

Planning Commission

Jorge A. Perrez, Chairperson
Ashley Bertussi, Vice-Chairperson
Sergio Lopez, Commissioner
Andy Alvarez, Commissioner
Aaron Popejoy, Commissioner
Ramiro Urias, Commissioner
Jeffrey Chan, Commissioner



City Attorney
Elizabeth Martyn

Commission Secretary
Angel Hernandez

<http://cityofelcentro.org/>

AGENDA

CITY OF EL CENTRO PLANNING COMMISSION

**City Hall
Council Chambers
1275 Main Street
El Centro, CA 92243**

TUESDAY, JANUARY 14, 2025 AT 5:30 PM

Any member of the public attending in person and wishing to make a comment is asked to complete a speaker slip and follow the "Notice to the Public" instructions below. Alternatively, any member of the public is invited to submit public comments in advance of the meeting to be answered at the meeting. Please email your questions to ecplanning@cityofelcentro.org or call (760) 337-4545. The public may participate and make public comments via the following Zoom link:

<https://us06web.zoom.us/j/88123461709?pwd=N53pgPhBGO1nOKasS5iafzYxOP88ix.1>

Optional dial-in number: 1 669 900 6833
Meeting ID: **881 2346 1709** Passcode: **195382**

Public comments via zoom are subject to the same time limits as those in person.

NOTICE TO THE PUBLIC

This is a public meeting. If there is a matter on the agenda on which you wish to be heard, please come forward to the microphone; address yourself to the commission, stating your name and address for the record. Persons wishing to address the Commission are not required to identify themselves (Gov't Code § 54953.3); however, this information assists the Chairperson by ensuring that all persons wishing to address the Commission are recognized and it assists the Commission's Secretary in preparing meeting minutes. The Chairperson reserves the right to place a time limit on each person asking to be heard. If you wish to address the Commission concerning any other matter within the Commission's jurisdiction, you may do so during the public comment portion of the agenda.

*** Any information provided on the "Speaker Slip" is voluntary and will be public record.**

CALL TO ORDER:

ROLL CALL

CONSENT AGENDA

Consent agenda items are approved by one motion. Commissioners or members of the public may pull consent items to be considered separately at a time determined by the Chairperson.

1. Approval of December 10, 2024 Planning Commission Minutes
2. Finding of Public Convenience or Necessity for Shooters Sports Bar at 467 W. Main St.

NEW BUSINESS

3. Imperial Avenue Complete Streets Plan

The City of El Centro has completed the final draft of the Imperial Avenue Complete Streets Plan. The project area consists of a 1.5 mile segment of Imperial Avenue between Adams Avenue to the northern City Limits. The project includes a conceptual plan showing proposed improvements that include sidewalks, multi-modal paths, traffic signals, roadway modifications, and other improvements to transport this section of Imperial Avenue into a safe, accessible, and multi-modal corridor for pedestrians and bicyclists. City staff will soon seek a recommendation for the plan's adoption by the City Council.

Presentation: Andrea Montano, Associate Planner

Recommendation:

Staff recommends that the Planning Commission approve and recommend the Imperial Avenue Complete Streets Plan to the City Council for adoption.

NON-ACTION INFORMATION ITEMS

4. Community Development Department Report

PUBLIC COMMENTS

ADJOURNMENT

Materials related to an item on this Agenda submitted to the Commission after distribution of the agenda packet will be available for public inspection at the Community Development Department-Planning & Zoning Division located at 1275 W. Main Street, El Centro, California during normal business hours.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, you should contact the Community Development Department-Planning & Zoning Division at (760) 337-4545. Notification of at least 72 hours prior to the meeting will enable the City to make reasonable arrangements to assure accessibility to this meeting.



PLANNING COMMISSION
City Hall
1275 W. Main Street
El Centro, CA 92243
SCHEDULED

Item: 1.
Meeting: 1/14/2025 5:30 PM
Category: Action Item
CONSENT AGENDA

APPROVAL OF DECEMBER 10, 2024 PLANNING COMMISSION MINUTES

BACKGROUND & PROJECT DESCRIPTION

Approval of December 10, 2024 Planning Commission Minutes

ATTACHMENTS:

1. 12.10.2024 Minutes Draft

MINUTES OF THE PLANNING COMMISSION
TUESDAY, DECEMBER 10, 2024
5:30 PM

PLANNING COMMISSION

JORGE A. PEREZ, CHAIRPERSON
ASHLEY BERTUSSI, VICE-CHAIRPERSON
SERGIO LOPEZ, COMMISSIONER
ANDY ALVAREZ, COMMISSIONER
AARON POPEJOY, COMMISSIONER
RAMIRO URIAS, COMMISSIONER
JEFFREY CHAN, COMMISSIONER

CALL TO ORDER:

The El Centro Planning Commission convened in a regular session at City Hall Council Chambers, 1275 W. Main Street, El Centro, California at 5:30 PM.

Chairperson Jorge A. Perez presided over the meeting.

ROLL CALL

PRESENT:

Chairperson Jorge Perez
Vice-Chairperson Ashley Bertussi
Commissioner Aaron Popejoy
Commissioner Jeffrey Chan
Commissioner Ramiro Urias

ABSENT:

Commissioner Andy Alvarez
Commissioner Sergio Lopez

CONSENT AGENDA

Consent agenda items are approved by one motion. Commissioners or members of the public may pull consent items to be considered separately at a time determined by the Chairperson.

1. Planning Commission Minutes for November 12, 2024 Meeting

Commissioner Popejoy moved to Approve, seconded by Vice-Chairperson Bertussi.

Voting Yes: Chairperson Perez, Vice-Chairperson Bertussi, Commissioner Popejoy, Commissioner Chan, Commissioner Urias

Voting No: None

Abstaining: None

PUBLIC HEARINGS

2. Public hearing for the purpose of considering a recommendation regarding an amendment to the Willow Bend Tentative Subdivision Map.

The proposed Willow Bend subdivision project involves the development of 120 single-family residential units on a 38-acre site pre-zoned R-1 Single-Family Residential and designated as Low-Density Residential in the City of El Centro's General Plan. The project includes the construction of supporting infrastructure, such as a central park, retention basin, and roadway improvements, all in compliance with applicable City development standards and mitigation measures outlined in the 2007 Final Environmental Impact Report (EIR).

Presentation: Andrea Montano, Associate Planner

Recommendation:

Recommend to the City Council the proposed amendment to the Willow Bend Tentative Subdivision Map.

Associate Planner Andrea Montano began her presentation on the amendments to the Willow Bend Subdivision project. Originally approved by the City Council in 2007, the project includes the development of essential supporting infrastructure, such as a central park, a retention basin, and roadway improvements. The Planning Commissioners raised no significant concerns, apart from recommending a revision to condition number 19 to address issues related to lot numbers. During the meeting, Mr. Galey, a property owner located immediately west of the project, participated via Zoom. He expressed concerns about the reimbursement items outlined in the plan and requested to be involved in discussions to determine his financial contribution.

Commissioner Popejoy moved to Approve, seconded by Commissioner Urias.

Voting Yes: Chairperson Perez, Vice-Chairperson Bertussi, Commissioner Popejoy, Commissioner Chan, Commissioner Urias

Voting No: None

Abstaining: None

NEW BUSINESS

3. Discussion and any necessary action regarding attendance of Cal Cities Planning Commissioner's Academy

Vice-chairperson Ashley Bertussi was selected to attend the 2025 Cal Cities Planning Commissioner's Academy in Santa Rosa, California.

Commissioner Popejoy moved to Approve, seconded by Chairperson Perez.

Voting Yes: Chairperson Perez, Vice-Chairperson Bertussi, Commissioner Popejoy, Commissioner Chan, Commissioner Urias

Voting No: None

Abstaining: None

NON-ACTION INFORMATION ITEMS

4. Community Development Department Monthly Report

The Planning Commission had no questions regarding the department monthly report.

PUBLIC COMMENTS

No public comments were obtained.

ADJOURNMENT

Meeting was adjourned at 6:15 P.M.



PLANNING COMMISSION

City Hall
1275 W. Main Street
El Centro, CA 92243
SCHEDULED

Item: 2.

Meeting: 1/14/2025 5:30 PM
Category: Action Item
CONSENT AGENDA

FINDING OF PUBLIC CONVENIENCE OR NECESSITY FOR SHOOTERS SPORTS BAR AT 467 W. MAIN ST.

BACKGROUND & PROJECT DESCRIPTION

Mario Meza and Pedro Alonso Acuna, The Acuna and Meza Entertainment Company, have applied for a Type 48 Alcoholic Beverage License to the State Department of Alcoholic Beverage Control (ABC) for Shooters Sports Bar at 467 West Main Street (**Exhibit A - Project Location Map**). The Type 48 License application is issued to bars and night clubs. The license authorizes the sale of beer and wine for consumption on the premises where sold. This sort of license is subject to Responsible Beverage Service (RBS) regulations, which mandate that managers of alcohol servers and servers themselves hold an RBS certification. ABC has determined that due to the number of existing ABC licenses within the census tract, the applicant requires a finding of Public Convenience or Necessity from the City (**Exhibit B - Public Convenience or Necessity Request**). ABC is responsible for the final issuance of the license.

The project site consists of a 2,900 square foot, single-story building with a 480 square foot outdoor space in the rear of the building next to the alleyway. Tommy's Casino, a bar, previously occupied the site until 2019 when they closed for business. The site is located within the Downtown Commercial zone in which bars and nightclubs require a Conditional Use Permit (CUP) to operate (per El Centro Municipal Code Section 29-61). The applicant obtained a Planning Commission Resolution for CUP 22-11 to allow the proposed sports bar. The resolution was passed and adopted by the Planning Commission on January 10, 2023 (**Exhibit C - Resolution 23-02**). Although the project was delayed since 2023 the applicant proposes to open the sports bar approximately on April 1, 2025.

It is not anticipated that the issuance of the Type 48 ABC license for the sports bar will result in a negative impact to the surrounding area. It has been stipulated in the aforementioned resolution that the applicant shall install IP base security camera system at the facility (condition 22). The El Centro Police Department did not have any objections to issuance of the license (**Exhibit D- Police Department Consultation**). It has been required by the police department and state legislation that the site with an ABC license provide appropriate signage placed on the exterior of the building to deter loitering and take measures to reduce nuisances within the premises.

RECOMMENDATION

Staff is hereby recommending that the Planning Commission direct that a letter be submitted to the Department of Alcohol Beverage Control finding that the public convenience or necessity would be served by the issuance of the license.

ATTACHMENTS:

1. Exhibit A- Project Location Map

2. Exhibit B- Public Convenience or Necessity Request
3. Exhibit C- Resolution 23-02
4. Exhibit D- Police Department Consultation



Public Convenience or Necessity 24-02
467 W. Main Street
Sports Bar

Project
Location Map



Narrative Letter

To: City of El Centro – Community Development Department
Reference: Public Convenience or Necessity Letter
From: The Acuna and Meza Entertainment Company
Reference: Shooters Sports Bar - Address: 467 Main St, El Centro CA 92243.

