



City of Imperial

Final Circulation Element

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CIRCULATION ELEMENT

I. INTRODUCTION

The Circulation Element addresses broad issues of physical mobility and how goods and people move about the community. The Element further addresses both the current and future needs of the community for transportation facilities efficiency. A major aspect of this element relates to the convenience of the transportation and circulation system. This Circulation Element also shows, in map form, the location of existing and future streets, highways, and alleys. Other transportation facilities, including airport and rail facilities, are also clearly identified and integrated into the overall circulation system. Included among these other facilities are public transportation, bicycle route systems, and recreational and equestrian trails.

The City of Imperial is committed to enhancing circulation and access for its residents, businesses, and visitors. The foundation of the City's circulation system is the planned transition to a multi-modal transportation network (e.g. ability to serve all the aforementioned modes of travel)—this includes sidewalks and crosswalks, bikeways, roadways, pathways, and public transit routes; as well as the City's movement of goods including a freight rail system, truck routes, and airport facilities. This Circulation Element identifies existing conditions and addresses the current and future needs of the community and its transportation facilities.

A. Background and Purpose

The current circulation system in the City of Imperial is highly automobile-oriented. The City contains a circulation system which is predominantly oriented in a north/south and east/west grid system. The roadway network is also incomplete and includes several unimproved and dead-end streets. This causes an overall lack of roadway connectivity throughout the City leaving few options for motorists to access the major arterial, Highway 86 (SR-86), that provides access to the surrounding communities and region. Meanwhile, Imperial Valley (IV) Transit Bus Routes serving the City provide local and regional connections along SR-86, but the residential and commercial areas west of SR-86 lack transit accessibility. Many of the City's major roadways lack bicycle and pedestrian facilities. As a result of these deficiencies, the evolution of the planned circulation system needs to enhance all modes to effectively serve all areas of the City equally.

The Circulation Element must be compatible with the Land Use Element to ensure that adequate transportation facilities are provided to support the planned residential, commercial, and industrial land uses. Streets and public access are the primary motivators in the determination of the density/intensity of development an area can accommodate. The Circulation Element complements the Land Use Element by providing a circulation system capable of accommodating the traffic volumes produced by the various residential, commercial, and industrial land uses. The location and size of the existing and planned street system is one of the foremost determinants in measuring the community's ability to accommodate increased growth in the future.

Strategically enhancing and managing the circulation network is critical in further development of the City's commercial and industrial areas, and its residential neighborhoods. A robust and

interconnected transportation system is a key contributor to the economic and social health of a Community. This philosophy supports the development and maintenance of a network of transportation options that effectively connects people to places within the City. Implementation of this philosophy will assist in maximizing the quality, comfort, safety, and livability of the City's streets, sidewalks, trails, and multi-modal transportation system.

B. Scope and Content

How and when the roadway network within the City is constructed will have a great impact on the potential and character of future growth. Given that the City will grow from a small town into a medium sized city, it is essential to have policies in place for a comprehensive network of alternative transportation modes. Special emphasis is placed on connectivity to the Focus Character Areas (defined in the Land Use and Community Character Element). Connectivity to these Areas is provided via multiple modes, with context sensitive design, primarily along the following corridors:

- State Route (SR) or Highway 86
- Austin Road
- Imperial Avenue
- Neckel Road
- Barioni Boulevard
- Aten Road

One key theme of the General Plan is connecting people to places. One way to accomplish this is to implement "**complete streets**." Complete streets balance the needs of all users—including pedestrians, bicyclists, motorists, transit riders, seniors, children, and those with disabilities—in the planning, design, and construction of all transportation projects.

C. California Complete Streets Act (AB 1358)

As previously noted, this Element intends to assure a balanced multi-modal network. Assembly Bill 1358 was signed into law in 2008 with the primary commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity. The resulting Government Code Section 65302 (b) requires jurisdictions to substantially revise their Circulation Element so as to assure a balanced, multimodal transportation network that meets the needs of safe and convenient travel. In the heart of complete streets is ensuring that roads and other transportation facilities provide safe mobility for all travelers, not just motor vehicles. This includes pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, user of public transportation in addition to motorists.

One important distinction, as it relates to complete streets, is that they must be considered within a system-wide context. For example, providing bicycle lanes on every roadway may not be necessary for the street to be complete; as long as the bicycle network is complete and provides for circulation throughout the City. Similarly, while all streets should provide sidewalks or trails for walking, certain streets would be designated as pedestrian priority streets where

wider sidewalks, traffic calming or other amenities will be focused. This system-wide approach is known as “Layered Networks” and enhances the feasibility of implementing complete streets, especially for existing roadways.

D. Street Typologies

When transportation planners use to accommodate only the single-occupant vehicle, Roadway classifications (i.e. primary arterials, secondary arterials, collectors, etc.) were a key terminology used in describing and planning for streets. In fact, there was a hierarchy of roadway classifications, with primary arterials serving the highest volume/speed of traffic, while collectors were facilities that provided vehicle access to adjacent properties. While the Roadway Classification system does a good job of dispersing and managing vehicular traffic it all but ignores the other modes of travel. Therefore, this Circulation Element identifies roadway classifications but mainly focuses on street typologies, as it better addresses all modes of transportation: pedestrian, transit, bicycles, and vehicles and better relates to the fronting land uses.

Street typologies relate to how Complete Streets interact with all users of the system (bicycles, pedestrians, transit, etc.) by ensuring that the roadway is designed and implemented in a way that is supportive of the preferred modes through the corridor. Street typologies also include an assessment of the adjacent land uses, and strive to provide a mobility system that is complementary to the adjacent development. Additionally, street typologies can be developed to address other key components of the system, such as landscaping to improve water quality, and providing shade for pedestrians and bicycles.

II. EXISTING CONDITIONS

A. Roadway System

The City of Imperial's circulation system is predominantly oriented in a north/south and east/west grid system. The major north/south arterial system consists of Austin Road, Imperial Avenue, State Highway 86, P Street (Clark Road), and Dogwood Road. The major east/west arterial system consists of Ralph Road, Neckel Road, Fifteenth Street, Barioni Boulevard (Worthington Road) and Aten Road. These streets have independent roadway development classifications as follows:

Table II-1
City of Imperial Major Street Classifications & Guidelines

CLASSIFICATION	ROW/PAVED WIDTH	NO. OF LANES
Highway	300/226 Feet	4
Major Arterial	102/80 Feet	4
Secondary Arterial	84/50 Feet	2
Industrial Collector	70/44 Feet	2
Residential Collector	60/40 Feet	2

In 2015 the City of Imperial contained over seventy lineal miles of roadway (Source: ICTC, 2015). Additionally there were six signalized intersections in the City, which include the Intersections of Aten Road/Highway 86, Barioni Boulevard/Highway 86, 15th Street/Highway 86, La Brucherie/Aten Road, Clark Road/Aten Road, and Cross Road/Aten Road. A seventh signalization is under construction at the Aten/Dogwood intersection. A more detailed discussion for each of the facilities roadway classification is noted below. Following each roadway classification is the corresponding streets within the City of Imperial planned for or designed with said classification.

