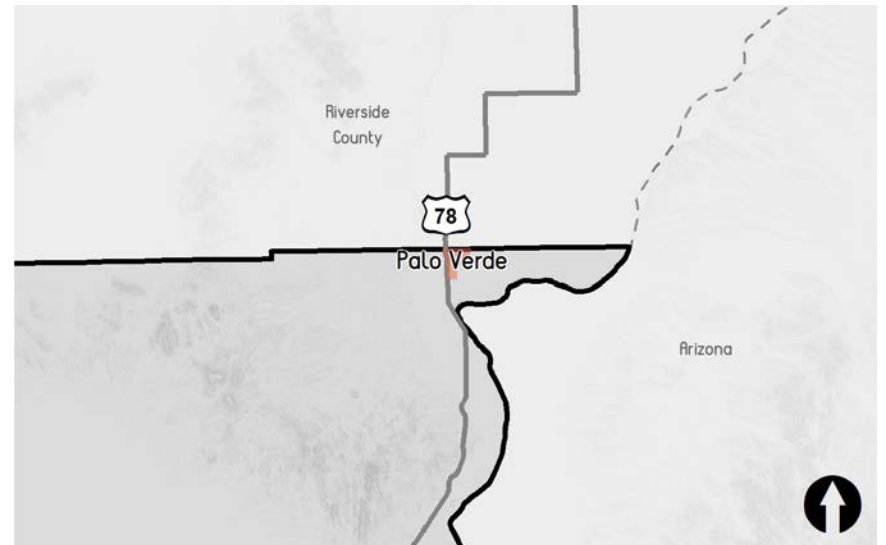
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.6 COMMUNITY OF PALO VERDE

Palo Verde is a community located along State Route 78, approximately 2 miles from the Arizona border and Colorado River. The nearest city to Palo Verde is Blythe in Riverside County and the nearest city in the County is Brawley, approximately 68 miles away. Palo Verde is the smallest community in the County with a population of 65 as of 2019. Ocotillo serves its community with limited commercial uses, lodging, and a fire department. The community's active transportation efforts have been identified in the plan listed below:

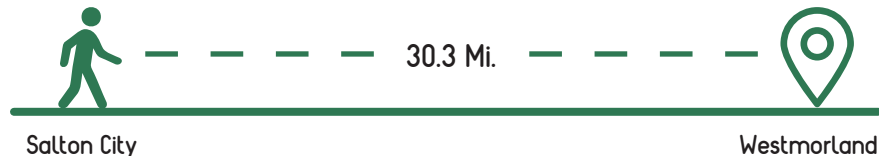
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.7 COMMUNITY OF SALTON CITY

Salton City is a community that is located along State Route 86 and the Salton Sea. Salton City is the largest community in the County with a population of 6,250 as of 2019. Salton City serves its community with commercial uses, lodging, a community center, a park, elementary school, high school, and a fire department. The community's active transportation efforts have been identified in the plans listed below:

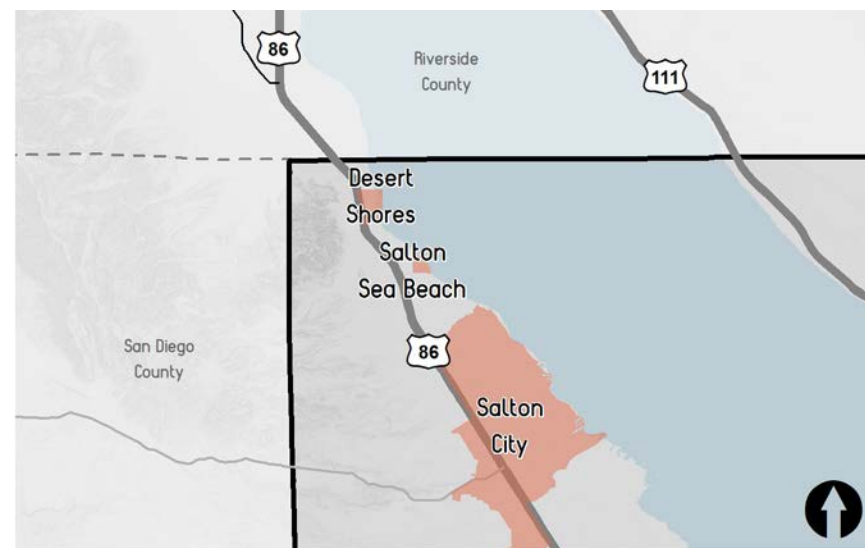
- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.8 COMMUNITY OF SALTON SEA BEACH

Salton Sea Beach is a community located along State Route 86 and the Salton Sea. Salton Sea Beach has a population of 261 as of 2019. The nearest city to Salton Sea Beach is Coachella in Riverside County and the nearest city in the County is Westmorland, approximately 37 miles to the south. The community's active transportation efforts have been identified in the plan listed below:

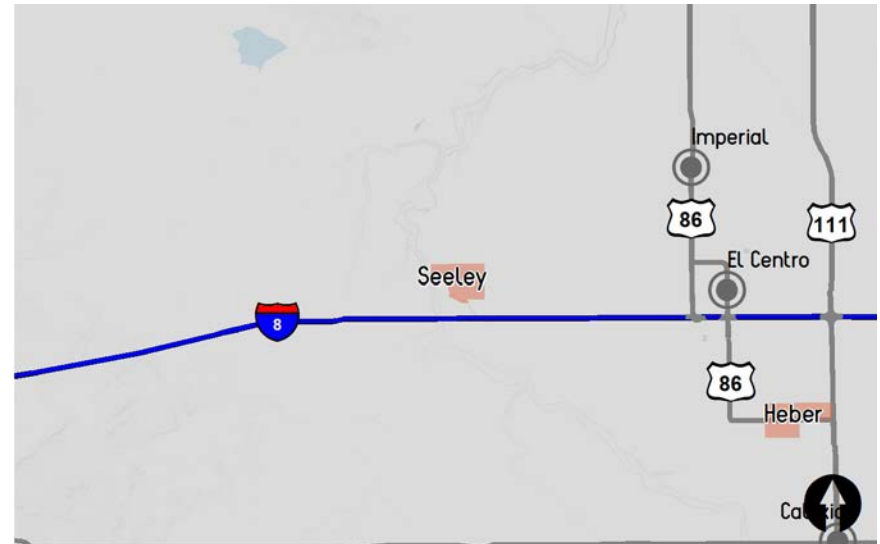
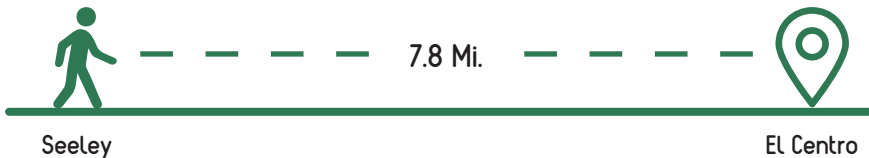
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.9 COMMUNITY OF SEELEY

Seeley is a community located approximately 8 miles west of El Centro. As of 2019, the population in Seeley was 2,010. Seeley serves its community with commercial uses, two parks, an elementary school, and a post office. The community's active transportation efforts have been identified in the plans listed below:

- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



2.9.10 COMMUNITY OF WINTERHAVEN

Winterhaven is a community located along Interstate 8 near the Arizona border. The nearest city to Winterhaven is Yuma, Arizona and the nearest city in the County is Calexico, approximately 53 miles east. As of 2019, the population of Winterhaven was 192. Winterhaven serves its community with limited commercial uses, lodging, and a post office. The community's active transportation efforts have been identified in the plans listed below:

- » Imperial County Pedestrian Master Plan (2021)
- » Imperial County Active Transportation Plan (2018)
- » Imperial County Safe Routes to School Regional Master Plan (2016)
- » Imperial County Bicycle Master Plan Update: Final Draft (2011)



Chapter 3

Community Outreach



3.1 COMMUNITY OUTREACH OVERVIEW

The team conducted meaningful and authentic community engagement to lay the groundwork for forming partnerships, building trust, and developing a community-supported plan. The team went to nearly every community in Imperial County to connect with the county's diverse population, translating transportation speak into everyday English, and connecting with community members in a way that was comfortable and convenient for them. The team, with help from ICTC staff, went to the community rather than expecting the community to come to us, visiting popular locations such as libraries, parks, city pool events, Imperial Valley College and community festivals. This approach allowed us to hear from residents of all ages and backgrounds.

The five primary community engagement strategies that were utilized for the ATP were:

- » Technical Advisory Committee
- » Community workshops
- » Online survey and project website
- » Social media and media relations
- » Other key stakeholders such as Imperial Valley College and the Imperial Valley Velo Club

3.2 TECHNICAL ADVISORY COMMITTEE

The Technical Advisory Committee (TAC) was critical to the engagement process to ensure that diverse feedback was considered. TAC meetings allowed the project team to leverage the expertise of the group regarding ATP-related projects, discuss challenges and opportunities, and to enlist TAC member resources for planning and promoting all outreach strategies such as workshops and the online survey.

The TAC was comprised of 17 members representing the cities of Brawley, Calexico, Calipatria, El Centro, Holtville, Imperial and Westmorland as well as the County of Imperial, SCAG, and Caltrans. The TAC was steadily involved throughout the entire planning process, having attended seven TAC meetings between May 2021 and January 2022.

TAC Meeting #1

- » Wednesday, May 19, 2021, 10-11:30 a.m.
- » Topics: Team introductions, project overview and project goals.

TAC Meeting #2

- » Wednesday, June 30, 2021, 10:30-11:30 a.m.
- » Topics: Community outreach update regarding project website, survey, summer pop-up events.

TAC Meeting #3

- » Wednesday, August 4, 2021, 1:30-2:30 p.m.
- » Topics: Community engagement update for July pop-up events, overview of survey results, August pop-up event discussions; and next steps.



TAC Meeting #4

- » Wednesday, September 8, 2021, 1:30-2:30 p.m.
- » Topics: Community engagement update regarding pop-up events, survey and final outreach events; project timeline and milestones overview for September 2021 through February 2022; and overview of prioritization process.

TAC Meeting #5

- » Tuesday, October 19, 2021, 1:30-3 p.m.
- » Topics: Community engagement update regarding recommendations workshops; small group and full group discussions on potential regional projects; and next steps.

TAC Meeting #6

- » Wednesday, December 1, 2021, 1:30-3 p.m.
- » Topics: Community engagement update; discussion and prioritization of top regional projects: Imperial-El Centro and El Centro-Heber-Calexico; city bikeway project discussion; and next steps.

TAC Meeting #7

- » Thursday, January 13, 2022, 1:30-2:30 p.m.
- » Topics: Draft ATP report review, Top Two Projects Review, and upcoming ATP report presentations.

OUTREACH BY THE NUMBERS

4+ Local news articles and radio announcements

11 Existing Conditions Workshops

5 Recommendations Workshops

10+ SCAG Education Campaigns

197 Completed surveys

TAC Meeting #5
Workshop #12 & 13

Workshop #14 & 15

TAC Meeting #6

TAC Meeting #7

October

November

December

January

RECOMMENDATIONS WORKSHOPS - FALL 2021

WINTER 2021/22

3.3 COMMUNITY WORKSHOPS

A total of 15 community workshops were conducted throughout the ATP planning process. The team distributed the workshops equitably throughout the County while also attending larger-scale community events, such as the Brawley Cattle Call Chilli Cookoff, that had a regional appeal. TAC members also provided valuable feedback on community workshop locations.

Eleven data collection workshops were held between July 16 and August 26, 2021, and an additional four recommendations workshops were held October 28 through November 6, 2021. All workshops were conducted “pop-up style” to allow project team members to set up a booth at existing events, such as community festivals or family nights at the pools and libraries. This resulted in the team connecting with more people than would have attended online community meetings.

At each data collection workshop, the project team provided hard copy, bilingual (English/Spanish) versions of the online survey as well as maps of the area for attendees to mark areas of concern for walking, bicycling and taking transit. At the recommendations workshops, local maps with recommendations and future ATP projects were shared, with additional input collected on recommendations and areas of concern.

The team was able to draw participants to the ICTC booth with a prize wheel, giveaways and snacks/drinks. It is estimated that the project team spoke with more than 215 people at the data collection workshops and just over 200 at the recommendations workshops, reaching more than 400 people total. See section 3.3.1 for a list of workshops.

Overall, most interactions were with multi-generational families. At all events, parents, children and even occasionally grandparents expressing interest and gratitude to ICTC for planning safe, attractive bike paths to go on recreational rides together as a family and additional efforts to make communities safer for people walking, bicycling and taking transit.

3.3.1 POP UP WORKSHOPS

Existing Conditions Workshops

Workshop #1

- » Friday, July 16, 10 a.m. to 12 p.m.
- » Brawley Public Library

Workshop #2

- » Friday, July 16, 5 to 7 p.m.
- » El Centro Aquatic Center

Workshop #3

- » Saturday, July 17, 8:30 to 10 a.m.
- » Sunbeam Lake, Seeley

Workshop #4

- » August 12, 10 a.m. to 12 p.m.
- » Calipatria Branch Library

Workshop #5

- » August 12, 10 a.m. to 12 p.m.
- » Salton City Branch Library

Workshop #6

- » August 12, 3 to 5 p.m.
- » Holtville Branch Library

Workshop #7

- » August 13, 2 to 4 p.m.
- » City of Imperial Library

Workshop #8

- » August 13, 7 to 8 p.m.
- » City of Imperial Pool “Dive In Movie” Event

Workshop #9

- » Saturday, August 14, 9-11 a.m.
- » City of Westmorland Water Days Event

Workshop #10

- » Thursday, August 26, 3-5 p.m.
- » Camarena Memorial Library, Calexico

Workshop #11

- » Thursday, August 26, 5-8 p.m.
- » Imperial Valley College Back to School Bash

Recommendations Workshops

Workshop #12

- » Thursday, October 28, 5 to 7 p.m.
- » Camarena Memorial Library Halloween Family Night, Calexico

Workshop #13

- » Saturday, October 30, 4-7 p.m.
- » Heber Fall Festival, Tito Huerta Park

Workshop #14

- » Saturday, November 6, 10 am-2 p.m.
- » Brawley Cattle Call Chilli Cookoff

Workshop #15

- » Saturday, November 6, 10 am -2 p.m.
- » Imperial County Veterans Parade & Holtville Farmers Market & Street Fair



Creating more regional connections where feasible, specially to areas such as IVC and SDSU Imperial Valley Campuses.



Additional/more accessible bus stops would be helpful for families.



Running/walking trails would be good for students.



3.3.2 ATP SURVEY

A total of 197 people participated in the project survey. The results were analyzed and used to help determine potential pedestrian and bikeway projects. According to the survey results, 24% of respondents indicated that they walk daily, 28% indicated that they do it 3 to 4 days per week, and only 6% indicated that they never walked in their community. On the other hand, about 8% bike daily, 15% do it 3 to 4 days per week, and 35% indicated they never bike in their community. About 71% of respondents indicated that they drive to get to work or to school while only 12% bike and 13% walk. However, 49% of respondents indicated that they walk or bike when going to a park.

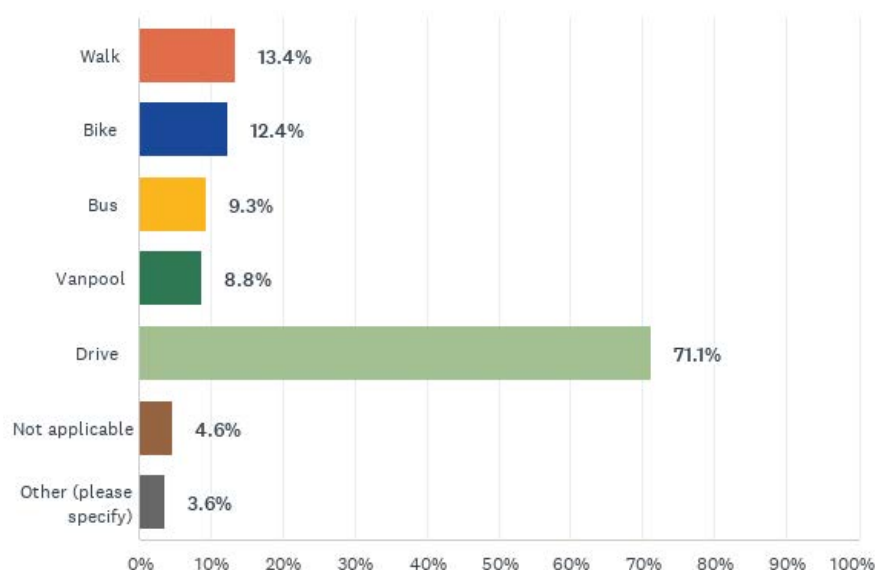
Respondents indicated that they would like to see more pedestrian and bicycle routes to parks (71%), schools (67%), and community centers (37%). A majority of respondents said street lighting (56%) and continuous sidewalks (50%) would make it easier for them to walk in their local community. In comparison, the majority consider bike lanes on streets (69%) and bike paths away from the street (50%) as their preferred method to bicycling around their community.

When asked what would make it easier to reach transit stops, respondents' top answer was street lighting (43%), followed by bike lanes on street (42%), and sidewalk improvements (40%). When asked about their main reasons for walking, bicycling and rolling (scooter, skateboarding, wheelchair), 61% of respondents said they do it for recreation or for health reasons, 18% do it for necessity, and eight percent for commuting.

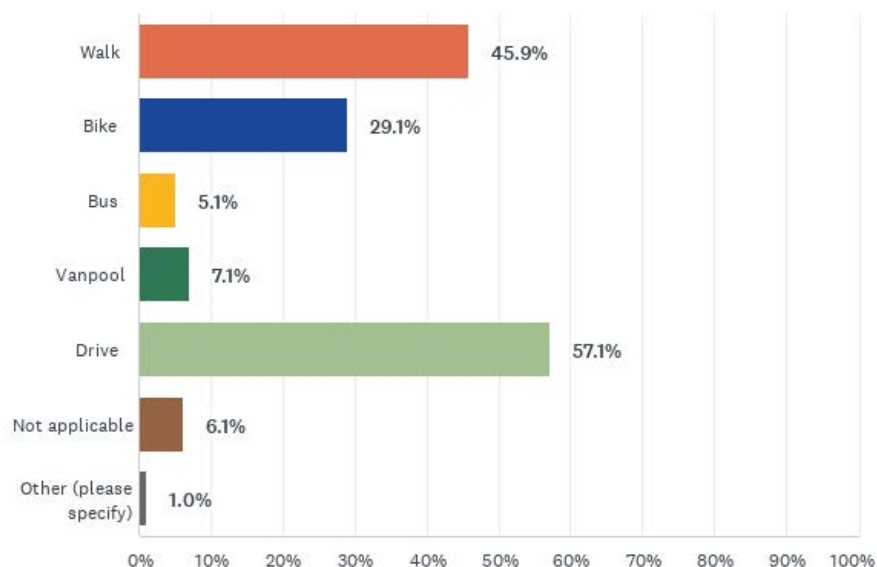
The complete survey summary with all questions can be viewed in Appendix B of this document.

Note: For questions that allow multiple answers, the total number of answer choices selected for a question can be greater than the number of respondents that answered the question. This can cause the total response percentages to exceed 100%.

How do you get to work or school? (Check all that apply)



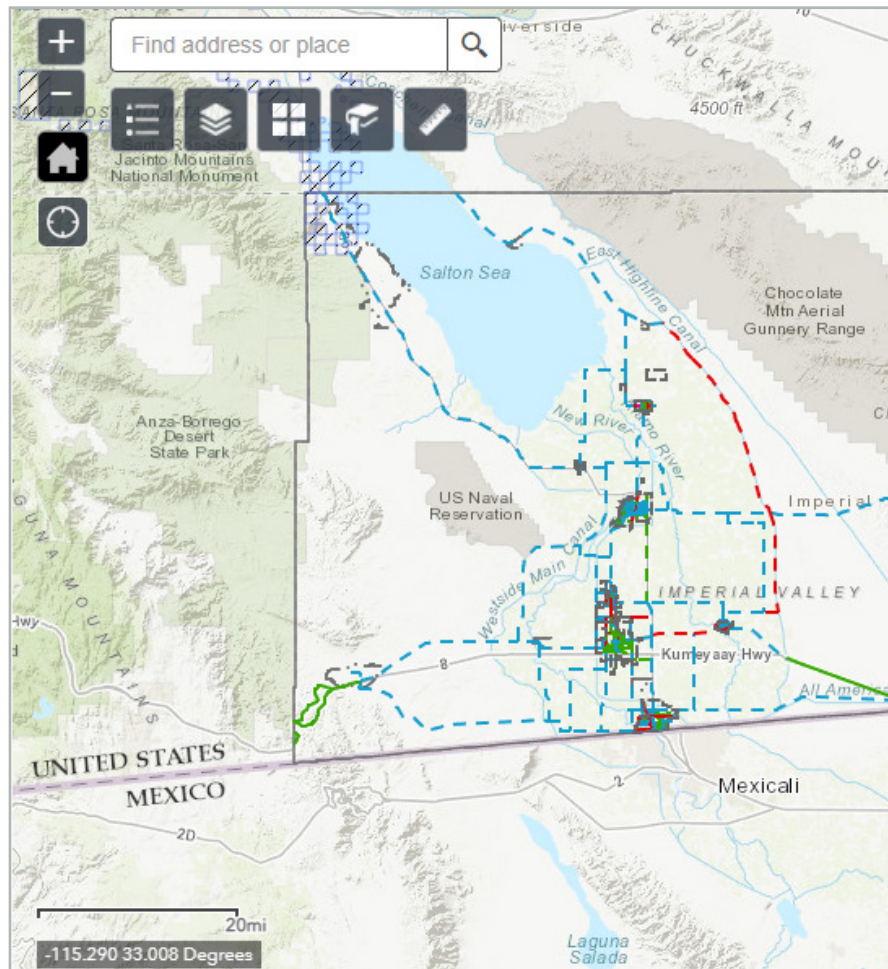
Do you visit city parks or recreation facilities? If so, how do you get there? (Check all that apply)



3.3.3 ONLINE PROJECT WEBSITE

An online project website was created as a supplemental method of community engagement for Imperial County residents. The project website also provided the option for users to choose their preferred language. The project website was made available for all devices to ensure a broader public reach, and was also made available through a scannable QR code and website link. The project website provided vital project information such as community workshop announcements, a link to the online project surveys, and access to the online interactive map survey.

The interactive map survey gave residents the opportunity to highlight and add location-specific comments. Comments related to constraints and opportunities were encouraged.



Screenshot from the interactive online map



Project website homepage

3.3.4 SOCIAL MEDIA

The team developed social media messages and flyers to promote the project website, online survey, and all scheduled workshops. Social media messages were posted to the following accounts: ICTC's Imperial Valley Transit, City of Brawley, Carmen Durazo Cultural Arts Center, City of Calexico, Salton Sea Local News, and GoHuman SoCal, among others. The TAC were also encouraged to disseminate these social media announcement to their constituents via their online platforms.



Facebook post for outreach events



3.3.5 MEDIA RELATIONS

During the course of the ATP process, two news stories ran about the plan and input opportunities. The first was on KYMA Fox News on July 13, 2021:

<https://kyma.com/news/top-stories/2021/07/13/drivers-pre-pare-to-share-transportation-officials-pedal-towards-safer-roads/>

The KYMA news story led to a feature article in the Desert Review on July 19, 2021:

https://www.thedesertreview.com/news/ictc-to-improve-county-%20routes/article_f0db9f88-e8a3-11eb-b98c-0b4e25b51225.html

ICTC to improve county routes

By Joselito N. Villero Jul 19, 2021 Updated Jul 23, 2021 0



El Centro resident Ninfa Vega fills out an Imperial County Transportation Commission survey questionnaire at Sunbeam Lake in Seeley with her son Miguel Vega, 14, and his friend, Joseph Rosas, 13, Saturday, July 17.

Article written on project

3.3.6 OUTREACH TO KEY STAKEHOLDERS

Team members met with TAC member Gil Rebollar on June 2, 2021, to brainstorm outreach ideas. Mr. Rebollar helped the team connect with KYMA News as well as Imperial Valley College (IVC) Public Information Officer Elizabeth Espinoza. Ms. Espinoza offered to share the ATP survey information via email with the campus community and offered the team the opportunity to make a project announcement at an Associated Students Government meeting and attend the August 26 Back to School event.

Outreach team members attended the August 23 Associated Students Government meeting to let the students know about the project and survey opportunity. The team's attendance at IVC's August 26 Back to School Bash was one of its most successful, reaching more than 60 students who shared valuable feedback about their experience getting to IVC and around their various communities.



Example zoom meeting

In addition, the outreach team reached out to the Imperial Valley Velo Club to seek their input for the plan. On July 23, Velo Club leader Brian McNeece sent the ATP survey link and project fact sheet to the Velo Club members. On August 25, the outreach team met with Velo Club leaders Brian McNeece, Roland Pritchard and Nikki Wegener for a discussion on Velo Club observations of bicycling successes and challenges throughout the County.

3.4 SCAG EDUCATION CAMPAIGN & GOHUMAN

As part of the ATP, ICTC teamed up with the SCAG and the California Office of Traffic Safety (OTS) for the GoHuman component to support ICTC with a campaign that included signage and ads in multiple languages. The banners and lawn signs promoted safe walking and bicycling while also reminding drivers to pay attention to pedestrians and bicyclists.

Banners, lawn signs, and decals were placed at the following locations across the county:

City of Calexico

- » Andrade Avenue and SR-98 (Lift station): Banner
- » SR-98 and SR-111 (Chamber of Commerce): Banner
- » Kloke Avenue and SR-98 (Willie Moreno): Banners
- » Lawn signs across the parks where kids walk to school

City of El Centro

- » 4th Street and Lenrey Road (park): Banner
- » Corner of N. 4th Street and W. Euclid Avenue: Two banners and lawn signs
- » Corner of Ross Avenue and Eight Street (Bucklin Park): Banner and lawn signs

City of Holtville

- » Library corner: Lawn sign

Meadows Union School District

- » School entrance of buses and pick-up areas: Banner and lawn signs

City of Imperial

- » Corner of Barioni Boulevard and Imperial Avenue: 2 Banners
- » City of Imperial Public Library: Lawn signs
- » School District schools: Banners and lawn signs

City of Heber

- » Heber Apartments: Banner and lawn signs

IVT Transit Buses

- » Three high volume transit buses: Bus wrap decals



SCAG GoHuman advertising at Bucklin Park in El Centro



SCAG GoHuman advertising at Meadows School



SCAG GoHuman advertising in Imperial

Chapter 4

Recommendations



4.1 RECOMMENDATIONS OVERVIEW

This chapter addresses infrastructure and programmatic improvements recommended to enhance active transportation in Imperial County. The recommendations include both short-term and long-term improvements and are meant to help ICTC, the County, and all partner agencies allocate funds as they become available through various sources.

It is important to recognize that the success of recommended infrastructure projects is closely tied to programs, adopted standards, codes, and policies. The Six E's (Engineering, Education, Encouragement, Engagement, Equity and Evaluation) discussed later in this chapter can be used to leverage investments in these projects. Similarly, the effectiveness of these active transportation programs is reliant on actually implementing infrastructure projects. Changes to regional standards, codes, and policies may be needed to implement bicycle and pedestrian improvements. Project implementation may, in turn, facilitate changes to regional standards, codes, and policies.

4.2 ACTIVE TRANSPORTATION INFRASTRUCTURE

The recommended active transportation projects address a variety of issues identified in the analysis and community engagement process. They are aimed to enhance connectivity to transit, school zones, senior zones, parks, and other community destinations. Pedestrian improvements help ensure equitable multi-modal transportation because they serve populations that may not be able to afford a bicycle, are not likely to ride a bicycle, or simply rely on walking to access transit services. Newer innovations like all-way pedestrian crossings, modified signal timing, and flashing beacons, are described in this chapter.

Providing safe and comfortable bicycle infrastructure is a major focus across the nation, as seen in the significant transformation in the state of practice for bicycle infrastructure over the last five years. Much of this may be attributed to bicycling's changing role in the overall transportation system. No longer viewed as an "alternative" mode, it is considered

a conventional transportation mode. While connectivity and convenience remain essential bicycle travel quality indicators, recent research indicates the increased acceptance and practice of daily bicycling will require "low-stress" bicycle routes, which are typically understood to be those that provide bicyclists with separation from high volume and high-speed vehicular traffic.

The bicycle facility types recommended in this plan, and described in the following section, are consistent with this evolving state of practice.

Conventional Bicycle treatments

There are four conventional bicycle facility types recognized by Caltrans. Details of their design, associated wayfinding, and pavement markings can be found in the CA MUTCD and CA Highway Design Manual.

Class I: Multi-Use Paths

Class I multi-use paths (frequently referred to as "bicycle paths") are physically separated from motor vehicle travel routes, with exclusive rights-of-way for non-motorized users like bicyclists and pedestrians. They require physical buffers to ensure safety and comfort of the user.

Class II: Bicycle Lanes

Bicycle lanes are one-way facilities that carry bicycle traffic in the same direction as the adjacent motor vehicle traffic. They are typically located along the right side of the street (although can be on the left side) and are between the adjacent travel lane and curb, road edge, or parking lane. They are not physically separated from motor vehicle traffic.

Class III: Bicycle Routes

A bicycle route is a suggested bicycle corridor marked by signs designating a preferred street between destinations. They are recommended where traffic volumes and roadway speeds are low (35 mph or less).

Class IV: Separated Bikeways (Cycle Tracks)

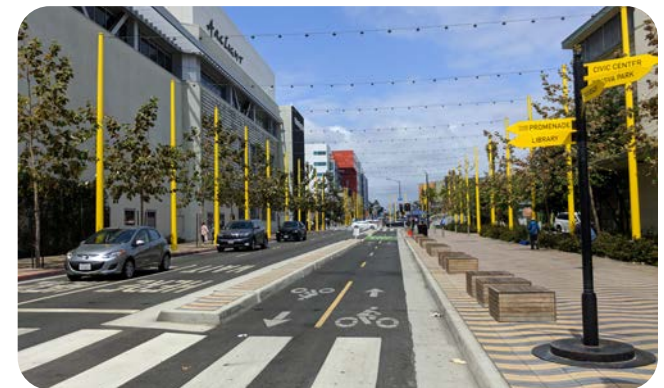
Separated bikeways are bicycle-specific facilities that combine the user experience of a multi-use path with the on-street infrastructure of a conventional bicycle lane. Separated bikeways are physically separated from motor vehicle traffic and are designed to be distinct from any adjoining sidewalk. Physical protection measures can include raised curbs, parkway strips, reflective bollards, or parked vehicles. Separated bikeways can be either one-way or two-way, depending on the street network, available right-of-way, and adjacent land use. The safety of two-way separated bikeways must be carefully evaluated because few motor vehicle drivers are accustomed to two-way separated bikeways and they may tend to look only to the left when deciding whether it is safe to proceed across the separated bikeways.



Class II bicycle lanes



Class III bicycle route



Class IV separated bikeway



Class I multi-use path

4.2.1 ENHANCED BICYCLE TREATMENTS

While conventional bicycle facility types can be found throughout the United States, there has been a distinct shift towards further enhancement. These types of enhancements are usually low cost, easy to install, and provide additional awareness about the likely presence of bicyclists. In many instances, installation of these bicycle route enhancements can be coordinated as part of street resurfacing projects. The use of green markings has also become a simple and effective way to communicate the likely presence of bicyclists. It is also used to denote potential conflict zones between bicyclists and vehicles.

Buffered Bicycle Lanes

Buffered bicycle lanes provide additional space between the bicycle lane and traffic lane, parking lane, or both, to provide a more protected and comfortable space for bicyclists than a conventional bicycle lane. The buffering also encourages bicyclists to avoid riding too close to parked vehicles, keeping them out of the “door zone” where there is the potential danger of drivers or passengers suddenly opening doors into the bicyclists’ path.

Shared Lane Markings (“Sharrows”)

The shared lane marking is commonly used where parking is allowed adjacent to the travel lane. It is now common practice to center them within the typical vehicular travel route in the rightmost travel lane to ensure adequate separation between bicyclists and parked vehicles. Many cities install sharrows over a green background to enhance visibility.

Bike Boxes

A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists a safe and visible way to wait ahead of queuing traffic during the red signal phase. This positioning helps encourage bicyclists traveling straight through not to wait against the curb for the signal change.

Advisory Bike Lanes

An advisory bike lane is a preferred space for bicyclists and motorists to operate on narrow streets that would otherwise be a shared roadway. Roads with advisory bike lanes accommodate low to moderate volumes of two-way motor vehicle traffic and provide a safer space for bicyclists with little or no widening of the paved roadway surface. Due to their reduced cross section requirements, advisory bike lanes have the potential to open up more roadways to accommodate comfortable bicycle travel.