Dear City of El Centro Council members; Thank you so much for approval of Conditional Use Permit 22-11 to operate a bar located at 467 West Main St here in El Centro.

Unfortunately, due to COVID pandemic restrictions and its economic impact on us, we were forced to postpone the opening of our premises.

We have retaken our project and have submitted the transfer of our current license with Department of Alcoholic Beverage control and they have requested a Public Convenience and/or Necessity letter from planning commission.

Here is a brief re-cap of our project:

We will remodel and modernize the old "Tommys Bar" into Sports Bar with Multiple TVs and Non-Gambling entertainment game stations. Our priority is to provide a Safe and Healthy entertainment option for our clients.

Multiple TVs throughout the building for the enjoying of live sports and or Music Videos.

We will have 6 professional size billiard tables. (4 ft by 9.5 feet).

2 Plastic Darts Stations.

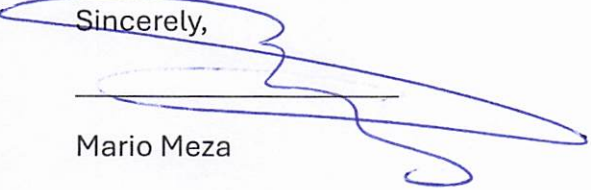
Karaoke Stage

We have been asked to prepare a brief narrative letter with our intended purposes again. We believe all this was already included in our Application for Permit 22-11. If you are missing any additional information, please do not hesitate to contact us at:

Mario Meza 760 455 3317 or Pedro Alonso Acuna at: 760 460 0793.

Thank You so much in advance,

Sincerely,



Mario Meza



Pedro Alonso Acuna

**PLANNING COMMISSION RESOLUTION NO. 23-02
FOR CONDITIONAL USE PERMIT NO. 22-11**

WHEREAS, a public hearing was held on the petition for Conditional Use Permit No. 22-11 at a regular Planning Commission Meeting held on January 10, 2023 in the City Council Chambers at 1275 W. Main Street, El Centro, California; and

WHEREAS, the public hearing was advertised according to law; and

WHEREAS, the applicant was present and heard; and

WHEREAS, no one was present to object to the petition nor were any objections filed with the Commission; and

WHEREAS, the proposed operation of a bar is subject to a conditional use permit pursuant to Section 29-61 of the City Code; and

WHEREAS, the proposed use is necessary or desirable for the development of the community, is consistent with the objectives of the City's General Plan, and is not detrimental to the existing uses or the uses specifically permitted in the zone in which the proposed use is to be located; and

WHEREAS, the proposed site is adequate in size and shape to accommodate said use; and

WHEREAS, the proposal is categorically exempt from formal environmental review pursuant to Article 19, Section 15301, Class 1 of the California Environmental Quality Act of 1970, as amended, pertaining to existing facilities; and

WHEREAS, the proposed use will have no significant deleterious effect on the environment; and

WHEREAS, the conditions as stipulated by the City are necessary to protect the public health, safety, and welfare of the community; and

NOW, THEREFORE, be it resolved that the Planning Commission grants approval of Conditional Use Permit No. 22-11, to allow the operation of a bar in an existing building located at 467 W. Main Street, further identified as APN 053-114-003.

GENERAL CONDITIONS

1. The project shall consist of the operation of a bar on property located at 467 W. Main Street, further identified as APN 053-114-003 (project site).
2. The project shall be developed in accordance with the site plan as approved by the Planning Commission. The project shall begin within 180 days from the date of approval.

3. The bar shall not operate until the applicant receives a City of El Centro business license.
4. Prior to the issuance of a business license, a site inspection shall be conducted by city staff to verify compliance with the conditions of approval, building code requirements, and fire code requirements.
5. Unless otherwise mentioned hereto, conditions of approval shall be satisfactory met prior to the issuance of a business license.
6. The project site shall be maintained in a good, clean, orderly manner, free of any debris or junk materials.
7. The project shall comply with all applicable Federal, State and local codes, ordinances and resolutions.

BUILDING DESIGN AND DEVELOPMENT

8. The maximum building occupancy shall be determined by the Building Official. A sign showing the maximum building occupancy shall be posted within the building.
9. All doorways leading to the building exterior shall be kept free of any obstructions.
10. The applicant shall be required to obtain a licensed electrical contractor to apply and obtain an electrical permit for modifications to the building's electrical system. The electrical system shall be inspected by the Building Division for workmanship and compliance with the applicable building codes.
11. The building exterior shall be painted so that walls, columns, all exterior building elements are in a uniform or complimentary color scheme for all buildings on APN 053-114-003 (467 and 463 Main Street). Prior to any modifications to the building exterior, the applicant shall submit building elevations, color samples or other exhibits to the Community Development Department to review compliance with Section 29-63 "Commercial Zone Design Standards" of the El Centro City Code. Exterior building colors shall be appropriate to and enhance the architectural style and materials of the structure. Intense primary colors shall be prohibited as the dominant overall color for the building. The color palette chosen shall generally be compatible with the colors of adjacent structures.
12. All new exterior lighting shall be hooded and arranged to shine light away from adjacent properties and streets.
13. The applicant shall submit a signage plan showing all proposed signage for the bar. The signage plan shall be reviewed and approved by the Community Development Department. Prior to any installation of exterior signage, the operator shall consult with the Community Development Department to determine the necessity of obtaining a building permit and to review the conformance with Chapter 22.1 "Signs" of the El Centro City Code.

14. Wind feathers, banners or other temporary signage shall not be used as permanent signage or as principal signage. Signage shall comply with Chapter 22.1 – “Signs” of the El Centro City Code. Signage constructed of cloth, canvas, light fabric, cardboard, wallboard and other light materials shall only be used on a temporary basis, not exceeding forty-five (45) days within one year. Wind-feather signs are permitted one (1) per every thirty feet (30’) of street frontage and are not permitted within the public right-of-way. Wind-feathers shall not be mounted on structures.

LITTER AND SIDEWALK CONDITIONS

15. The operator shall provide for the cleaning and removal of litter within the adjacent sidewalk on Main Street. The cleaning and removal of litter shall be completed by 8:00 AM the morning after the bar is in operation.
16. The operator shall provide proof of commercial trash collection services at the bar.
17. Trash containers servicing the project site shall be stored and kept from obstructing access through the alleyway. Trash containers shall not be stored or kept within sidewalks, driveways, or public roadways abutting the project site.
18. Any graffiti applied on the building exterior, including the wall abutting rear alley, shall be removed within 72 hours after the occurrence.

OPERATING RESTRICTIONS

19. The bar shall not operate after 2:00 A.M.
20. Admittance to the bar shall be restricted to patrons 21 years of age or older.

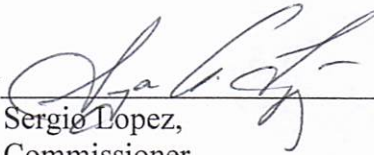
SECURITY

21. The applicant shall consult with the El Centro Police Department to determine recommended security measures for the bar.
22. An IP base security camera system shall be installed at the facility.

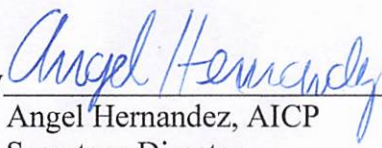
PASSED AND ADOPTED on January 10, 2023 by the following vote:

ROLL CALL: Ayes: Lopez, Popejoy, Bertussi, Ortega, Perez
 Noes:
 Absent: Urias
 Abstaining: Alvarez

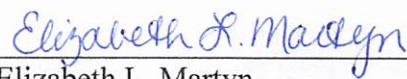
CITY OF EL CENTRO
PLANNING COMMISSION

By _____
Sergio Lopez,
Commissioner

ATTEST:

By _____
Angel Hernandez, AICP
Secretary-Director

APPROVED AS TO FORM:

By _____
Elizabeth L. Martyn,
City Attorney



EL CENTRO POLICE DEPARTMENT

• 150 N. 11th Street, El Centro, CA 92243 • 760.352.2111 • www.cityofelcentro.org/police/ • Police Chief Robert Sawyer

To: Sara Silva, Assistant Planner
From: Aaron Messick, Lieutenant
Subject: Public Convenience or Necessity – 467 West Main Street
Date: January 8, 2025

I have received and reviewed the request to obtain an ABC license. After a careful review of these documents, the police department has no objections. We would request the appropriate signage be placed on the exterior of the building as may be required by ABC to avoid loitering and ensure compliance with the off-premise license.



PLANNING COMMISSION

City Hall
1275 W. Main Street
El Centro, CA 92243
SCHEDULED

Item: 3.

Meeting: 1/14/2025 5:30 PM
Category: Action Item
NEW BUSINESS

IMPERIAL AVENUE COMPLETE STREETS PLAN

BACKGROUND & PROJECT DESCRIPTION

Introduction

The Imperial Avenue Complete Streets Plan (CSP) is a forward-looking initiative designed to address persistent infrastructure and accessibility challenges along a 1.5-mile stretch of Imperial Avenue, spanning from Adams Avenue to Treshill Road (See Attachment A- Complete Streets Plan). This collaborative effort, undertaken by the City of El Centro in partnership with regional and state agencies, aligns with broader goals to enhance safety, accessibility, and connectivity for all modes of transportation. Imperial Avenue serves as a vital commercial and community corridor, linking neighborhoods to schools, parks, healthcare facilities, and businesses. Originally constructed in the 1960s as a highway, the corridor prioritizes vehicle speed and throughput, resulting in significant infrastructure gaps for pedestrians, cyclists, and transit users. These challenges include missing sidewalks, high-speed traffic, insufficient bus stop amenities, and a lack of shade and safety features. Funded through the FY 2022-23 Sustainable Transportation Planning Grant Program under the Sustainable Communities Competitive category, the CSP adopts a holistic urban planning approach that integrates multi-modal transportation options, promotes environmental sustainability, and fosters vibrant community spaces.

Key Objectives

The CSP focuses on transforming Imperial Avenue into a safe, accessible, and multi-modal corridor with the following objectives:

1. **Safety Enhancements:** Implement traffic-calming measures, high-visibility crossings, and separated bike lanes to reduce collisions and promote safe behavior among all road users.
2. **Connectivity and Accessibility:** Improve pedestrian and bicycle connections to key community destinations such as Carlos Aguilar Park, First Responders Park, local schools, and medical facilities.
3. **Environmental Sustainability:** Promote non-vehicular modes of transportation to reduce greenhouse gas emissions and incorporate urban greening elements such as tree canopies to mitigate heat and improve air quality.
4. **Economic Growth:** Enhance corridor aesthetics and functionality to attract businesses and increase foot traffic.

Community Engagement

The CSP's recommendations are informed by extensive public outreach and community involvement, which included:

- **Three Community Workshops:**
 - Workshop #1: November 8, 2023, at the El Centro Library.
 - Workshop #2: August 8, 2024, at the El Centro Library.
 - Workshop #3: November 14, 2024, at the El Centro Library.