State Highways are main roads that typically connect major towns or cities and are designed for high speed traffic. Highways collect a large volume of traffic with speed limits from 55 to 70 miles per hour. The City of Imperial has approximately 3.5 lineal miles of highway within its incorporated City Limits. Highway 86, a major four lane Expressway, is located within the City of Imperial and is maintained and managed by the City. The State Department of Transportation also controls the State Highway right-of-way.

Arterials provide for all modes of travel, but they acknowledge that the arterial is a primary link in the City's vehicular transportation system. Key facilities include SR-86 which extends the entire length of the City, serving both the east and west areas. As the City's main arterial, SR-86 links the City of Imperial to El Centro, and links some of the key destinations including Downtown, the Fairgrounds, and the Airport.

Major Arterials - Major arterials move traffic through a City from one point to

another. Speed limits on major arterials are typically 45 mph and are designed with four lanes. On-street parking should be limited and residential lots should not have direct access onto major arterials. The City of Imperial has over eight (8) lineal miles of existing and planned major arterials within its current incorporated City Limits.

- **Ralph Road**-The majority of Ralph Road that lies within the City's Sphere of Influence is currently within unincorporated areas of Imperial County and has a pavement width less than the designed pavement width/capacity of a major arterial. Ralph Road is currently a two-lane, undivided, roadway between SR-86 and Clark Road. Pedestrian facilities (sidewalks) are located on the south side of the roadway, and no bicycle facilities are located within the roadway right-of-way. On-street parking is prohibited along both sides of the roadway. West of SR-86, Ralph Road continues as an unimproved facility.
- **Neckel Road**- The majority of Neckel Road that lies within the City's Sphere of Influence is currently within unincorporated areas of Imperial County and has a pavement width less than the designed pavement width/capacity of a major arterial. Neckel Road is currently a two-lane, undivided, roadway between Austin Road and Morningside Drive. There are pedestrian facilities (continuous sidewalks are located on both sides of the roadway), but no bicycle facilities are located within the roadway right-of-way. On-street parking is prohibited along all of Neckel Road. West of Morningside Drive, the roadway is an unimproved facility.
- **Barioni Boulevard (Worthington Road)**- The majority of this major arterial, within the Sphere of Influence boundaries, is within the incorporated City Limits as Barioni Boulevard, but not improved as a four lane roadway. Roadway sections within unincorporated areas of Imperial County are noted as Worthington Road and have a pavement width less than the designed capacity of a major arterial. This roadway serves as a major east-west connection for the City of Imperial, and the Imperial Valley, as a whole. There are pedestrian facilities (sidewalks) continuously located on both sides of the roadway, between La Brucherie Road and North M Street. There are currently no bicycle facilities located within the roadway right-of-way.
- **Aten Road**- All of Aten Road within the City's Sphere of Influence is within the Imperial City Limit boundary. The entire roadway segment between Austin Road and Dogwood Road are improved with four lanes and to the full pavement width. Aten Road serves as a major connection between SR-86 and SR 111. There are pedestrian facilities (sidewalks) located sporadically on both sides of the roadway, and there are currently no bicycle facilities.
- **La Brucherie Road (Between Barioni Boulevard & Larsen Road)**- Although La Brucherie Road is designated as a major arterial, between Larsen Road at the north and Barioni Boulevard to the south, it is not improved to designed capacity, and is an unimproved facility north of Larsen Road.
- **P Street (Clark Road)**- There are many segments of P Street that are still within

unincorporated areas of Imperial County. P Street is currently not improved to its designed capacity.

- **Dogwood Road-** The majority of Dogwood Road within the Sphere of Influence is within unincorporated areas of Imperial County. Dogwood is a major arterial that links to several Imperial County communities and is further planned as a transit corridor. The roadway segment within Imperial's Sphere of Influence is not improved to its designed capacity.

Secondary Arterials - Secondary arterials move traffic in a similar manner as major arterials, except they are designed with two lanes instead of four lanes. These arterials carry a lower volume of traffic and typically have a 35 mph speed limit. On-street parking should be limited and residential lots should not have direct access onto secondary arterials. The City of Imperial has just over seven (7) lineal miles of existing and planned secondary arterials within the current City Limits.

Secondary Arterials Improved at Designed Capacity:

- Imperial Avenue
- Fifteenth Street

Secondary Arterials Not Improved to Designed Capacity:

- Cross Road
- Second Street
- Treshill Road
- P Street
- Huston Road
- Brewer Road

Collectors are meant to serve as intermediate facilities, connecting local areas to regional circulation corridors. Neckel Road, 15th Street, Aten Road, and Treshill Boulevard are auto-oriented collectors which prioritize vehicles, and provide east-west linkages through the City. Austin Road and Canal Road are north-south, auto-oriented collectors which provide access to local areas on the edges of the City. Nance Road, B Street, Barioni Boulevard, and a new facility to be added south of Aten Road are collectors which will prioritize bicycles and pedestrians through facility design and speed management. While some collectors are auto-oriented and others are bicycle- or pedestrian-oriented, services for all modes can be provided for accessibility.

Industrial Collectors - Industrial collectors have a wider curb to curb width in order to facilitate large truck movements. These collectors are designed for low volumes with speed limits 30 to 35 miles per hour. The City of Imperial has over just over three (3) lineal miles of existing and planned industrial collectors within the current incorporated City Limits. Industrial collectors primarily serve industrial development on the eastern side of the City, along the rail line. They provide for all modes of travel, but their primary purpose (and design) is to connect industrial uses to the regional transportation system. These collectors are designed such that heavy vehicles can access adjacent land uses.

Industrial Collectors Improved at Designed Capacity:

- La Brucherie Road (Aten Road to Airport)

Industrial Collectors Not Improved to Designed Capacity:

- First Street (east)
- Fourth Street (N Street to P Street)
- M Street
- N Street

Residential Collectors - Local collectors collect a smaller volume of traffic from a smaller area. Streets are usually two lanes wide with a speed limit of 25 to 30 miles per hour. Access is not restricted and on street parking is available. The City of Imperial has over fifty (50) lineal miles of existing and planned residential collectors within the incorporated City Limits.

Residential Collectors

- La Brucherie Road (South City Limits to Aten Road)
- First Street (west)
- Third Street
- Fourth Street (B Street to M Street)
- Remaining number and letter streets not previously mentioned.

There are numerous local streets referred to as neighborhood facilities which directly connect people to their households. Since these streets connect communities, they are a public space and are meant to serve bicycles, pedestrians, and vehicles. Transit is typically not provided on these facilities. These roadways should include traffic calming techniques (measures to control vehicular speed) and focus on the “person scale” through design and connectivity. The livability of this street is paramount to the success of the neighborhood.

B. Alternative Transportation System

As previously noted, complete streets require that roads and other transportation facilities provide safe mobility for all travelers, not just motor vehicles. This is largely accomplished through alternative modes of transportation. Typical elements that make up a complete streets include sidewalks, bicycle lanes (or wide paved shoulders), shared-use paths, designated bus lanes, safe and accessible transit stops, and frequent and safe crossing for pedestrians, including median islands, accessible pedestrian signals, and curb extensions. It is also important that the City further consider appropriate policies, standards, implementation measures and plans specifically for these areas. The alternative transportation systems play a vital role in this transportation network, therefore, the Circulation Element places an emphasis on improving conditions to support alternative modes of transportation while maintaining system-wide efficiency.