Buffered bike lanes



Shared lane markings



Bike boxes



Advisory bike lanes

Bicycle Boulevards

Bicycle boulevards provide a convenient, low stress cycling environment for people of all ages and abilities. They are installed on streets with low vehicular volumes and speeds and often parallel higher volume, higher speed arterials. Bicycle boulevard treatments use a combination of signs, pavement markings, traffic diverters, and traffic calming measures that help to discourage through trips by motor vehicle drivers and create safe, convenient bicycle crossings of busy arterial streets. They are similar to class III bicycle routes but tend to include more traffic calming and diversion infrastructure.

Signage and Wayfinding

Signage and wayfinding on all streets and bicycle routes are intended to identify routes to both bicyclists and drivers, provide destination information and branding, and to inform all users of changes in roadway conditions.

Colored Bicycle Lanes

Colored pavement increases the visibility of bicycle routes, identifying potential areas of conflict or transition, and reinforces bicyclists' priority in these areas. Colored pavement can be used as a corridor treatment, along the length of a bicycle lane or within a protected bicycle facility. Additionally, it can be used as a spot treatment, such as crossing markings at particularly complex intersections where the bicycle path may be unclear. Consistent application of color across a bicycle facility corridor is important to promote clear understanding for all roadway users.

Green Colored Transition Striping

Intersection or mid-block crossing markings indicate the intended path of bicyclists. Colored striping can be used to highlight conflict areas between bicyclists and vehicles, such as where bicycle lanes merge across motor vehicle turn lanes.

Protected Intersections

Protected intersections maintain the integrity (low stress experience) of their adjoining separated bicycle lanes by fully separating bicyclists from motor vehicles at intersections. Hallmark features of these protected intersections include two-stage crossings supported by an advance queuing space, protective concrete islands, special bicycle-cross markings (parallel with crosswalks), and special signal phasing.

Two-Stage Left Turn Queue Box

Two-stage turn queue boxes can provide a more comfortable left-turn crossing for many bicyclists because they entail two low stress crossings, rather than one potentially high stress one. They also provide a degree of separation from vehicular traffic because they do not require merging with vehicle traffic to make left turns. Bicyclists wanting to make a left turn can continue into the intersection when they have a green light and pull into the green queue box. Bicyclists then turn 90 degrees to face their intended direction and wait for the green light of a new signal phase to continue through.



Bicycle boulevard



Signage and wayfinding



Colored bicycle lane



Green colored transition striping

Bicycle Signals

This category includes all types of traffic signals directed at bicyclists. These can include typical green/yellow/red signals with signage explaining the signal controls, or special bikeway icons displayed within the signage lights themselves. Near-side bicycle signals may incorporate a “countdown to green” display, as well as a “countdown to red.”

Bicycle Detection

Bicycle detection is used at intersections with traffic signals to alert the signal controller that a bicycle crossing event has been requested. Bicycle detection can occur either through the use of push buttons or by automated means and are marked by standard pavement symbols.

4.2.2 TRAFFIC CALMING

Traffic calming involves changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through motor vehicle traffic volumes. The intent of traffic calming is to alter driver behavior and to improve street safety, livability, and other public purposes. Other techniques consist of operational measures such as police enforcement and speed displays. The following examples provided are traffic calming measures that may apply to Imperial County.



Two-stage left turn queue box



Protected intersection



Bicycle signals



Bicycle detection

Roundabouts/Traffic Circles

A roundabout is a circular intersection with yield control at its entry that allows a driver to proceed at controlled speeds in a counter-clockwise direction around a central island. Roundabouts are designed to maximize motorized and non-motorized traffic through their innovative design that includes reconfigured sidewalks, bikeway bypasses, high-visibility crosswalks, pedestrian flashing beacons, and other traffic measures. Roundabouts can be implemented on most streets but may require additional right-of-way.

A traffic circle is a small-scale traffic calming measure commonly applied at uncontrolled intersections on low volume, local residential streets. They lower traffic speeds on each approach and typically avoid or reduce right-of-way conflicts because the overall footprint is smaller compared to roundabouts. Traffic circles may be installed using simple markings or raised islands.

Signals and Warning Devices

Traditional pedestrian signals with countdown timers remain the gold standard for high quality pedestrian crossings, although some cases warrant new signal technologies. Pedestrian Hybrid Beacons (PHBs)

and Rectangular Rapid Flashing Beacons (RRFBs) are special signals used to warn and control traffic at unsignalized locations to assist pedestrians in crossing a street via a marked crosswalk. PHBs include a “red phase” requiring vehicles to come to a full stop while RRFBs are yield stops. Either of these devices should be installed at locations that have pedestrian desire lines and that connect people to popular destinations such as schools, parks, and retail. Research has shown that PHBs tend to have a 90% motorist compliance rate versus RRFBs, which tend to have an 80% motorist compliance rate. Traditional pedestrian signals with countdown timers at signalized intersections tend to have a near 100% compliance rate.

Signals and warning devices should be paired with additional pedestrian improvements, where appropriate, such as curb extensions, enhanced crosswalk marking, lighting, median refuge islands, corresponding signage, and advanced yield markings to mitigate multiple threat crashes on multi-lane roadways.

Speed Tables/Raised Crosswalks

Speed tables are flat-topped road humps, often constructed with textured surfacing on the flat section. Speed tables and raised crosswalks help to reduce vehicle speeds and enhance pedestrian safety.



Traffic circle



Signal and warning devices



Speed table

Speed Displays

Speed displays measure the speed of approaching vehicles by radar and inform drivers of their speeds using an LED display. Speed displays contribute to increased traffic safety because they are particularly effective in getting drivers traveling ten or more miles per hour over the speed limit to reduce their speed.

Chicanes

Chicanes are a series of narrowings or curb extensions that alternate from one side of the street to the other forming an S-shaped path. Chicanes reduce drivers' speeds by causing them to shift their horizontal path of travel.

Traffic Diverters

A traffic diverter is a roadway design feature placed in a roadway to prohibit vehicular traffic from entering into or exiting from the street, or both.

On-Street Edge Friction

Edge friction is a combination of vertical elements such as on-street parking, bicycle routes, chicanes, site furnishings, street trees, and shrubs that reduce the perceived street width, which has been shown to reduce motor vehicle speeds.

4.2.3 PEDESTRIAN TREATMENTS

The pedestrian network was evaluated to determine if major corridors, such as those along commercial corridors, school, and parks, had sidewalks and curb ramps. The following pedestrian treatments can be explored to enhance the safety and comfort for those traveling on foot.

Continental High-Visibility Crosswalk

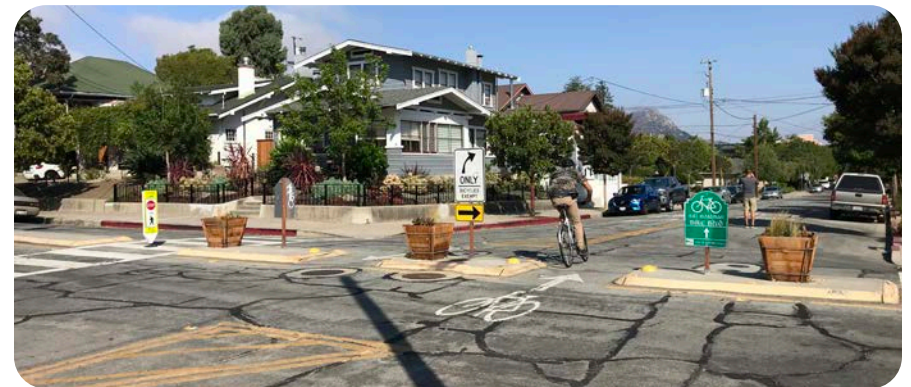
Continental High-Visibility Crosswalk markings with perpendicular striping in addition to parallel stripes can be installed at existing or proposed crosswalk locations. They are designed to both guide pedestrians and to alert drivers of a crossing location. The bold pattern is intended to enhance visual awareness.



Speed display



Chicanes



Traffic diverter

Curb Extensions

Also called bulb-outs or neck-downs, curb extensions extend the curb line outward into the travel way, reducing the pedestrian crossing distance. Typically occurring at intersections, they increase pedestrian visibility, reduce the distance a pedestrian must cross, and reduce vehicular delay. Curb extensions must be installed in locations where they will not interfere with bicycle lanes or separated bikeways. If both treatments are needed, additional design features such as ramps, or half-sized curb extensions should be considered.

Refuge Island

Refuge islands provide pedestrians and bicyclists a relatively safe place within an intersection and midblock crossing to pause and observe before crossing the next lane of traffic.

Mid-block Crossings

Mid-block crossings provide convenient locations for pedestrians and bicyclists to cross thoroughfares in areas with infrequent intersection crossings or where the nearest intersection creates substantial out-of-direction travel. Mid-block crossings should be paired with additional traffic-control devices such as traditional Pedestrian Signals, PHBs, RRFBs, LED enhanced flashing signs, and/or refuge islands.

Leading Pedestrian Intervals (LPIs)

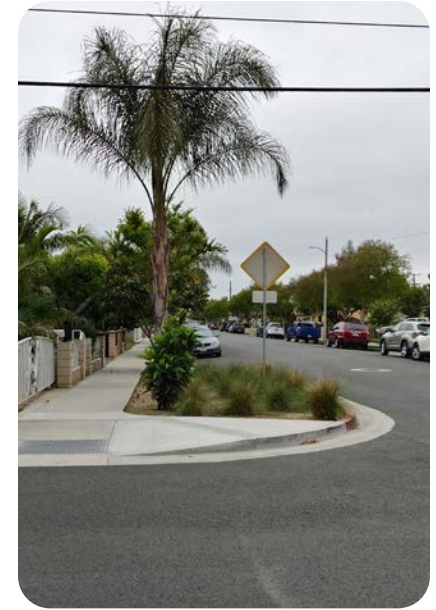
A Leading Pedestrian Interval (LPI) is a signal timing technique that typically gives pedestrians a three to seven second head start when entering a crosswalk with a corresponding green signal in the same direction of travel. LPIs enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles, especially in locations with a history of conflict. Generally, this leads to a greater likelihood of vehicles yielding. Depending on intersection volume and safety history, a normal right-turn-on-red (RTOR) might be explicitly prohibited during the LPI phase.

Modified Traffic Signal Timing

Adjusting the time, phasing, and actuation needed to cross high-volume and wide streets, provides additional safety and comfort for pedestrians and bicyclists.



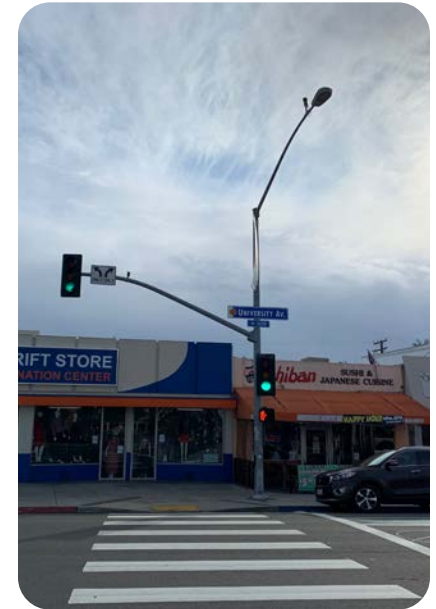
Enhanced crosswalk markings



Curb extensions



Refuge island



Mid-block crossing

Lighting

Pedestrian-scale lighting provides many practical and safety benefits, such as illuminating the path and making crossing walkers and bicyclists more visible to drivers. Lighting can also be designed to be fun, artistic, and interactive.

Pedestrian Scramble

Pedestrian scrambles, also known as all-way pedestrian phases, stop vehicular traffic flow simultaneously in all directions to allow pedestrians to cross the intersection in any direction. They are used at intersections with particularly heavy pedestrian crossing levels. Unless cycle lengths can be kept under 90 seconds, Leading Pedestrian Intervals (LPIs) are generally preferred over pedestrian scrambles.

Transit Stop Amenities

Transit stop amenities such as shelters with overhead protection, seating, trash receptacles, and lighting are essential for encouraging people to make use of public transit.



Pedestrian-Scale Lighting



Bus stop with shelter



Pedestrian scramble

4.2.4 PLACEMAKING

The inclusion of placemaking urban elements such as parklets encourages walking and provides usable space for all ages. In many cities, these elements have helped transform urban villages and downtowns into walkable destinations. Continued coordination with local Imperial County businesses and organizations may provide collaborative design and funding opportunities between the cities, communities, its businesses, residents, and visitors.

Parklets

Parklets are conversions of one or two parking spaces for outdoor seating and other amenities, improving the urban environment's aesthetics and streetscape.

Community Art

Displaying community art is a great way to display the context of the city and for its residents to participate in the community. Community art projects can range from a mural to an exhibit or sidewalk chalk.

Special Intersection Paving and Crosswalk Art

Special intersection paving and crosswalk art provide unique opportunities at intersections to highlight crossings, key civic or commercial locations, while breaking the visual monotony of asphalt. Intersection paving treatments and crosswalk art can integrate context-sensitive colors, textures, and scoring patterns.

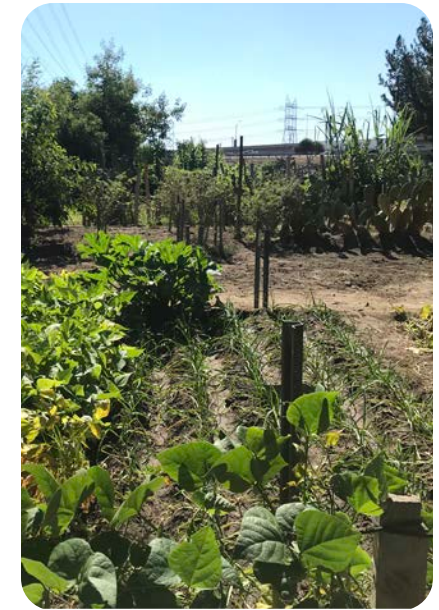
Paving treatments and crosswalk art do not define a crosswalk and should not be seen as a safety measure. Standard transverse or longitudinal high visibility crosswalk markings are still required.

Furnishings and Public Art

Transit shelters, bicycle racks, seating, and public art provide important amenities for functionality, design and vitality of the urban environment. They announce that the street is a safe and comfortable place to be and provide visual detail and interest.



Parklets



Community garden



Crosswalk art



Public art

4.2.5 NEW MOBILITY / CURB MANAGEMENT

The following section highlights several clean and shared mobility options that complement a comprehensive transportation network. These forms of transportation can provide alternatives to gas-powered, single occupancy cars for travel and help reduce air pollution and GHG emissions. Clean mobility and shared options also help address transportation equity by providing affordable transportation choices for lower-income households and those who are unable to drive or own a car.

Electric Shuttles

Electric shuttles can help address gaps within a community by supplementing the existing transit network or by creating new transit routes where they currently don't exist. Depending on the make and model, electric-powered shuttles can be used to offer transit services within a specified radius. Zero emission models reduce the carbon footprint by eliminating GHG emissions.

Electric Vanpool/Carpool

Vanpool and carpool programs have existed for several decades, but these services have evolved with the “electrification” the transportation industry is experiencing. Electric versions of typical 12 and 18-passenger vans are being welcomed as clean mobility options for communities.

Electric Carsharing Service

An electric carsharing service could include purchasing a fleet of electric cars. These cars could be rented by residents to address their transportation needs such as commuting to work, running errands, or getting to medical appointments. The city would have its own EV charging infrastructure which can be combined with other electric mobility options such as electric shuttles and electric vanpool/carpool services.



Electric shuttles



Electric vanpool/carpool



Electric carsharing services



Docked bikeshare

Docked Bikeshare

Docked bikeshare is a shared transport service in which bicycles or e-bicycles are made available for shared use to individuals on a short term basis for a price or free. Docked bikeshare systems typically include electric-assist bicycles that provide extra comfort for users. Docked bikeshare systems allow people to borrow a bike from a “dock” or station and return it to another dock belonging to the same system.

E-Scootershare

Scootershare programs are popular forms of shared transportation services that involve the rental of electric motorized scooters for short trips. These programs involve the use of a mobile application to look for, rent, pay, and park the rented scooter. Scootershare programs provide a high degree of flexibility for the individual user and can be an effective method for closing mobility gaps. Short trips to visit family members, access to school, parks, commercial areas, or to a transit stop can all be done with a scootershare program.



Scootershare



4.3 PRIORITIZATION PROCESS

Regional corridor projects were identified throughout the County to provide connectivity to gaps in the active transportation network as well as improve access to community destinations such as schools, parks, and transit stops. The regional corridors underwent a data-driven and interactive prioritization process consisting of cumulative scores derived from various criteria. The goal of project prioritization was to provide ICTC guidance on which projects to pursue future design and funding endeavors.

The prioritization process for this ATP was approached in two phases. The first phase used the criteria listed below to determine the regional infrastructure priorities voted on by the members of the TAC. The selected corridors were then included in the data-driven prioritization process. The following criteria used in this process are consistent with state and regional best practices:

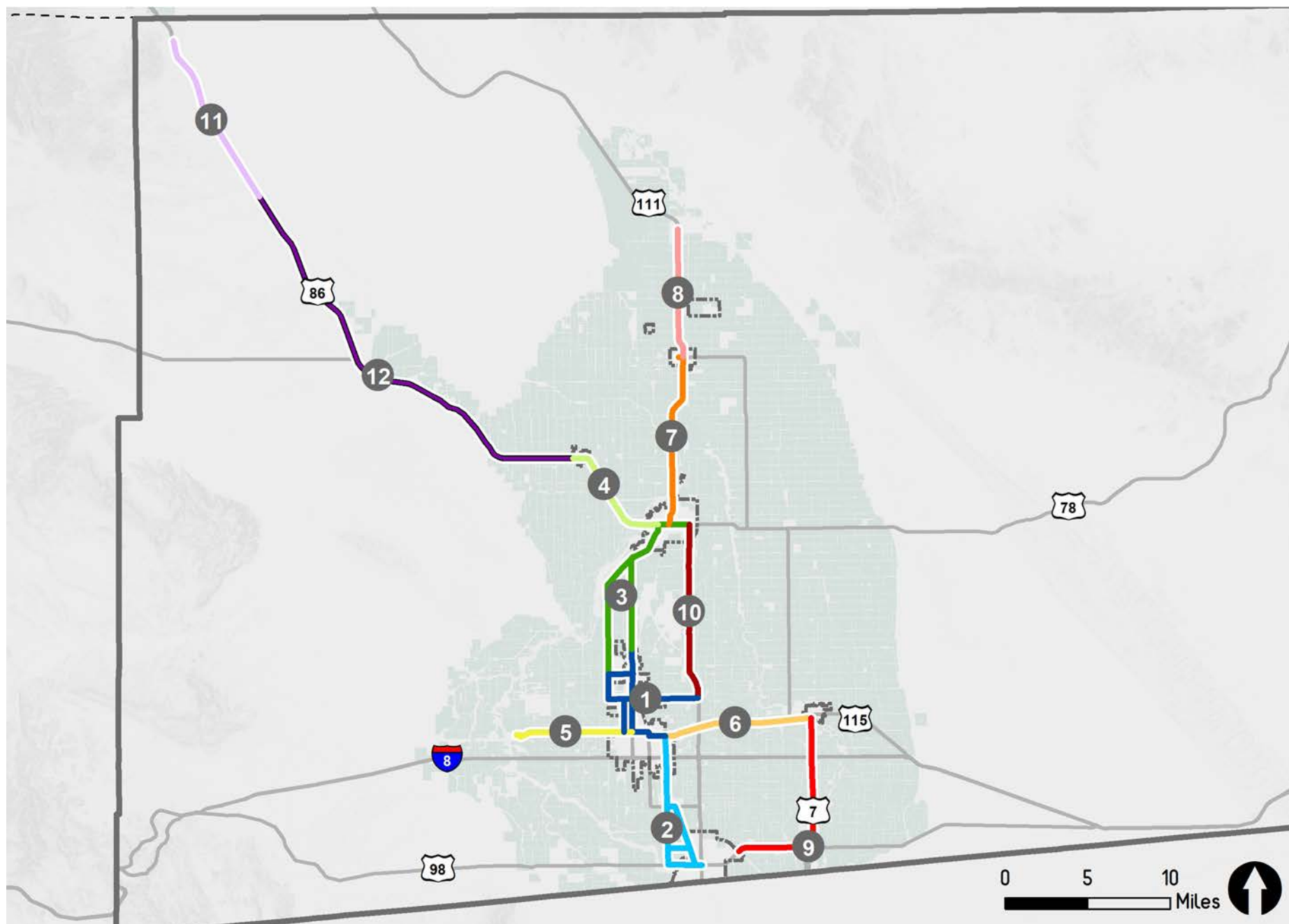
- » Proximity to schools, parks, commercial centers, and transit stops
- » Pedestrian and bicycle collisions
- » Census data such as population density
- » CalEnviroScreen 3.0

4.4 REGIONAL INFRASTRUCTURE PRIORITIES

The team identified 12 potential regional corridor projects based on existing conditions analysis and community engagement. These regional projects, as depicted in Figure 4-1, are the bicycle facility projects that have the potential to connect several cities and communities to each other via segments that provide convenient and safe access. Most of the regional projects are Class I multi-use paths and Class IV separated bikeways. The facilities correspond with excess right-of-way often found along these corridors, such as wide shoulders and open space, as well as along service roads for the numerous irrigation channels found in Imperial Valley. The 12 projects will need to be phased due to limited funding for planning, design, and construction, but the prioritization process will help ICTC determine which projects to pursue first.

TABLE 4-1: Regional Corridor Projects: Ranked

RANK	BETWEEN		LENGTH
1	City of Imperial	City of El Centro	17.3 miles
2	City of El Centro	City of Calexico	15.3 miles
3	City of Brawley	City of Imperial	17.9 miles
4	City of Brawley	City of Westmorland	7.3 miles
5	Seeley	City of El Centro	7.2 miles
6	City of El Centro	City of Holtville	8.7 miles
7	City of Calipatria	City of Brawley	10.7 miles
8	Niland	City of Calipatria	7.9 miles
9	City of Holtville	City of Calexico	12.7 miles
10	City of Brawley	Imperial Valley College	10.7 miles
11	Desert Shores	Salton City	10.9 miles
12	Salton City	City of Westmorland	27.1 miles

**FIGURE 4-1:** Regional Corridor Projects

4.5 TOP TWO PRIORITY PROJECTS

The prioritization process identified the top two regional projects based on the criteria explained in the previous section. Figure 4-2 depicts the top two projects organized by segments to better understand which corridor improvements can be made to enhance active transportation safety and comfort. The top two priority projects span three major cities and unincorporated areas of the County. The TAC reviewed the top two priority projects segment by segment and provided valuable input such as ongoing planning and engineering efforts that overlapped with the proposed projects. These discussions helped the team concentrate on segments that were not already being evaluated by the respective cities and County. Specific segments of the top two priority projects were finalized and included in the assessment and development of planning-level recommendations.

The following section describes the planning-level recommendations which are organized as cutsheets to assist ICTC and partner agencies to pursue future planning, design, engineering, and funding opportunities. These cutsheets include information such as 2021 high-resolution aerial imagery, location of specific active transportation improvements, and infographics that support each segment. As of this ATP, segment 1.0 is in the planning phase and segment 1.3 is in the construction phase.

TABLE 4-2: Priority Segments

SEGMENT	BETWEEN		LENGTH	CLASS TYPE	NOTES
1.0	City of Imperial	City of El Centro	7.2 miles	Class I	Coordination with ongoing State Route 86/Imperial Avenue design projects in Imperial
1.1	City of Imperial	City of El Centro	5.9 miles	Class I/IV	Coordination between the City of Imperial, City of El Centro, and the County of Imperial
1.2	City of Imperial	City of Imperial	1.0 miles	Class IV	Class IV to provide connection to existing multi-use path on Aten Road towards Imperial Valley College
1.3	City of Imperial	Imperial Valley College	3.2 miles	Class I/IV	Class I/IV to provide connection to existing multi-use path on Aten Road towards Imperial Valley College
2.0	City of El Centro	City of Calexico	9.8 miles	Class I	Coordination between the City of Calexico, City of El Centro, and the County of Imperial
2.1	Heber	City of Calexico	3.1 miles	Class I	Coordination with railroad company needed to determine right-of-way and setbacks needed
2.2	Imperial County	City of Calexico	2.4 miles	Class I	Coordination between the City of Calexico, and the County of Imperial

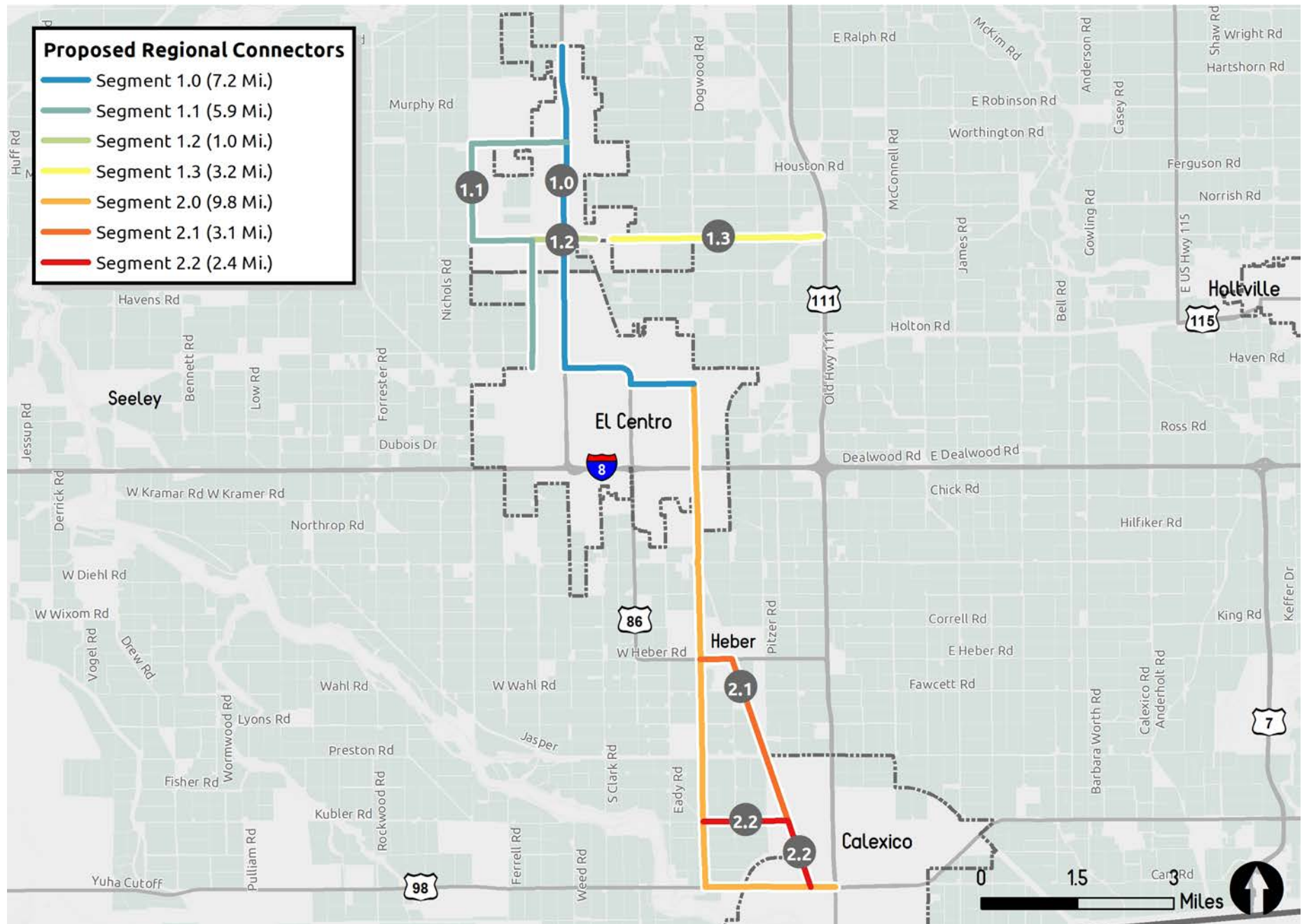


FIGURE 4-2: Top Two Regional Projects by Segment

PROJECT 1

SEGMENT 1.1 WORTHINGTON RD

Existing Conditions

The Worthington Road segment is a major arterial roadway located in north Imperial, running east to west from Austin Road to North Imperial Avenue (Route 86). The segment passes through commercial, retail, and residential land uses, as well as Imperial High School.

Recommendations

Install Class II buffered bike lanes in both directions through a combination of travel lane width reductions, road widening, or restriping. Pedestrian improvements should include the installation of pedestrian countdown timers, ADA curb ramps, accessible pedestrian signal (APS) push buttons, continental high-visibility crosswalks, yellow continental high-visibility crosswalks, and pedestrian refuge islands where appropriate. Additional recommendations include reducing the width of two-way left-turn lanes, removing parking, and adding back-in parking where appropriate (Figure 4-3).



0

Pedestrian Collisions



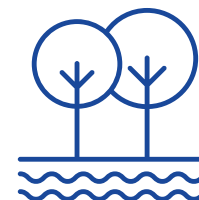
1

Bicycle Collisions



2

Schools



0

Parks



View facing west at the intersection of Worthington Road and H Street



View facing east on Worthington Road

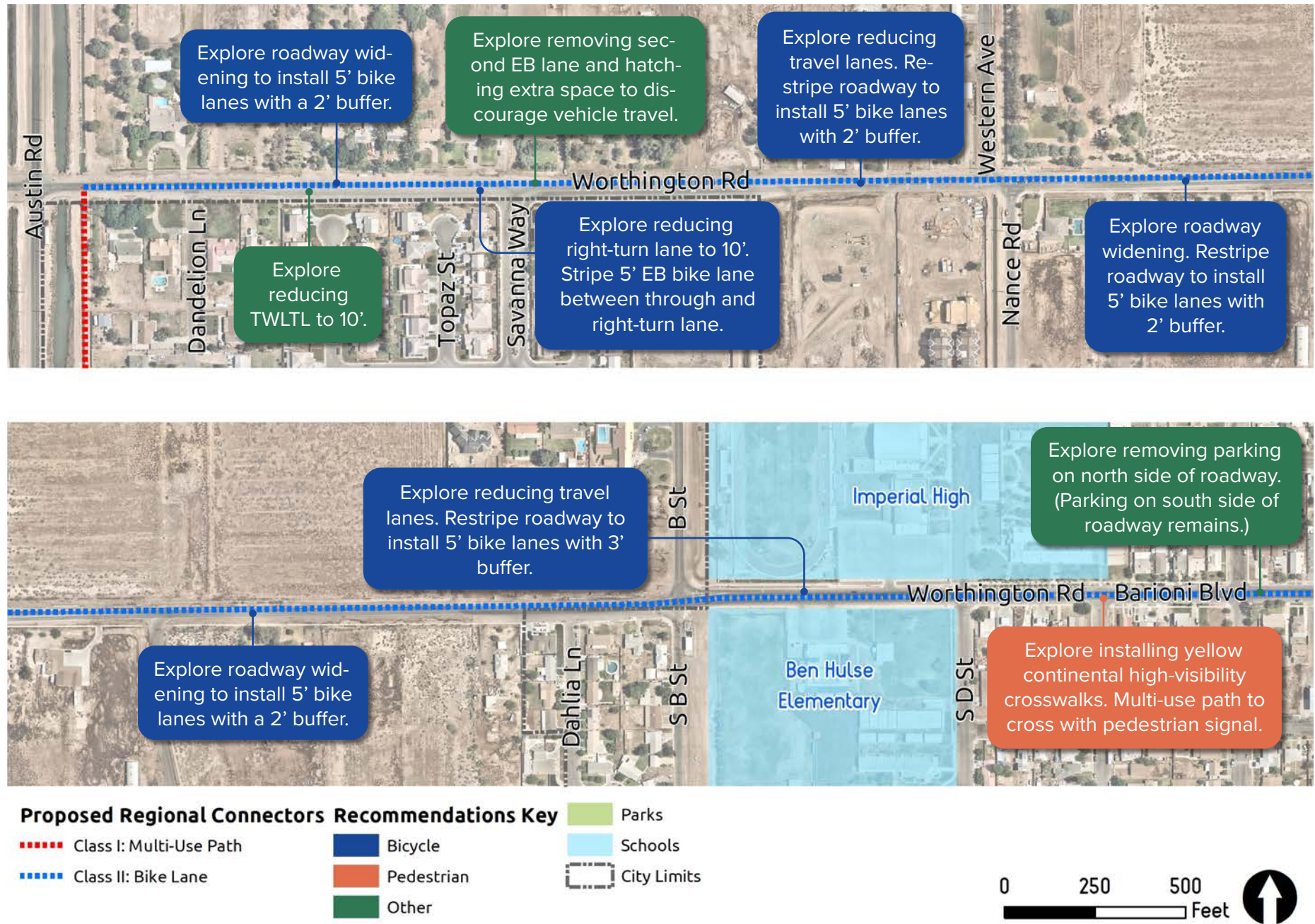
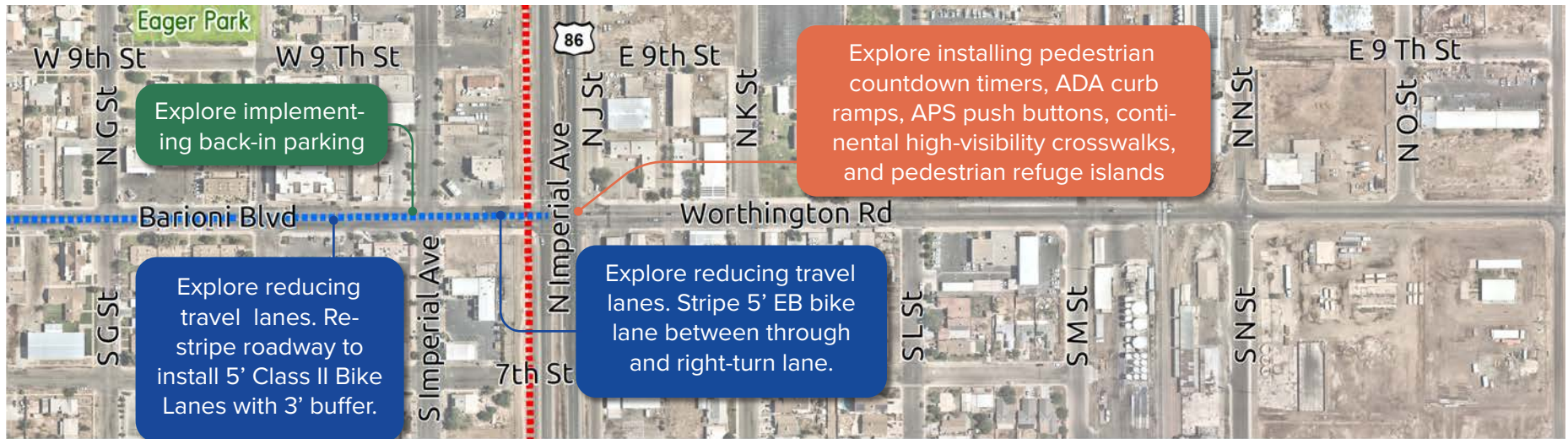
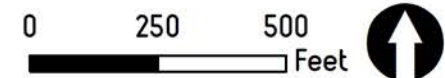
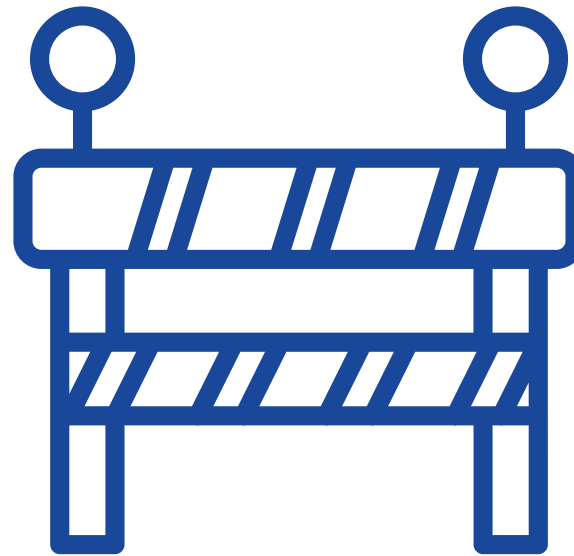


FIGURE 4-3: Worthington Road Proposed Improvements



**Coordination needed with City of Imperial and the ongoing Highway 86 Corridor Project. Ensure active transportation design elements are incorporated into the intersection of Imperial Avenue (Highway 86) and Worthington Road (Barioni Blvd).*





END OF SEGMENT

PROJECT 1

SEGMENT 1.1 AUSTIN RD

Existing Conditions

The Austin Road corridor is classified as a collector roadway located in west Imperial, running north to south from Worthington Road to Aten Road. The segment passes through rural areas and borders the central main canal.