- **Surveys:** Over 400 surveys were completed between October 2023 and January 2024, highlighting concerns about speeding, lack of sidewalks, and insufficient transit amenities.
- **Pop-Up Events and Field Surveys:**
 - Pop-Up #1 - Sister Evelyn Mourey Center (January 22, 2024).
 - Pop-Up #2 - Children's Fair (April 13, 2024).
 - Pop-Up #3 - Sister Evelyn Mourey Center (August 9, 2024).
 - Pop-Up #4 - Sister Evelyn Mourey Center (November 15, 2024).
- **Interactive GIS Survey:** Enabled participants to identify areas of concern and suggest improvements through an online mapping tool.

Existing Conditions

Key findings from the analysis of existing conditions include:

- **Segment A (Adams to Scott Avenue):** Includes sidewalks and bus shelters but features narrow medians and wide travel lanes that encourage high speeds.
- **Segment B (Scott to Lincoln Avenue):** Characterized by frontage roads and a lack of continuous sidewalks, creating safety hazards for pedestrians.
- **Segment C (Lincoln to Treshill Road):** Features undeveloped shoulders, earthen drainage channels, and missing pedestrian infrastructure.

Recommendations from the Imperial Avenue Complete Streets Plan

The Complete Streets Plan provides detailed recommendations structured to address existing infrastructure deficiencies and prepare the corridor for future growth and development. The following is a summary of recommendations per segment:

1. **Segment A (Adams Avenue to Scott Avenue):** This segment includes residential and commercial areas with relatively well-developed sidewalks and bus shelters but faces challenges such as narrow medians, wide travel lanes encouraging high vehicle speeds, and insufficient pedestrian-scale lighting. The recommendations for Segment A include:
 - **Sidewalk Enhancements:** Widen sidewalks to accommodate increased pedestrian traffic and improve accessibility for individuals with disabilities.
 - **ADA Compliance:** Install ADA-compliant curb ramps at all intersections to ensure accessibility for people using mobility aids.
 - **Traffic Calming Measures:** Narrow travel lanes and expand landscaped medians to reduce vehicle speeds and enhance pedestrian safety.
 - **Landscaping and Greening:** Introduce drought-tolerant trees and shrubs along sidewalks and medians to provide shade, improve aesthetics, and mitigate urban heat.
 - **Lighting Improvements:** Install pedestrian-scale lighting to enhance visibility and safety during evening hours.
 - **Crosswalk Upgrades:** Incorporate high-visibility crosswalks at key intersections, paired with pedestrian refuge islands where feasible, to facilitate safer crossings.
2. **Segment B (Scott Avenue to Lincoln Avenue):** This segment features frontage roads and intermittent pedestrian and bicycle infrastructure. It connects residential neighborhoods to schools, parks, and transit facilities but poses significant safety concerns due to a lack of continuous sidewalks and bike lanes. The recommendations for Segment B include:
 - **Separated Bike Lanes:** Construct protected bike lanes along both sides of the corridor to encourage cycling and improve cyclist safety.
 - **Urban Greening:** Plant drought-tolerant street trees along the corridor to provide shade and reduce heat, while incorporating bioswales for stormwater management.
 - **Transit Enhancements:** Upgrade bus stop facilities to include covered shelters,

- seating, and wayfinding signage to improve rider comfort and accessibility.
 - **Sidewalk Connectivity:** Address gaps in sidewalk infrastructure by constructing continuous sidewalks that connect residential areas to key destinations.
 - **Intersection Safety Improvements:** Implement traffic-calming measures, such as bulb-outs and raised crosswalks, at high-risk intersections to slow vehicle speeds and prioritize pedestrian and cyclist safety.
3. **Segment C (Lincoln Avenue to Treshill Road):** This segment includes underdeveloped shoulders, earthen drainage channels, and limited pedestrian and bicycle infrastructure. The recommendations for Segment C aim to transform the area into a multi-modal corridor with robust infrastructure. Specific recommendations include:
- **Multi-Use Paths:** Develop wide, shared-use paths for pedestrians and cyclists on both sides of the corridor to provide safe and efficient mobility options.
 - **Drainage Improvements:** Upgrade drainage infrastructure with permeable surfaces and bioswales to address flooding issues and improve stormwater management.
 - **Lighting and Wayfinding:** Install pedestrian-scale lighting and wayfinding signage to enhance safety and accessibility for users of all abilities.
 - **Transit Integration:** Add bus stop shelters and amenities to encourage public transit use and ensure connectivity with other transportation modes.
 - **Crossing Improvements:** Increase crossing times at intersections and incorporate audible signals to support visually impaired pedestrians and others with mobility challenges.
 - **Traffic Signal Additions:** Identify and install traffic signals at three key locations to improve safety and manage traffic flow effectively.
4. **Corridor-Wide Recommendations:** In addition to the segment-specific recommendations, the CSP proposes corridor-wide initiatives to unify the design and functionality of Imperial Avenue. These include:
- **Street Trees and Landscaping:** Utilize drought-tolerant landscaping to create a visually appealing and environmentally sustainable corridor.
 - **Pedestrian Safety Features:** Add pedestrian refuge islands, extend crossing times, and upgrade crosswalks with high-visibility markings.
 - **Bicycle Infrastructure:** Develop a continuous network of protected bike lanes, connecting to regional bike routes and key destinations.
 - **Public Art and Community Features:** Incorporate public art installations, benches, and other amenities to foster a sense of community and enhance the corridor's aesthetic appeal.
 - **Sustainability Measures:** Incorporate renewable energy features such as solar-powered lighting and electric vehicle charging stations where feasible.
 - **Monitoring and Evaluation:** Establish a system to monitor traffic patterns, safety outcomes, and user feedback to guide future updates and improvements.

Benefits of the Plan

- **Safety:** Reduction in pedestrian and vehicle collisions through comprehensive traffic-calming measures and improved design standards.
- **Equity:** Enhances mobility for underserved communities by addressing gaps in infrastructure and promoting affordable transportation options.
- **Environmental Impact:** Decreases reliance on motor vehicles, contributing to state goals for greenhouse gas reduction.
- **Economic Vitality:** Creates a vibrant and attractive corridor that benefits local businesses and enhances property values.

Staff Recommendation

Staff recommends that the Planning Commission approve and recommend the Imperial Avenue Complete Streets Plan to the City Council for adoption. This plan aligns with local and regional goals, addresses critical infrastructure gaps, and positions the City for future funding opportunities

ATTACHMENTS:

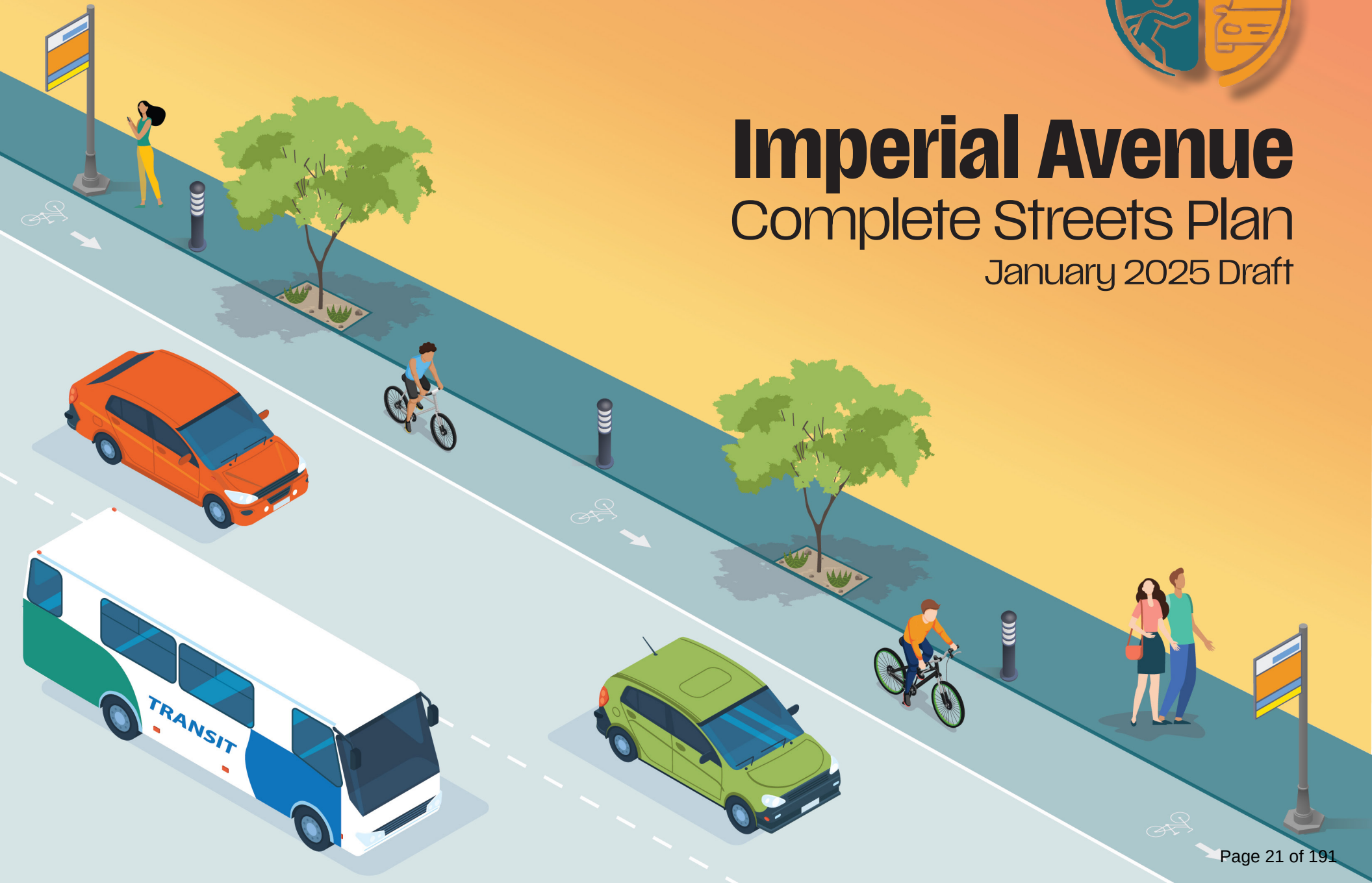
1. Attachment A- Imperial Avenue Complete Streets Plan



Imperial Avenue

Complete Streets Plan

January 2025 Draft





The Plan was funded in FY 2022-23 Sustainable Transportation Planning Grant Program under the grant category Sustainable Communities Competitive.



Thank you to all who participated and supported the development of the City of El Centro Imperial Avenue Complete Streets Plan and a special thank you to the Sister Evelyn Morey Center and volunteers.