Transit Services and Facilities

The five IV TRANSIT Bus Routes serving the City of Imperial provide good local connectivity east of SR-86 and south to the City of El Centro. The portion of the City west of SR-86 is significantly under-served by transit. Street typologies typically prioritize transit and vehicular modes along the same facilities. For the City



of Imperial, Barioni Boulevard, SR-86 and Aten Road are recommended as transit priority roadways in coordination with the planned land uses described in the Land Use Element. This would provide north-south and east-west connections within the City. There are five IV Transit bus routes serving the City of Imperial. Barioni Boulevard, SR-86 and Aten Road are recommended as transit priority routes. There a total of three bus stops equipped with bus shelter facilities within the City Limits as noted below. A fourth bus stop is at Imperial Valley College within a future planned Sphere of Influence.

- Imperial Avenue just North of Barioni Boulevard along East
- East Barioni Boulevard just East of North K Street
- West Aten Road just East of La Brucherie Road

Bikeway Facilities

The City of Imperial's primary bicycle path is approximately 2.25 miles long and is located along Aten Road, on the southeast portion of the City connecting to Imperial Valley College. The 0.75 mile Class I pathway within the City is known as the "Imperial College Bike Path" which is clearly separated from traffic. The network also consists of 1 mile of Class II facilities which are bike paths adjacent to traffic lanes. Additionally there is 0.5 miles of Class III facilities which are shared lanes with traffic. The "Bikeways" paragraph in the "Transportation Planning" section of this Circulation Element provides more detailed information on the differences in facilities between Class I, II, and III. These facilities along Aten adequately connect bicyclists to the Imperial Valley College, but connectivity to other sections of the community are largely underdeveloped for Class I and Class II bikeways.

Pedestrian & Trail Facilities

Walking is another environmentally friendly form of mobility that enhances both physical and social well-being. Well-designed pedestrian facilities are safe, attractive, convenient, and easy to use, as they contribute to a City's interconnected circulation system. On the western side of the City of Imperial, pedestrians are well-served by sidewalks that line both sides of the streets throughout the residential portions. However, cul-de-sacs do present an obstacle for pedestrians as they lack access to Circulation Element Roadways, as well as between neighborhoods. Most parts of the City contain pedestrian attractions, such as schools and parks, with the exception of the north-eastern neighborhood, which is under-served. However, the City's major vehicular roadway facilities, for the most part, lack pedestrian facilities.

Major arterials are often a barrier for pedestrians due to the high volumes and speed of traffic. Enhanced crosswalks serve as designated access points, making pedestrians more prominent in the roadway to attract the attention of drivers. SR-86 divides the City of Imperial east to west, and there are residents who choose to drive short distances because crossing the roadway is difficult and perceived as unsafe. Enhanced pedestrian crossings are recommended at five key intersections along the highway to enhance safety, facilitate crossings, and encourage pedestrian activity within the City. The five intersections are noted below:

- Aten Road and Highway 86
- 2nd Street and Highway 86
- 4th Street and Highway 86
- 6th Street and Highway 86

- Barioni Blvd and Highway 86

Facilities for Movement of Goods

The goods or freight movement system in the City of Imperial consists of a rail system, designated truck routes, and the Imperial County Airport. Each system is discussed below as it relates to the operation and service of transporting freight.






















- **Freight Rail System**-The Southern Pacific Railroad travels through the City of Imperial, east of SR-86. Freight is transported to points north and south, such as Brawley and El Centro.
- **Truck Routes**-The City of Imperial has truck routing policies which designate the City's truck route and detail the weight restrictions set forth for roadway facilities. The policies allow for heavy vehicles on the main arterial, SR-86, as well as on collectors, including Dogwood Road, Austin Road, and Keystone Road. The City's truck routing policies also task the City engineer with developing proper wayfinding signage indicating the streets and portions of streets that constitute the City's truck route. Special permits may be issued for heavy vehicles along restricted streets upon application approval from the City engineer, as well as a special permit fee.

Aviation Facilities-The Imperial County Airport is a county-owned public-use airport which operates within the City of Imperial. The facility is mostly used for general aviation and serves as the primary regional airport for freight-transported via air. The airport also serves nearby communities, including El Centro.

C. Compatibility of Multi-Modal Network System

The City must consider the needs of all users, needs of the community, traffic demand, impacts on alternative routes, and impacts on safety. Adapting the existing roadways for complete streets, or new roadways, into the current transportation network may pose a challenge. Agricultural facilities (irrigation canals), inconsistent right-of-way acquisition and varying roadway standards have resulted in areas with sometimes substantial variability in existing and potential future roadway improvements, and thus require that the City have some flexibility in solving special conditions on a case-by-case basis. Providing a guide that establishes priorities rather than requirements for complete streets has therefore been established. Table II-1, Complete Streets, provide a complete streets guide for the City of Imperial. The key to this table is identifying the preferred, non-preferred, and prohibited modes for each roadway based on its assigned typology.

**Table II-1
Complete Streets**

STREET	PRIORITIZED MODE	NON-PRIORITIZED MODE	PROHIBITED MODE	STREET TYPOLOGY
Circulation Element Roadway				
Aten Road				Auto-collector
Austin Road				Auto-collector w/ separate multi-use path
Barioni Boulevard				Bicycle/Pedestrian Collector
Neckel Road				Auto-collector
State Route 86				Arterial w/ separate multi-use
Planned Roadways				
Auto Collector				Collector
Bicycle/Pedestrian Collector				Collector
Neighborhood Streets				Neighborhood Streets
Industrial Streets				Industrial Streets
Multi-Use Paths				Separated Multi-Use Path

III. TRANSPORTATION PLANNING

A. Transportation Sustainability

Transportation planning used to focus on estimating the traffic volumes from future land uses and identifying the number of roadway lanes needed to service the traffic generated from such uses (and existing development) at a desired operating level. Now that transportation planning has shifted toward a new focus – one of promoting sustainability and balance for all users of the transportation system for a complete street, both factors must be taken into account. As such, the following concepts are essential in mobility planning and are integrated into this Circulation Element for a complete street objective. These concepts include:

1. **The D's of Smart Growth**—Integrating smart growth with the transportation system where **Density**, **Design**, **Diversity of uses**, **Distance to Transit**, etc. can be used to minimize traffic generation and enhance sustainability
2. **Transit Facilities and Service** – Focuses on supporting these services to increase the effectiveness of public transit
3. **Bikeways** – Providing a comprehensive system of bikeways to support circulation and accommodate riders of all abilities
4. **Pedestrian and Trail Facilities** – Establishing a robust trails system and identifying key corridors where pedestrian travel will be prioritized
5. **Freight and Goods Movement** – Identifying preferred facilities where goods can be moved through and distributed within the City. This is critical for the industrial and commercial vitality of the community
6. **Aviation Facilities** – Identifying and protecting local aviation facilities
7. **Traffic Calming/Management Technology** – Implementing state-of-the-practice and cutting edge technology to manage traffic flow and traffic calming more efficiently, reduce pedestrian crossing distances, and improve safety
8. **Transportation Demand Management (TDM)** – Implementing programs and measures to manage the amount of vehicles generated by a specific land use and to promote alternative modes of travel

B. Implementation of Transportation Concepts

The transportation concepts critical for sustainability, as it relates to the City of Imperial, are discussed in more detail below:

1. **The D's of Smart Growth**

As development, redevelopment, and revitalization occur along select corridors, implementation of the following strategies of smart growth (also known as the Eight D's) will provide the building blocks for improving circulation for all modes of travel:

- **Density** – The more compact the development is, the easier it is to promote transit, bicycles, and pedestrian travel.
- **Diversity** – Diversifying land use (i.e., making sure that households have easy and convenient access to retail uses, schools, and jobs) allows people to reduce the length of their trip; thus reducing vehicle emissions and promoting

walking, biking, and transit use.