Recommendations

Install a 12' Class I multi-use path with a 3' buffer along the eastern most portion of the canal and include warning signage and striping at intersections. Pedestrian improvements should include ADA curb ramps and continental high-visibility crosswalks. Additional recommendations include direct access to local parks (Figure 4-4).



0

Pedestrian Collisions



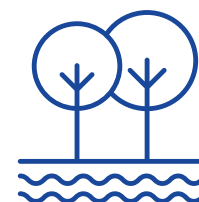
0

Bicycle Collisions



0

Schools



1

Parks



View facing north on Austin Road



View facing south on Austin Road

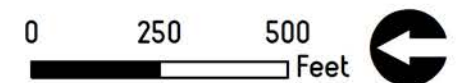
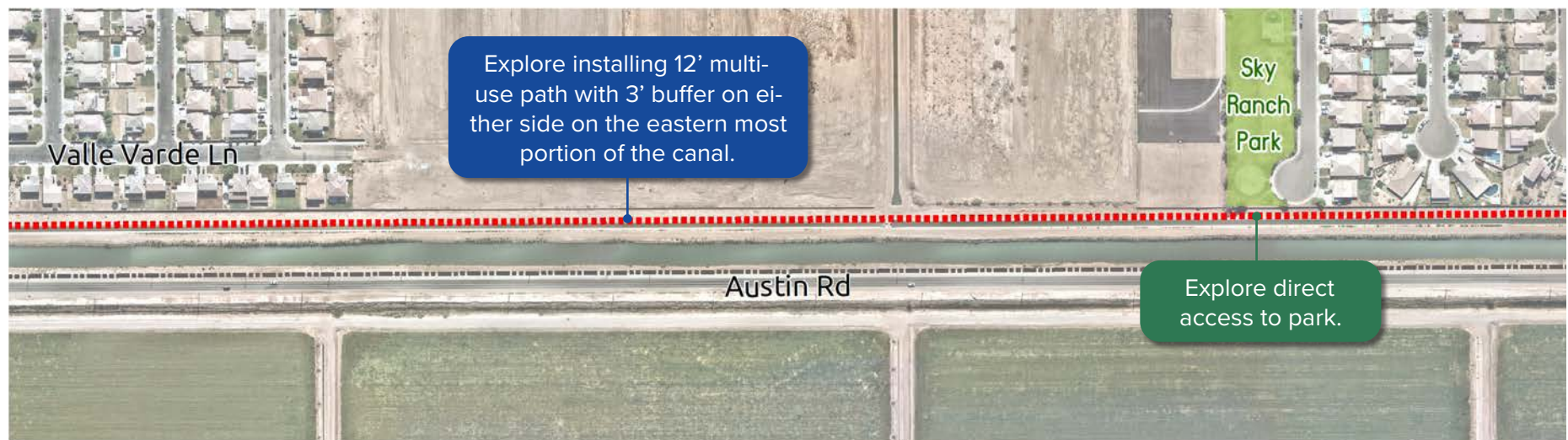
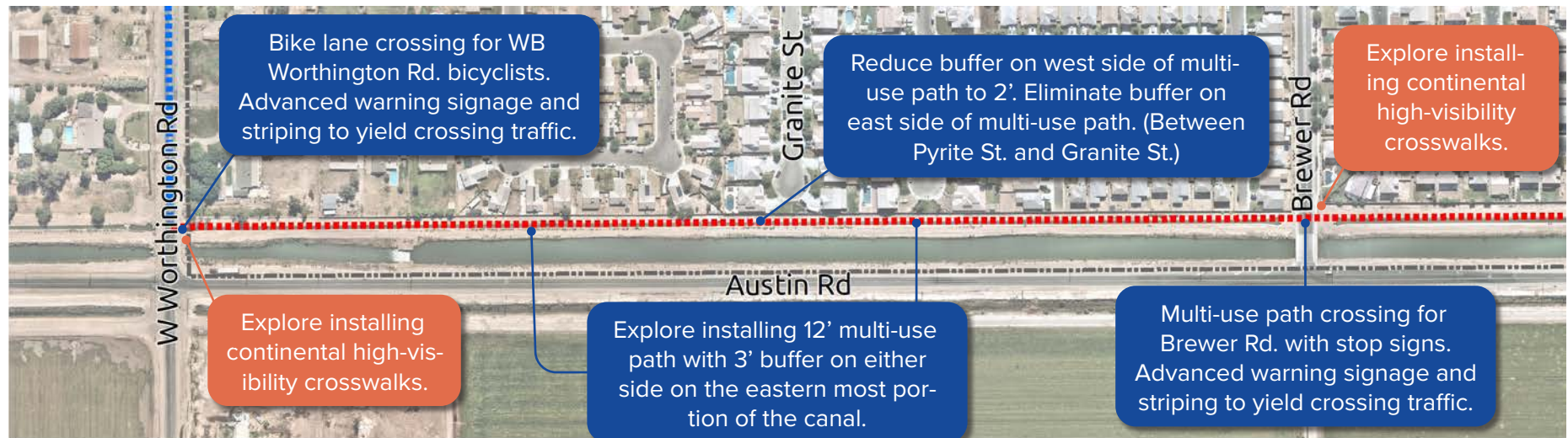
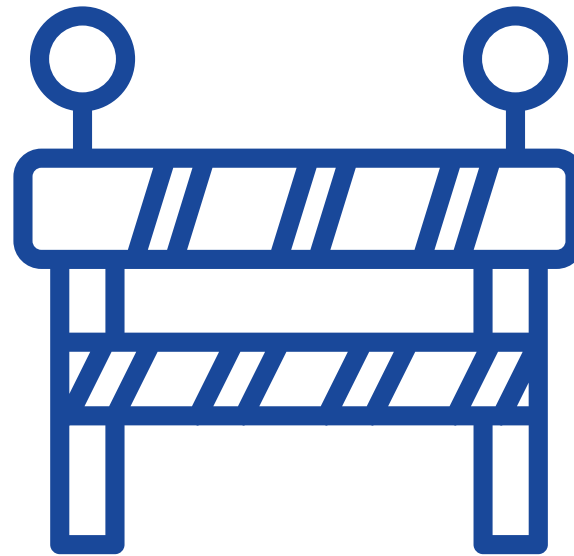


FIGURE 4-4: Austin Road Proposed Improvements





END OF SEGMENT

PROJECT 1

SEGMENT 1.1 ATEN RD

Existing Conditions

The Aten Road segment is classified as a major arterial roadway located in south Imperial, running east to west from Austin Road to North Imperial Avenue (Route 86). The segment passes through residential and commercial land uses.

Recommendations

Install a 12' Class IV two-way cycle track with 3' buffer between Austin Road and La Brucherie Road. Install a 5' Class IV one-way cycle track with a 3' in both directions between La Brucherie Road and North Imperial Avenue (Route 86). Pedestrian improvements should include installing pedestrian countdown timers, ADA curb ramps, APS push buttons, continental high-visibility crosswalks, and pedestrian refuge islands where appropriate. Additional recommendations include reducing the width of two-way left-turn lanes and travel lanes (Figure 4-5).



0

Pedestrian Collisions



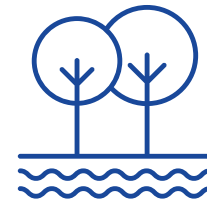
0

Bicycle Collisions



0

Schools



0

Parks



View facing east on Aten Road



View facing west at the intersection of Aten Road and Imperial Avenue

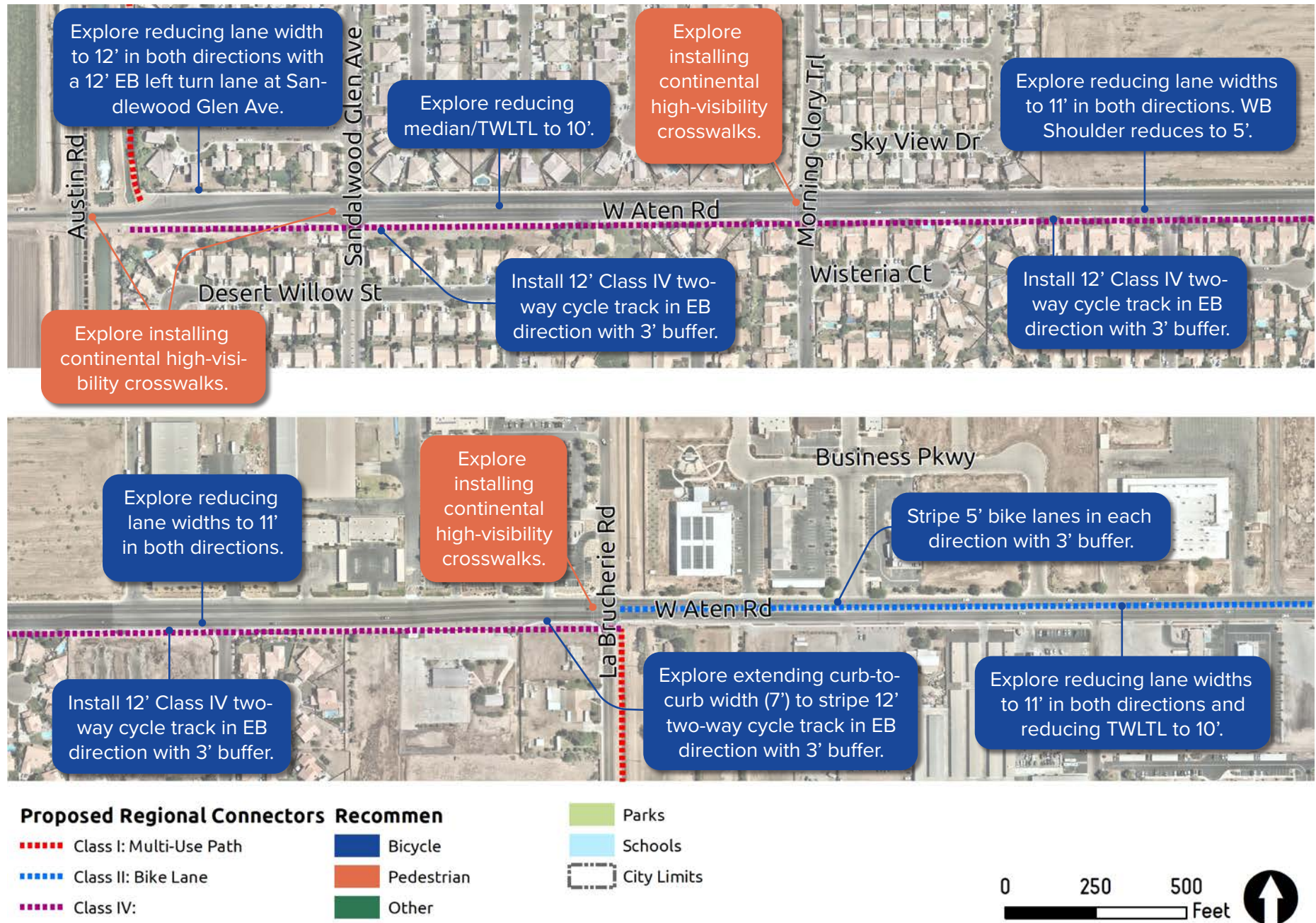
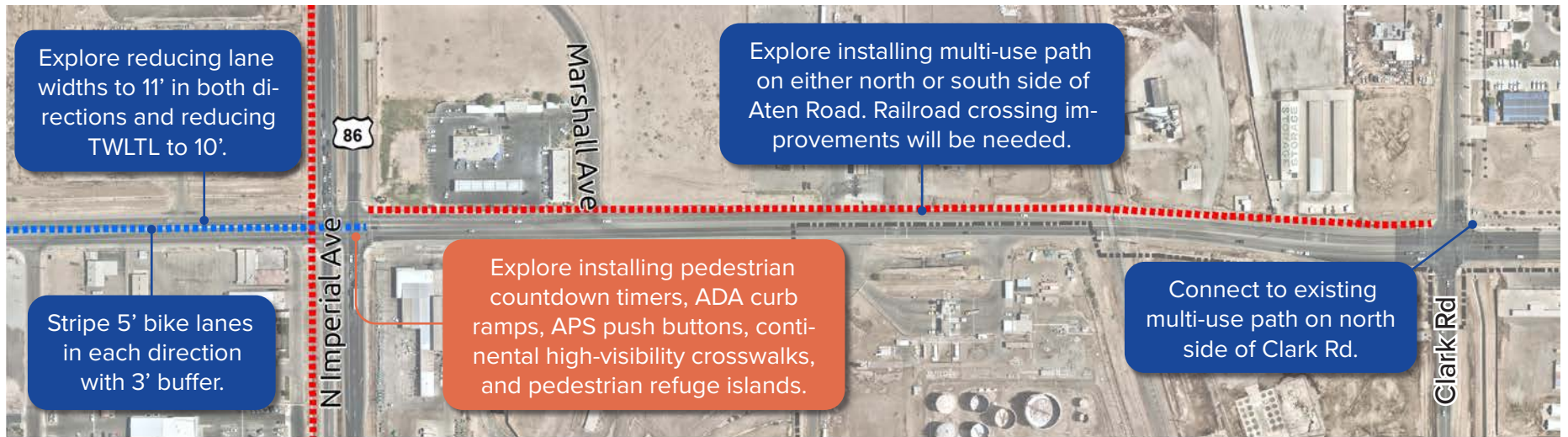


FIGURE 4-5: Aten Road Proposed Improvements



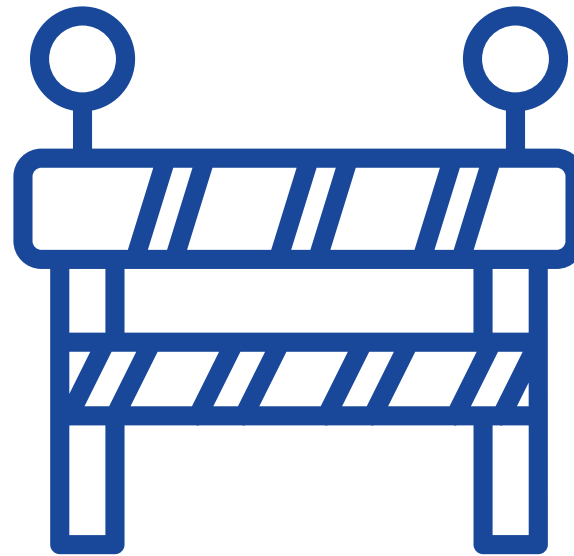
**Coordination needed with City of Imperial and the ongoing Highway 86 Corridor Project. Ensure active transportation design elements are incorporated into the intersection of Imperial Avenue (Highway 86) and Worthington Road (Barioni Blvd).*

Proposed Regional Connectors Recommendations Key

---- Class I: Multi-Use Path	 Bicycle	 Parks
---- Class II: Bike Lane	 Pedestrian	 Schools
	 Other	 City Limits

0 250 500 Feet





END OF SEGMENT

PROJECT 1

SEGMENT 1.1 LA BRUCHERIE RD

Existing Conditions

The La Brucherie Road segment is classified as a major arterial roadway located in west Imperial and El Centro. The corridor runs north to south from Aten Road to Adams Avenue. The segment passes through residential and commercial land uses.

Recommendations

Install a 12' Class I multi-use path on eastern most portion of the roadway and/or canal from Aten Road to the railroad tracks and include warning signage and striping at intersections. Install Class IV one-way cycle track in both directions between the railroad tracks and Adams Avenue. Pedestrian improvements should include installing pedestrian countdown timers, ADA curb ramps, APS push buttons, continental high-visibility crosswalks, yellow continental high-visibility crosswalks, and pedestrian refuge islands where appropriate (Figure 4-6).



0

Pedestrian Collisions



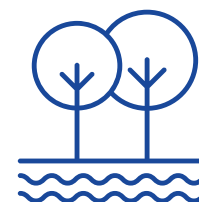
1

Bicycle Collisions



1

Schools



0

Parks



View facing north on La Brucherie Road



View facing south on La Brucherie Road

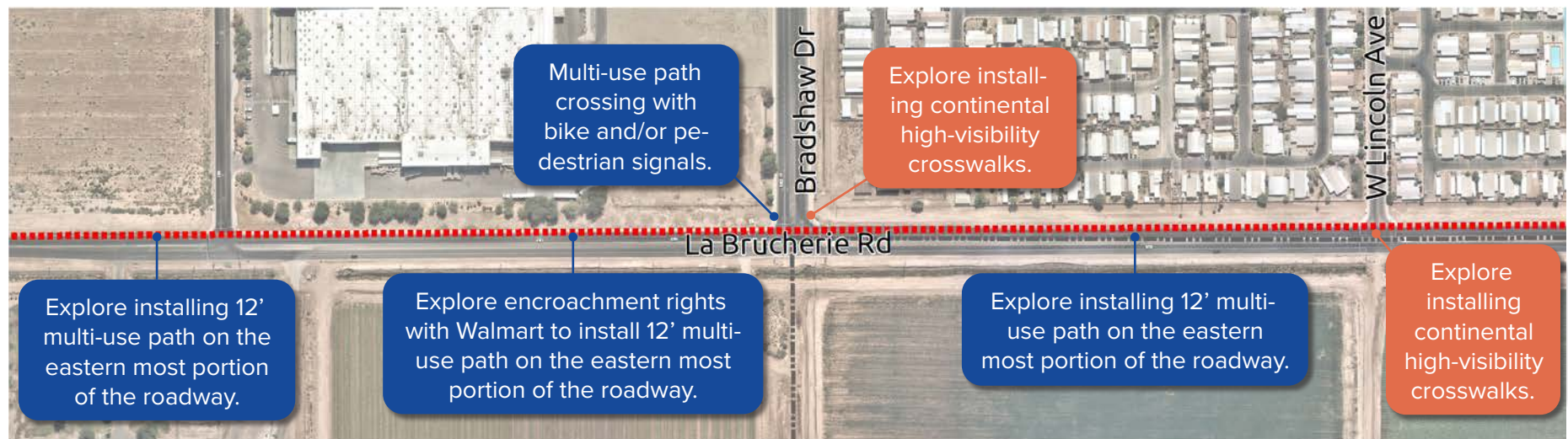
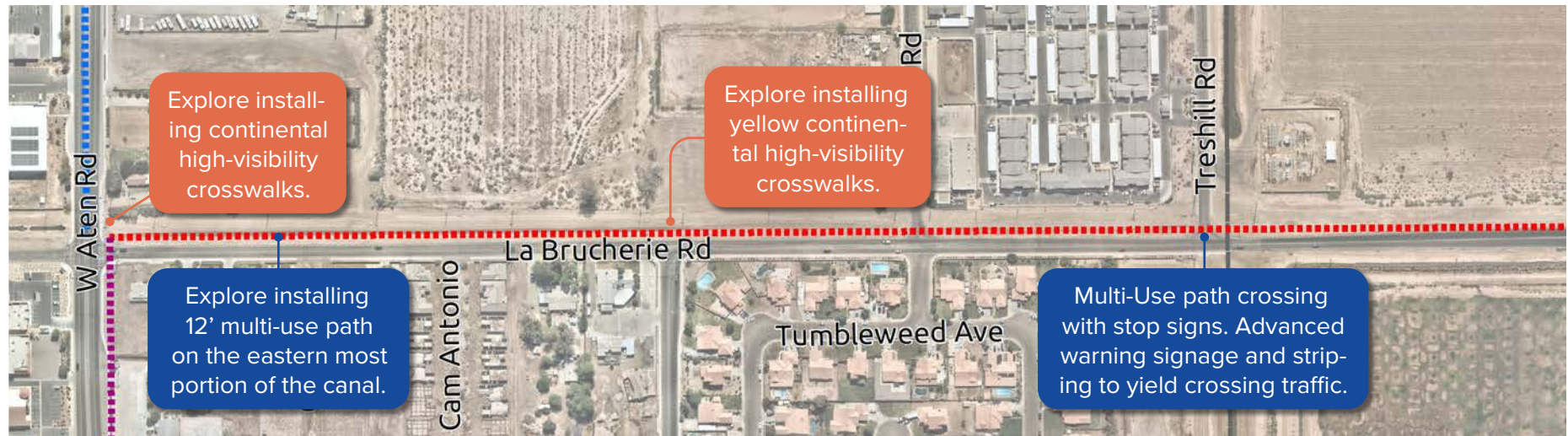
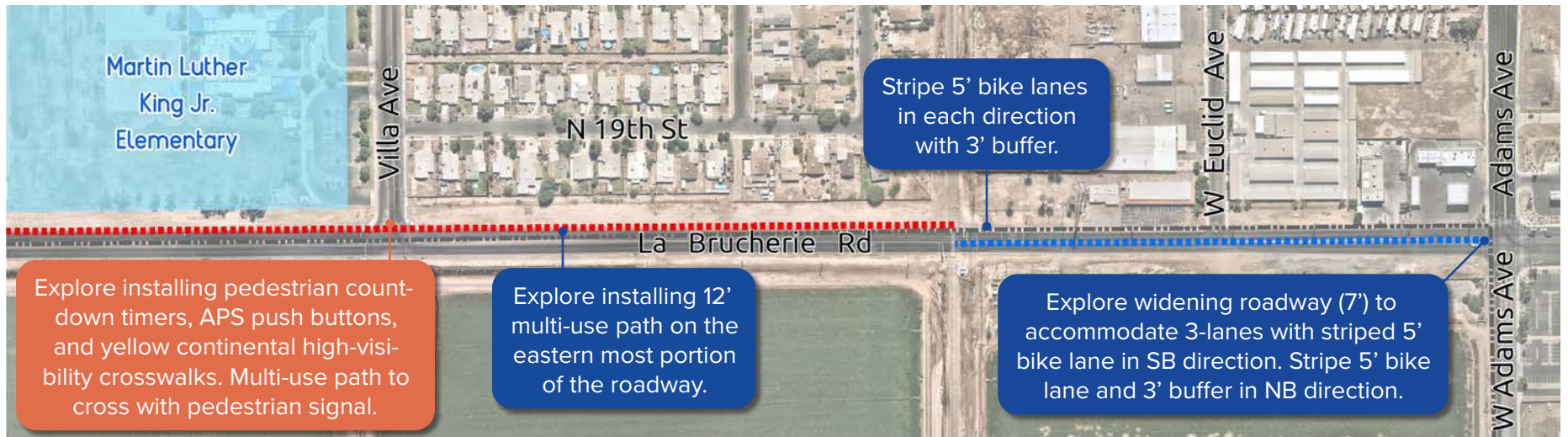


FIGURE 4-6: La Brucherie Road Proposed Improvements



Proposed Regional Connectors Recommendations Key

Class I: Multi-Use Path

Class II: Bike Lane

Bicycle

Pedestrian

Other

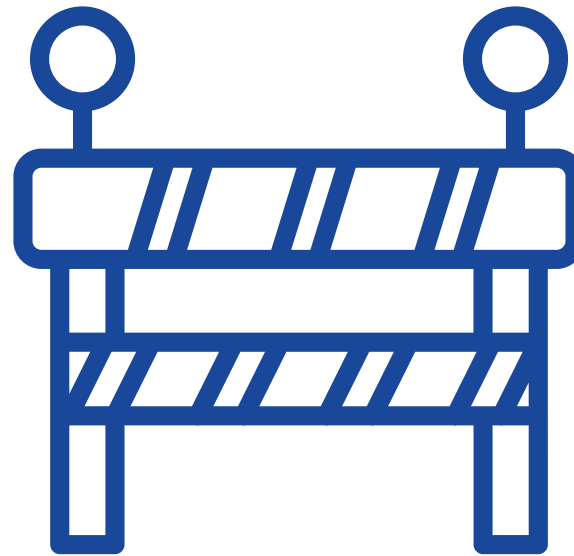
Parks

Schools

City Limits

0 250 500 Feet





END OF SEGMENT

PROJECT 1

SEGMENT 1.2 MAIN ST

Existing Conditions

The Main Street segment is classified as a 4-lane arterial roadway located in north El Central. The segment runs east to west from South 4th Street to Dogwood Road. The segment passes through commercial and retail land uses.

Recommendations

Install a 5' Class IV one-way cycle track with buffer in both directions where feasible. Pedestrian improvements should include installing pedestrian countdown timers, ADA curb ramps, APS push buttons, continental high-visibility crosswalks, and pedestrian refuge islands where appropriate. Additional recommendations include reducing lane widths and reducing parking (Figure 4-7).



1

Pedestrian Collisions



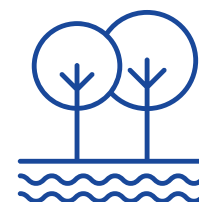
2

Bicycle Collisions



1

Schools



0

Parks



View facing east on Main Street



View facing west on Main Street

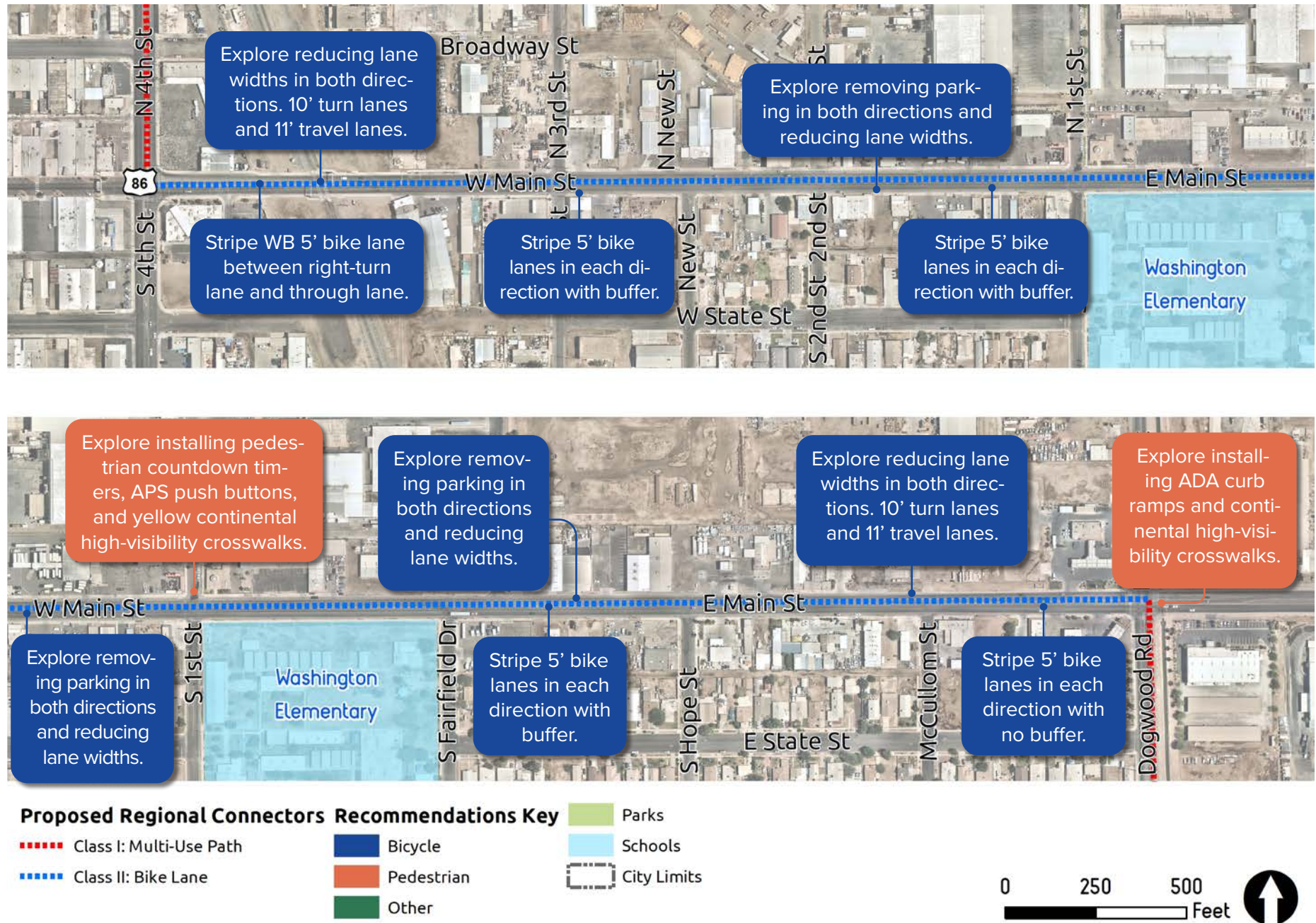


FIGURE 4-7: Main Street Proposed Improvements

PROJECT 2

SEGMENT 2.0 DOGWOOD RD - BIRCH ST

Existing Conditions

The Dogwood Road segment is classified as an arterial roadway that travels through El Centro, Heber, and Calexico. The segment runs north to south from Main Street in El Centro to Birch Street in Calexico and ranges from 2 lanes to 4 lanes. The segment passes through commercial, retail, and agricultural land uses. The Birch Street segment is classified as an arterial roadway located in Calexico. The segment runs east to west from Dogwood Road to Imperial Avenue and ranges from 2 lanes to 4 lanes. Birch Street passes through farmland, residential, and retail land uses.