Acknowledgements

CITY OF EL CENTRO

Andrea Montañó, Project Manager

Angel Hernandez, Community Development Director

Felix De Leon Jr., Principal Engineer

Abraham Campos, City Engineer/Public Works Director



KTUA

Joe Punsalan, Principal

Jacob Leon, Senior Associate

Morgen Ruby, Senior Planner

Isabel Pérez, Planner and Designer



Katherine Padilla & Associates, Inc. (KPA)

Katherine Padilla Otanez, Principal

Jessica Padilla Bowen, Senior Associate

Xavier Sibaja, Project Manager



Micheal Baker

Ryan Zellers, Senior Transportation Planner

Jacob Swim, Senior Transportation Planner



Caltrans

Virginia Mendoza, Associate Transportation Planner

Omar Flores, Regional Grant Coordinator/Associate Transportation Planner

Alexander Araiza, Grant Manager/Associate Transportation Planner

Jacob Burkholder, Associate Transportation Planner



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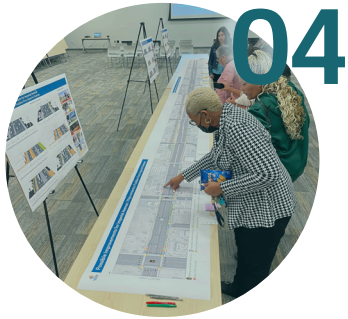
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Introduction

1.1 Study Area

Located in Southern California, El Centro is the largest city in Imperial County. It is located just over 100 miles east of San Diego and 20 miles north of the Mexican city of Mexicali, the closest border crossing, and 30 miles south of the Salton Sea. El Centro is conveniently located near rail lines and Interstate 8 (I-8) providing an east-to-west connection to neighboring cities while State Route 111 (SR 111) provides a north-to-south connection.

This Complete Streets Plan (CSP) focuses on a portion of Imperial Avenue, which is prioritized as a major highway and it is the backbone of El Centro's transportation network as it bisects El Centro and creates a primary north-to-south connection. Imperial Avenue serves as a primary commercial corridor while also connecting the community to public facilities, places of cultural significance, employment opportunities, and medical care. It is important to note the significance of El Centro's core urban and metropolitan area within the Southern California Border Region as it is a major resource to El Centro and neighboring communities. The study area is highlighted in **Figure 1-1**.

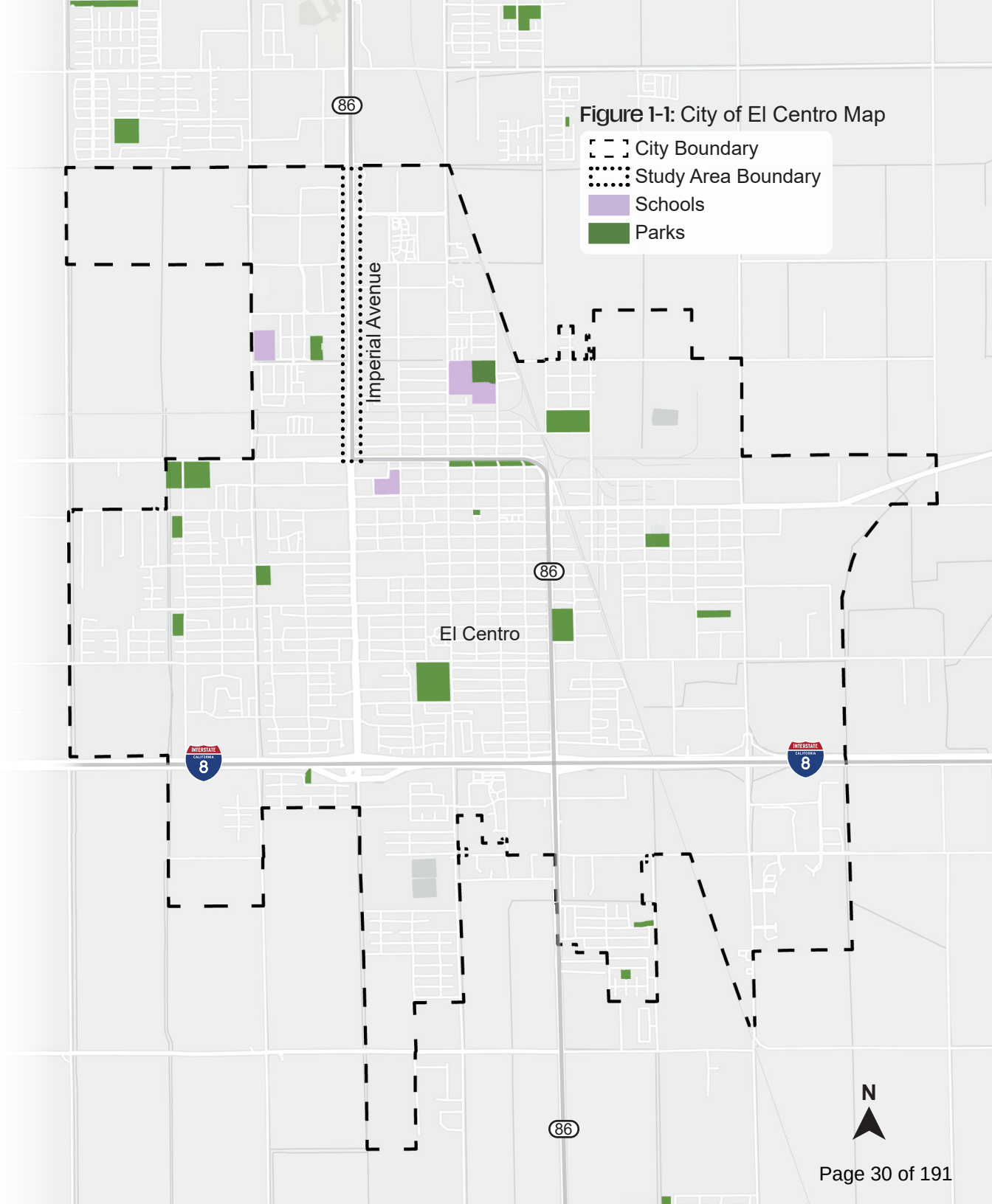


Figure 1-2: Study Area Segments



The study area consists of a 1.5 mile stretch of Imperial Avenue, or State Route 86 (SR 86) from Treshill Road to Adams Avenue.

The study area for the CSP was broken down into three segments which are shown in **Figure 1-2** and described in **Table 1-1**. Each segment has unique roadway conditions:

- Segment A has existing sidewalks, bus shelters, raised narrow medians, wide travel lanes, and a railroad crossing.
- Segment B is characterized by a frontage road on the west side, a mixture of raised and earthen medians, and a lack of sidewalks.
- Segment C is characterized by wide earthen medians, a lack of sidewalks, and undeveloped shoulders with an earthen drainage channel on the east side and a channelized flood control system on the west side.

Table 1-1: Study Area Segment Extents

SEGMENT	FROM	TO
A	Adams Avenue	Scott Avenue
B	Scott Avenue	Lincoln Avenue
C	Lincoln Avenue	Treshill Road

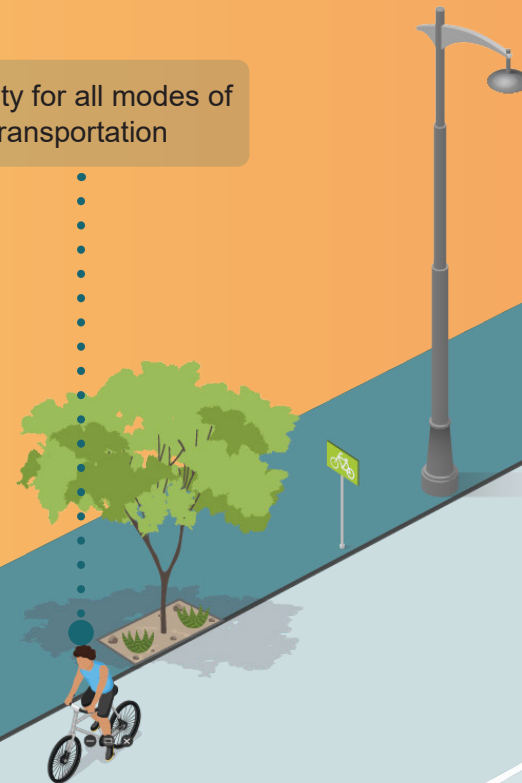
1.2 What are Complete Streets?

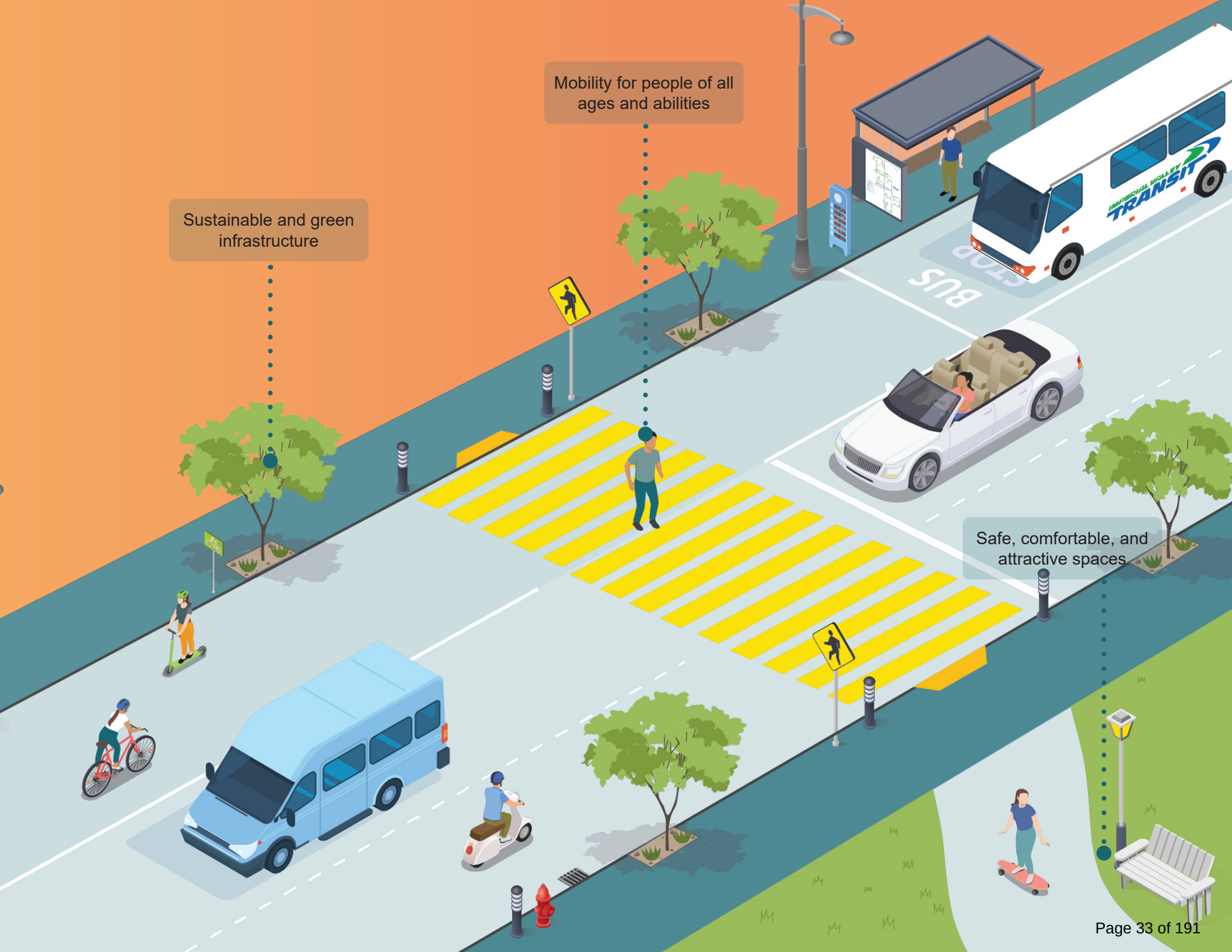
Complete Streets are planned, designed, and constructed to be safer, to improve access, and to strengthen community connections for all users and all modes of transportation.¹ Complete Streets prioritize space for all pedestrians, bicyclists, transit users, and motor vehicle drivers of all ages and abilities within the public right-of-way. Complete Streets may also include components that increase comfort and attractiveness for roadway users through the addition of urban greening, public art, and gathering spaces.²