- **Design** – Pleasant and safe biking/walking environments, short block lengths, landscaping and other design features that promote alternative modes of travel.
- **Destinations (or regional accessibility)** – Being located near a regional activity center promotes shorter trips and make active modes of travel (biking and walking) and transit more attractive.
- **Distance to Transit** – Locating land use in close proximity to transit promotes transit use and reduces the need to drive to the destination.
- **Demographics** – Providing supportive land use and affordability for a wide range of life styles and income ranges afford the ability for people to live in close proximity to where they work and play.
- **Development Scale** – Larger areas that are well planned and are connected together reduce trip making behavior compared to smaller (isolated) developments.
- **Demand Management** – Encourages people to manage the demand on the roadway system by promoting alternatives modes of travel.

2. Transit Facilities & Services

As previously noted there are five IV Transit bus routes serving the City of Imperial. For the purposes of planned future roadways, transit is expected to be prioritized, along with passenger vehicles, on collector streets such as Barioni Boulevard, SR-86, and Aten Road. Transit will be allowed, but not prioritized, on bicycle/pedestrian collectors and industrial streets such as Nance Road, B Street, and La Brucherie Road from Aten Road to the Imperial County Airport. Transit will be prohibited from accessing neighborhood streets and multi-use (bicycle and pedestrian) designated paths.

Currently, the major transit lines that serve residents of the City of Imperial operate along Highway 86, Imperial Avenue, Barioni Boulevard/Worthington, Highway 111 and Imperial Valley College, and along the southern portion of the City boundaries along Aten Road to La Brucherie Road. Although transit services are limited for most residents in the City of Imperial, the ICTC Short Range Transit Plan published in 2012 there are new services earmarked for the City of Imperial.

The City of Imperial has been allocated earmarked federal funding for the construction of a transit park. A decision on the construction location of the proposed transit park has not yet been finalized as of the date of this document. According to a 2014 Specific Operational Analysis for the Circulator Bus Design Project, the Imperial County Transportation Commission (ICTC) has also planned a "Red Line" circulator transit route to extend transit services throughout the City of Imperial. This new circulator route would make more stops within the City of Imperial, especially in the northern residential areas, and along Highway 86 between Barioni Boulevard and Aten Road. This would include new transit access to the main entrance of the Imperial County Airport, the Imperial County Fairgrounds, and direct north-south routes from the City of Imperial to the City of El Centro. However, as noted by ICTC, funding for completing the Red Line circulator has not yet been secured as of the adoption date of this element.

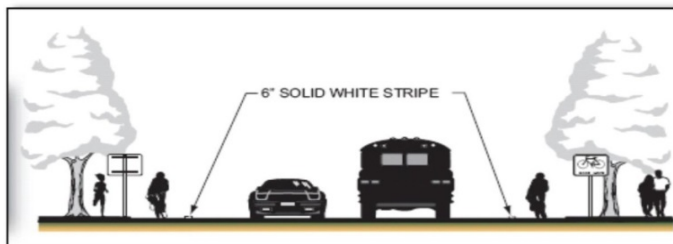
Bikeways

Providing a comprehensive system of bikeways to support circulation and accommodate riders of all abilities. Bicycling is considered an environmentally friendly mode of transportation that enhances both physical and social well-being. In addition to being flexible, this mode provides many public access, health, and economic benefits. Safe, convenient, attractive, and well-designed bicycle facilities are essential if this mode is to be properly accommodated and encouraged. Biking is integrated throughout the City's Complete Streets vision, and a network of bicycle facilities linking all areas of the City is envisioned within the County's and City's Bicycle Master Plans as noted in **Figure 1-City of Imperial Bicycle Master Plan**. The distinct types of bicycle facilities include:

Class I Bikeway (Bike Path): Paved "Bike Path" within an exclusive right-of-way, physically separated from vehicular roadways and intended specifically for non-motorized use. Class I Shared Use Paths are paved rights-of-way completely separated from an adjacent street or highway.



Class II Bikeway (Bike Lane): Signed and striped "Bike Lane" within a street right-of-way. Class II Bike Lanes are painted lanes for one-way travel on a shared street or highway.



Class III Bikeway (Bike Route): "Bike Route" within a street right-of-way identified by signage only. Class III Bike Routes are roadways shared by bicyclist and motor vehicle traffic and are identified by signage only.