Recommendations

Install a 12' Class I multi-use path along the east side of Dogwood Road where feasible and include warning signage and striping at intersections. A mix of class II bicycle lanes and class III bicycle routes will be needed to connect to and from the class I multi-use path through road widening. Pedestrian improvements should include installing pedestrian countdown timers, ADA curb ramps, APS push buttons, continental high-visibility crosswalks, sidewalk extensions, and pedestrian refuge islands where appropriate. Additional recommendations include a multi-use path bridge over the canal and yield controlled crossings (Figure 4-8).



View facing south on Dogwood Road



2

Pedestrian Collisions



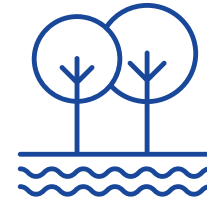
4

Bicycle Collisions



4

Schools



1

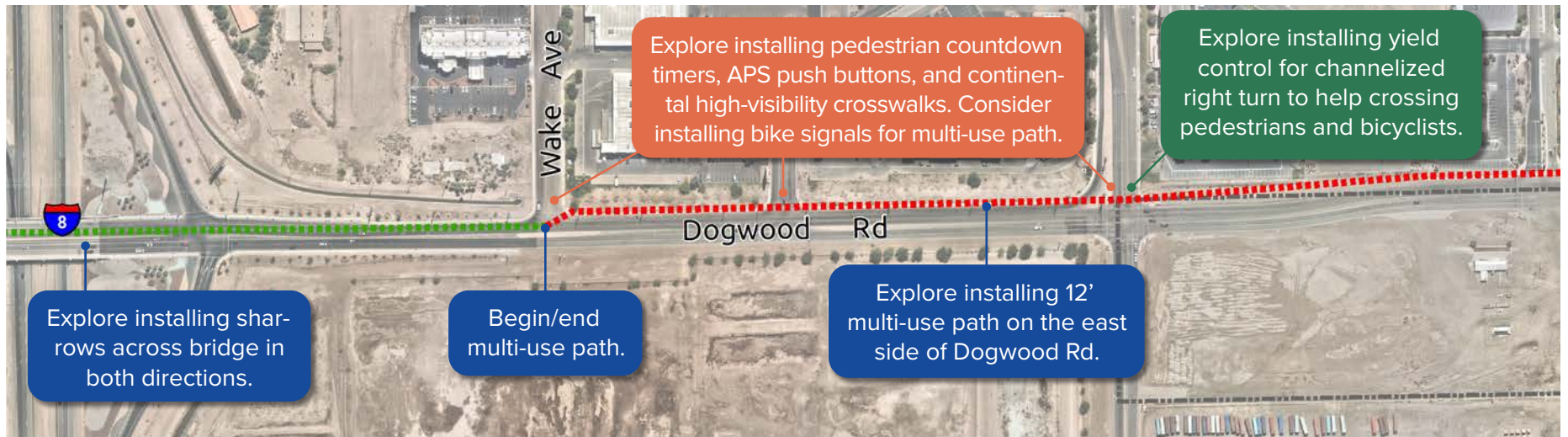
Parks

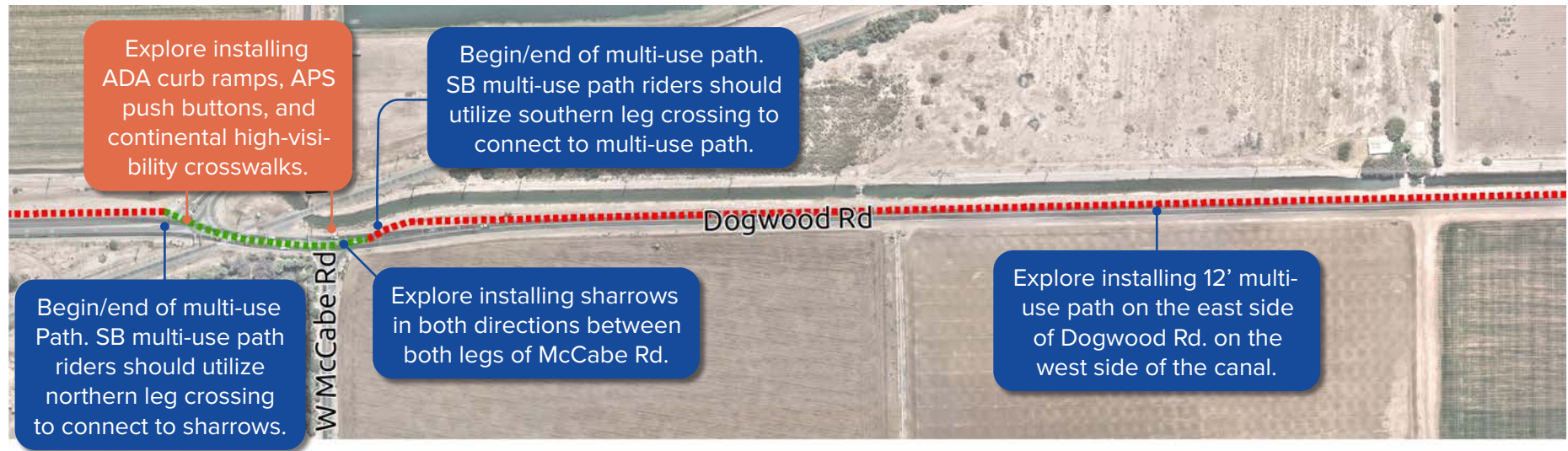


View facing east on Birch Street



FIGURE 4-8: Dogwood Road - Birch Street Proposed Improvements





Proposed Regional Connectors Recommendations Key

- Class I: Multi-Use Path
- Class III: Bike Route

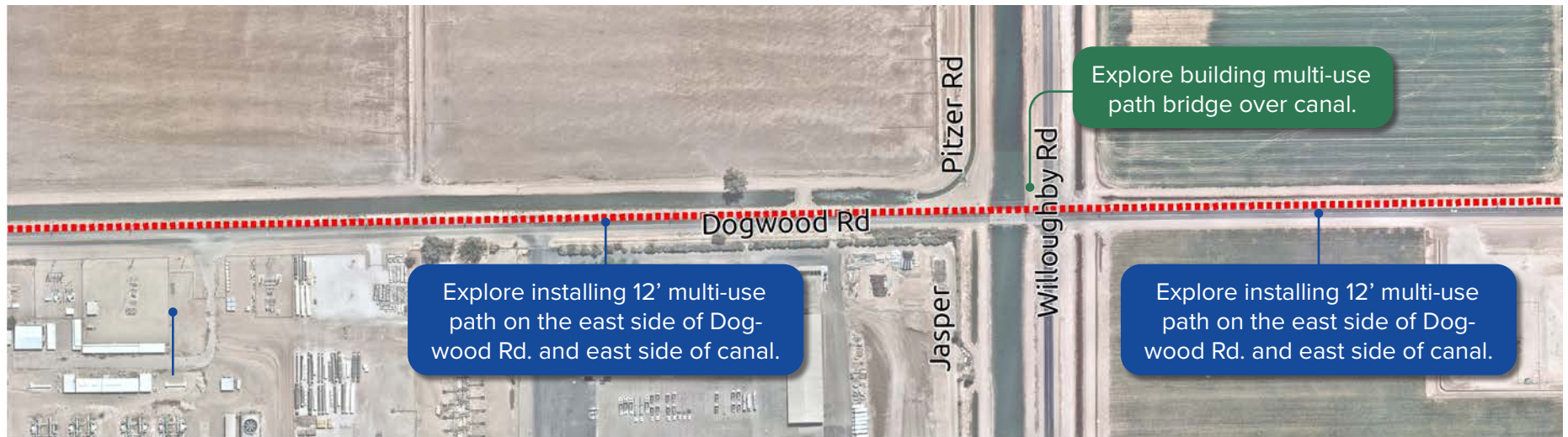
- Bicycle
- Pedestrian
- Other

- Parks
- Schools
- City Limits

0 250 500 Feet







Proposed Regional Connectors Recommendations Key

..... Class I: Multi-Use Path

■ Bicycle

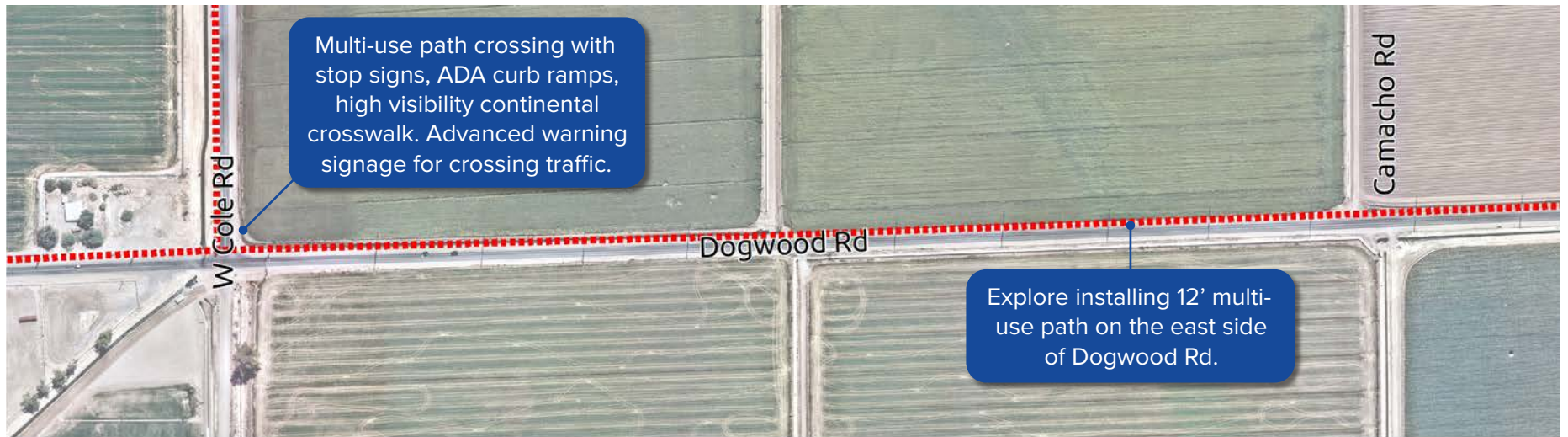
■ Pedestrian

■ Other

■ Parks
■ Schools
■ City Limits

0 250 500 Feet







Proposed Regional Connectors Recommendations Key

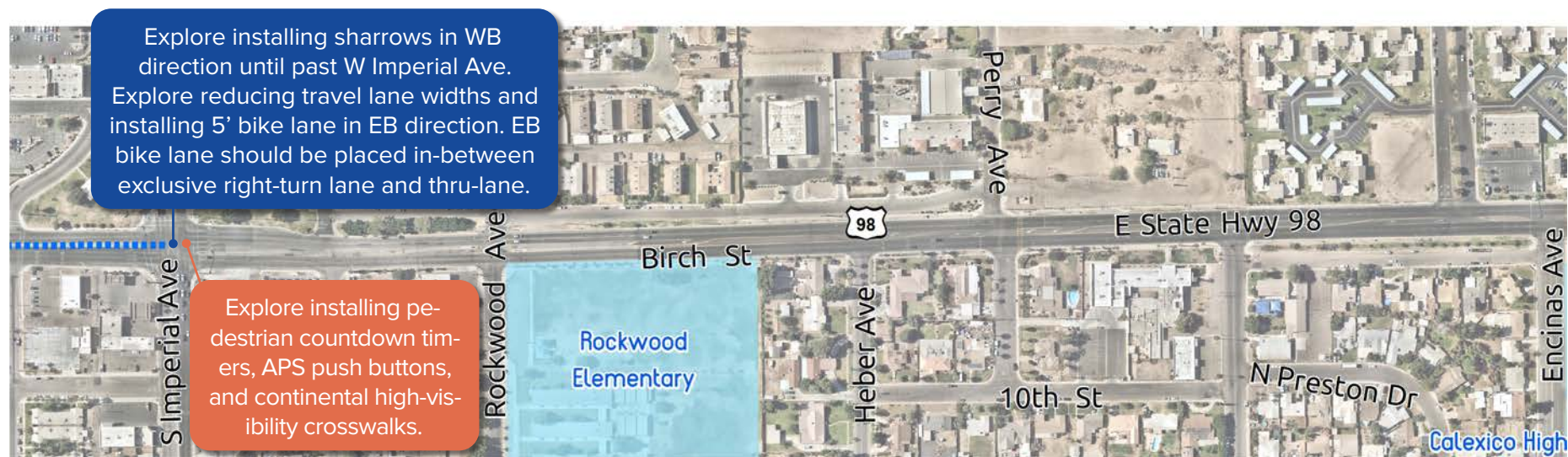
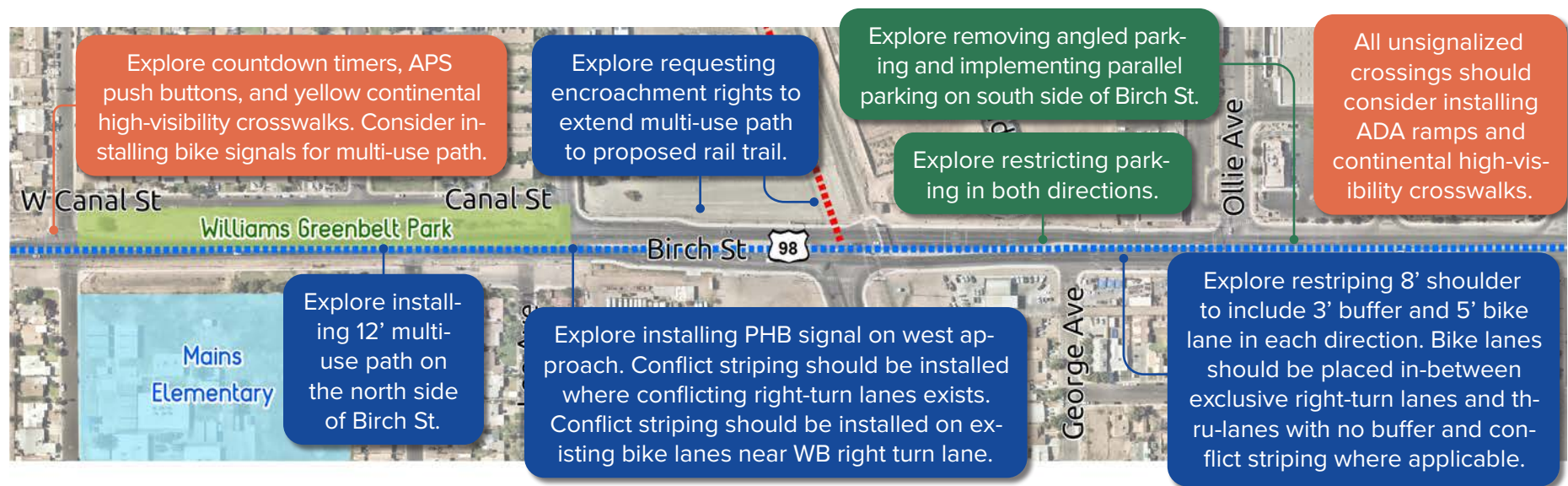
- Class I: Multi-Use Path
- Class II: Bike Lane

- Bicycle
- Pedestrian
- Other

- Parks
- Schools
- City Limits

0 250 500 Feet





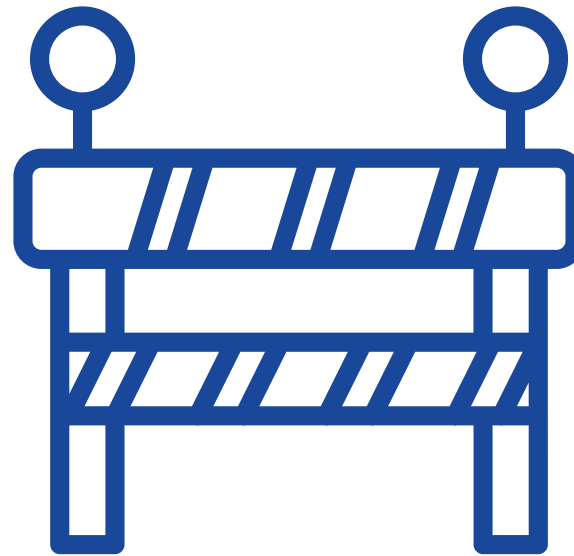
Proposed Regional Connectors Recommendations Key

- Class I: Multi-Use Path
- Class II: Bike Lane

- Bicycle
- Pedestrian
- Other

- Parks
- Schools
- City Limits





END OF SEGMENT

PROJECT 2

SEGMENT 2.1 HEBER RD

Existing Conditions

The Heber Road (Route 86) segment is classified as a 2-lane arterial roadway located in Heber. The segment runs east to west from Dogwood Road to the railroad tracks. The segment passes through residential and retail land uses.

The railroad between Birch Road (Route 98) and Heber Road (Route 86) is primarily operated by Union Pacific Railroad Company (UPRR). According to the U.S DOT Crossing Inventory, only 1 freight train operates on these tracks between 6AM and 6PM, typically traveling between 5-10 MPH.

Recommendations

Install Class II bike lanes with buffers along Heber Road and a Class I multi-use path along the east side of the railroad tracks. Pedestrian improvements should include installing ADA curb ramps, continental high-visibility crosswalks, and warning signage near the railroad tracks. Additional recommendations include installing barrier such as a fence in between active rail and rail trail and building a multi-use path bridge (Figure 4-9).



0

Pedestrian Collisions



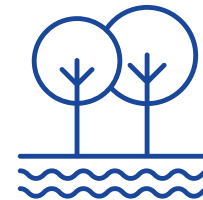
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Bicycle Collisions



0

Schools



1

Parks



View facing east on Heber Road



Railroad along Heber Road

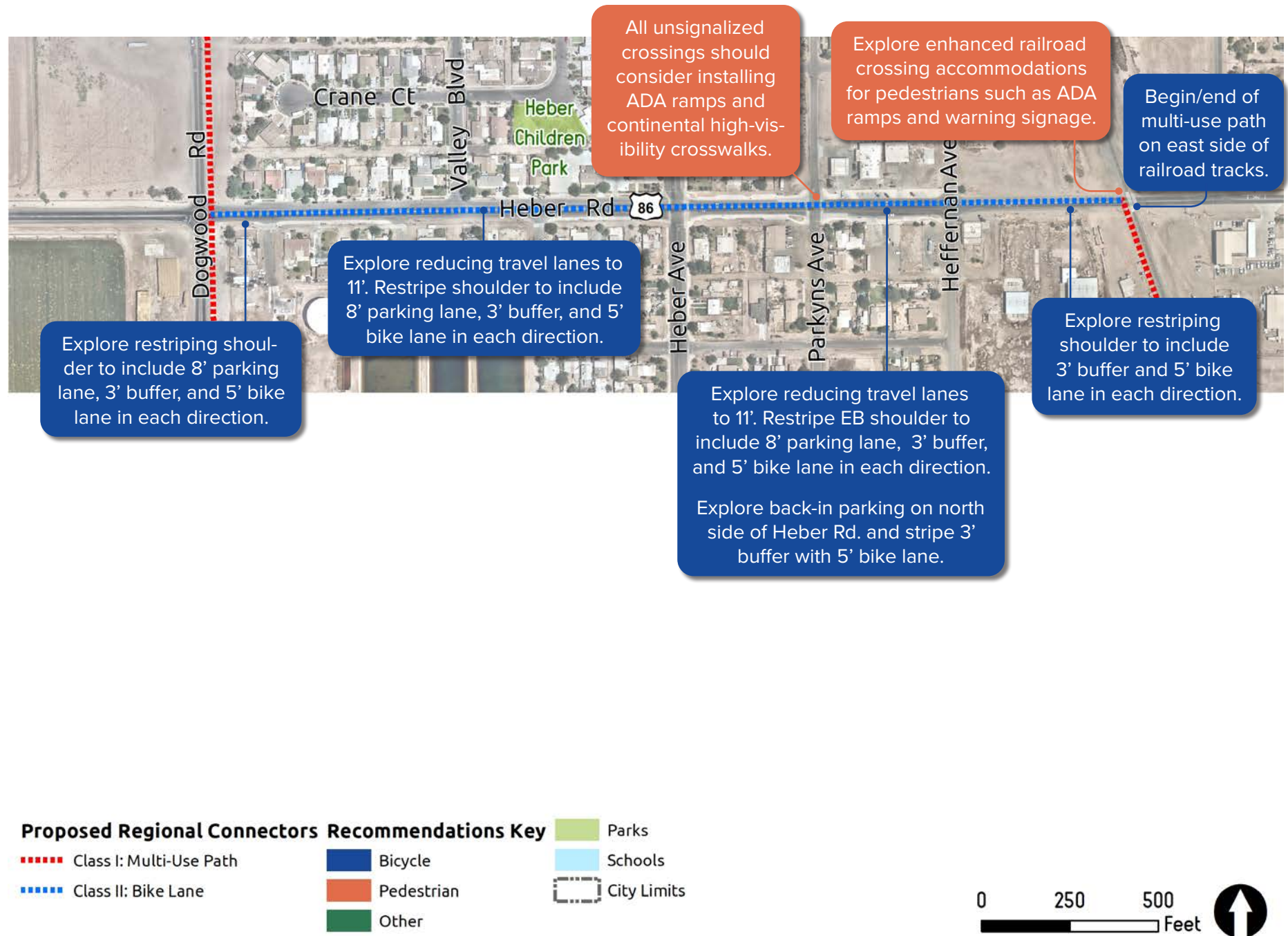


FIGURE 4-9: Heber Road - Railroad Proposed Improvements



Proposed Regional Connectors Recommendations Key

Class I: Multi-Use Path

Bicycle

Pedestrian

Other

Parks
Schools
City Limits

0 250 500 Feet





Proposed Regional Connectors Recommendations Key

..... Class I: Multi-Use Path

Bicycle

Pedestrian

Other

City Limits

Parks

Schools

0 250 500 Feet





Proposed Regional Connectors Recommendations Key

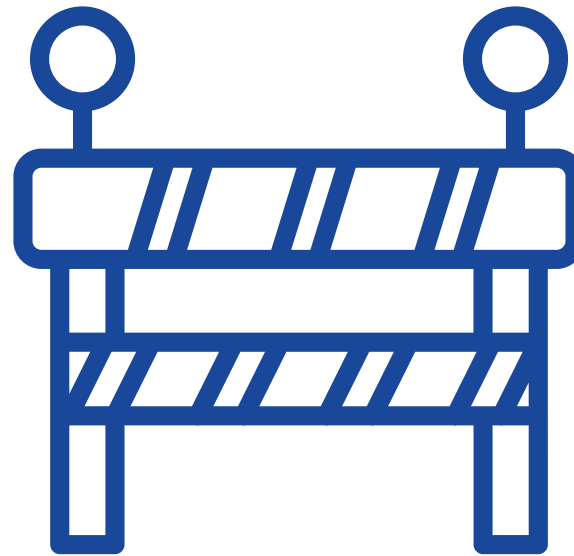
- - - Class I: Multi-Use Path
- - - Class II: Bike Lane

- Bicycle
- Pedestrian
- Other

- Parks
- Schools
- City Limits

0 250 500 Feet





END OF SEGMENT

PROJECT 2

SEGMENT 2.2 COLE RD

Existing Conditions

The Cole Road segment is classified as a 2-lane collector roadway located in Calexico. The segment runs east to west from Dogwood Road to the railroad. The segment passes through farmland and residential land uses.

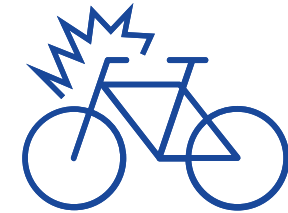
Recommendations

Install a 12' Class I multi-use path along the north side of Cole Road and include stop signs, ADA curb ramps, high visibility continental crosswalk, and advanced warning signage at roads that intersect the trail. Pedestrian improvements should include installing ADA ramps and warning signage near the railroad tracks (Figure 4-10).



0

Pedestrian Collisions



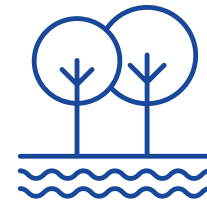
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Bicycle Collisions



0

Schools



0

Parks



View facing east on Cole Road



View facing west on Cole Road at the railroad

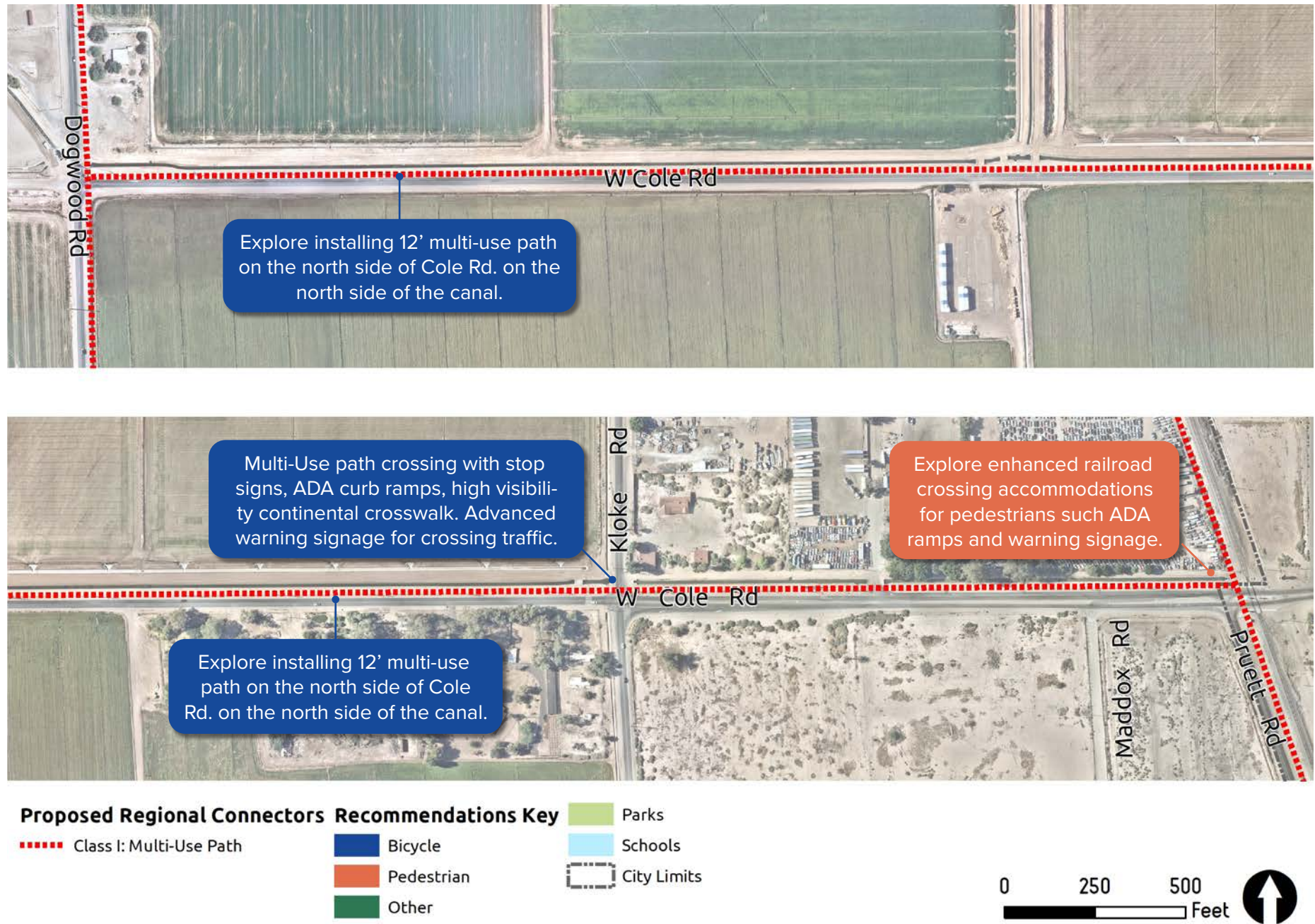


FIGURE 4-10: Cole Road Proposed Improvements

4.6 CLASS I MULTI-USE PATH AND LINEAR PARK OPPORTUNITIES

Imperial County residents indicated throughout the outreach process that they value linear recreation such as walking, jogging, and bicycling. Residents explained that access to outdoor spaces addressed some of the mental and physical needs brought on by the pandemic. Whether or not people had easy access to comfortable linear outdoor amenities, was considered during the recommendations phase. ICTC and partner agencies are encouraged to design and install the proposed Class I multi-use paths and associated linear park elements along corridors that have excess right-of-way, along maintenance or service roads adjacent to irrigation channels, or along rail corridors, as depicted in the Top Two Project cutsheets.

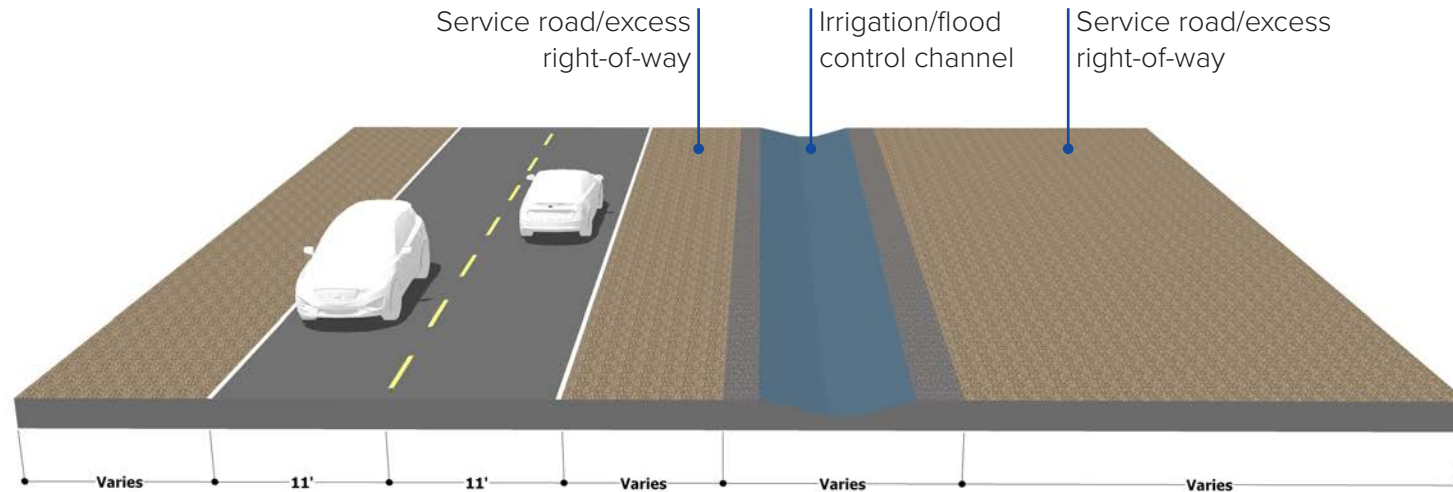
Communities throughout Southern California have successfully implemented multi-use paths along corridors that have multiple land ownerships, all requiring detailed coordination between two or more agencies. Elements such as property rights, easements, maintenance, liability, public safety, funding, and monitoring are items that need to be considered in detail, but should not be barriers to implementation. ICTC and partner agencies can refer to examples such as the Twentynine Palms Flood Control Channel Trail Development project, the Salt Creek Trail project, the Santa Maria Levee Trail project, or the Kern River Parkway Trail to better understand design, engineering, policies, and regional standards that made these projects a success. These examples showcase how multi-disciplinary efforts between planners, engineers, landscape architects, grassroots organizations, and residents can help transform linear corridors throughout their communities.

Policies and regional standards that provide both flexibility and direction will help Imperial County agencies implement these kinds of recommendations. Highlighting items such as buffers or setbacks, path dimensions, required amenities, and optional amenities are important. Similarly, policies need to acknowledge the unique landscapes and land uses of Imperial County. For example, policies should recognize that public uses near farmland have to be sensitive to vegetation, agricultural operations, and the privacy of the land owners.

This ATP recommends that ICTC, the County, cities, Caltrans, and Imperial Irrigation District (IID) develop regional policies that communicate design, coordination, maintenance, and safety standards for Class I multi-use paths. These regional policies would be applied to the projects outlined in this ATP as well as other planned projects in the County. Exhibits such as those shown on Figure 4-11 would communicate details on how multi-use paths could be designed along IID irrigation channels and other corridors with excess right-of-way. The policies should provide enough detail to allow projects to move forward in an efficient manner but also provide enough flexibility to allow each project to adapt to the unique environments found throughout Imperial County. ICTC, IID, and the County can reach out to similar agencies such as the Central Valley Flood Protection Board (CVFPB) or the Riverside County Regional Park and Open-Space District to gather more feedback on regional policies and implementation strategies for public facilities along flood control or irrigation systems.