Special emphasis is placed on underserved and underinvested areas which are low-income and vulnerable communities facing often outdated street treatments. Complete Streets can be achieved through investment into traffic calming treatments, amenities for all road users, and maintenance to achieve a safe, comfortable, and welcoming street environment.

The Imperial Avenue CSP aligns efforts with the Caltrans Design Information Bulletin Number 94 (DIB-94): Complete Streets Contextual Design Guidance.³ The DIB-94 identifies and provides Complete Streets design guidance, best practices, and standards for the development of Complete Streets on the state-controlled road network — along with supporting policies and procedures.

Mobility for all modes of transportation





Sustainable and green infrastructure

Mobility for people of all ages and abilities

Safe, comfortable, and attractive spaces

1.2.1 Complete Streets Benefits

Creating Complete Streets has numerous benefits for pedestrians, bicyclists, drivers, and transit riders of all ages and abilities. Benefits are not exclusive to transportation users and can be experienced by adjacent homes, businesses, and key destinations.



Safety



Equitable Access



Environmental



Health and Wellness



Economic Prosperity



Safety

A key benefit of planning, designing, constructing, and maintaining Complete Streets is the enhancement of safety for all roadway users. This CSP is the first step in planning for and designing Complete Streets that include traffic calming measures such as high-visibility sidewalks, bicycle lanes, pedestrian signals, among other measures. Construction and maintenance of Complete Streets help encourage good driver behavior and awareness while simultaneously increasing compliance with traffic regulations to aid in the reduction of pedestrian and vehicular collisions.^{4, 5}



Equitable Access

The U.S. transportation network and infrastructure has been historically built with motor vehicles at the forefront and it has led to the present day grid network seen today in most cities. Highways have often divided neighborhoods physically, limiting access and connectivity. Complete Streets is an approach that can help close the gaps formerly created and result in increased safety, more accessible, and healthier transportation networks for all people regardless of race, ethnicity, identity, or income level.⁶ Additionally, a Complete Street makes streets and the public realm more attractive and aids in increased equitable access for people who may not own a motor vehicle making transportation more affordable without the need for maintenance, gas costs, and other associated costs.



Environmental

The U.S. is one of the largest contributors of greenhouse gas emissions (GHGs) through the use of on-road transportation.^{7,8} Increasing non-vehicular modes of transportation like walking, bicycling, and public transit, can help decrease the use and dependency on motor vehicles.⁹ Complete Streets also incorporates urban greening elements, such as trees, that provide shade for pedestrians and mitigate air pollution to make positive impacts towards reaching state greenhouse gas emission and reduction of vehicle miles traveled (VMT) goals.¹⁰



Health and Wellness

El Centro is a predominantly LatinX/Hispanic community and like many others, it lacks gathering spaces — such as along Imperial Avenue — for physical activity which often leads to increased health issues.¹¹ Over half of neighborhoods surrounding Imperial Avenue are classified as disadvantaged communities, according to SB 535 Disadvantaged Communities data and they are often under-invested areas.¹² This CSP strives to create a more comfortable and welcoming street environment for increased use by people walking and bicycling.



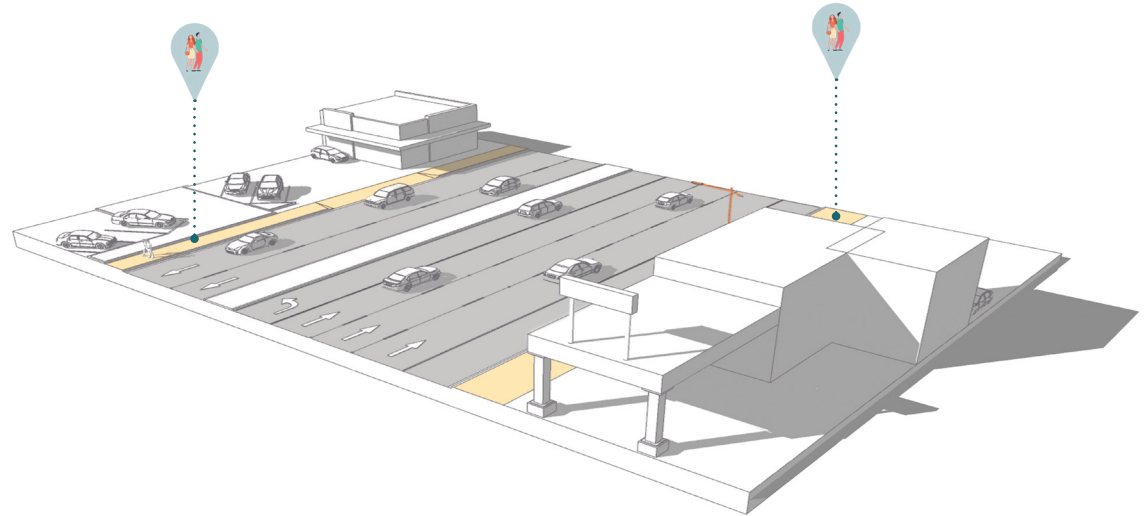
Economic Prosperity

A Complete Street encourages a more active lifestyle for pedestrians and bicyclists while creating a street environment that promotes safer driving. However, when improvements are made, it's important to acknowledge the potential for displacement and gentrification. Thoughtful planning ensures that existing residents and businesses are protected and able to benefit from a Complete Street. Complete Streets are an opportunity to increase foot traffic for businesses along the corridor and result in economic growth. Elements and measures to achieve Complete Streets are often of low cost but can yield impactful results by decreasing pedestrian and vehicular collisions and activate the street environment for safer access to businesses and facilities along the corridor.¹³

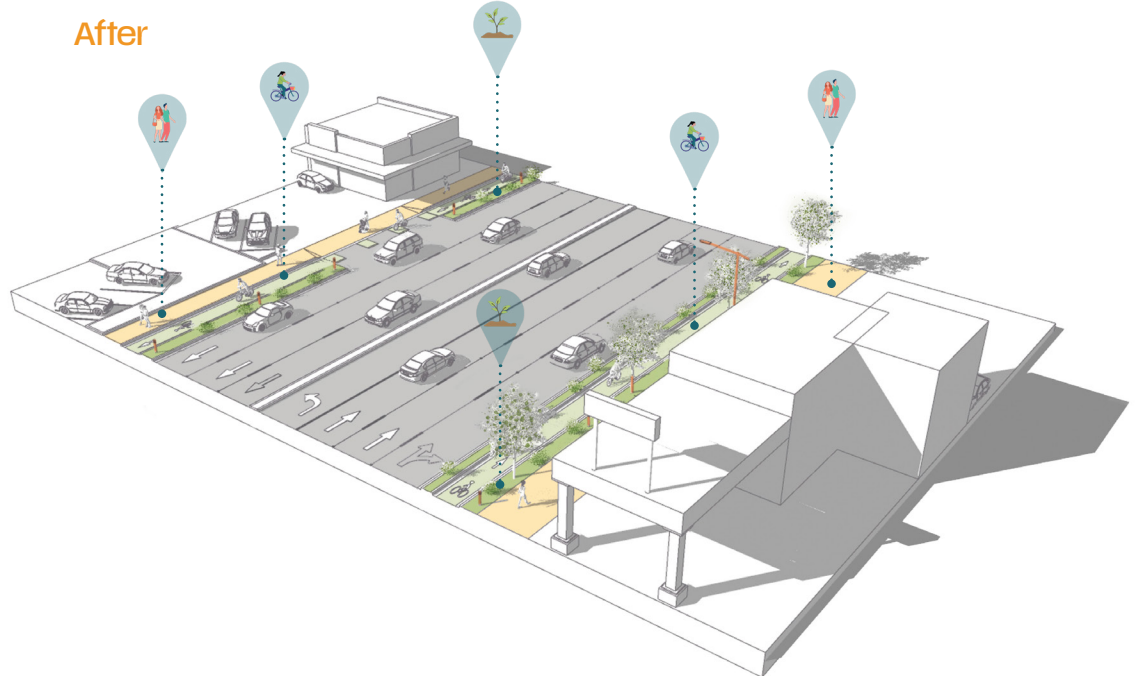
1.3 Purpose and Vision

The purpose of the CSP is to provide El Centro with a guide to enhance and transform the study area into a corridor that supports all modes of travel such as walking, bicycling, and taking public transit while maintaining vehicle throughput. The result will be a welcoming Complete Street for all Imperial Avenue users. The adoption of the CSP will assist El Centro to reclaim the autocentric corridor and encourage multimodal transportation that improves safety, access, and connectivity while preserving and strengthening the community character and rich history.

Before



After



Endnotes

- 1 [California Department of Transportation](#). (2021, December 7). Complete Streets. Caltrans. Retrieved February 6, 2024.
- 2 [Active Transportation Alliance](#). (n.d.). Complete Streets, Complete Networks. Retrieved June 26, 2024.
- 3 [Caltrans](#). (2024, January 16). Retrieved June 26, 2024.
- 4 [American Planning Association](#). (2015). The Benefits of Street Scale Features.
- 5 [Smart Growth America](#). (n.d).
- 6 [U.S. Department of Transportation Federal Highway Administration](#). (2022). Complete Streets in FHWA.
- 7 [California Air Resources Board](#). (April 24, 2024). California to Propose New Greenhouse Gas Reductions from Passenger Vehicles.
- 8 [U.S Environmental Protection Agency](#). (July 8, 2024). Sources of Greenhouse Gas Emissions.
- 9 [Pedestrian and Bicycle Information Center](#). (n.d.). Environment.
- 10 [U.S. Environmental Protection Agency](#) (2024). The State of California's Draft Priority Climate Action Plan.
- 11 [Salud America](#). (May 14, 2019). The State of Latino Housing, Transportation, and Green Space: A Research Review.
- 12 [California Office of Environmental Health Hazard Assessment](#). (2022). SB 535 Disadvantaged Communities.
- 13 [Smart Growth America](#). (2015). Safer Streets, Stronger Economies: Complete Streets Project outcomes from across the country.