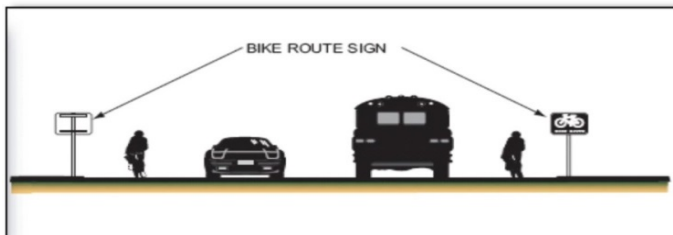
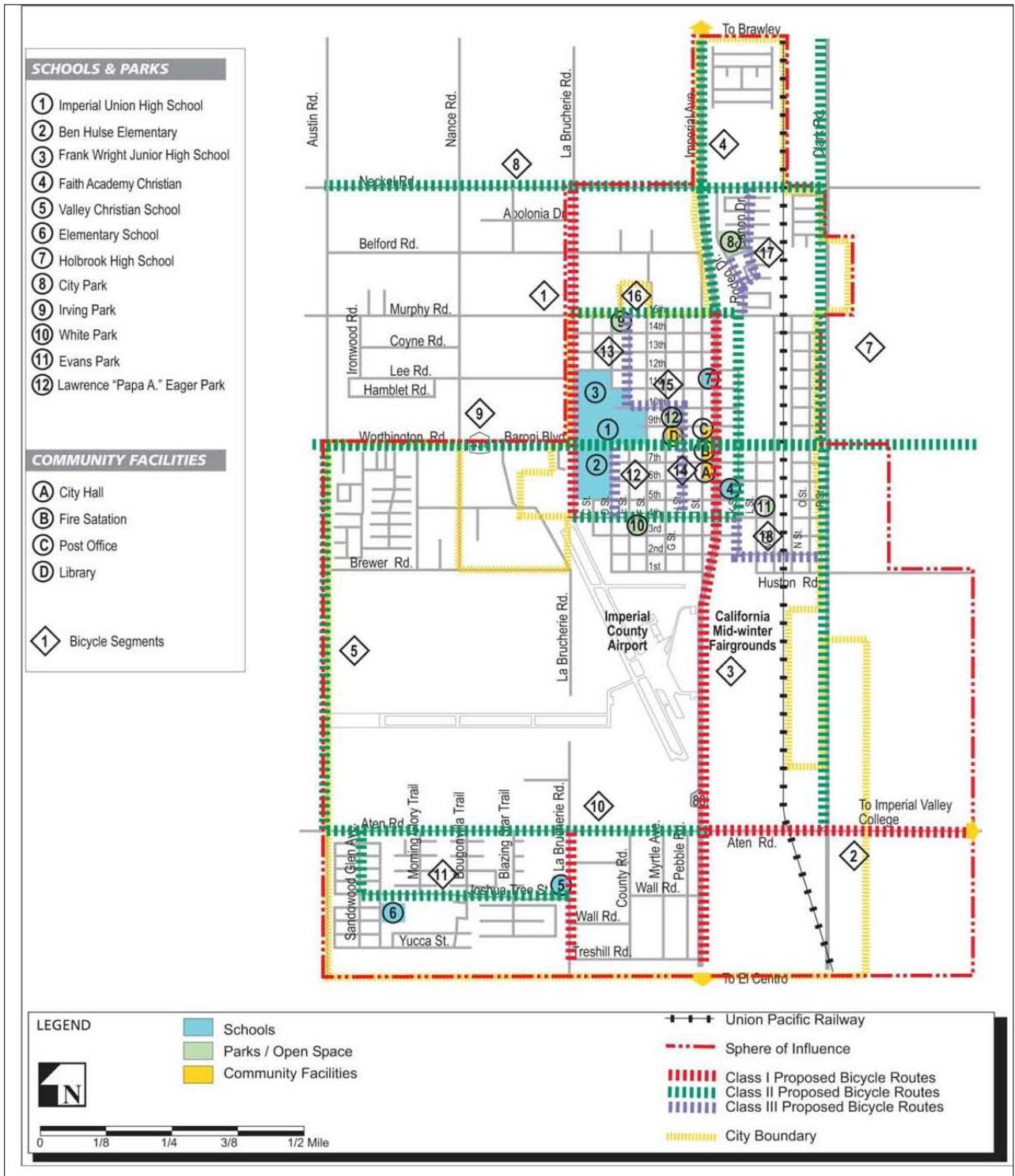


Figure 1 City of Imperial Proposed Bicycle Facilities



Source: County of Imperial Bicycle Master Plan Update: Final Draft 2011

3. Pedestrian and Trail Facilities

In addition to bicycling, walking is also an environmentally friendly mode of transportation. Walking enhances personal and social well-being and provides many benefits including access to many public places, health benefits and economic benefits. The City of Imperial strives to provide safe and convenient pedestrian facilities for its residents as part of its complete streets initiatives. All new development should further incorporate well-designed pedestrian facilities that are safe, attractive and convenient in addition to providing an overall greater quality of life.

The City of Imperial further intends on building upon and enhancing a robust trails system that will connect to the planned Regional Park and Equestrian Center to be located northwest of the City. There are generally two types of trails, urban trails, principally sidewalks, and multi-use paths along roadways. The purpose of these trails is to link residential neighborhoods with central areas of the community and the regional center. Both types of trail will utilize appropriate signage for directional guidance and consist of suitable designs and materials to accommodate the intended users.

Separated multi-use paths provide a safe facility away from the main roadway for use as bikeways, pedestrian walkways, or equestrian trails. These facilities provide bicycle, pedestrian, and equestrian connections along major collector roadways which prioritize vehicular use. The following multi-use paths are recommended to increase connectivity for non-vehicular uses.

- *Along Austin Road to provide a connection to the proposed equestrian uses north of the City*
- *Adjacent to SR-86 to serve the higher density focus areas, including Downtown and East Downtown*
- *Between Aten Road to Treshill Road, to connect the City of Imperial with Imperial Valley College located to the east*

4. Facilities for Freight & Goods Movement

The efficient movement of goods is essential for meeting basic consumer demands and requires interaction among various modes of travel. The goods or freight movement ground system in Imperial consists of the major truck routes and two rail lines that run north-south between Treshill Road and Ralph Road through the interior of the City, just east of Highway 86. The rail lines are maintained and operated by the Union Pacific Railroad. The railroad crossings have flashing lights at all crossings, which includes: Aten Road, 2nd Street, 15th Street, Ralph Road and Barioni Avenue.

The truck routes allow for the transport of goods on roads capable of handling the additional stress and are typically designated on roads away from residential exposure. The City of Imperial has three truck routes designated on Highway 86, Barioni Avenue/Washington Road and Dogwood Avenue.

5. Aviation Facilities

The City is served by the Imperial County Airport which covers an area of 370 acres. The airport is a County owned facility. Also known as Boley Field, it is mostly used for general aviation, but has scheduled passenger service from two commercial airlines SeaPort and SkyWest. The airport has four runways. For the 12-month period ending December 31, 2011, the airport had 14,589 aircraft operations, an average of 39 per day: 71% general aviation, 10% scheduled commercial, 2% air taxi, and 17% military. At that time there were 47 aircraft based at this airport: 83% single-engine, 8.5% multi-engine, and 8.5% helicopter.

6. Traffic Calming/Traffic Management

Traffic calming is encouraged within the City on neighborhood streets and other areas where high levels of pedestrian activity are envisioned. Traffic calming is a series of methods to reduce vehicle speeds, improve safety, and enhance quality of life. Traffic calming includes education, enforcement, and engineering (the three E's), where most traffic calming applications familiar to the public focus on engineering measures to change driver behavior (such as encouraging vehicles to travel at a lower rate of speed). Specific engineering applications of traffic calming include:

- *Horizontal deflection of the roadway, such as bulb-outs, chicanes, roadway narrowing, and roundabouts or traffic circles*
- *Vertical deflection of the roadway, including raised crosswalks, raised or textured intersections, or speed tables*
- *Traffic control devices, such as radar feedback signs, pedestrian-activated signals, and raised diverters or signs to limit turning movements at an intersection*

7. Transportation Demand Management (TDM)

One component of reducing the reliance of the single occupant vehicle is to implement a comprehensive TDM program. TDM consists of measures and policies to promote modes of travel other than the single- occupant, private automobile (i.e., carpooling, bicycling, walking, and transit). These measures can include employers providing transit passes to employees, developers providing secure bicycle parking and showers at key employment centers, preferred parking for carpools, or reduced parking supply to encourage non-auto travel modes.

C. Street Typologies and Land Use Focus Areas

The Land Use Element covers a variety of land use types. The Land Use Element's existing and future land use patterns shape the demand for transportation services and facilities. Land use efficiencies have a direct effect on how, when and where traffic is generated. Land use efficiencies are affected by densities, diversity and proximity of mixed land uses. The Land Use Plan reflects development trends in both City and Regional land use movement towards a more closely integrated grouping of land uses, which in turn can reduce the need for travel outside of a

neighborhood.