Existing Conditions



Proposed Conditions

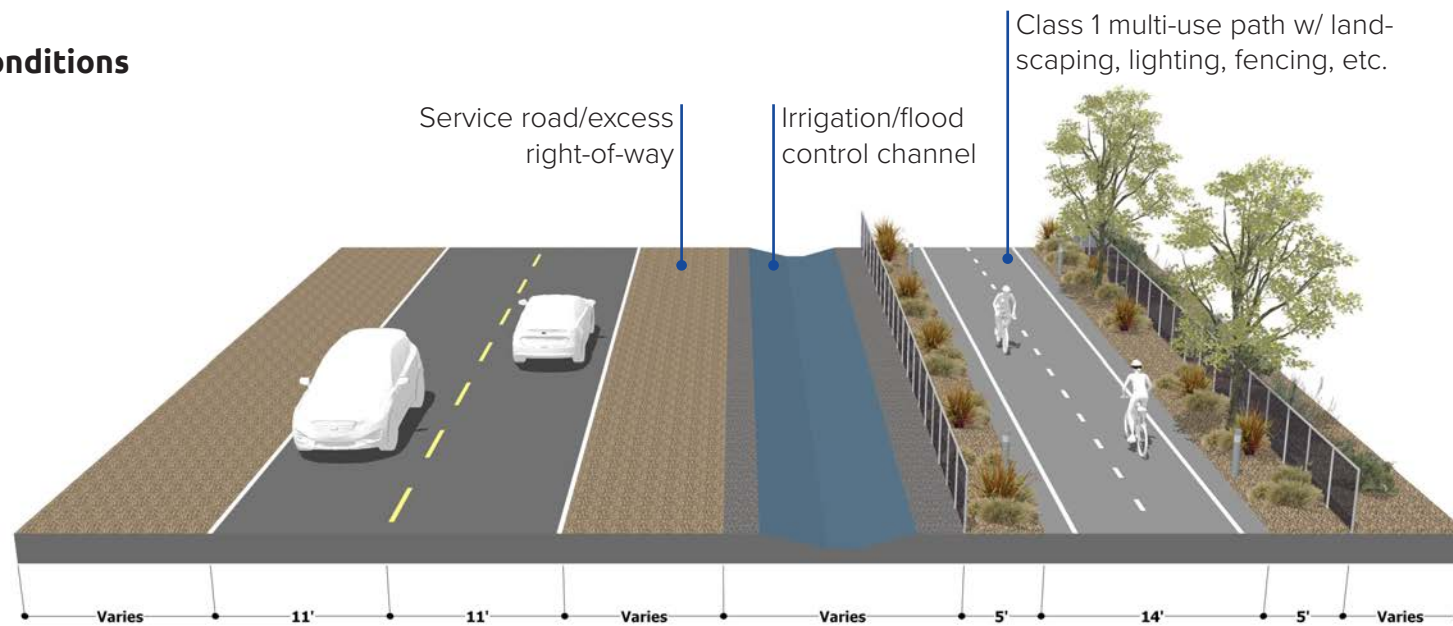
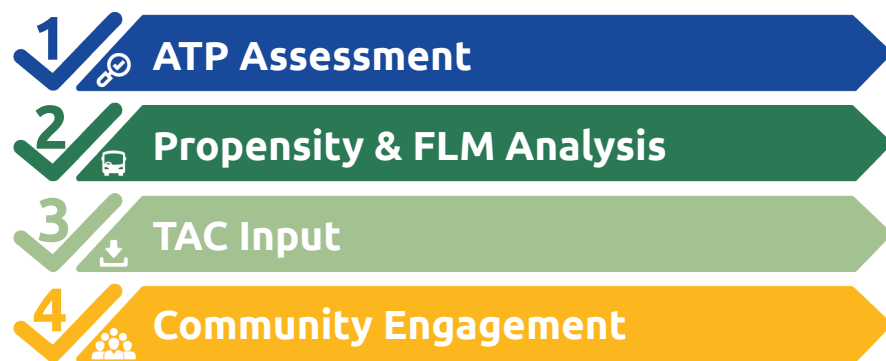


FIGURE 4-11: Example of a Class 1 multi-use path along an irrigation channel

4.7 PRIORITIZED COMMUNITIES AND RECOMMENDATIONS

Prioritized active transportation recommendations are meant to provide cities and communities guidance on which projects to pursue future design and funding opportunities. The prioritization process for the city and community-specific recommendations were similar to the regional infrastructure prioritization process. All cities and communities went through a thorough selection process as seen below for further assessment. A literature review of previous planning efforts for all cities and communities was conducted to determine the need for further assessment and recommendations. Cities and communities with missing or outdated ATP-related plans were given priority.

The Bicycle-Pedestrian Priority Model (BPPM) developed in Chapter 2 established where bicyclists and pedestrians are most likely to be. This helped identify study areas with the most critical need. Cities and communities with transit stops or in close proximity to a transit stop were given priority in the selection process as well. The Technical Advisory Committee (TAC) and the community engagement process also provided insightful feedback as to which communities to further assess in the selection process.

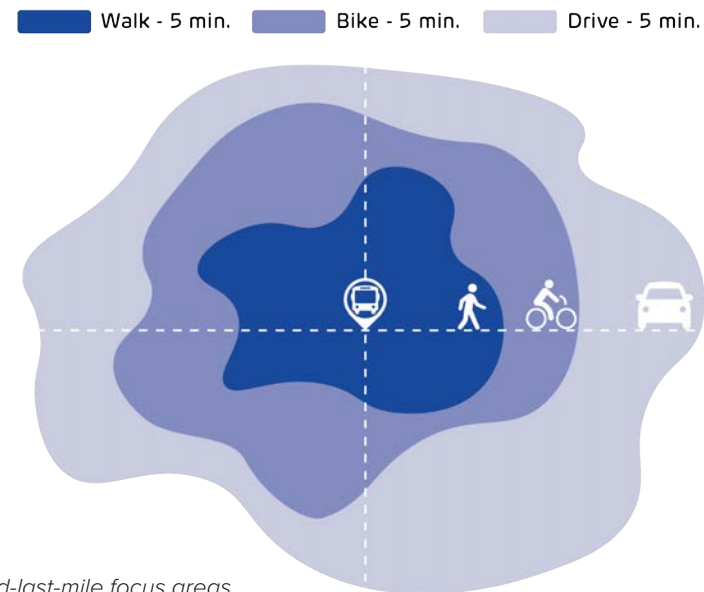


4.7.1 PRIORITIZED COMMUNITIES BICYCLE RECOMMENDATIONS

This process included reviewing ATP-related plans for existing and previously proposed bicycle projects and updating projects to reflect current status, based on TAC input, field work, street-view software, and the latest high-resolution aerial imagery. This ATP recommends new bicycle projects, updated classes, and more connections between existing and proposed bicycle projects.

4.7.2 PRIORITIZED COMMUNITIES PEDESTRIAN RECOMMENDATIONS

A focused approach was taken to develop pedestrian recommendations for the prioritized communities. A first-and-last-mile focus area was developed for each community. This entailed developing travelsheds for different modes of travel from each transit stop using the existing road network. These first-and-last-mile focus areas were utilized to verify existing conditions and identify locations in need of new pedestrian infrastructure such as missing sidewalks, curb ramps, and high-visibility crosswalks.



First-and-last-mile focus areas

4.8 IMPLEMENTATION STRATEGIES

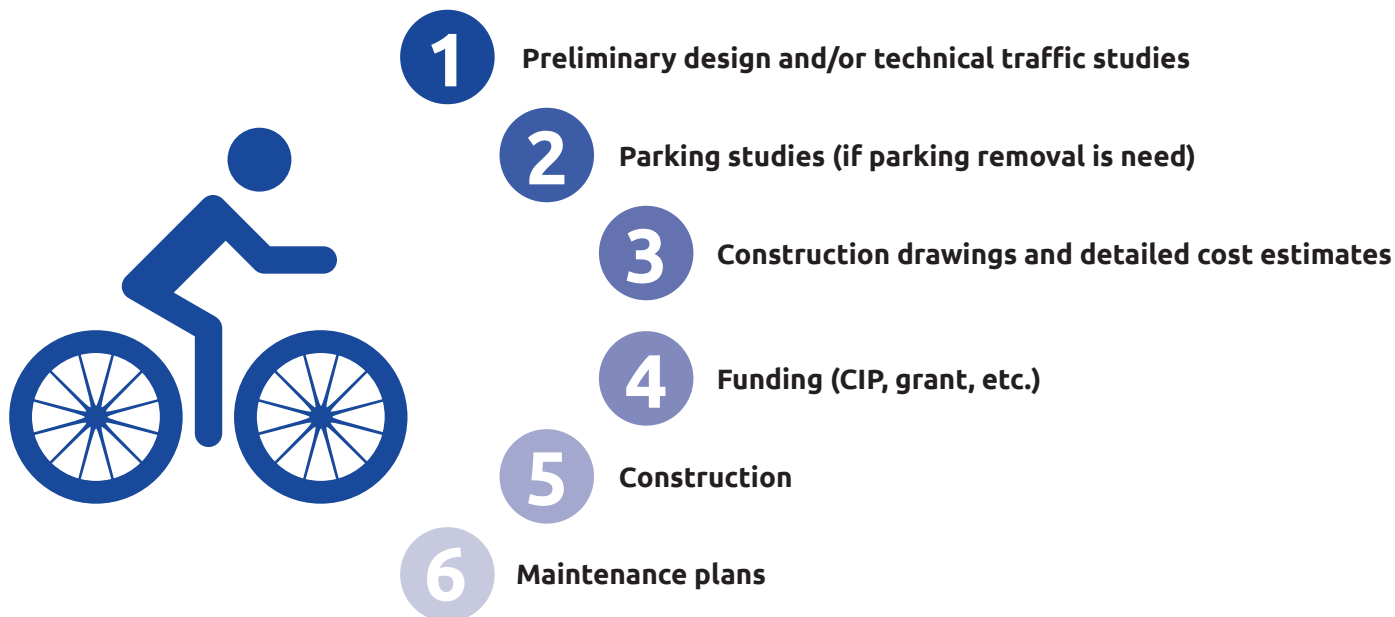
Plan implementation is a multi-faceted process. It often includes carrying out a variety of programs and pursuing project funding, either through a county's or city's capital improvements project process or outside grant funding. This ATP is meant to be used as a tool to inspire conversations on how projects can be implemented in short, mid, and long term approaches.

Implementation of certain bicycle facilities, such as multi-use paths, separated bicycle facilities, and other innovative techniques described in this plan, will require a capital improvement project process which typically includes funding identification, a public and environmental review process, and a planning/engineering design phase. Many times,

these engineering-intensive projects may require a phased approach to address the time and cost needed for successful implementation. Other kinds of simpler active transportation improvements can be integrated into planned construction projects that are regularly “on the calendar” such as road resurfacing or utility work. Items such as shared lane marking for class III bicycle routes, striping lanes for class II bike lanes, or adding signage can be relatively simple to add onto planned construction projects.

Implementation strategies will need to be explored for the following prioritized city and community projects due to the varying degrees of design and engineering needed. ICTC and partner agencies are encouraged to identify both standard and creative ways to phase and implement projects.

Potential Implementation Steps



4.9 CITY OF BRAWLEY

The City of Brawley was selected for further assessment because the latest ATP-related plan was the City of Brawley Non-Motorized Transportation Plan in 2012.

Bicycle recommendations include a total of 44 bicycle projects. The top 10 projects were selected through the data-driven prioritization process as well as proximity to regional projects. The top bicycle project is Main Street due to the access to two regional connectors and its high connectivity to other bicycle projects in the City.

The City has the second-most transit stops in the County with 39. A total of 11 transit related improvements have been recommended throughout the first-and-last-mile focus areas such as bus shelters, transit information, and pedestrian amenities.

Pedestrian recommendations within the first-and-last-mile focus areas totalled 129 and include high-visibility crosswalks, ADA curb ramps, and sidewalks. Missing sidewalks in the focus areas resulted in a total of 19.56 miles of recommended sidewalks.

QUICK FACTS

- 11** Transit Improvements
- 129** Pedestrian Improvements
- 38** Transit Stops
- 19.6** Miles of Missing Sidewalk

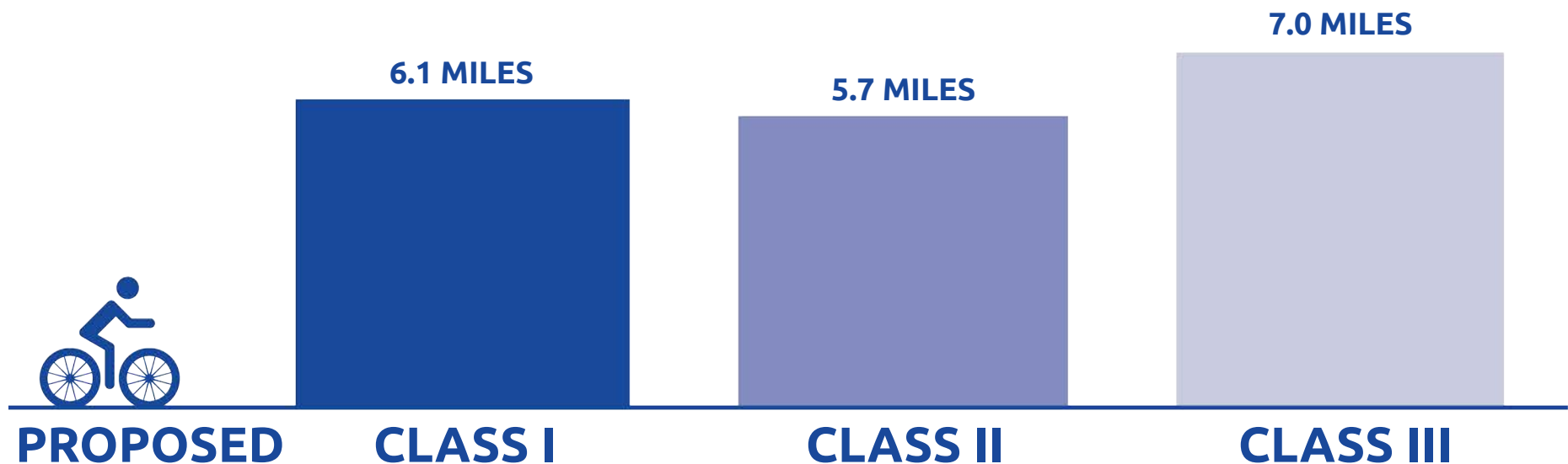


TABLE 4-3: City of Brawley Priority Projects

RANK	STREET	MILEAGE	CLASS TYPE
1	Main Street	3.1 miles	Class III (proposed)
2	1st Street	1.7 miles	Class II (proposed)
3	Railroad	3.2 miles	Class I (proposed)
4	Old Highway 111	2.9 miles	Class I (proposed)
5	Rio Vista Avenue	1.6 miles	Class III (proposed)
6	US Highway 111	2.3 miles	Class III (proposed)
7	2nd Street	1.4 miles	Class II (proposed)
8	River Drive	1.1 miles	Class II (proposed)
9	Cesar Chavez Street	0.9 miles	Class II (proposed)
10	C Street	0.6 miles	Class II (proposed)

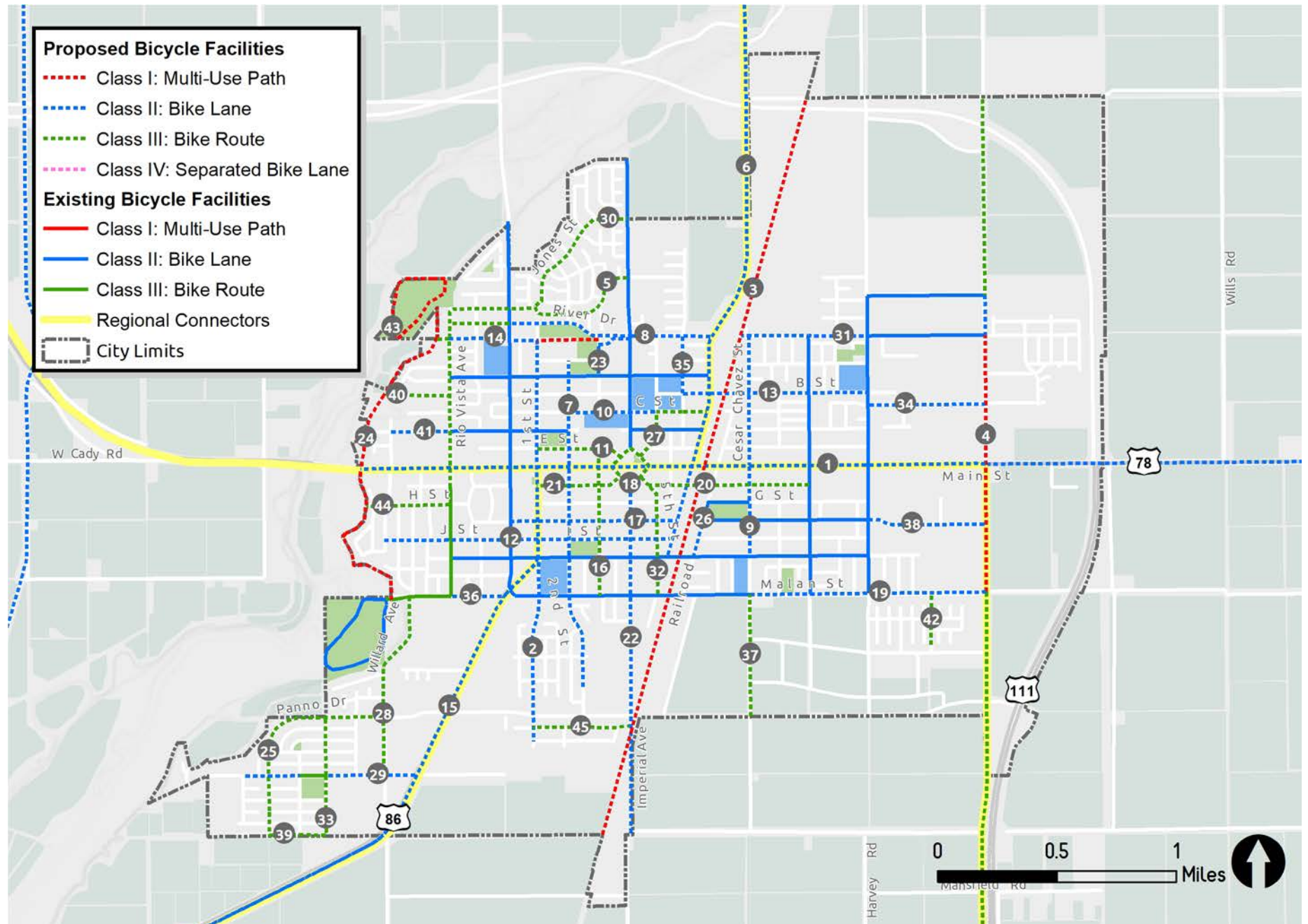


FIGURE 4-12: City of Brawley Proposed Bicycle Facilities

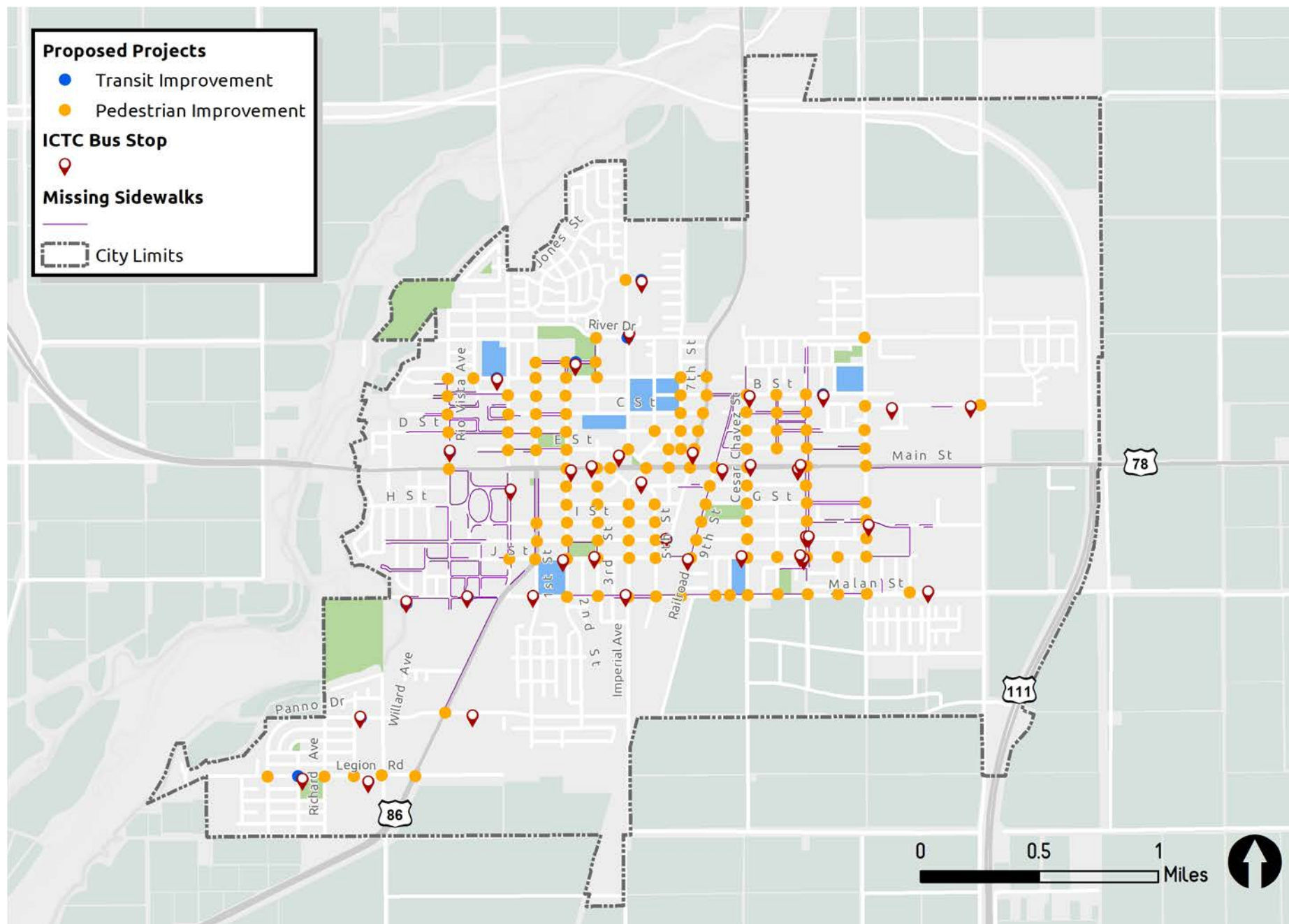


FIGURE 4-13: City of Brawley Proposed Pedestrian Projects

4.10 CITY OF CALEXICO

The City of Calexico was selected for further assessment due to TAC input and the community engagement process.

Bicycle recommendations include a total of 39 bicycle projects. The top 10 projects were selected through the data-driven prioritization process as well as proximity to regional projects. The top bicycle project is Birch Street due to the access to a regional connector and its high connectivity to other bicycle projects in the City.

Pedestrian recommendations within the first-and-last-mile focus areas include 138 items and include high-visibility crosswalks, ADA curb ramps, and sidewalks. Missing sidewalks in the focus areas resulted in a total of 0.89 miles of recommended sidewalks. Active transportation improvements will help enhance access to ongoing projects such as the Intermodal Transportation Center (ITC).

QUICK FACTS

- 0 Transit Improvements
- 138 Pedestrian Improvements
- 12 Transit Stops
- 0.9 Miles of Missing Sidewalk

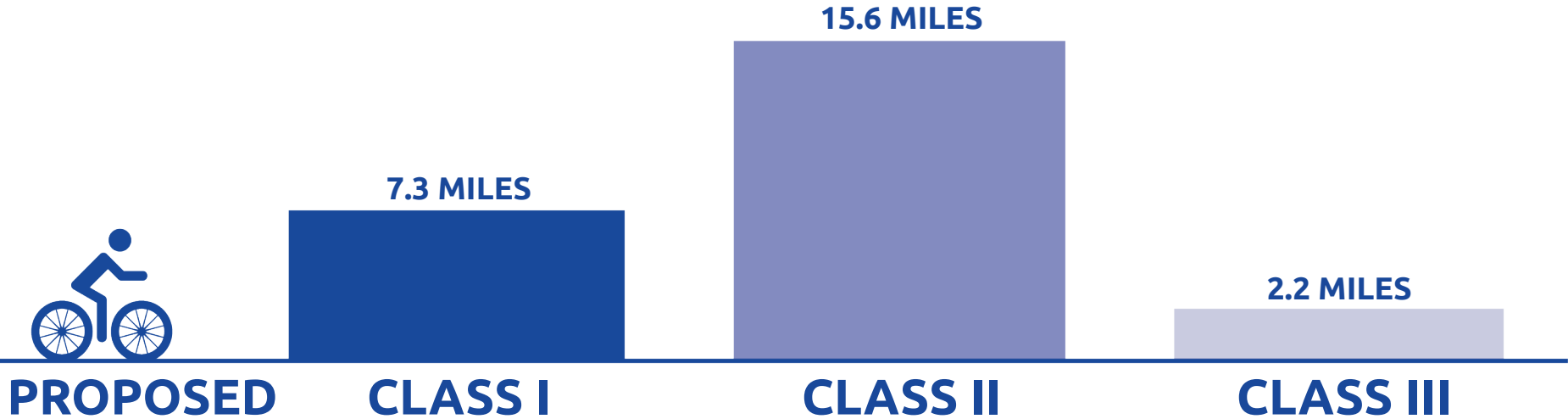


TABLE 4-4: City of Calexico Priority Projects

RANK	STREET	MILEAGE	CLASS TYPE
1	Birch Street	4.6 miles	Class II (proposed)
2	State Highway 98	1.3 miles	Class I (proposed)
3	Railroad	1.9 miles	Class I (proposed)
4	Canal Access Road	4.1 miles	Class I (proposed)
5	Scaroni Road	3.0 miles	Class II (proposed)
6	Rockwood Avenue	2.2 miles	Class III (proposed)
7	5th Street	1.5 miles	Class II (proposed)
8	7th Street	1.5 miles	Class II (proposed)
9	Grant Street	1.7 miles	Class II (proposed)
10	Cole Road	3.3. miles	Class II (proposed)

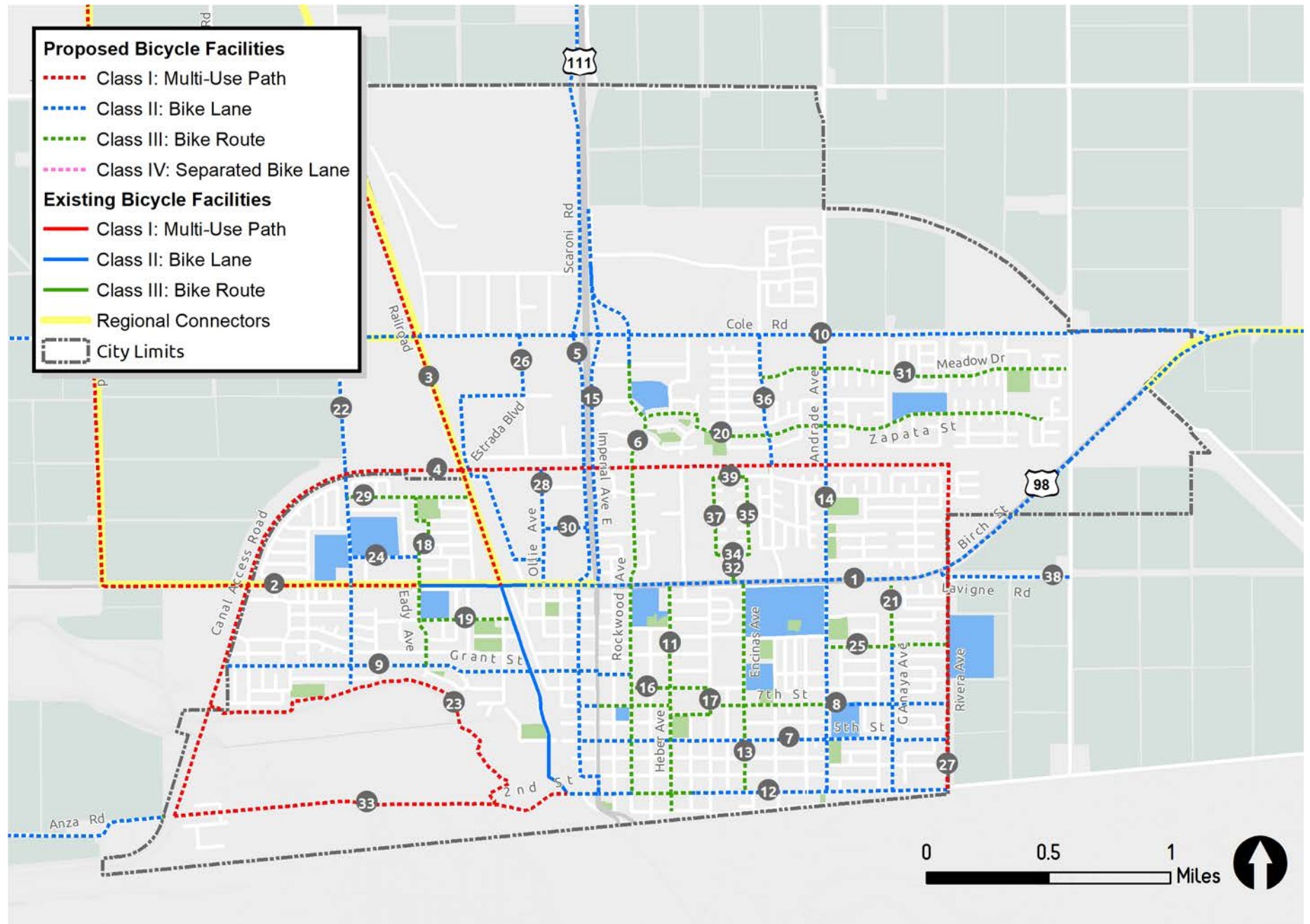


FIGURE 4-14: City of Calexico Proposed Bicycle Facilities

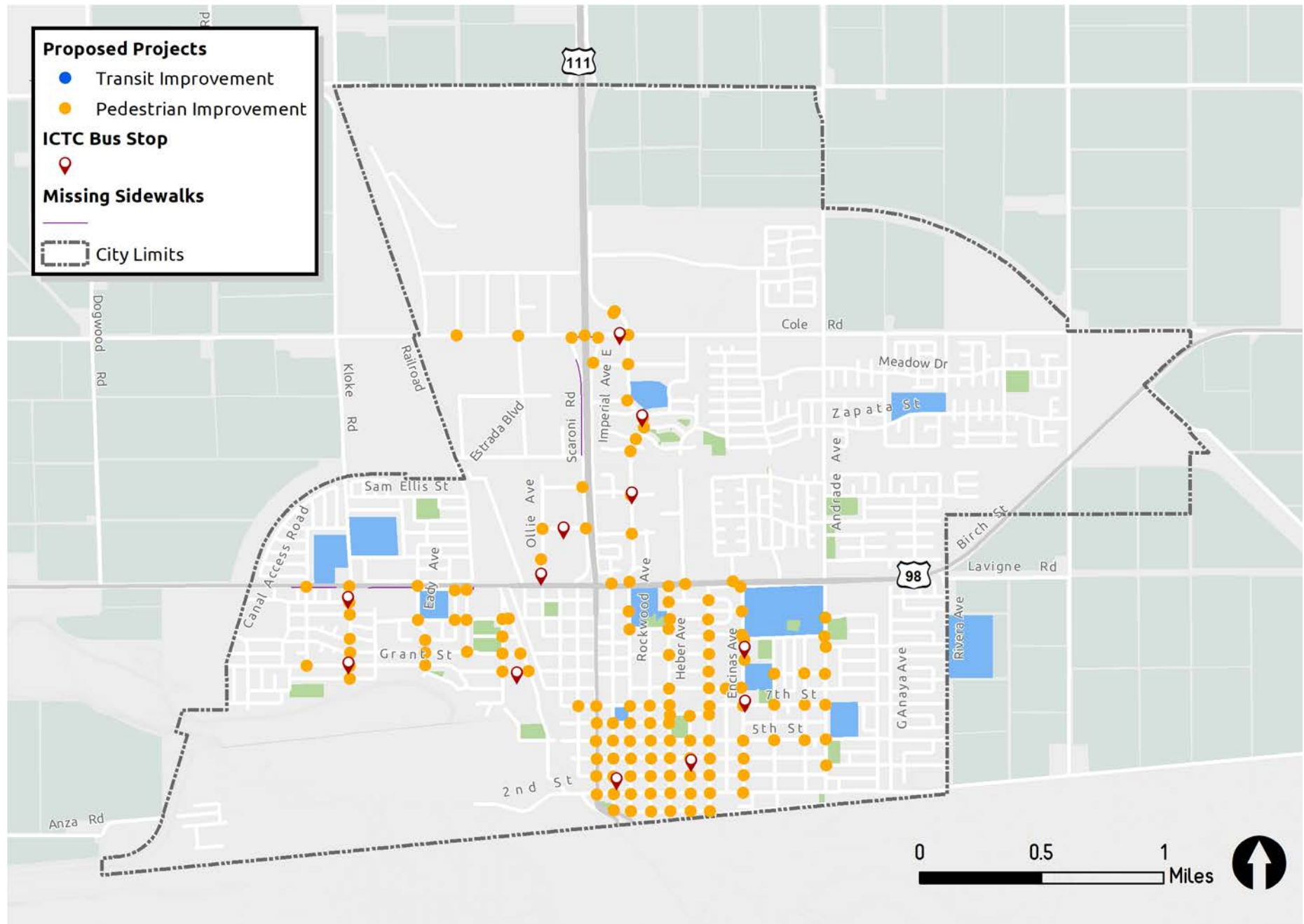


FIGURE 4-15: City of Calexico Proposed Pedestrian Projects

4.11 CITY OF CALIPATRIA

The City of Calipatria was selected for further assessment because of its high propensity score and first-and-last-mile analysis. This plan does not detail pedestrian improvements because the latest ATP-related plan was adopted in 2020 and that plan goes into detail on transit improvements, pedestrian improvements, and missing sidewalks. The assessment for this plan only focused on the prioritization of bicycle projects.