Chevron
TECHNION
Gasoline Credit/Debit
55.98
59.98
09.98
4.98

STOP

ktu



Existing Conditions

2.1 Existing Conditions

The section of Imperial Avenue between Adams Avenue and Treshill Road was constructed in the 1960s as SR 86, and therefore prioritized vehicle speed and throughput at the cost of convenience and safety of non-vehicular users. Existing conditions along this segment include lack of sidewalks, open drainage channels on both sides of the corridor, limited crossings, lack of bicycle facilities, and high driving speeds. Over the last 60 years, the area around Imperial Avenue has developed with a mix of land uses such as housing, commercial destinations, offices, and community facilities. An assessment of the barriers and opportunity areas to improve all modes of transportation is made possible through an extensive and comprehensive analysis of the existing conditions as outlined in this chapter.

2.1.1 Guiding Documents

A review of existing planning documents at the local and regional level was completed to ensure alignment between the proposed recommendations of this CSP and previous efforts. Previous planning studies provide guidance on past and current street developments as well as room for improvement for the future. The following are a list of the documents reviewed and analyzed.

- The Regional Long-Range Transportation Plan (ICTC) (2024)
- Imperial County Active Transportation Plan (2022)
- Caltrans District 11 Active Transportation Plan (2022)
- El Centro General Plan Update 2040 (2021)
- City of El Centro the Heart of the Valley Strategic Plan 2022-2027 (2021)
- The City of El Centro Active Transportation & Safe Routes to School Plan (2019)
- El Centro Vision 2050 Strategic Plan (2015)
- Drainage Master Plan (2009)





The Regional Long-Range Transportation Plan (2024)

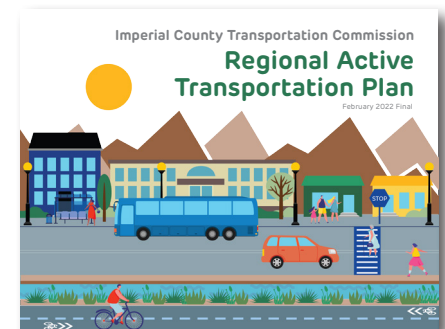
The Regional Long-Range Transportation Plan addresses the future needs and growth of residents and commuters throughout Imperial County. High priority projects within the region were identified as opportunities for potential funding with support from community members who participated throughout the community outreach process. Prioritized transportation projects

include the widening of Imperial Avenue from four to six lanes, installation of Class I multi-use paths in both directions from northern city limits to Adams Avenue, and pedestrian improvements, such as pedestrian countdown timers, ADA curb ramps, continental high-visibility crosswalks, and pedestrian refuge islands.



The Imperial County Transportation Commission Regional Active Transportation Plan (2022)

The Imperial County Transportation Commission Regional Active Transportation Plan identifies the City of El Centro as being one of two regional priority projects that have the potential of connecting with surrounding cities to create safer and more accessible connections. Imperial Avenue falls within one of two priority projects identified within the prioritization process of the Plan with recommendation of a Class I bicycle lane.



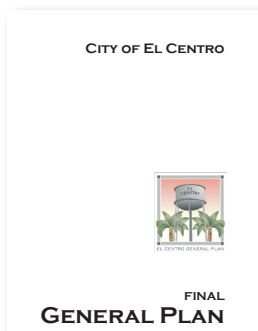
Caltrans District 11 Active Transportation Plan (2022)

The Caltrans District 11 Active Transportation Plan is a comprehensive document identifying gaps and barriers faced by pedestrians and bicyclists. High priority locations and segments for future planning, construction, and improvements were identified in an effort to create a walkable and bikeable community. The CSP is accompanied by an interactive online map which demonstrates location-based needs for people walking or bicycling along highways. Imperial Avenue prioritized as Tier 1, representing the highest intensity of need.



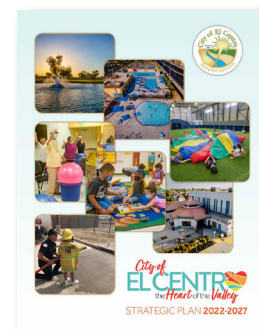
El Centro General Plan Update 2040 (2021)

El Centro General Plan is a comprehensive document that includes the City's incorporated areas and land within its sphere of influence. General Plans are required to include eight elements but for the purposes of the CSP the applicable chapters reviewed covers Land Use, Circulation, and Environmental Justice. Opportunity Area (OA-1) overlaps with one intersection of the CSP study area, at Imperial Avenue and Adams Avenue. Adams Avenue is to be planned as a four-lane arterial with Class IV cycle tracks on both sides per Policy OA-1.9 of the General Plan's Land Use element and shows high-visibility crosswalks and conflict striping at the Imperial Avenue intersection. The Circulation Element samples pedestrian and bicycle treatments to use within the opportunity areas and throughout the City. These treatments as well as relevant policies from the General Plan were applied to this CSP, as found in **Chapter 4**.



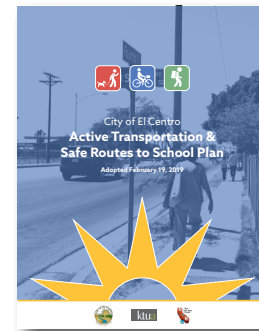
City of El Centro the Heart of the Valley Strategic Plan (2021)

The City of El Centro the Heart of the Valley Strategic Plan creates a roadmap for the planning period of 2022-2027 and it is meant to include goals and objectives of the Vision 2050 Plan which still serves as a guiding document for the City. The short planning period of this plan is meant to address the more immediate goals and actions for the pursuit of funding.



The City of El Centro Active Transportation & Safe Routes to School Plan (SRTS) (2019)

This plan presents recommendations and programs to promote more bicycling and walking throughout the City with the objective of improving non-motorized transportation, promoting public health, and promoting transportation equity. Identified recommendations for schools within proximity of the Imperial Avenue study area are Lincoln Elementary, McKinley Elementary School, Kennedy Middle School and Martin Luther King Elementary School. A recommendation applicable to Imperial Avenue identified for Lincoln Elementary school is the installation of buffered bicycle lanes, separated bikeways, and bicycle lanes along corridors such as Adams Avenue and Imperial Avenue. Additionally, the removal of the free-right turn located on the intersection of Imperial Avenue and Adams Avenue is proposed within this plan.



El Centro Vision 2050 Strategic Plan (2015)

The El Centro Vision 2050 Strategic Plan identifies goals and objectives to help guide the pursuit of creating a prosperous future for the City. Five vision elements within the document to help achieve the vision of the City of El Centro by 2050 are:

- Safety and Community Preservation
- Quality of Life Amenities
- Economic Development
- Development and Mobility
- Community Pride and Spirit

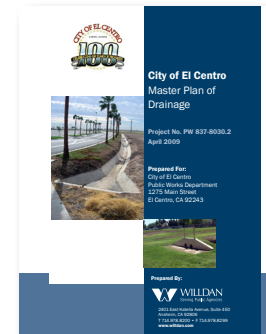
Relevant strategies to the Imperial Avenue study area include the improvement of thoroughfare by the incorporation of landscaping and lighting for pedestrians, the relocation of utilities for improved visual quality, and the enhancement of crossings for connectivity and safety.



City of El Centro Master Plan of Drainage (2009)

The City of El Centro Master Plan of Drainage outlines design criteria and identifies drainage deficiencies in addition to recommendations for drainage improvements. Imperial Avenue's existing drainage facilities are owned and operated by Caltrans and require careful consideration to provide a safe environment to prevent flooding during wet seasons. The existing drainage facilities flow into Imperial Irrigation District (IDD) Facilities which are owned and operated by the City of El Centro. A proposed solution is the upsizing of the existing system and the addition of catch basins. Imperial Avenue from Scott Avenue to the railroad track is identified as needing an upgrade to the existing storm drain and additional catch basins. The same upgrades were recommended west of Imperial Avenue along the Northgate Shopping Center and east of the corridor along the Town Center shopping Center. From Villa Avenue to Imperial Avenue to Scott Avenue flooding occurs along the street and this plan recommends that the existing storm drain is extended.

Upon future planned relinquishment of the Imperial Avenue drainage facilities from Caltrans to El Centro, the City will be responsible for any future studies, maintenance, and planned improvements.





2.2 Community Demographics

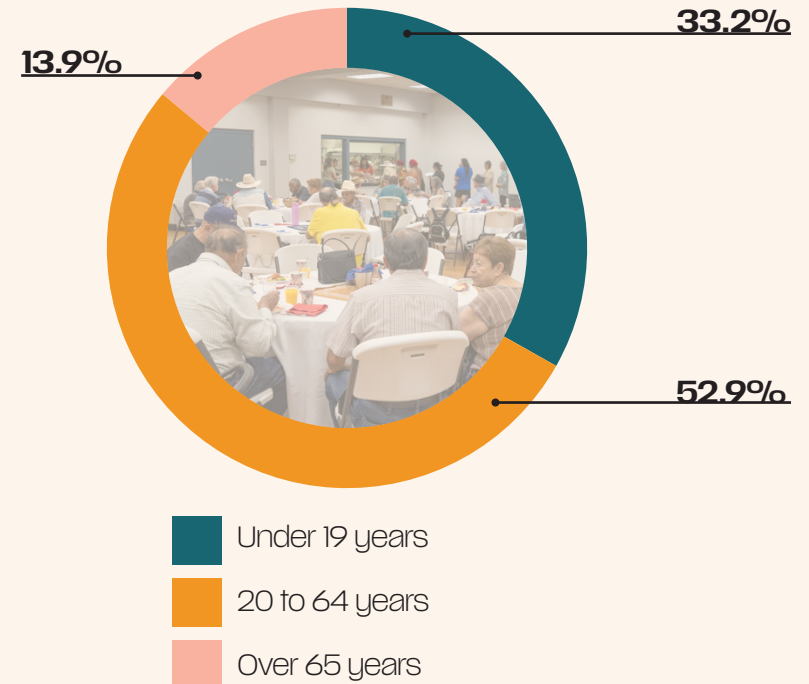
Total Population

44,184

within an area of 11.1 square miles



Population Age



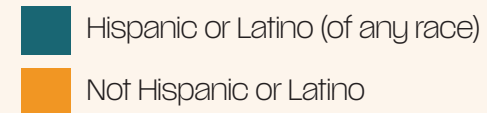
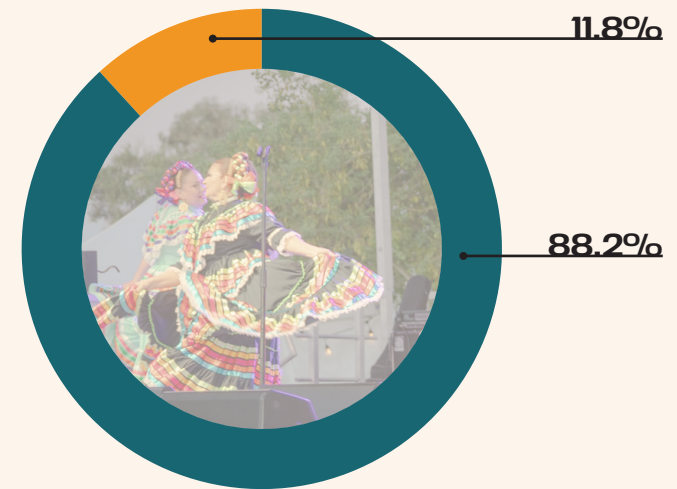
Occupation