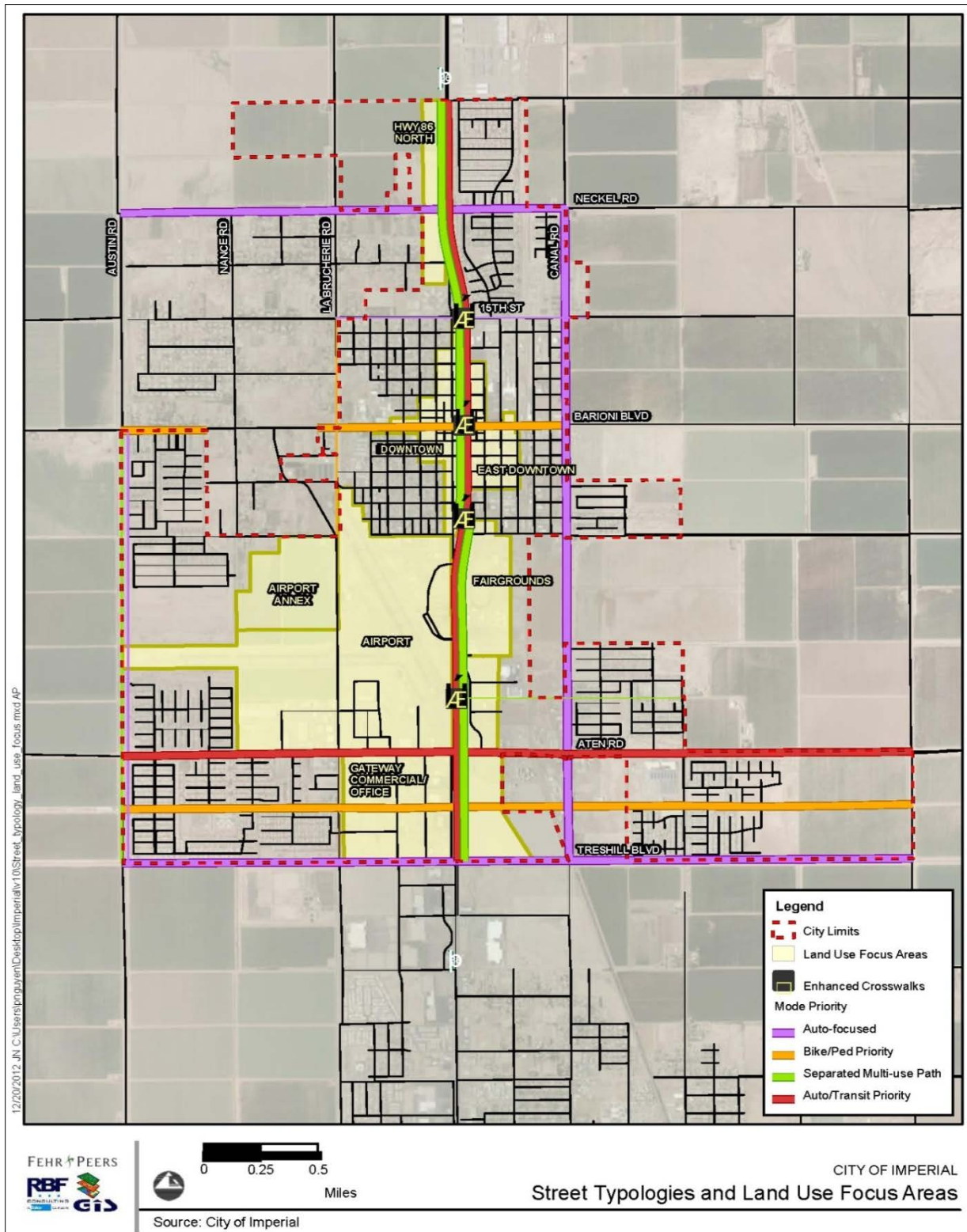
According to the FHWA National Household Travel Surveys, an average of 25% of vehicle trips are between home and work, while 75% are short trips running errands. Thus, proximity of complementary land uses allows more people to walk or bike. At the same time, the street system should be designed to assure that local traffic stays local, and regional travel is efficiently channeled to collectors and arterials.

Figure 2- Street Typologies and Land Use Areas in the preceding page identifies the automobile oriented corridors, corridors with auto/transit priority and the bike and pedestrian priorities as well as those that demand separation of multi-modal path.

The Circulation Element has shifted from dictating that no land use will be approved that will increase the traffic on planned or existing City streets above the street's existing design capacity at a "level of service" of "C" or above to possible levels of service "D" and "E" for some multi-modal facilities. This "level of service" criterion is the most traditional method used to determine the current and future needs for adequate circulation facilities with an assignment of A to F as noted below.

Level of Service	Table III-1 Roadway Performance Standard
LOS "A"	Represents free flow. Individual drivers have a high degree of freedom to select their travel speeds and are unaffected by other vehicles.
LOS "B"	Represents stable flow, but individual drivers are somewhat affected by other vehicles in determining travel speeds.
LOS "C"	Represents stable flow, but the selection of the speeds of individual drivers is significantly affected by other drivers.
LOS "D"	Represents a condition of high density, stable traffic flow in which speed and freedom of movement are severely restricted by the presence of other vehicles.
LOS "E"	Represents operating conditions at or near capacity. Individual vehicles have little free to maneuver within the traffic stream and any minor disruptions can cause a breakdown in the flow of traffic.
LOS "F"	Represents breakdown conditions. At this level of service, speeds are low, delays are high, and there are more vehicles entering the roadway than can be accommodated.

Figure 2-Street Typologies and Land Use Focus Areas



Although the City of Imperial, similar to many other jurisdictions, has started using Complete Streets as a performance standard, the level of services continues to be a factor. Complete Streets continue to require that streets be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

Table III-2, LOS and Street Typologies, identifies the maximum allowable vehicular LOS according to street typology. The designated LOS is allowable in conjunction with the amenities designated by mode. While the City typically maintains a threshold of LOS C, some street typologies which prioritize active modes allow a degraded vehicular LOS. For example, Barioni Boulevard is designated as a "Bicycle/Pedestrian Collector", and therefore is allowed a degraded vehicular LOS. By improving bicycle and pedestrian infrastructure with a Class III bicycle facility, sidewalks, and buffering, as well as providing transit amenities the intent is to increase the appeal for bicyclists and pedestrians. As a result, Barioni Boulevard's vehicular threshold is LOS E.

Table III-2
LOS and Street Typologies

STREET	MODE PREFERENCE			
	Transit	Bicycle	Pedestrian	Vehicular
Circulation Element Roadways				
Aten Road	>3 buses during peak hour	X	Sidewalks (both sides)	LOS C
Austin Road	X	Multi-use path	Multi-use path	LOS C
Barioni Road	>3 buses during peak hour and benches at stops	Class III facility	Sidewalks + buffering	LOS E
Neckel Road	X	X	Sidewalks (both sides)	LOS C
State Route 86	>3 buses during peak hour and bus shelters	Multi-use path	Multi-use path	LOS C
Planned Roadways				
Auto Collector	>3 buses during peak hour	X	Sidewalks (both sides)	LOS C
Bicycle/Pedestrian Collector	X	Bike lanes	Sidewalks + buffering	LOS D
Neighborhood Streets	X	Class III facility	Sidewalks + buffering	LOS D
Industrial Streets	X	X	Sidewalks (both sides)	LOS C
Multi-Use Paths	X	Separated path	Separated path	X

IV. GOALS, POLICIES, AND ACTIONS

The overarching goal of this Circulation Element is to develop a layered, circulation system that prioritizes one or multiple modes on each facility to promote the safe, efficient movement of people, goods, and vehicles while protecting and enhancing the quality of life for City of Imperial Residents.