Bicycle recommendations include a total of 16 bicycle projects. The top 10 projects were selected through the data-driven prioritization process as well as proximity to regional projects. The top bicycle project is Sorenson Avenue due to the access to a regional connector and its high connectivity to other bicycle projects in the City.

QUICK FACTS

0

Transit Improvements

0

Pedestrian Improvements

4

Transit Stops

0

Miles of Missing Sidewalk

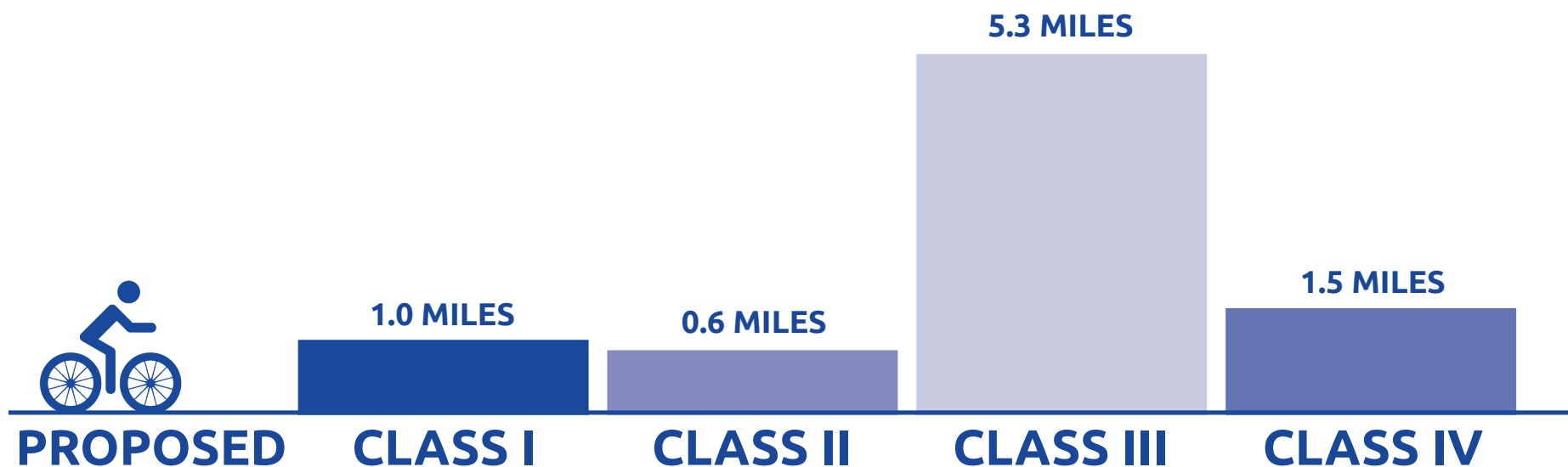


TABLE 4-5: City of Calipatria Priority Projects

RANK	STREET	MILEAGE	CLASS TYPE
1	Sorenson Avenue	1.0 miles	Class III (proposed)
2	Main Street	1.5 miles	Class IV (proposed)
3	Lake Avenue	0.8 miles	Class III (proposed)
4	Brown Avenue	1.5 miles	Class III (proposed)
5	Railroad Avenue	1.0 miles	Class I (proposed)
6	Imperial Avenue	0.6 miles	Class III (proposed)
7	Barbara Street	0.6 miles	Class III (proposed)
8	Bonita Street	0.6 miles	Class II (proposed)
9	International Avenue	0.8 miles	Class III (proposed)
10	Date Street	0.8 miles	Class III (proposed)

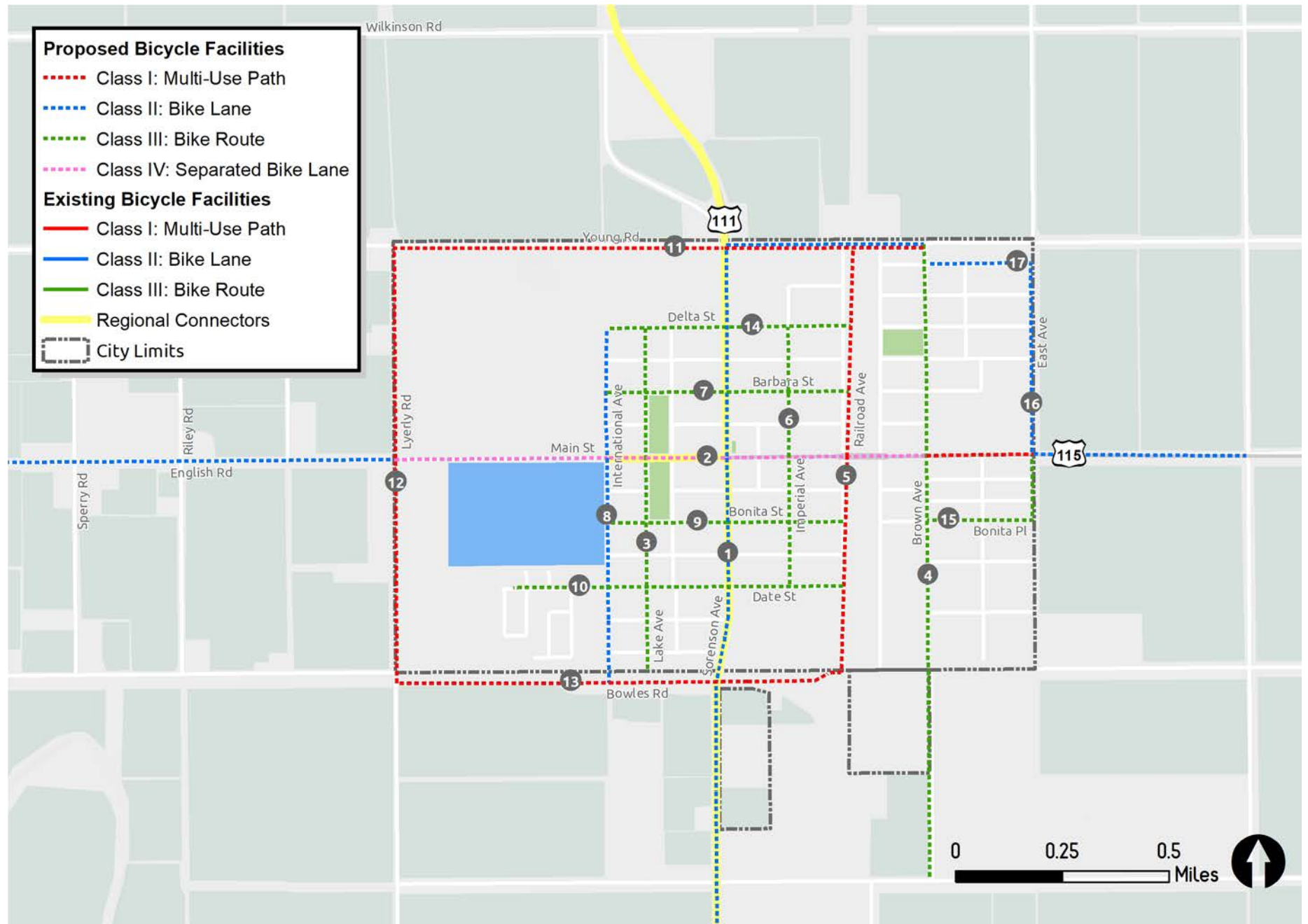
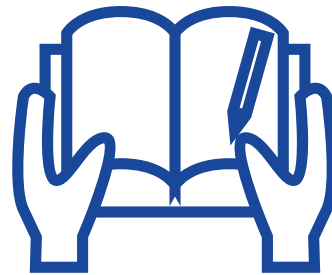


FIGURE 4-16: City of Calipatria Proposed Bicycle Facilities



Please see the existing City of Calipatria Active Transportation Plan (2020) for transit and pedestrian improvements.

4.12 CITY OF EL CENTRO

The City of El Centro was selected for further assessment because of its high propensity score and first-and-last-mile analysis. Since the latest ATP-related plan was adopted in 2018 and a Mobility Element was updated in 2021, the assessment only focused on prioritization of bicycle projects.

Bicycle recommendations include a total of 40 bicycle projects. The top 10 projects were selected through the data-driven prioritization process as well as proximity to regional projects. The top bicycle project is La Brucherie Road due to the access to two regional connectors and its high connectivity to other bicycle projects in the City.

QUICK FACTS

- 0 Transit Improvements
- 0 Pedestrian Improvements
- 56 Transit Stops
- 0 Miles of Missing Sidewalk

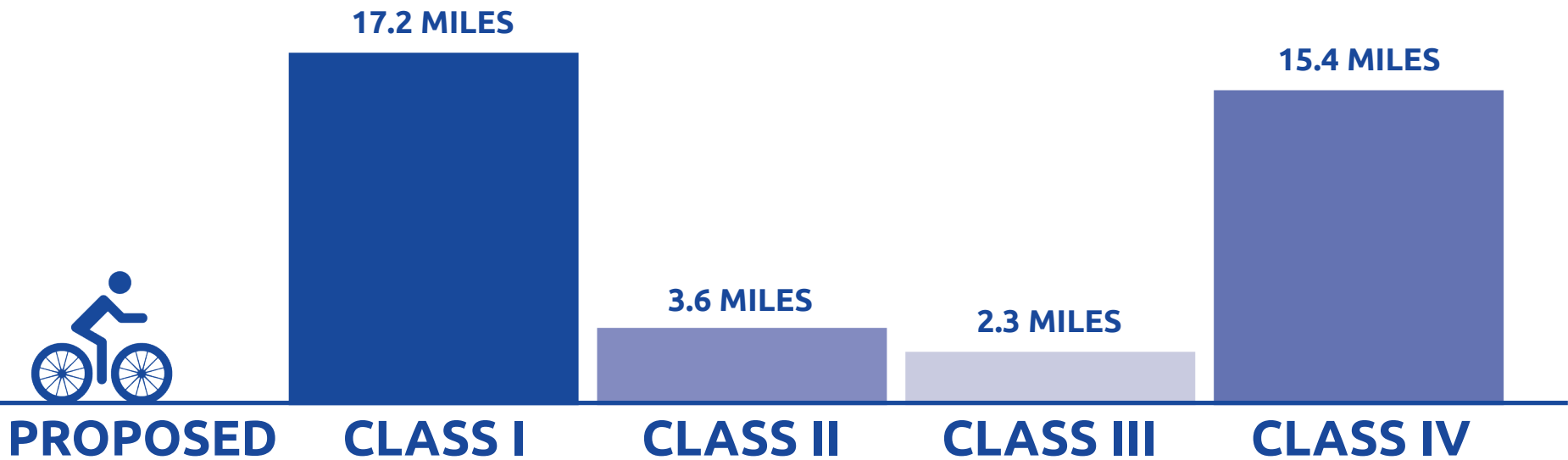


TABLE 4-6: City of El Centro Priority Projects

RANK	STREET	MILEAGE	CLASS TYPE
1	La Brucherie Road	4.5 miles	Class I & IV (proposed)
2	Imperial Avenue	2.0 miles	Class I (proposed)
3	Adams Avenue	1.8 miles	Class IV (proposed)
4	Main Street	2.4 miles	Class I & IV (proposed)
5	Dogwood Road	3.0 miles	Class I & IV (proposed)
6	8th Street	3.7 miles	Class III (existing) Class IV (proposed)
7	Ross Avenue	3.6 miles	Class III (existing) Class II (proposed)
8	6th Street	2.3 miles	Class III (proposed)
9	Railroad	3.7 miles	Class I (proposed)
10	Orange Avenue	1.6 miles	Class I (proposed)

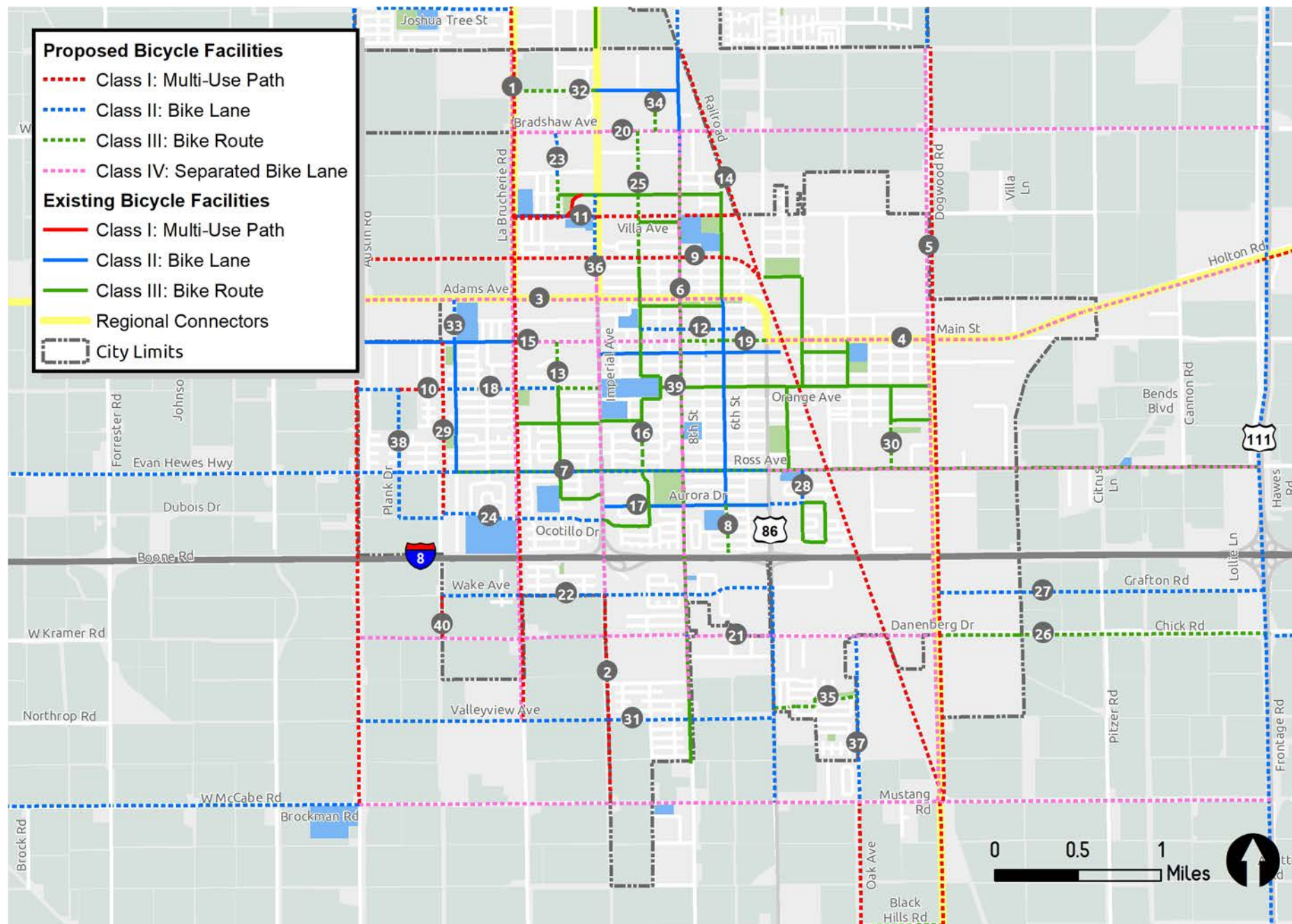
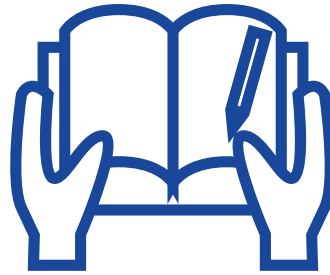


FIGURE 4-17: City of El Centro Proposed Bicycle Facilities



Please see the existing City of El Centro Active Transportation & SRTS Plan (2019) and the Mobility Element Update (2021) for transit and pedestrian improvements.

4.13 CITY OF HOLTVILLE

The City of Holtville was selected for further assessment because the latest ATP-related plan was the City of Holtville Complete Streets Plan in 2016.

Bicycle recommendations include a total of 25 bicycle projects. The top 10 projects were selected through the data-driven prioritization process as well as proximity to regional projects. The top bicycle project is 5th Street due to the access to two regional connectors and its high connectivity to other bicycle projects in the City.

Pedestrian recommendations within the first-and-last-mile focus areas totaled 35 and include high-visibility crosswalks, ADA curb ramps, and sidewalks. Missing sidewalks in the focus area resulted in a total of 2.09 miles of recommended sidewalks.

QUICK FACTS

0

Transit Improvements

35

Pedestrian Improvements

3

Transit Stops

2.1

Miles of Missing Sidewalk

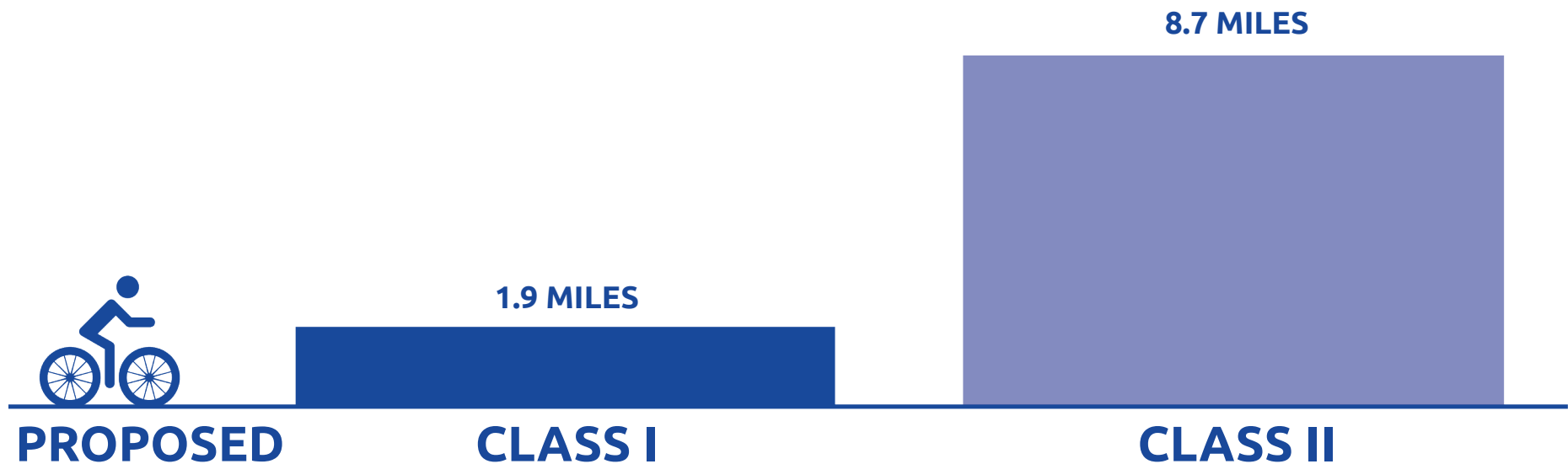


TABLE 4-7: City of Holtville Priority Projects

RANK	STREET	MILEAGE	CLASS TYPE
1	5th Street	1.0 miles	Class I (proposed)
2	Cedar Avenue	1.0 miles	Class II (proposed)
3	4th Street	0.9 miles	Class I (proposed)
4	Olive Avenue	0.8 miles	Class II (proposed)
5	6th Street	1.4 miles	Class II (proposed)
6	7th Street	1.4 miles	Class II (proposed)
7	9th Street	1.5 miles	Class II (proposed)
8	8th Street	1.1 miles	Class II (proposed)
9	Walnut Avenue	0.9 miles	Class II (proposed)
10	Pine Avenue	0.6 miles	Class II (proposed)

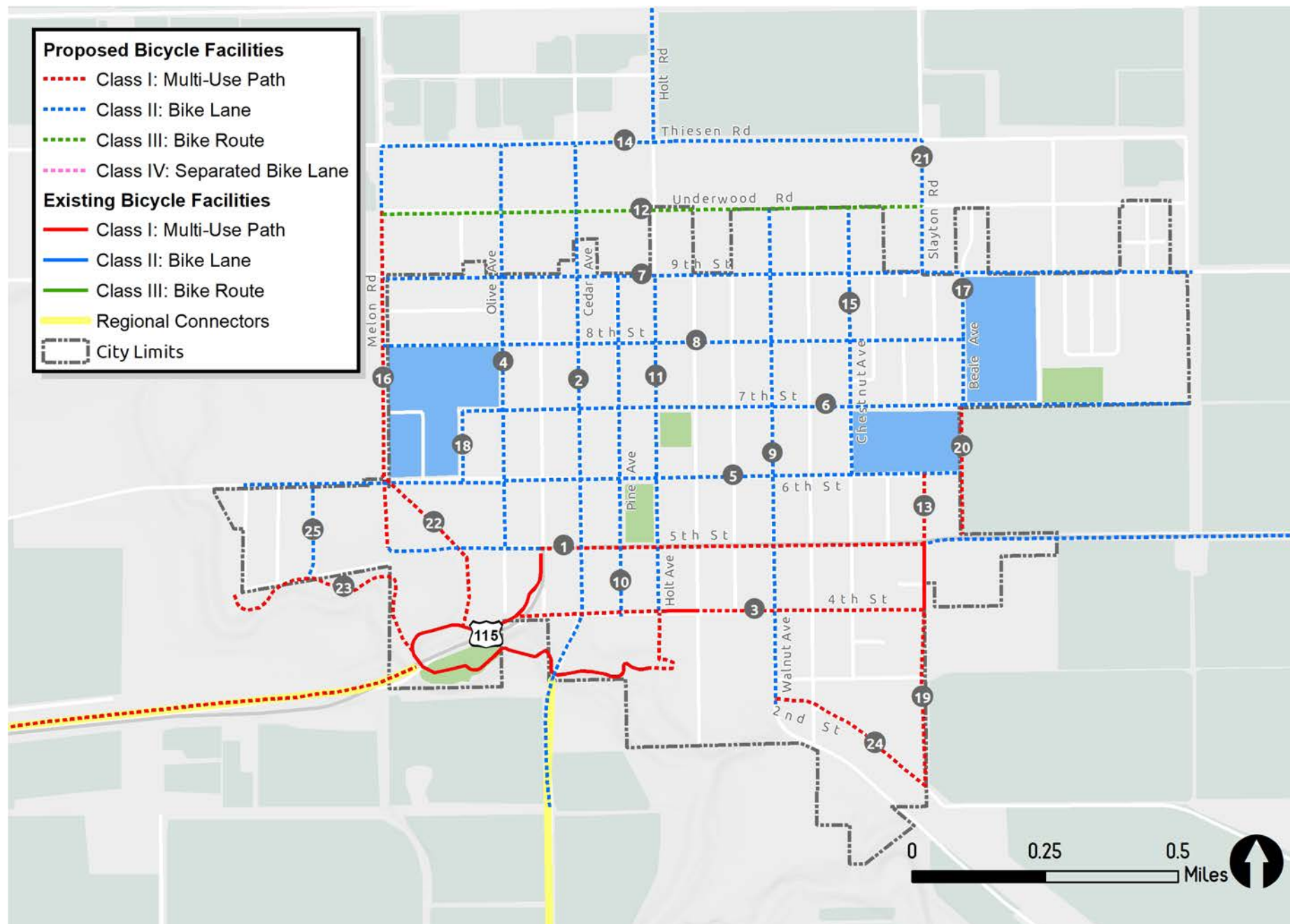


FIGURE 4-18: City of Holtville Proposed Bicycle Facilities

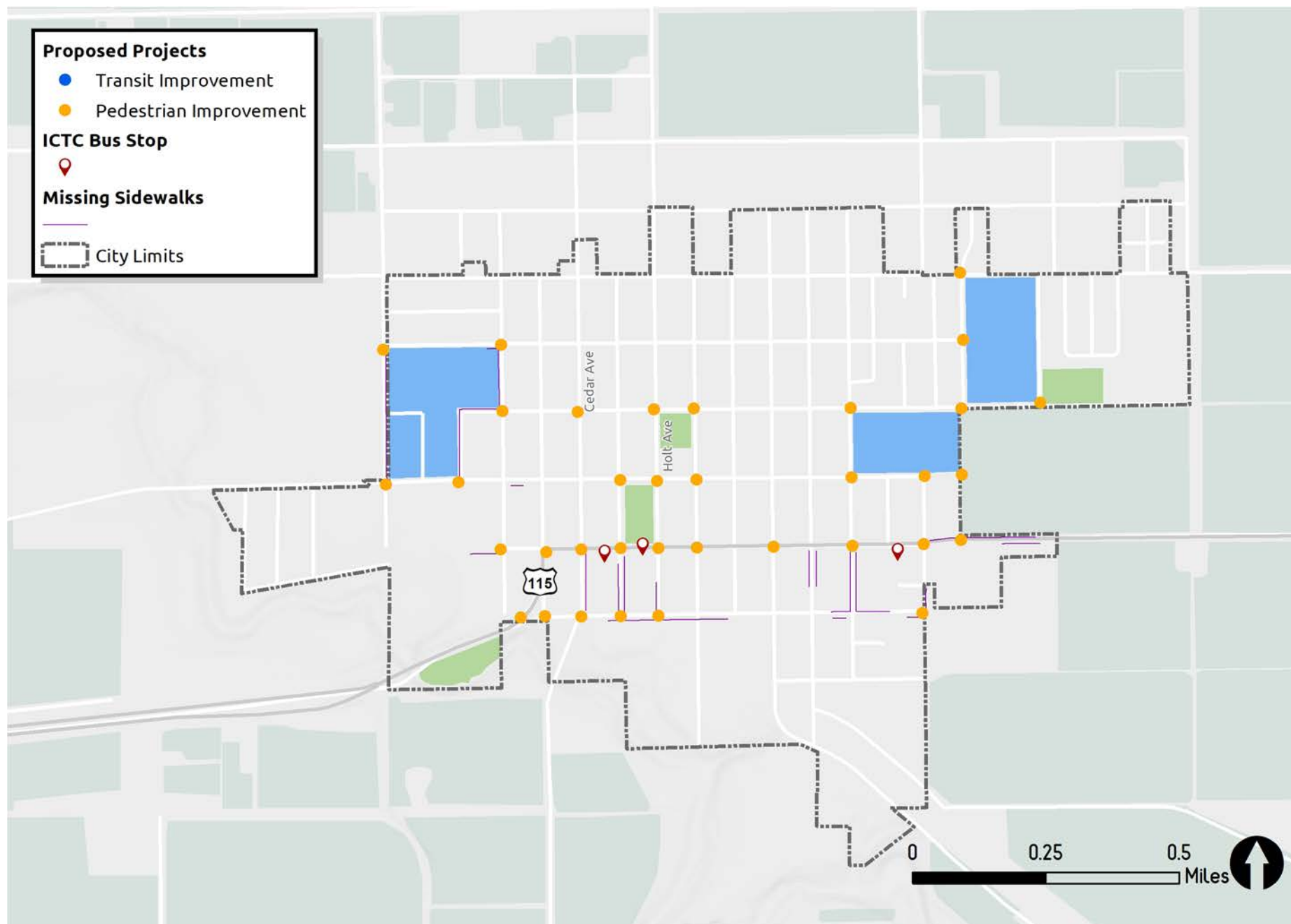


FIGURE 4-19: City of Holtville Proposed Pedestrian Projects

4.14 CITY OF IMPERIAL

The City of Imperial was selected for further assessment because the latest ATP-related plan was the City of Imperial Bicycle Master Plan in 2002 and because it hosted several community engagement events.

Bicycle recommendations include a total of 25 bicycle projects. The top 10 projects were selected through the data-driven prioritization process as well as proximity to regional projects. The top bicycle project is Highway 86 due to the access to two regional connectors and its high connectivity to other bicycle projects in the City.

Pedestrian recommendations within the first-and-last-mile focus areas totaled 40 and include high-visibility crosswalks, ADA curb ramps, and sidewalks. Missing sidewalks in the focus area resulted in a total of 1.04 miles of recommended sidewalks.