Race



Ethnicity

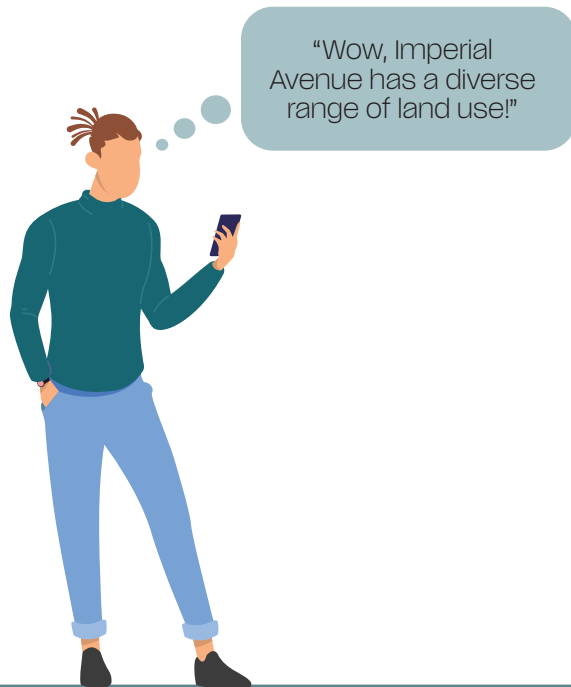


Source: U.S. Census Bureau. (2022). American Community Survey, ACS 5-Year Estimates Subject Tables DP05, S0101, S0801, S2405.

2.3 Land Use

El Centro prioritizes maintaining a balanced and diverse mix of land uses all of which are necessary for maintaining a healthy community. The City is comprised of mostly Low Density Residential land use but with a mix of General Commercial, General Industrial, Light Industrial, and Public Use, as shown in **Figure 2-1**.

Land use along Imperial Avenue consists of mainly General Commercial and Heavy Commercial use. Other uses facing the corridor are Low Density Residential Use, Mixed Use 1, Tourist Commercial Use, Neighborhood Commercial Use, and Public Use. Adjacent uses to Imperial Avenue include High-Medium Density Residential Use. A small portion at the intersection of Imperial Avenue and Adams Avenue also falls within the Adams Avenue Opportunity Area (OA-1).



Study Area Land Use Descriptions

Low Density Residential Use

Development in this category is characterized by single-family detached dwelling units, ADUs, and accessory buildings.

Mixed Use 1

Development in this category is characterized by multiple-family residential, live/work, and retail and service-oriented uses serving the needs of local neighborhoods; allowing mixed use, stand-alone residential, standalone commercial developments.

General Commercial

Development in this category is characterized by Retail, light service, and general business, as well as large-scale planned shopping districts serving the local and regional area; where appropriate, motel/hotel & public assembly uses.

Heavy Commercial Use

Development in this category is characterized by general commercial uses, business and consumer services, and light manufacturing.

Tourist Commercial Use

Development in this category is characterized by motels, resort hotels, related commercial and tourist oriented uses, retail and free-way oriented uses; multiple-family residential may be permitted.

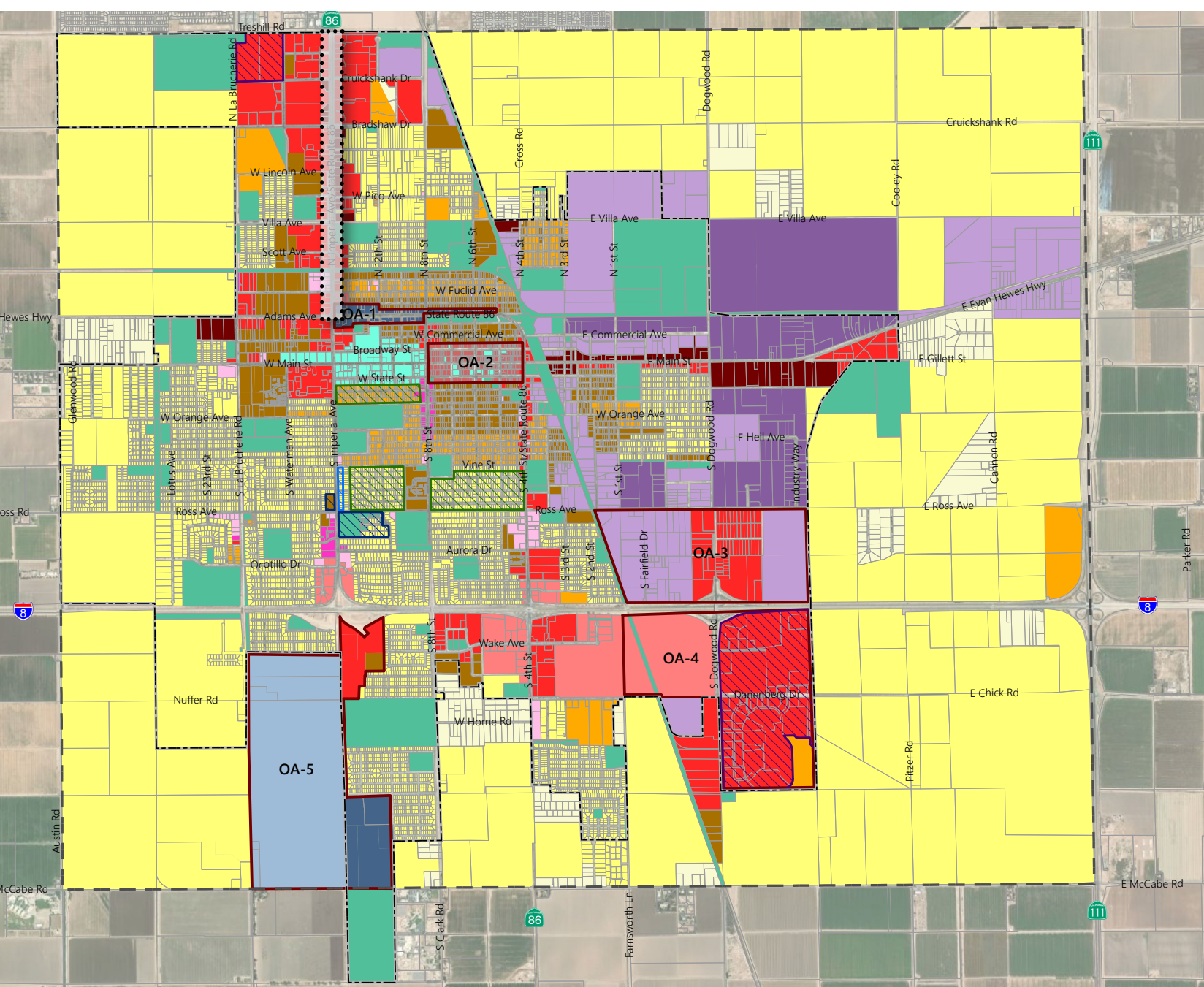
Neighborhood Commercial Use

Development in this category is characterized by retail and service-oriented uses serving the needs of local neighborhoods.

Public Use

Development in this category is characterized by parcels owned by the City of El Centro, Imperial Irrigation District, school districts, or El Centro Regional Medical Center containing police and fire departments, libraries, sewer facilities, flood control basins, parks and recreation facilities, cemeteries, museums, etc.

Figure 2-1: El Centro City-wide General Plan Land Use Map



- Study Area Boundary
 - City Limits
 - Sphere of Influence
 - Opportunity Area (OA)
- Land Use**
- Rural Residential
 - Low Density Residential
 - Medium Density Residential
 - High-Medium Density Residential
 - Master Planned Mixed Use
 - Mixed Use 1
 - General Commercial
 - Heavy Commercial
 - Tourist Commercial
 - Downtown Commercial
 - Neighborhood Commercial
 - Office Commercial
 - General Industrial
 - Light Industrial
 - Civic
 - Public
- Overlays**
- Mixed Use 2 Overlay
 - Single Family Overlay
 - Medical Office Overlay
 - El Centro Regional Medical Center Overlay