GOAL #1 CIRCULATION & LAND USE

To plan land uses in conjunction with the circulation system to encourage future growth in areas of higher density on transportation nodes, which will better allocate City resources and limit vehicle miles traveled.

Policy 1.1 No land use should be approved that will degrade roadway operations below the standards set forth in Table III-2.

Action 1.1.1 The City should monitor the impact of surrounding land use on circulation systems to ensure that the circulation system is not overburdened by traffic from local and adjacent jurisdictions.

Responsible Agency: City of Imperial Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Action 1.1.2 Design dense nodes of commercial and retail businesses with reduced off-street parking that is accessible to public parking locations so people can park once for many errands/trips and reduce roadway use.

Responsible Agency: City of Imperial Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing



GOAL #2 SAFE & COMPLETE STREETS

To develop a multi-modal network and balanced transportation system that safely accommodates all modes of travel.

Policy 2.1 Develop effective Transportation Demand Management to manage the amount of vehicles generated by a land use by promoting alternative modes of transportation and continuing to utilize technology and intelligent transportation systems to stabilize street system flow and safety.

Action 2.1.1 Develop a Transportation Demand Management plan

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Action 2.1.2 Consider the needs of all modes of travel and for users of all ages and abilities in order balance the safety concerns of pedestrians and bicyclists with motor vehicles and emergency response to ensure that the safety of all users of the transportation system is considered concurrently with new proposed capacity enhancing transportation projects.

Responsible Agency: City of Imperial Engineering Department

Funding Sources: Developer Funds, Grant Funds, LTA Funds

Implementation Schedule: Ongoing

Action 2.1.3 Require appropriate traffic mitigation, including traffic calming measures as appropriate, in all new development.

Responsible Agency: City of Imperial Engineering Department

Funding Sources: Developer Funds, Grant Funds, LTA Funds

Implementation Schedule: Ongoing

Policy 2.2 The City shall coordinate safety measures with the agencies and emergency response personnel to reduce risks to local residents and visitors.

Action 2.2.1 Work with UPR to ensure proper maintenance of safety equipment at all railroad crossings including safety gates, lights, and other similar items within the City.

Responsible Agency: City of Imperial Planning Department, Police Department, and Fire Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Action 2.2.2. Work with UPR to maintain appropriate safety measure along the railroad corridor including barriers, at grade crossings, and if feasible installing grade separations for major thoroughfares at railroad crossings.

Responsible Agency: City of Imperial Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Action 2.2.3 Coordinate with emergency response personnel to develop street standards consistent with their needs.

Responsible Agency: City of Imperial Planning Department, Police Department, and Fire Department

Funding Sources: General Fund

Implementation Schedule: Ongoing



GOAL #3 CIRCULATION EFFICIENCY

Provide for the safe and efficient movement of goods throughout the City.

Policy 3.1 The City shall provide for the cohesive and efficient movement of goods throughout the City.

Action 3.1.1 Maintain designated truck routes to avoid problems associated with truck traffic on major, secondary, and local streets.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Action 3.1.2 Enforce the adopted Truck Route Ordinance and periodically review and update designated truck routes to ensure efficiency and limit adverse impacts to sensitive land uses.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Action 3.1.3 Encourage business owners to schedule deliveries during off-peak periods to limit freight impacts on other modes of travel and encourage commercial and industrial lots to be served by an alley which meets City standards.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Action 3.1.4 Promote access via alleyways along major roadways that would reinforce community character by de-emphasizing garages along street frontages.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Policy 3.2 The City shall provide for the coordination of freight services by the Union Pacific Railroad in a manner that reduces the level of periodic interruptions in the local circulation during high peak hours.

Action 3.2.1 Consult with other agencies and private entities to identify ways to maintain, improve, and expand rail services to safely meet the needs of residents and businesses.

Responsible Agency: Planning Department
Funding Sources: General Fund
Implementation Schedule: Ongoing

Policy 3.3 Access to major streets shall be limited to maintain capacity, efficiency and safety of the traffic flow within the context of the designated street typologies.

Action 3.3.1 Restrict Circulation Element Roadways access to approved points of ingress and egress through the relinquishment of access rights to the City.

Responsible Agency: Planning Department
Funding Sources: General Fund
Implementation Schedule: Ongoing

Action 3.3.2 Designate side streets as the preferred method of vehicle access to Circulation Element roadways.

Responsible Agency: Planning Department
Funding Sources: General Fund
Implementation Schedule: Ongoing

Action 3.3.3 Consider combined access in between adjacent properties prior to allowing independent access to a major street to reduce the overall number and frequency of access points.

Responsible Agency: Planning Department
Funding Sources: General Fund
Implementation Schedule: Ongoing

Action 3.3.4 Access points shall be coordinated with existing or planned access points on the opposite side of the street and with the breaks in medians.

Responsible Agency: Planning Department
Funding Sources: General Fund
Implementation Schedule: Ongoing

Action 3.3.5 Limit access to one point for 300 feet of frontage or one point per parcel, if the parcel has less than 300 feet of frontage, where direct access from a parcel to a major street is considered absolutely necessary; maintain 700 feet of intersection and access spacing on SR-86; and locate access points along major and secondary streets a minimum of 100 feet from the end of the curb return on all City streets.

Responsible Agency: Planning Department
Funding Sources: General Fund
Implementation Schedule: Ongoing

Action 3.3.6 Residential subdivisions shall not be approved with lot access directly to a major or secondary arterial street and require that all residential lots to have access directly to a local or collector street.

Responsible Agency: Planning Department
Funding Sources: General Fund
Implementation Schedule: Ongoing



GOAL #4 SYSTEM SUSTAINABILITY

Attain a sustainable transportation system that can be built, operated, and maintained, within the City's existing and future resources.

Policy 4.1 Streets shall be functionally classified according to the type of mode(s) they are designed to accommodate, as defined in II-1 and should be developed concurrent with and by new development in conformance to its type.

Action 4.1.1 Require all developers to construct all roadway, frontage and required off-site roadway improvements per assigned street classification.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Policy 4.2 The financing of improvements to the City circulation system made necessary by new development projects shall be borne by the developer.

Action 4.2.1 In the event that the traffic on local streets, particularly within a residential neighborhood, has or may exceed 5,000 vehicles per day as a result of a new development proposal, the City should require or commission a local traffic study to outline needed improvements to mitigate increased traffic levels.

Responsible Agency: Planning Department, Engineering Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Action 4.2.2 The City shall adopt and implement appropriate ordinances that require development proposal applicants to pay appropriate fees for the improvement and maintenance of the City circulation system for all modes.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Policy 4.3 The maintenance and improvement of the existing street systems shall be borne by the City and its residents and subsidized through grant funds, as they become available.