QUICK FACTS

0

Transit Improvements

40

Pedestrian Improvements

10

Transit Stops

1.1

Miles of Missing Sidewalk

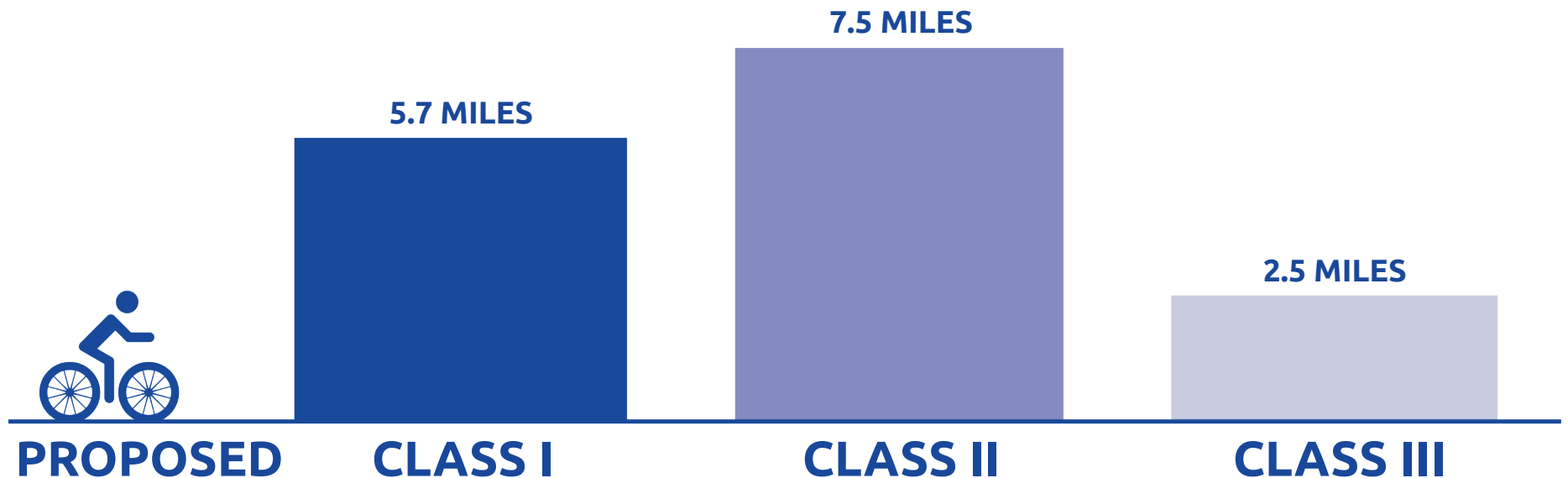


TABLE 4-8: City of Imperial Priority Projects

RANK	STREET	MILEAGE	CLASS TYPE
1	Highway 86	2.0 miles	Class I (proposed)
2	Aten Road	1.9 miles	Class II (proposed)
3	Imperial Avenue	1.1 miles	Class II (proposed)
4	Aten Road	1.0 miles	Class I (proposed)
5	Clark Road	3.5 miles	Class II (proposed)
6	Barioni Road	1.0 miles	Class II (proposed)
7	Imperial Avenue	1.0 miles	Class III (proposed)
8	H Street	0.8 miles	Class III (proposed)
9	K Street	0.7 miles	Class III (proposed)
10	La Brucherie Road	2.7 miles	Class I (proposed)

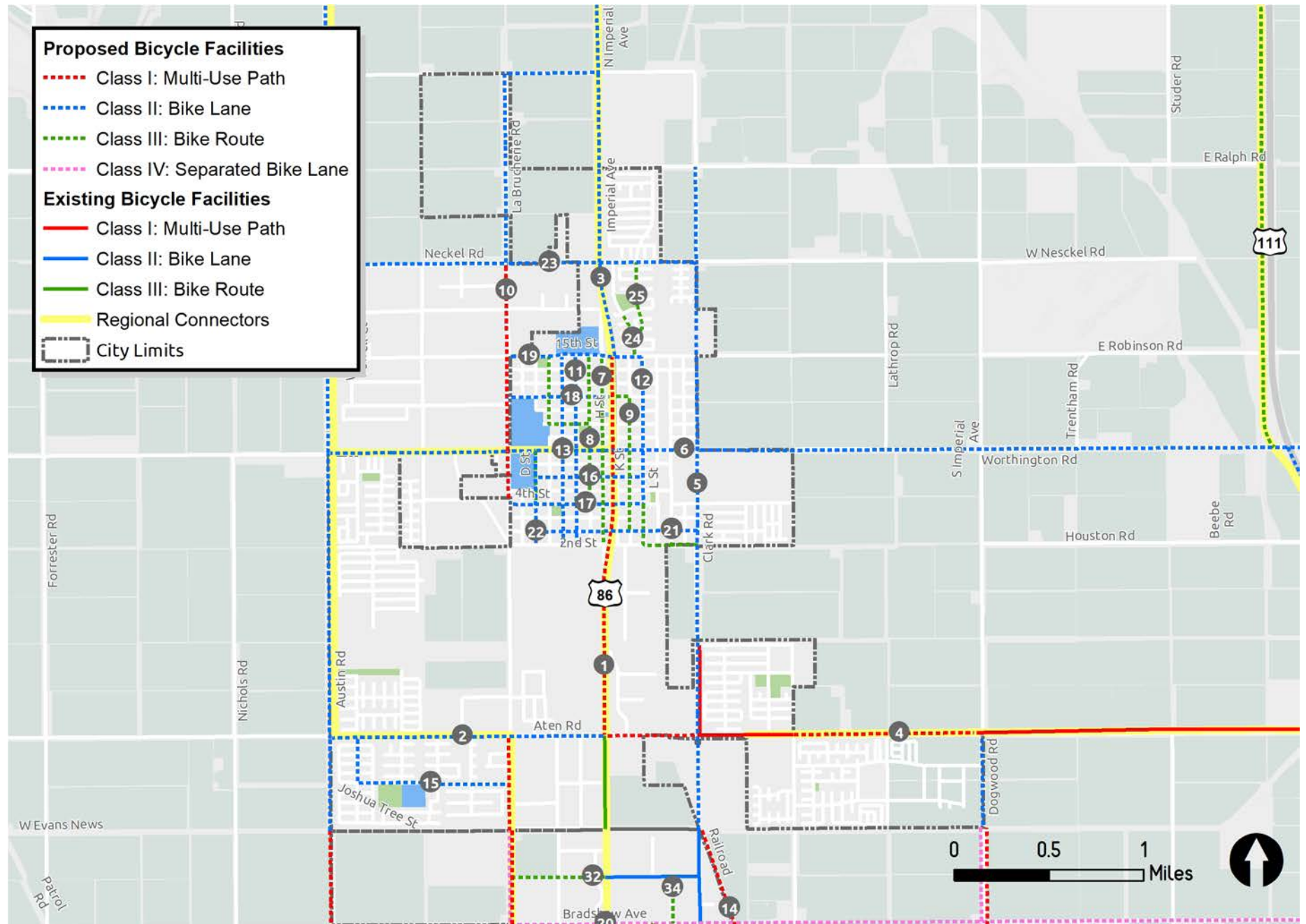


FIGURE 4-20: City of Imperial Proposed Bicycle Facilities

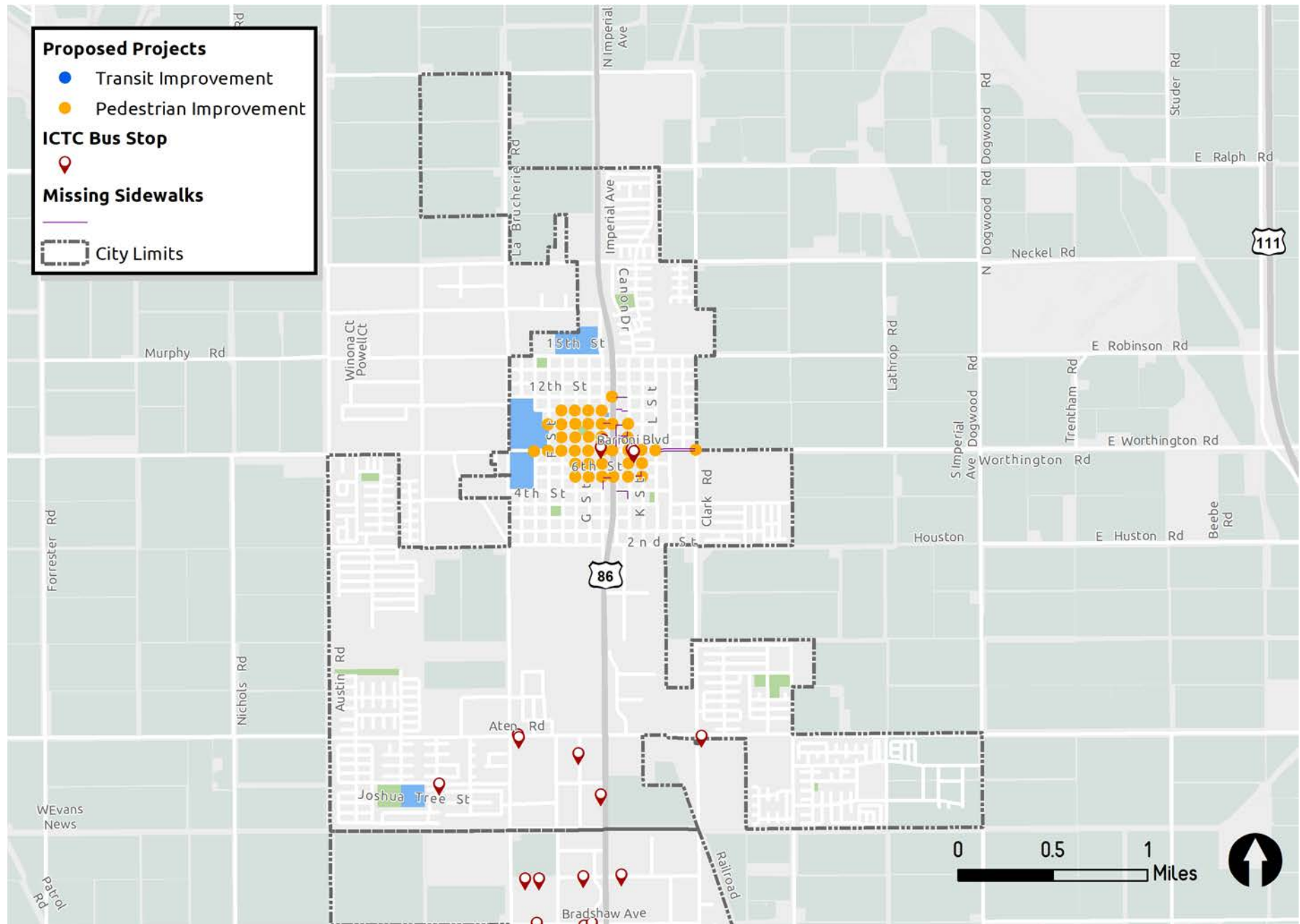


FIGURE 4-21: City of Imperial Proposed Pedestrian Projects

4.15 CITY OF WESTMORLAND

The City of Westmorland was selected for further assessment because the latest ATP-related plan was the Imperial County Safe Routes to School Regional Master Plan in 2016.

Bicycle recommendations include a total of 25 bicycle projects. The top 10 projects were selected through the data-driven prioritization process as well as proximity to regional projects. The top bicycle project is Main Street due to the access to a regional connector and its high connectivity to other bicycle projects in the City.

Pedestrian recommendations within the first-and-last-mile focus areas total 6 and include high-visibility crosswalks, ADA curb ramps, and sidewalks. Missing sidewalks in the focus area resulted in a total of 3.7 miles of recommended sidewalks.

QUICK FACTS

0	Transit Improvements
6	Pedestrian Improvements
2	Transit Stops
3.7	Miles of Missing Sidewalk

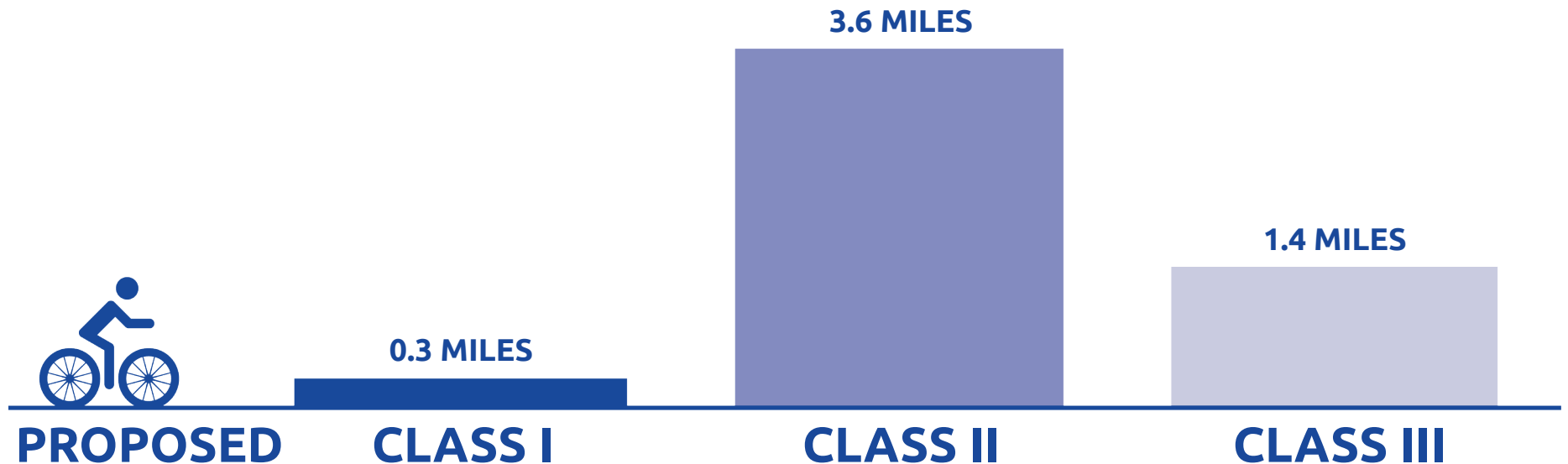


TABLE 4-9: City of Westmorland Priority Projects

RANK	STREET	MILEAGE	CLASS TYPE
1	Main Street	1.1 miles	Class II (proposed)
2	Main Street	0.3 miles	Class I (proposed)
3	D Street	0.5 miles	Class III (proposed)
4	Center Street	0.9 miles	Class III (proposed)
5	G Street	0.5 miles	Class II (proposed)
6	C Street	0.5 miles	Class II (proposed)
7	2nd Street	0.3 miles	Class II (proposed)
8	1st Street	0.4 miles	Class II (proposed)
9	6th Street	0.5 miles	Class II (proposed)
10	5th Street	0.3 miles	Class II (proposed)

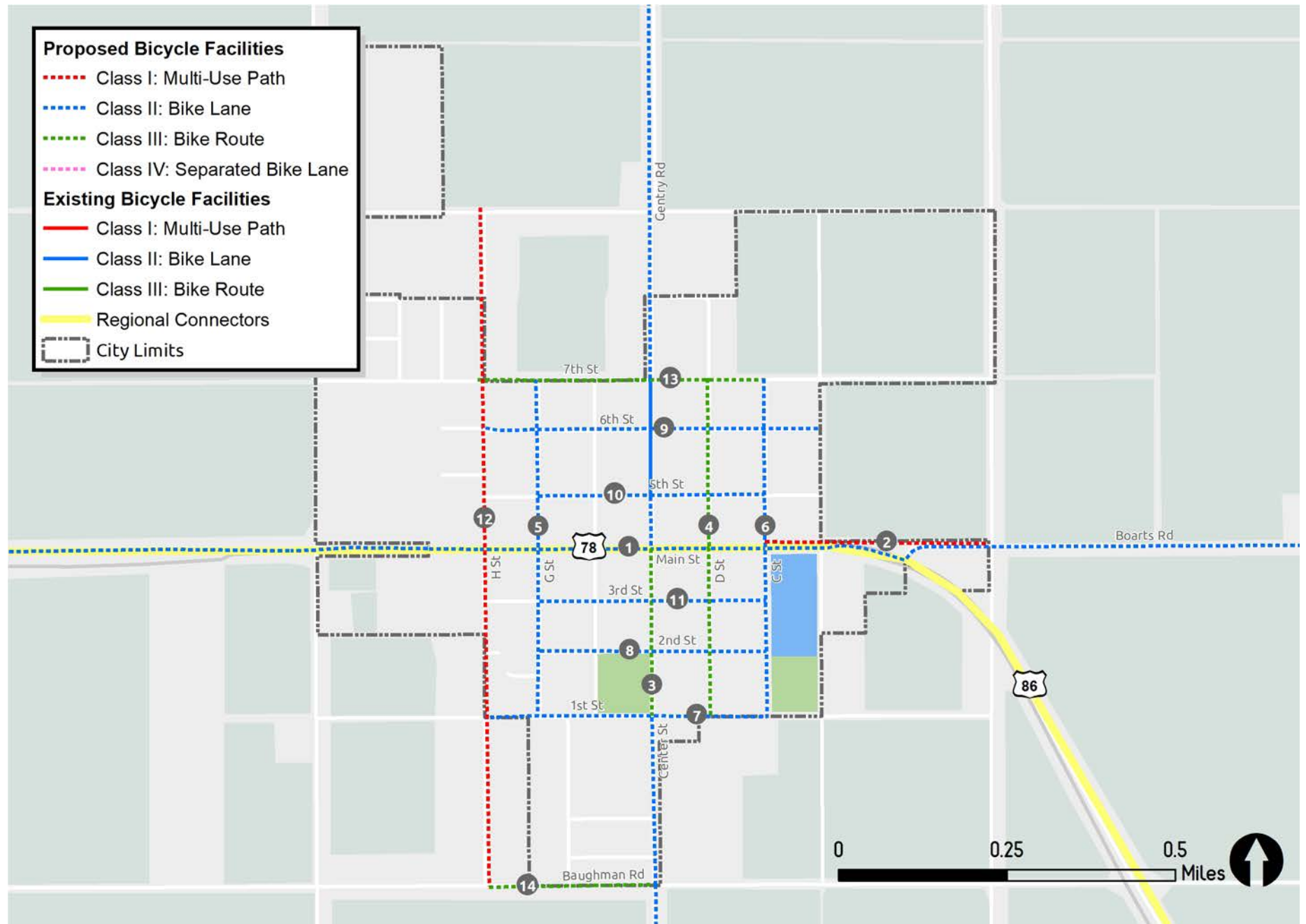


FIGURE 4-22: City of Westmorland Proposed Bicycle Facilities



FIGURE 4-23: City of Westmorland Proposed Pedestrian Projects

4.16 COMMUNITY OF BOMBAY BEACH

The Community of Bombay Beach was selected for further assessment because the latest ATP-related plan was the Imperial County Bicycle Master Plan Update: Final Draft in 2011.

Bicycle recommendations include Class II bike lanes and Class III bike routes throughout the community that would connect to State Route 111 and a future proposed Class II bike lane. There are currently no existing bicycle facilities, therefore all recommended projects would be of high priority.

A total of 9 pedestrian recommendations and one transit stop recommendations were identified and they include high-visibility crosswalks, ADA curb ramps, bus shelters, and bus amenities. The community has several unpaved roads and many missing sidewalks. A total of 10.75 miles of missing sidewalk were identified.

QUICK FACTS

1

Transit Improvements

9

Pedestrian Improvements

1

Transit Stops

10.8

Miles of Missing Sidewalk



FIGURE 4-24: Bombay Beach Proposed Bicycle Facilities



FIGURE 4-25: Bombay Beach Proposed Pedestrian Projects

4.17 COMMUNITY OF DESERT SHORES

The Community of Desert Shores was selected for further assessment because the latest ATP-related plan was the Imperial County Bicycle Master Plan Update: Final Draft in 2011.

Bicycle recommendations include Class I multi-use paths and Class II bike lanes throughout the community that would connect to State Route 86 and a regional connector. There are currently no existing bicycle facilities, therefore all recommended projects would be of high priority.

Pedestrian recommendations totaled 7 and include high-visibility crosswalks, and ADA curb ramps. The Community currently has paved roads but is missing sidewalks on all roads, totaling 19.46 miles of missing sidewalk.

QUICK FACTS

0

Transit Improvements

7

Pedestrian Improvements

0

Transit Stops

19.5

Miles of Missing Sidewalk



FIGURE 4-26: Desert Shores Proposed Bicycle Facilities



FIGURE 4-27: Desert Shores Proposed Pedestrian Projects

4.18 COMMUNITY OF HEBER

The Community of Heber was selected for further assessment due to TAC input and community engagement.

Bicycle recommendations include Class I multi-use paths, Class II bike lanes, and Class III bike routes throughout the community that would connect to State Route 86 and a regional connector. There are currently two short segments of Class II bike lanes installed in Heber, therefore all recommended projects are considered a priority.

Pedestrian recommendations within the first-and-last-mile focus areas totaled 18 and include high-visibility crosswalks, ADA curb ramps, and sidewalks. Missing sidewalks in the focus area resulted in a total of 5.63 miles of missing sidewalks.

QUICK FACTS

0

Transit Improvements

18

Pedestrian Improvements

0

Transit Stops

5.6

Miles of Missing Sidewalk

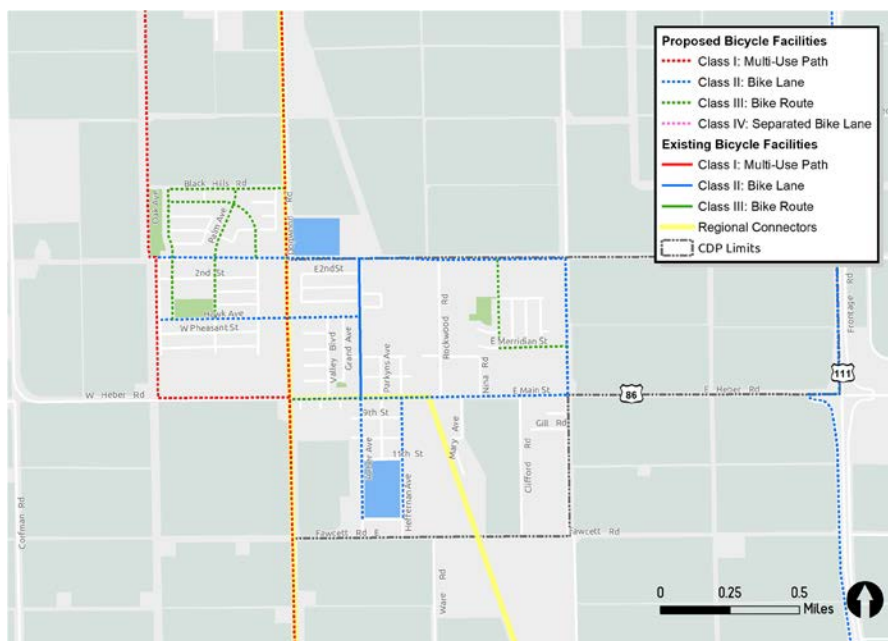


FIGURE 4-28: Heber Proposed Bicycle Facilities



FIGURE 4-29: Heber Proposed Pedestrian Projects

4.19 COMMUNITY OF PALO VERDE

The Community of Palo Verde was selected for further assessment because the latest ATP-related plan was the Imperial County Bicycle Master Plan Update: Final Draft (2011)

Bicycle recommendations include Class III bike routes throughout the community that would connect to State Route 78 and a future proposed Class II bike lane. There are currently no existing bicycle facilities, therefore all recommended projects are considered a priority.

Pedestrian recommendations totaled 3 and include high-visibility crosswalks and ADA curb ramps. The Community currently has paved roads but is missing sidewalks on all roads, totaling 2.8 miles of missing sidewalk.

QUICK FACTS

0	Transit Improvements
3	Pedestrian Improvements
0	Transit Stops
2.8	Miles of Missing Sidewalk



FIGURE 4-30: Palo Verde Proposed Bicycle Facilities



FIGURE 4-31: Palo Verde Proposed Pedestrian Projects

4.20 COMMUNITY OF SALTON SEA BEACH

The Community of Salton Sea Beach was selected for further assessment because the latest ATP-related plan was the Imperial County Bicycle Master Plan Update: Final Draft in 2011.

Bicycle recommendations include Class III bike routes throughout the community that would connect to State Route 86 and a regional connector. There are currently no existing bicycle facilities, therefore all recommended projects are considered a priority.

Pedestrian recommendations totaled 2 and include high-visibility crosswalks and ADA curb ramps. The Community currently has paved roads but is missing sidewalks on all roads, totaling 7.98 miles of missing sidewalk.

QUICK FACTS

0

Transit Improvements

2

Pedestrian Improvements

0

Transit Stops

8.0

Miles of Missing Sidewalk



FIGURE 4-32: Salton Sea Beach Proposed Bicycle Facilities

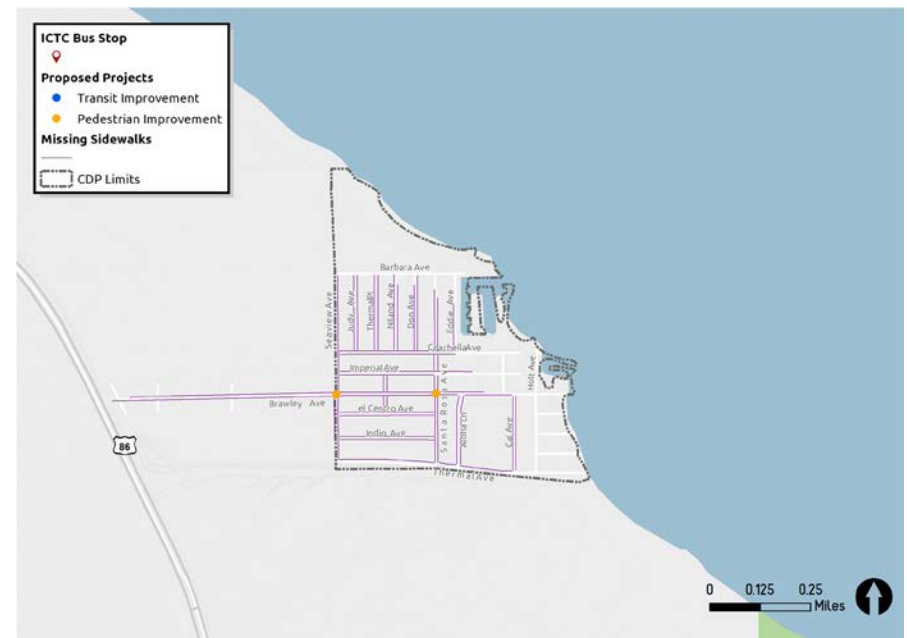


FIGURE 4-33: Salton Sea Beach Proposed Pedestrian Projects

4.21 RECOMMENDED PROGRAMS

This section includes a diverse menu of active transportation programs intended to support the projects recommended in this plan. The principles articulated through the “Six Es”, developed by the Safe Routes Partnership (Engagement, Equity, Engineering, Encouragement, Education, and Evaluation), can help create and sustain successful programs throughout Imperial County.

Physical projects represent the most visible and tangible evidence of a great place for bicycling or walking. Programs that are implemented in conjunction with the construction of active transportation projects can leverage this high visibility to reach a broader audience. ICTC and partner agencies should take advantage of these types of opportunities to promote active transportation. For example, a new multi-use path near a school or park represents an opportunity to reach out to residents and parents of school-age children and to conduct an event, a group walk, or a group bike ride to educate, encourage, and engage with each other. This type of combination often results in a higher return on investment for both the physical and programmatic elements of a project.

The following programs are organized as a menu of initiatives, each listed under one of the “Six Es”. These categories are not definitive. They are merely intended to offer some level of organization to the many program initiatives that can be explored in Imperial County.



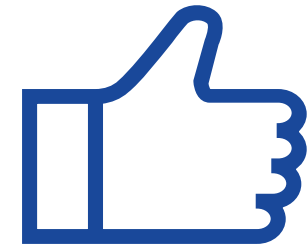
Engagement



Equity



Engineering



Encouragement



Education



Evaluation

4.21.1 ENGAGEMENT

Community outreach initiatives should start by listening to residents, families, business owners, local leaders, and working with existing community organizations. These critical relationships should allow for purposeful, ongoing engagement opportunities. Listed below are a few examples of engagement methods and tools that can be used to increase public participation.

Signage

Signage is an effective tool to share information about a program or project. Displays can inform the public and encourage stakeholders to participate in engagement activities. Printed and digital signage can be used to remind people to engage, inform, and share vital information. Recent examples such as SCAG's GoHuman campaign included a variety of printed signage that were installed on front lawns or fences of schools, parks, and local libraries of Imperial County.

Electronic Newsletters

Distribution of an online newsletter is a great way to engage the public. Distribution should be researched and considered prior to utilizing this outreach method. This form of media can be used to display project and contact information as well as ways for readers to get involved. Engage with local Public Information Officers to determine the best online channels of communication for newsletters.

Hotline

A hotline is a great way for community members to call in, leave comments, or talk to someone directly about a project or program. A hotline should be considered as a support tool of an overall community engagement strategy. Depending on the target audience, it may be necessary to have a multilingual person staffing the hotline. A hotline number is relatively low cost and requires little effort to maintain.

Ongoing Surveys and Questionnaires

Surveys and questionnaires can be created to identify the needs and views of a community. Surveys are low-cost yet effective methods to gather feedback needed to support an active transportation project.

4.21.2 EQUITY

The recommendations in this ATP prioritize the safety of residents whose primary mode of transportation is walking, bicycling, skateboarding, and public transportation. Special emphasis is given to underserved communities where infrastructure is lacking. The following goals, strategies, and practices can help address inequities at the government level that can then have positive effects for local communities striving to improve active transportation in their respective areas.

Consider the Transportation Needs of Traditionally Underserved Populations

Recognize the importance of addressing the barriers that prevent trips from being safe, especially for the younger and lower income populations who cannot afford, operate, or choose to forgo vehicle ownership.

Examine Organizational Practices and Policies

Existing practices and policies may have unintended consequences when it comes to transportation equity. A systematic review of its practices should be performed to identify potential equity issues and opportunities.

Increase Staff Diversity

Surveys have shown disparity between the socio-demographics of transportation decision-makers and the community they are meant to serve. Agencies should continually seek to increase the diversity of its staff at all levels of leadership and decision-making so that its workforce represents the community it serves.

Prioritize Projects in Light of Equity Considerations

Agencies can aim to implement improvements in areas that are disproportionately affected by health and safety burdens, acknowledging that policies and designs that improve conditions for vulnerable groups can benefit everyone in the community.

Encourage Public Involvement

Collaboration with the community is an integral part of the planning process. Individuals, especially those belonging to traditionally underserved communities, need to be empowered to participate in the transportation planning processes and have their needs heard.

4.21.3 ENGINEERING

A variety of engineering tools can be used to make sure that County and city roadways are designed to keep bicyclists and pedestrians safe at all times. Some of these tools include street design techniques that are meant to reduce traffic congestion, decrease vehicular speeds, and enhance pedestrian and bicycle safety. Hiring traffic engineers and civil engineers that support modern active transportation, complete streets, and first-last-mile planning principles can have major positive impacts on the design and construction of projects. Engineers are encouraged to explore infrastructure improvements that not only prioritize vehicles but rather aim to balance the needs of all people traveling throughout the County.

4.21.4 ENCOURAGEMENT

Vehicle usage can be decreased by encouraging residents and visitors to bike, walk, and take transit to their local destinations. Encouragement is all about making bicycling and walking more fun, healthy and easy to do. It's important to remain honest and acknowledge that mode shift to other forms of travel won't happen overnight, but ongoing programs tailored to encouragement will allow a community to make positive progress. To achieve progress, the County, along with ICTC, and other local organizations,

can organize a series of activities and events that promote alternate modes of transportation and healthier lifestyles.

National Bike Month in May

During the month of May, cities across the country organize events and campaigns to educate people about bicycling and to encourage them to bike more to their destinations. Activities such as Bike Week, Bike to Work, and Bike Fridays can be organized and promoted.

Open Streets Events

Open streets events are increasingly popular in Southern California. They provide families and friends an opportunity to walk, bike, skate, or scooter down streets in their city free of cars.

Family Friendly Bike Rides

Fun, family-friendly bike rides throughout the months where extreme heat isn't an issue are meant to encourage bike usage. These events can occur on a weekly or monthly basis and can be tailored towards bicycle and road safety.

Ride and Walk of Lights

These annual winter afternoon/evening events allow participants to get creative and use a variety of lights to be more visible while they walk or bike while enjoying fun displays of lights from their local community.

5K Running/Walking Events

Free or low-cost five kilometers (5K) running and walking events are an excellent way to encourage people to explore their city on foot. Post-race refreshments and healthy snacks can be provided to participants.



National Bike Month logo



Open streets event in Long Beach



Children's Foundation of The Imperial Valley 5K

Food-Focused Bike Rides

Food-focused bike ride events encourage participants to get together to enjoy food while exploring their city's streets and neighborhoods. This is an innovative way of bridging bike riding, food, and community building.

Walking Tours

Communities and local groups can organize family-friendly themed walks where participants have the opportunity to explore key locations including historical buildings, parks, murals, and businesses.

Bike to Work Week

Participants can pledge to bike to work at least once during a set week. The participants can then be entered to win a raffle or prize.

Walk to School Day

Walk to School Day is an annual event that takes place in the month of May designed to encourage students, parents, and community members to walk to schools. This is a fun and educational event that gives people the opportunity to socialize and build connections with other members of the community. Imperial County should continue this annual event and keep records to determine how future walking events can attract more participants.



Walk to School Day logo



Walk audit/ tours in Santa Ana



Separated bikeway demonstration project

Demonstration Project

Over the past decade Tactical Urbanism or “Demonstration Projects” has become an international movement, bringing about a shift in how communities think about project development and how their public spaces can be quickly and easily transformed. These demonstration projects include low-cost, temporary changes to the built environment intended to improve local neighborhoods and gathering places. In Southern California, these kinds of projects allow residents to experience what the project may look like and how it affects their neighborhood. These events are aimed to educate and gain support from the community so that an agency can move towards permanent project implementation. Cities and communities in Imperial County can utilize SCAG’s Go Human campaign to facilitate these demonstration projects as needed.

4.21.5 EDUCATION

According to the Statewide Integrated Traffic Records System (SWITRS) bicycle and pedestrian collision dataset, there were 96 bicycle-related collisions, 143 pedestrian-related collisions, and 2,099 vehicular-related collisions within the County from 2015-2019. The County should consider carrying out public education campaigns to improve pedestrian and bicyclist safety. The following examples of education campaigns can help teach drivers, pedestrians, and bicyclists how to share the road safely.

Safety Assemblies

Safety assemblies can be organized as interactive gatherings or festivals that consist of various stations throughout a school gymnasium or park. Each station can have a bicycle, pedestrian, and teen driver safety component that allows students to participate in various activities while learning the basics of “on the road” safety.



Demonstration project in San Diego

Bike Safety Workshops

A two-hour long class intended to build habits, skills, and in-depth exploration of rights and responsibilities of bicyclists. Participants can receive a free helmet, bike lights, or fix-kits for attending.

Pedestrian and Bike Traffic Safety Fairs

An obstacle course to teach pedestrians and bicyclists how to identify different street signs and how to use street infrastructure to increase safety. Youth and children navigate the obstacle course to win free helmets and lights.

Bike Maintenance and Ride Workshops

Bike maintenance and ride workshops can include a series of classes for youth and young adults aged between 12-18 years. These classes are meant to teach riders how to fix and ride a bicycle. Participants learn the rules of the road, as well as their rights and responsibilities as bicyclists.

4.21.6 EVALUATION

In order to improve programs and ensure that the bicycle and pedestrian conditions in Imperial County are adequate, audits, traffic-safety data collection, analysis, and reporting are necessary. The following examples include ways communities can evaluate and monitor programs and infrastructure.

Create An Active Transportation Evaluator Position

A dedicated active transportation evaluator position would assist an agency in reviewing project plans and built projects as well as ensuring consistency and cooperation between city departments. The evaluator would also assist with completing grant applications, maintaining a prioritized list of improvements, researching appropriate funding sources, and updating cost estimates. This investment in staff is often returned since this position is usually responsible for securing State and federal grant funding.

Active Transportation Advisory Committee

Communities can explore creating an Active Transportation Advisory Committee that can provide oversight for this Regional ATP. Many municipalities have developed active transportation advisory committees to address issues and opportunities related to walking, bicycling, and transit. This group can act as a community liaison and support staff, volunteers, and advocate efforts to address issues and help evaluate the progress of improvements in this ATP.

Conduct Bicycle and Pedestrian Counts and Review Collision Data

Conduct regular bicyclist and pedestrian counts throughout the County to determine baseline mode share and subsequent changes. Conducting counts would allow the County to collect information on where the most bicycling and walking occur. This assists in prioritizing and justifying projects when funding is solicited and received. Counts can also be used to study bicycling and walking trends throughout Imperial County. Analysis that could be conducted includes:

- » Changes in volumes before and after projects have been implemented
- » Prioritization of local and regional projects
- » Research on clean air change with increased bicycle use

Counts should be conducted at the same locations and at the same times every year. Conducting counts during different seasons within the year may be beneficial to understanding the differences in bicycle and pedestrian traffic volumes based on seasonal weather. In addition, bicycle and pedestrian counts should be collected as part of any existing traffic counts. Results should be regularly recorded for inclusion in the bicycle and pedestrian report card (see next section).

Communities should engage their local police or sheriff's department

to collect and track collision data. Regular reports of traffic collisions should be presented to the advisory committee. Traffic collisions involving bicyclists and pedestrians should be regularly reviewed and analyzed to develop plans to reduce their frequency and severity. Any such plans should include police or sheriff involvement and should be monitored to determine their effectiveness. Results of the number of collisions should be recorded in a bicycle and pedestrian report card described in the next section.

Active Transportation Report Card

Communities could develop a bicycle and pedestrian report card: a checklist used to measure the success of plan implementation, as well as effort made, within the community. The report card could be used to identify the magnitude of accomplishments in the previous year and general trends. The report card could include, but not be limited to, keeping track of system completion, travel by bicycle or on foot (counts) and safety.

Each community can use the report card to track trends. For example, an upward trend in travel by bicycle or on foot would be viewed as a success, regardless of the specific increase in the number of bicyclists or walkers.

A portion of the report card would be an evaluation of system completion. An upward trend would indicate that the community is progressing in its efforts to complete their active transportation network identified in this plan. The report card could be developed to utilize information collected as part of annual and on-going evaluations, as discussed in the previous sections. The report card is not intended to be an additional task for City staff, but rather a means of documenting and publicizing the community's efforts related to bicycle and pedestrian planning. It can be a task of an advisory committee to review annual report cards and to suggest future plan and goal adjustments.

In addition to quantifying accomplishments related to the ATP, the community should strive to quantify its efforts. These may be quantified as money spent, staff hours devoted or other in-kind contributions. The quantified effort should be submitted as a component of the report card. Some cities publish their report cards online.

Apply for Bicycle Friendly Community Designation

Bicycle Friendly Community designation is part of a program offered by the League of American Bicyclists (LAB) intended to provide communities guidance on becoming more bicycle friendly as well as to award communities for their achievements. Like the report card described previously, Bicycle Friendly Community designation provides a standard by which Imperial County can measure its progress toward bicycle friendliness. It could be a function of the Active Transportation Advisory Committee to support County or city staff to update their application to improve upon its current recognition level to aim for a higher status.

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Chapter 5

Funding



5.1 LIST OF GRANTS

Federal, state, and local government agencies invest billions of dollars every year in the nation's transportation system. Only a fraction of that funding is used to develop policies, plans, and projects to improve conditions for bicyclists and pedestrians. Even though appropriate funds are available, they are limited and often hard to find. Desirable projects sometimes go unfunded because communities may be unaware of a fund's existence or may apply for the wrong type of grant. In addition, there is increasing competition between municipalities for the limited available funds.

Whenever federal funds are used for bicycle and pedestrian projects, a certain level of state and/or local matching funding is generally required. State funds are often available to local governments on similar terms. Almost every implemented active transportation or complete street program and infrastructure project in the United States has had more than one funding source and it often takes considerable coordination to pull the various sources together.

According to the publication by the Federal Highway Administration (FHWA), an Analysis of Current Funding Mechanisms for Bicycle and Pedestrian Programs at the Federal, State and Local Levels, where successful local bicycle infrastructure programs exist, there is usually an active transportation coordinator with an extensive understanding of funding sources. City staff are often in a position to develop a competitive project and detailed proposal that can be used to improve conditions for bicyclists and pedestrians within their jurisdictions. Some of the following information on federal and state funding sources were derived from the previously mentioned FHWA publication.

ICTC, the Imperial County, and the cities in the County should pursue state level grants through programs such as Caltrans' Active Transportation Planning (ATP) and Sustainable Transportation Planning grants, the Strategic Growth Council's Sustainable Community Planning Grants, Urban Greening Grants and through the Highway Safety Improvement Program (HSIP). Projects that are not awarded funding through the Caltrans ATP cycles are sent to the Southern California Association of Gov-

ernments (SCAG), the local MPO, for consideration for funding through their programs. It will be important to coordinate efforts with adjacent jurisdictions on projects that affect and benefit both cities. Coordination and joint efforts also strengthen an application due to combined benefits for multiple jurisdictions.

Federal, state, and local funding sources may also be used for the design and maintenance phases of a project. Due to rising trends in Low Impact Development (LID), urban greening, and urban forestry, funding sources for these types of improvements can also be incorporated into active transportation projects to increase odds of successfully winning a grant. Agencies encourage as much "multi-benefit" outcomes as possible for all grant applications. Refer to the following funding sources table for specific details on funding cycles.

FUNDING ORIGIN

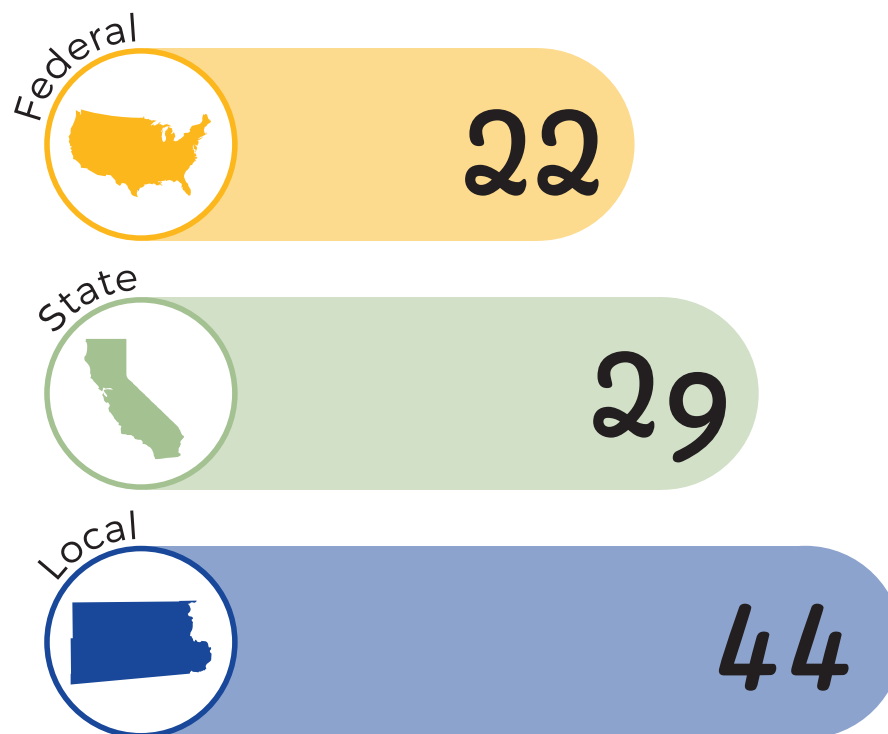


TABLE 5-1: Federal Funding Sources

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Enhanced Mobility of Seniors and Individuals with Disabilities	FTA	The goal of this program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.	Unavailable	X	X		<ul style="list-style-type: none"> • Mobility management programs • Building an accessible path to a bus stop • Improving signage, or way-finding technology 	https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310	Both
Safe Routes to Parks, Activating Communities Program	National Center for Safe Routes to School and Caltrans	The program framework provides a structured process to increase safe and equitable access to parks and green spaces. The framework includes four main areas of activity: 1) Assessment, 2) Planning, 3) Implementation, and 4) Sustainability, with each area heavily infused with proactive community engagement.	Unavailable	X		X	<ul style="list-style-type: none"> • Safe Routes to Parks action plans • Implementation activities such as acquiring rights-of-way, maintenance, and street design 	https://www.saferoutespartnership.org/healthy-communities/saferoutestoparks/2019	Competitive
Pilot Program for Transit-Oriented Development Planning - Section 2005(b)	FTA	Provides funding to local communities to integrate land use and transportation planning with a transit capital investment that will seek funding through the Capital Investment Grant (CIG) Program.	Annual	X			<ul style="list-style-type: none"> • TOD projects and plans 	https://www.transit.dot.gov/notices-funding/pilot-program-transit-oriented-development-planning-fy2021-notice-funding	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Public Transportation COVID-19 Research Demonstration Grant Program	FTA	This program will fund grants through public transit agencies to develop, deploy, and demonstrate innovative solutions that address COVID-19 related concerns to increase operating efficiencies and improve mobility.	Unavailable			X	<ul style="list-style-type: none"> Plans and measures for innovative solutions that improve the operational efficiency of transit agencies and enhance the mobility of transit users affected by the COVID-19 public health emergency 	https://www.transit.dot.gov/grant-programs/public-transportation-covid-19-research-demonstration-grant-program	
Public Transportation Innovation - 5312		Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.	Unavailable	X			<ul style="list-style-type: none"> Research, development, demonstration and deployment projects 	https://www.transit.dot.gov/funding/grants/public-transportation-innovation-5312	Competitive
Safety Research and Demonstration Program		The Safety Research and Demonstration (SRD) Program is part of a larger safety research effort at the U.S. Department of Transportation that provides technical and financial support for transit agencies to pursue innovative approaches to eliminate or mitigate safety hazards. The SRD program focuses on demonstration of technologies and safer designs.	Annual			X	<ul style="list-style-type: none"> Operational safety programs 	https://www.transit.dot.gov/research-innovation/safety-research-and-demonstration-program	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
State of Good Repair (SGR) Grants - 5337	FTA	Provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.	Four Fiscal Years			X	<ul style="list-style-type: none"> Fixed guideway and high intensity motorbus systems 	https://www.transit.dot.gov/funding/grants/state-good-repair-grants-5337	Formula
Urbanized Area Formula Grants - 5307		Provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.	Annual			X	<ul style="list-style-type: none"> Planning, engineering, design and evaluation of transit projects and other technical transportation-related studies 	https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307	Formula
Accelerating Innovative Mobility (AIM)		AIM will highlight FTA's commitment to support and advance innovation in the transit industry.	Unavailable			X	<ul style="list-style-type: none"> Research and technology programs and plans 	https://www.transit.dot.gov/aim	Competitive
Access and Mobility Partnership Grants		This program provides competitive funding to support innovative capital projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services.	Unavailable			X	<ul style="list-style-type: none"> Coordination of non-emergency medical transportation services program 	https://www.transit.dot.gov/funding/grants/grant-programs/access-and-mobility-partnership-grants	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program	FTA	US DOT's BUILD Transportation Discretionary Grants program funds investments in transportation infrastructure, including transit.	Annual	X			• Construction projects	https://www.transit.dot.gov/funding/grants/better-utilizing-investments-leverage-development-build-transportation-grants-program	Competitive
Capital Investment Grants - 5309		Provides funding through a multi-year competitive process for transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years to be eligible for funding.	Annual	X			• Design and construction of new fixed-guideways or extensions to fixed guideways	https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/5309_Capital_Investment_Grant_Fact_Sheet.pdf	Competitive
Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310		Formula funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.	Annual			X	• Planning program to meet the special transportation needs of seniors and individuals with disabilities	https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310	Formula
Flexible Funding Programs - Congestion Mitigation and Air Quality Program - 23 USC 149		CMAQ provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit.	Annual		X	X	• Transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard	https://www.transit.dot.gov/funding/grants/flexible-funding-programs-national-highway-performance-program-23-usc-119	Formula

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON- INFRASTRUCTURE	PLANNING			
Flexible Funding Programs - National Highway Performance Program - 23 USC 119	FTA	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	Annual	X			• Construction projects of highways, bridges, ferry boats, and facilities	https://www.transit.dot.gov/funding/grants/flexible-funding-programs-national-highway-performance-program-23-usc-119	Formula
Flexible Funding Programs - Surface Transportation Block Grant Program - 23 USC 133		Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.	Annual					https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm	Formula
Grants for Buses and Bus Facilities Formula Program - 5339(a)		Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.	Annual	X			• Projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities	https://www.transit.dot.gov/funding/grants/busprogram	Formula

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Areas of Persistent Poverty Program	FTA	In keeping with the U.S. Department of Transportation's focus on addressing the deteriorating conditions and disproportionately high fatality rates on our rural transportation infrastructure, FTA's Areas of Persistent Poverty Program supports projects that will address the transportation challenges faced by areas of persistent poverty.	June			X	<ul style="list-style-type: none"> Improve transit service and facilities in areas of persistent poverty 	https://www.transit.dot.gov/HOPE	
Integrated Mobility Innovation (IMI)		FTA's IMI Program funds projects that demonstrate innovative and effective practices, partnerships and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience.	Annual			X	<ul style="list-style-type: none"> Trip planning services, planning and developing business models, obtaining equipment and service, acquiring or developing software and hardware interfaces to implement the project, operating the demonstration, and providing data to support performance measurement and evaluation. 	https://www.transit.dot.gov/IMI	Competitive
Mobility for All Pilot Program Grants		This funding opportunity seeks to improve mobility options through employing innovative coordination of transportation strategies and building partnerships to enhance mobility and access to vital community services for older adults, individuals with disabilities, and people of low income.	January			X	<ul style="list-style-type: none"> Transportation projects with a focus on employing mobility management strategies, vehicle purchase, IT purchase, leasing equipment or a facility for use in public transportation etc 	https://www.transit.dot.gov/funding/grants/grant-programs/mobility-all-pilot-program-grants	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON- INFRASTRUCTURE	PLANNING			
Mobility on Demand (MOD) Sandbox Demonstration Program - 5312	FTA	Funds projects that promote innovative business models to deliver high quality, seamless and equitable mobility options for all travelers.	Annual				<ul style="list-style-type: none"> • Private for-profit and not-for-profit organizations, including shared use mobility providers, and technology system suppliers • Operators of transportation services, such as employee shuttle services, airport connector services, university transportation systems, or parking and tolling authorities • State or local government entities • Other organizations that may contribute to the success of the project team including consultants, research consortia or not-for-profit industry organizations, and institutions of higher education 	https://www.transit.dot.gov/funding/grants/grant-programs/mobility-all-pilot-program-grants	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON- INFRASTRUCTURE	PLANNING			
Our Town	National Endowment for the Arts	Our Town is the National Endowment for the Arts' creative placemaking grants program. These grants support projects that integrate arts, culture, and design activities into efforts that strengthen communities by advancing local economic, physical, and/or social outcomes.	Aug-21		X		<ul style="list-style-type: none"> • Arts Engagement (Artist residency, art festivals, community co-creation of art, performances, public art) • Cultural planning (district, asset, and art) • Design (Artist/ designer-facilitated community planning, Design of artist space and cultural facilities, public space design) • Artist and creative industry support (Creative business and professional artist development) 	https://www.arts.gov/grants/our-town	Competitive

TABLE 5-2: State Funding Sources:

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Clean Mobility Options	Air Resources Board	The Program makes \$20 million available for zero-emissions shared mobility projects (such as car sharing, bike sharing, and on-demand sharing) in disadvantaged and low-income communities, including some tribal and affordable housing communities (California Climate Investments)	July	X			<ul style="list-style-type: none"> • Bikeshare programs • “Quick build” right-of-way safety improvements for bicycles and scooters 	https://www.cleanmobilityoptions.org/	Formula
Sustainable Transportation Equity Project (STEP)	Air Resources Board	<p>The Program makes \$2 million available for planning and capacity building grants. Funding is intended to help low-income and disadvantaged communities identify residents’ transportation needs and prepare to implement clean transportation and land use projects.</p> <p>The Program makes \$20 million available for one to three implementation block grants to fund clean transportation and land use projects in disadvantaged communities. Funded projects will work together to increase community residents’ access to key destinations so they can get where they need to go without the use</p>	August	X	X	X	<ul style="list-style-type: none"> • New bike routes (Class I, Class II, or Class IV) and supporting infrastructure • Publicly-accessible bike parking, storage, and repair infrastructure (e.g., bike racks, bike lockers, bike repair kiosks) • New walkways that improve mobility/ access/safety of pedestrians (nonmotorized users) • Street crossing enhancements, including accessible pedestrian signals 	https://ww3.arb.ca.gov/msprog/ct/opportunitiesgov/step.htm	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Local Streets and Roads (LSR) Program	California Transportation Commission	The purpose of the program is to provide approximately \$1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.	Unavailable		X		<ul style="list-style-type: none"> • Implement enhanced crosswalk signing and striping • Create safety separation between motorists, bicyclists and pedestrians • Design and construction of school access and safety improvements to six schools (SRTS) 	https://catc.ca.gov/programs/sb1/local-streets-roads-program	Formula
Solutions for Congested Corridors (SCCP)	California Transportation Commission	The purpose of the program is to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes \$250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.	Every Two Years		X		<ul style="list-style-type: none"> • Construct Class I and Class II bikeways • Pedestrian improvements and plaza at a transit station • Intersection improvements 	https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
State Transportation Improvement Program (STIP)	California Transportation Commission/ California Department of Transportation (Caltrans)	The STIP is the biennial five-year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. Local agencies should work through their Regional Transportation Planning Agency (RTPA), County Transportation Commission, or Metropolitan Planning Organization (MPO), as appropriate, to nominate projects for inclusion in the STIP.	Every Two Years	X			<ul style="list-style-type: none"> • Bike/ped Overcrossing and Access Improvements and bicycle and pedestrian bridge • Class I, II, III, & IV bike lanes • Multi-Use paths • Complete Streets improvements 	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program	Competitive
Urban Forestry Program	California Department of Forestry and Fire Protection (CAL FIRE)	This program funds Urban Greening projects that result in the conversion of an existing built environment into green space that uses natural and green infrastructure approaches to create sustainable and vibrant communities.	Unavailable	X		X	Urban Forest Expansion and Improvement <ul style="list-style-type: none"> • Urban Forest Management Activities • Urban Wood and Biomass Utilization 	https://www.fire.ca.gov/grants/urban-and-community-forestry-grant-programs/	Competitive
Infill Infrastructure Grant Program for Small Jurisdictions	California Department of Housing and Community Development	The purpose of the program is to provide grants for Capital Improvement Projects in support of Qualifying Infill Projects or Qualifying Infill Areas. Funding for this NOFA and program requirements are provided under Assembly Bill 101 (Stats. 2019, ch. 159, 20) and Part 12.5 (commencing with section 53559) of Division 31 of the Health and Safety Code.	Varies	X				https://www.hcd.ca.gov/grants-funding/active-funding/iigp.shtml	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Land and Water Conservation Fund (LCWF)	California Department of Parks and Recreation	The LWCF is a program to conserve irreplaceable lands and improve outdoor recreation opportunities. The program can be used for local efforts to support state and local parks and playgrounds and to provide the tools that communities need to meet their diverse conservation and recreation needs.	Annual	X	X		<ul style="list-style-type: none"> • Recreational areas, trails • Support for community parks, trails recreational access sites and open spaces 	https://www.lwcfcoalition.com/	Formula
Regional Park Program (Prop 68)		This program provide competitive grants to create, expand, or improve regional parks and regional park facilities. This is a Proposition 68 (2018 Bond Act) program.	Unavailable	X	X		<ul style="list-style-type: none"> • Acquisition for public access and use • Multiuse trails 	https://www.parks.ca.gov/?page_id=29940	Competitive
Statewide Park Program		The goal of this program is to create new parks and new recreation opportunities in underserved communities across California.	December	X	X		<ul style="list-style-type: none"> • Acquisition of land • Jogging and walking loop, par course, running track • Non-motorized trail, pedestrian/ bicycle bridge, greenbelt/linear 	https://www.parks.ca.gov/?page_id=29939	Competitive
Recreational Trails Program (RTP) (Prop 68)		The RTP provides funds to the States to develop and maintain Recreational Trails and trail-related facilities for both non-motorized and motorized Recreational Trail uses.	Annually	X	X		<ul style="list-style-type: none"> • Acquisition of land • Rehabilitation of trails, Trailside and Trailhead Facilities • Construction of new trails • Maintenance of existing trails 	https://www.parks.ca.gov/?page_id=24324	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Habitat Conservation Fund (Prop 117)	California Department of Parks and Recreation	The Habitat Conservation Fund allocates approximately \$2 million each year to cities, counties, and districts for nature interpretation programs to bring urban residents into park and wildlife areas, protection of various plant and animal species, and acquisition and development of wildlife corridors and trails.	Unavailable	X	X		<ul style="list-style-type: none"> • Acquisition of land • Trail Development 	https://www.parks.ca.gov/?page_id=21361	Competitive
Active Transportation Planning Grants (ATP)	California Department of Transportation (Caltrans)	Funding for Sidewalks, bike lanes, trails, Safe Routes to School programs, and pedestrian and bicycle plans. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program.	July-September	X	X	X	<ul style="list-style-type: none"> • Capital Improvements • Bicycle, pedestrian Plan • Safe Routes to School Plan • Active Transportation Plan • Education, Encouragement, and Enforcement Activities • Quick-Build Project 	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program	Competitive

Imperial County Regional Active Transportation Plan

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Transportation Development Act (TDA) Article 3 (SB 821)	California Department of Transportation (Caltrans)	The goal of this act is to improve existing public transportation services and encourage regional transportation coordination. TDA established two funding sources; the Local Transportation Fund (LTF), and the State Transit Assistance (STA) fund. Providing certain conditions are met, counties with a population under 500,000 (according to the 1970 federal census) may also use the LTF for local streets and roads, construction and maintenance. The STA funding can only be used for transportation planning and mass transportation purposes.	Annually • Article 3 Bicycle and Pedestrian projects and Article 3 Transit Stop Access Improvement Program.	X		X	<ul style="list-style-type: none"> Partners with member jurisdictions to apply for the Transit Stop Access Improvement Program for ADA bus stop improvements and amenities 	https://dot.ca.gov/programs/rail-and-mass-transportation/transportation-development-act	Formula
Sustainable Transportation Planning Grants	California Department of Transportation (Caltrans)	The program includes \$29.5 million to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.	Annually			X	<ul style="list-style-type: none"> Safe Routes to School Plan Active Transportation Plan Bike/ped Trail/ Path Feasibility Study Complete Streets Plan Sustainable Communities Plan Transit-Oriented Development Plan First/Last Mile Connectivity Plan 	https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Urban Greening	California Natural Resources Agency	<p>The Program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Must include at least one of the following:</p> <ul style="list-style-type: none"> • Sequester and store carbon by planting trees • Reduce building energy use by strategically planting trees to shade buildings • Reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. (California Climate Investments) 	Unavailable	X			<ul style="list-style-type: none"> • Non-motorized urban trails that provide safe routes for both recreation and travel between residences, workplaces, commercial centers, and schools • Projects that expand or improve the usability of existing active transportation routes (e.g., walking or bicycle paths) or create new active transportation routes that are publicly accessible by walking • Complete Green Streets 	https://resources.ca.gov/grants/urban-greening	Competitive
Environmental Enhancement and Mitigation (EEMP)	California Natural Resources Agency and Caltrans	The EEMP is an annual program established by legislation in 1989 and amended on September 26, 2013. It offers grants to local, state and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities.	Unavailable	X				https://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem/	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Local Partnership Program - Competitive and Formulaic	California Transportation Commission	The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding includes \$200M/year to improve aging Infrastructure, Road Conditions, Active Transportation, Transit and rail, Health and Safety Benefits	March - June	X	X	X	<ul style="list-style-type: none"> • Close sidewalk gap, install class II bike lanes and cycle track, curb extensions, pedestrian enhancements, improvements to lighting and signage • Construct 4 single-lane and 1 multi-lane roundabouts, and improvements to street, pedestrian and bicycle facilities • Expressway pedestrian overcrossing 	https://catc.ca.gov/programs/sb1/local-partnership-program	Both
Transit and Intercity Rail Capital Program (TIRCP)	CalSTA and Caltrans Division of Rail and Mass Transportation	The TIRCP provides grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.	January	X	X	X	<ul style="list-style-type: none"> • Pedestrian and bike trail • First/last mile connections via bike lanes and separated paths • Bike share programs • Bike parking facilities • Plans 	https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog https://dot.ca.gov/programs/rail-and-mass-transportation/transit-and-intercity-rail-capital-program	Both

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON- INFRASTRUCTURE	PLANNING			
State Highway Operations and Protection Program (SHOPP)	Caltrans Office of SHOPP Management	The Office of SHOPP Management is responsible for planning, developing, managing and reporting the four year SHOPP portfolio of projects. The Program is the State Highway System's "fix it first" program that funds repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System.	Unavailable	X			<ul style="list-style-type: none"> • Upgrade sidewalks to ADA compliance • Reconstruct damaged pavement • Add bike lanes to updated corridors • Upgrade pedestrian push buttons, refresh striping, and improve pedestrian and bicycle access 	https://dot.ca.gov/programs/transportation-programming/state-highway-operation-protection-program-shopp-minor-program-shopp	
Office of Traffic Safety Grant Program	Office of Traffic Safety	The Program provides annual funds to prevent serious injury and death resulting from motor vehicle crashes so that all roadway users arrive at their destination safely. Funds can be used for bicycle and pedestrian safety	Due in January		X		<ul style="list-style-type: none"> • Safety education and encourage • Campaigns to promote safety • SRTS safety programs 	https://www.ots.ca.gov/Grants/	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Affordable Housing and Sustainable Communities Program	Strategic Growth Council and Department of Housing and Community Development	The Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. The Program included \$550M in its latest round. (California Climate Investments)	February	X	X		<ul style="list-style-type: none"> • Class I, II, III, & IV bike facilities • Active transportation projects to encourage connectivity to transit networks • Bikeways and sidewalks to affordable housing and transit center • Install dedicated bicycle facilities • Pedestrian facilities such as bulb-outs 	https://hcd.ca.gov/grants-funding/active-funding/ahsc.shtml	Competitive
California Energy Commission Blueprints for Medium- and Heavy-Duty Zero-Emission Vehicle Infrastructure	California Energy Commission	<p>For planning “blueprints” that will identify actions and milestones needed for implementation of medium- and heavy- duty zero-emission vehicles and the related electric charging and/or hydrogen refueling infrastructure. This is a planning grant to:</p> <ul style="list-style-type: none"> • Build upon, but not be duplicative of previous planning efforts funded through the CEC. • Be comprehensive and implementable to assist fleets in the complete transition to MD/HD zero-emission vehicles and infrastructure. • Identify electric charging and/or hydrogen refueling requirements needed for the planned transition to or acquisition of MD/HD vehicles. 	Unavailable	X			<p>Planning funds to chart next steps for:</p> <ul style="list-style-type: none"> • Zero-emission buses • Electric charging of buses • Hydrogen refueling stations 	https://www.energy.ca.gov/filebrowser/download/1166	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
California Energy Commission Zero-Emission Transit Fleet Infrastructure Deployment	California Energy Commission	To fund electric vehicle charging or hydrogen refueling infrastructure needed to support the large-scale conversion of transit bus fleets to zero-emission vehicles at multiple transit agencies serving diverse geographic regions and populations. Total available funding: \$20 million	Annual	X			Planning funds to chart next steps for: • Zero-emission buses • Electric charging of buses • Hydrogen refueling stations	https://www.energy.ca.gov/solicitations/2020-07/gfo-20-602-zero-emission-transit-fleet-infrastructure-deployment	Competitive
Local Partnership Grant Program	California Transportation Commission	Improvements to transit facilities, including guideways, that expand transit services, increase transit ridership, improve transit safety, enhance access or convenience of the traveling public, or otherwise provide or facilitate a viable alternative to driving.	Summer 2021		X		• Alternative fuel buses acquisition • Charging infrastructure to fuel/power alternative fuel buses • Maintenance facility upgrades or construction of new O&M facilities • Innovative fare payment systems • New operational model • Bus shelter improvements • Fare collection upgrades	https://catc.ca.gov/programs/sb1/local-partnership-program	Both
Placemaking Grants	National Association of Realtors (NAR)	Placemaking means many things to different people, but NAR looks at placemaking as a way to make communities better places to live by transforming unused and underused sites and “eyesores” into welcoming destinations accessible to everyone in a community.	October 15, 2021		X		• Amenities (street furniture, paint, signage, materials, landscaping, murals, etc.) • Site preparation • Artist fees	https://realtorparty.realtor/community-outreach/placemaking/	Competitive

FUNDING SOURCE	FUNDING ORIGIN	PURPOSE/ DESCRIPTION	FUNDING CYCLE	ACTIVE TRANSPORTATION			PROJECT EXAMPLES	WEBSITE	COMPETITIVE / FORMULA
				INFRASTRUCTURE	NON-INFRASTRUCTURE	PLANNING			
Levitt AMP Music Series	Levitt Foundation	An exciting matching grant program made possible by the Mortimer & Mimi Levitt Foundation, a national creative placemaking funder dedicated to strengthening the social fabric of America through the power of free, live music. With Levitt AMP, the joy of free, live music is bringing communities together in small and mid-sized towns and cities across the country.	Annual		X		• Free Music Series	https://grant.levittamp.org/submit-a-registration/	Competitive
Online Fundraising Platform	IOBY	<p>ioby stands for “in our backyards,” but it also stands for taking care of each other, for civic participation, and for trusting neighbors to know what’s best for the neighborhood.</p> <p>ioby gives local leaders the ability to crowdfund the resources they need to build real, lasting change from the ground up. Our crowdfunding platform helps connect local leaders with support and funding from their communities to make our neighborhoods more sustainable, healthier, greener, more livable, and more fun.</p>	Ongoing		X		<ul style="list-style-type: none"> • Clear air programs • Clean water programs • Climate change programs • Compost programs • Education programs • Mutual Aid programs • Open Space & Greening programs • Public Health & Nutrition programs • Recycling programs 	https://ioby.org/	
Transformative Climate Communities (TCC)	Strategic Growth Council/ Department of Conservation		February	X				http://www.sgc.ca.gov/programs/tcc/	

TABLE 5-3: Local Funding Sources:

FUNDING SOURCE	FUNDING ORIGIN	FUNDING CYCLE
Special Habitat Conservation Programs	Regional MPOs/Local Cities	Unavailable
Special Parks and Recreation Bond Revenues		
Special Transportation Bonds and Sales Tax Incentives		
Sustainable Communities Program (SCP) ¹	Southern California Association of Governments (SCAG)	Annual Budget May-July
Local Community Engagement and Safety Mini-Grants ²		
Advertising Sales/Naming Rights	Local Jurisdictions	Annual Budget
Community Facilities District (CFD)		
Infrastructure Financing District (IFD)		
Facilities Benefit Assessment District (BFA)		
Easement Agreements/Revenues		
Equipment Rental Fees		
Facility Use Permits Fees		
Fees and Charges/Recreation Service Fees		
Food and Beverage Tax		
General Fund		
General Obligation Bonds		
Intergovernmental Agreements		
Lease Revenues		
Mello Roos Districts		
Residential Park Improvement Fees		
Park Impact Fees		
Traffic Impact Fees		
In-Lieu Fees		
Pouring Rights Agreements		
Private Development Agreements		

Websites:

¹ <https://scag.ca.gov/sustainable-communities-program>² <https://scag.ca.gov/apply-mini-gran>

FUNDING SOURCE	FUNDING ORIGIN	FUNDING CYCLE
Surplus Real Estate Sale Revenues Revenue Bond Revenues Sales Tax Revenues Transient Occupancy Tax Revenues Wastewater Fund Reserves Utility Taxes	Local Jurisdictions	Annual Budget
Business Improvement Districts (BID) Maintenance Assessment Districts (MAD) Property Based Improvement Districts (PBID) Landscape Maintenance District (LMD)	Non-profits, Business Organizations or City	Unavailable
Various Sports Field Grants	Various Agencies, Foundations and Corporations	
Community Health Initiatives	Kaiser Permanente	
America's Historical Planning Grants	National Endowment for Humanities	
Corporate Sponsorships	Private Corporations	
Private Sector Partnerships	Non-Profit Corporations	Unavailable
Foundation Grants	Private Foundations	
Private Donations	Private Individuals	
Irrevocable Remainder Trusts		Unavailable
Targeted Fund-raising Activities	Local Jurisdictions	
Healthy Places by Design	Robert Wood Johnson Foundation	Twice a year
PeopleForBikes Community Grant Program	PeopleForBikes/Partners	