Action 4.3.1 The City should adopt and implement appropriate measures to defray the costs of improvements to the existing street system through the use of assessment district financing, grants and other sources of revenue.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Action 4.3.2 The City shall evaluate short-term and long-term operations and maintenance costs on all new transportation projects and budget accordingly.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Action 4.3.3 The City shall identify funding sources to improve/construct transportation facilities throughout the City.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Action 4.3.4 The City should periodically review and update and actively implement a five-year capital improvements plan for transportation system improvements.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing



GOAL #5 ACCESSIBLE TRANSIT

Develop a widely accessible transit system available to all segments of the community.

Policy 5.1 The City should assess the connection points between transit facilities and the various land uses and modes of travel and ensure that the transit resources can be easily accessed.

Action 5.1.1 The City shall develop a short-range transit plan to implement an efficient and useful public transportation system.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Action 5.1.2 City shall prioritize mixed-use, higher density developments as ideal locations for additional transit stops.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Action 5.1.3 Coordinate with IV Transit to increase the number of bus stops, routes and services for Imperial Residents as additional development occurs in the City to maintain similar levels of transit accessibility and usage as currently exist.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Policy 5.2 Transit services and facilities on roadways designated as having a transit priority shall be maintained in accordance with the standards outlined in the City's street design guidelines.

Action 5.2.1 The City should update the street design guidelines to include standards for the designated street typologies.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing



GOAL #6 BEAUTIFICATION & IDENTITY

Sustain a vision along City roadways and corridors that is identifiable to the City of Imperial.

Policy 6.1 The City shall coordinate with other jurisdictions to maintain seamless landscape and streetscape elements along major roadways connecting to the City.

Action 6.1.1 Coordinate with Caltrans all roadway improvements to Highway 86 to ensure consistent landscape and streetscape is proposed.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Policy 6.2 The City shall require new development within the City to maintain consistency among landscape and streetscape elements for projects along major roadways to create a more uniform approach to these elements.

Action 6.2.1 All major collectors shall be required to conform to approved landscape and streetscape features during plan check reviews.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Action 6.2.2 Bus Shelters along primary corridors shall be designed as public art or compatible with the building architecture at the development site.

Responsible Agency: Planning Department

Funding Sources: General Fund
Implementation Schedule: Ongoing



GOAL #7 GHG REDUCTION

Reduce the amount of Green House Gases emitted by vehicular use in the City of Imperial.

Policy 7.1 Develop a localized anti-idling ordinance to limit truck idling.

Action 6.1.1 Develop an anti-idling ordinance that should reference current statewide and regional regulations by the Air Resources Board and the Air Pollution Control District, as applicable.

Responsible Agency: Planning Department
Funding Sources: General Fund
Implementation Schedule: Ongoing

Policy 7.2 The City shall encourage ridesharing in both the public and private sectors as a means of reducing overall traffic generation.

Action 7.2.1 The Circulation Plan should identify future park-and-ride locations as opportunities for intermodal stations/facilities.

Responsible Agency: Planning Department
Funding Sources: General Fund
Implementation Schedule: Ongoing



GOAL #8 BICYCLE TRAIL NETWORK

Create and build upon a pedestrian, bicycle and multi-use trail network that facilitates commuting, traveling to work or school, and recreation.

Policy 8.1 Ensure that streets in areas with high levels of pedestrian activity (such as employment centers, residential areas, mixed use areas, and schools) support safe pedestrian travel.

Action 8.1.1 The City shall prioritize areas for pedestrian improvements (crossing, safety, and amenities) based on street typologies.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Action 8.1.2 The City shall periodically review and update the ADA Transition Plan to remove mobility barriers to public facilities and prioritize repairs.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Action 8.1.3 In all new development or redevelopment areas, developers shall provide detached sidewalks, bulb-outs, enhanced pedestrian crossings, and medians.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Action 8.1.4 The City shall work with public utility agencies to remove poles and other obstructions from sidewalks and pedestrian paths.

Responsible Agency: Planning Department, City of Imperial Engineering Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Action 8.1.5 The City shall promote the temporary closure of streets to create temporary pedestrian zones during Community events such as farmers markets, bicycle tours, and other events.

Responsible Agency: Engineering Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Action 8.1.6 Provide for direct pedestrian access to and from parking facilities.

Responsible Agency: Engineering Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Policy 8.2 Provide pedestrian connections and amenities so that all existing and new residential streets have a sidewalk or path on at least one side of the street and promote their use.

Action 8.2.1 Require that all new development or redevelopment projects provide pedestrian connections to the external pedestrian network when the connection point is within 350 lineal feet.

Responsible Agency: Planning Department

Funding Sources: General Fund
Implementation Schedule: Ongoing

Action 8.2.2 Pursue grant funding through programs such as "Safe Routes to School."

Responsible Agency: Planning Department
Funding Sources: General Fund
Implementation Schedule: Ongoing

Action 8.2.3 Allow no more than a ½-mile walking distance between each residential unit and neighborhood commercial uses.

Responsible Agency: Planning Department
Funding Sources: General Fund
Implementation Schedule: Ongoing

Action 8.2.4 Allow no more than a ¼ mile walking distance between each residential uses and recreational park space.

Responsible Agency: Planning Department
Funding Sources: General Fund
Implementation Schedule: Ongoing

Action 8.2.5 Develop a Pedestrian/Trail Master Plan that effectively addresses the needs of pedestrians.

Responsible Agency: Planning Department
Funding Sources: General Fund
Implementation Schedule: Ongoing

Policy 8.3 Improve safety conditions, efficiency, and comfort for bicyclists through design, maintenance, and law enforcement.

Action 8.3.1 Require that the public and private development in the City provide sufficient bicycle parking facilities.

Responsible Agency: Planning Department
Funding Sources: General Fund
Implementation Schedule: Ongoing

Action 8.3.2 Encourage a bicycle network in existing and new neighborhoods that facilitates convenient and continuous travel for a variety of users, free of major impediments and obstacles.

Responsible Agency: Planning Department
Funding Sources: General Fund
Implementation Schedule: Ongoing

Policy 8.4 Prioritize bicycle users through the corridor on appropriate street typologies and provide for Class II and Class III bicycle facilities to connect with key destinations as appropriate.

Action 8.4.1 Seek funding for projects which implement planned bicycle facilities identified in both the City of Imperial Bicycle Master Plan and the County of Imperial

Bicycle Master Plan.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Action 8.4.2 Require that all new development or redevelopment projects provide bicycle connections to the external bicycle network when the connection point is within 700 lineal feet and sufficient right-of-way exists or may reasonably be obtained.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Policy 8.5 The City shall support bike education events and classes that help new and experienced bike riders become more knowledgeable and effective at bike riding and bike maintenance, and safety.

Action 8.5.1 Work with the local school district and any private schools to identify and implement safety measure to improve safe travel by bicycle for students, parents and school employees.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Policy 8.6 Design local pathways connecting key community features that can be used by active modes of travel, including equestrian.

Action 8.6.1 Develop a Pedestrian/Trail Master Plan and periodically update the ADA Transition Plan which effectively addresses the recreational needs of residents and is compatible with the Bicycle Master Plan.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing

Action 8.6.2 Develop a comprehensive and visible way-finding signage system in the City to direct cyclists to transit facilities, local and regional bike routes, civic and cultural amenities and recreational destinations.

Responsible Agency: Planning Department

Funding Sources: General Fund

Implementation Schedule: Ongoing