FIGURE LUE-2
0 1,500 3,000

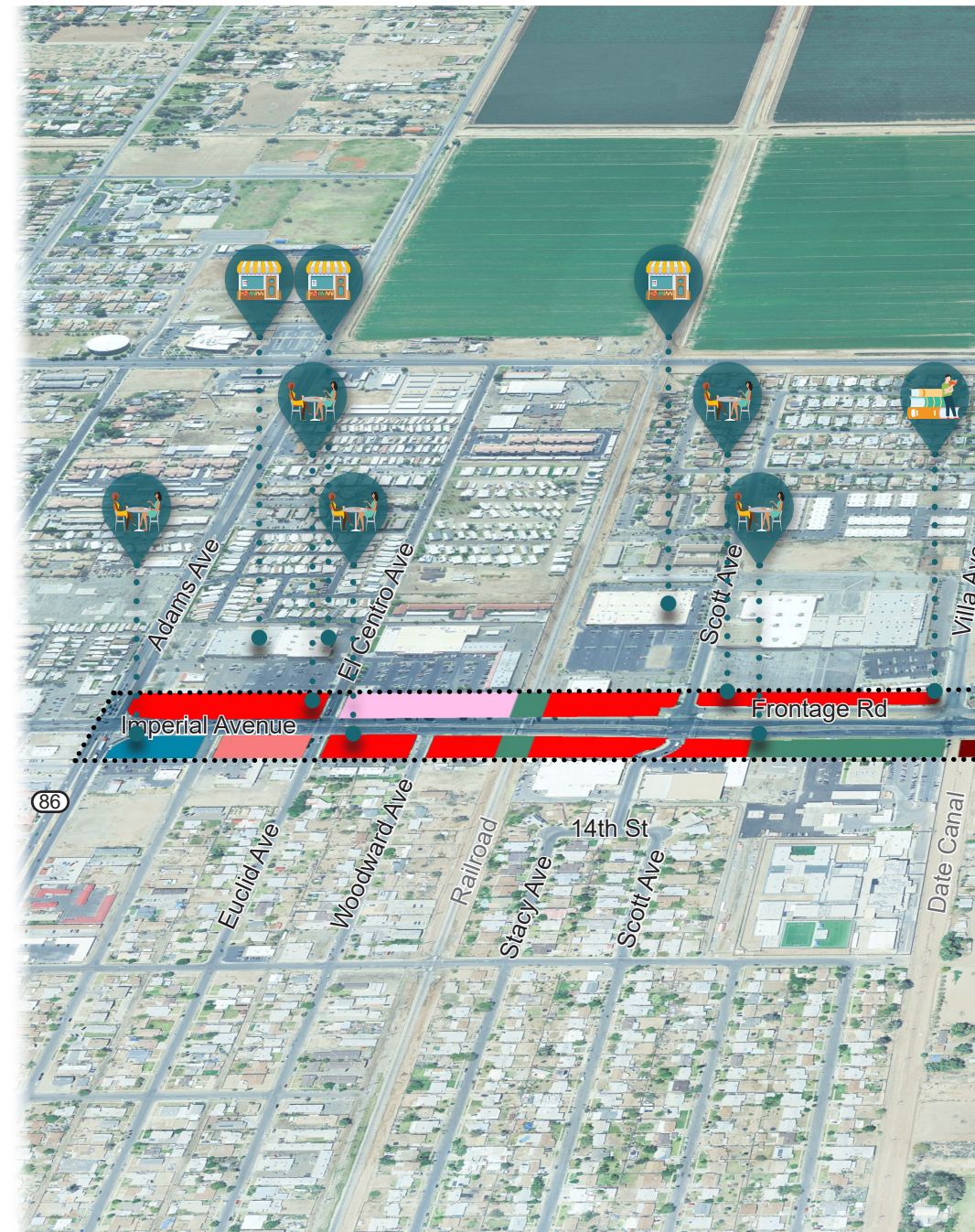
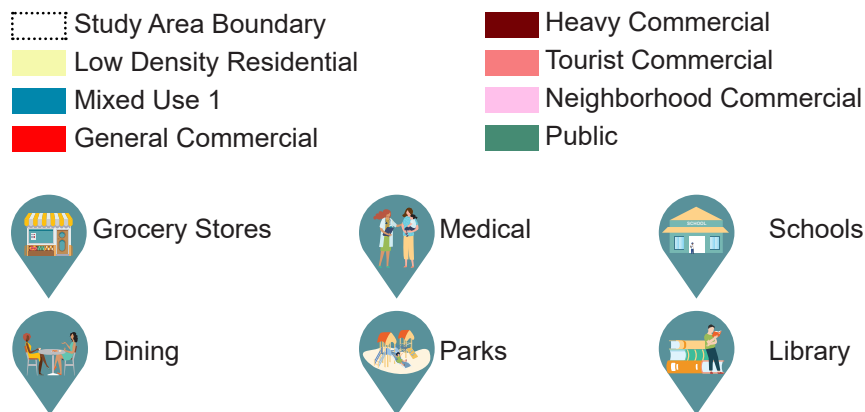
2.3.1 Community Destinations

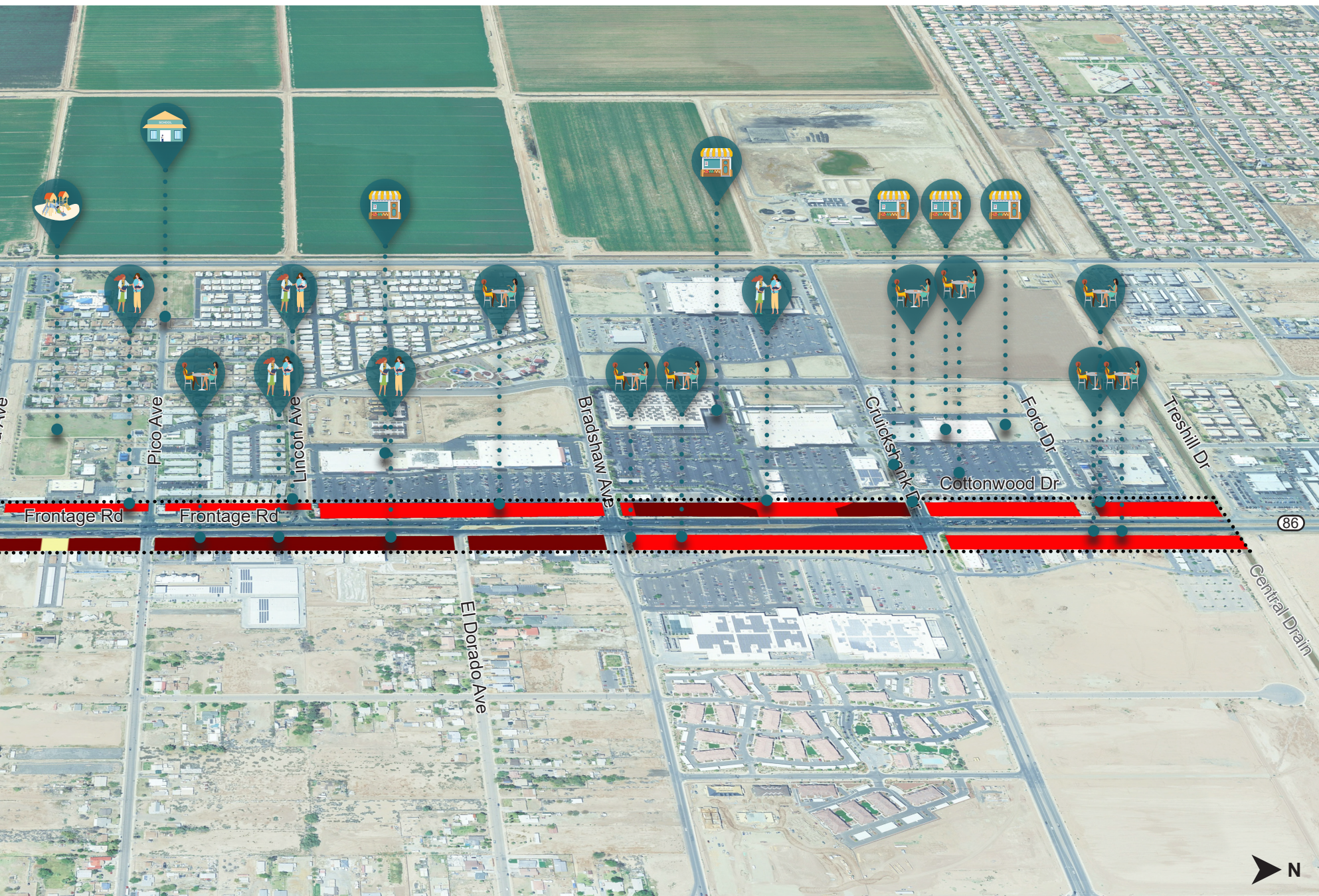
Attractions

The portion of Imperial Avenue within the study area provides access to commercial areas, two parks, Carlos Aguilar Park and First Responders Park, grocery stores, vacant lots with planned commercial development, and residential areas ranging from mobile home parks to single family homes. The nearest schools are about a half-mile away from the corridor. Future developments on Imperial Avenue include an array of commercial uses ranging from cafes, eateries, medical centers and offices, and a gas station.

Capital Improvement Projects (CIP) along Imperial Avenue include the Valley Centerpoint Demolition near the northwest corner of Imperial Avenue and Scott Avenue. Because of the desert climate, residents have year-round extreme heat days which make for an uncomfortable walk, ride a bike, or wait for public transit to and from popular and everyday destinations. Understanding the most traveled areas, as shown in **Figure 2-2**, helps guide the recommendations of the CSP to make modes of transportation not only more safe, but also more comfortable and accessible to and from attractions.

Figure 2-2: Land Use and Community Destinations/Attractions





2.4 Walk Audit

Walk audits are an integral part of the CSP. They offered the opportunity for the Project Team to walk in the shoes of residents to better understand and assess the existing conditions, needs, and barriers.

Walk Audits (November 8, 2023)

During the initial walk audit on November 8, 2023, the Project Team and El Centro City staff walked along Imperial Avenue. They documented areas of interest on a site map, supported by photographs, and noted the following observations along the corridor:

- Drainage constraints
- Changes in topography along different stretches of the corridor
- Missing curb ramps and truncated domes at some crossing points
- Missing sidewalks
- Lack of shelter
- Long distances for pedestrian crossings
- Speeding cars (posted 35 miles per hour speed limit)



Segment A



Segment B



Segment C



2.5 Transportation Characteristics

2.5.1 Transit Routes and Stops

Public transportation for El Centro is available to residents through a fixed public bus service by Imperial Valley Transit (IVT), servicing Imperial County since 1989. Bus services provided by IVT include fixed routes, deviated fixed routes, and remote zone routes. Lines 2, 3, and the Green Line run along Imperial Avenue:

- 2N - El Centro to Niland
- 2S - Niland to El Centro
- 3E - El Centro to Holtville
- 3W - Holtville to El Centro
- Green Line

Some transit stops along the corridor have bus shelters with seating and others only display signage. Bus stops along and near the corridor are shown in **Figure 2-3**.



2.5.2 Commuting Mode Share

As a major north-south connection, Imperial Avenue is heavily used for daily commuting within the City and surrounding areas. **Table 2-1** depicts the estimated travel modes utilized by people 16 years and over who work in El Centro according to the U.S. Census 2022 American Community Survey 5-Year Estimates (ACS).¹ The majority of people working travel alone by automobile followed by people carpooling and have an average travel time of 21.6 minutes to their destination. Active modes of transportation are below two percent, demonstrating the need for Complete Streets improvements such as sidewalks, bicycle lanes, and shade.

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. Throughout El Centro, there is no reported bicycle use when commuting to work according to the ACS data. However, this does not mean there is no need or interest in commuting by bicycle within the city.

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 the mobility infrastructure, transit routes, and land-use patterns support travel to work by transit.

Walking Mode Share

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

Table 2-1: Commute to Work Travel Modes

TRAVEL MODE	ESTIMATE (%)
Car, truck, or van	91.8%
Drove alone	79.1%
Carpooled	12.7%
Workers per car, truck, or van	1.08%
Bicycle	0%
Public transportation (excluding taxicab)	0.4%
Walked	1.7%
Taxican, motorcycle, or other means	1.7%
Worked from home	4.4%



2.5.4 Sidewalk Network Evaluation

Complete Street improvements encourage pedestrians to walk more as they make streets more appealing to pedestrians due to increased safety and walkability. Identifying deficiencies in the pedestrian network is critical using data provided by El Centro. **Figure 2-4** shows missing sidewalks along large portions of Imperial Avenue on both sides of the corridor. Missing sidewalks are concentrated on the northern portion of Imperial Avenue. Frontage roads on the west side of the corridor have existing sidewalks and create access to commercial uses and public facilities. However, the lack of sidewalks on both sides of the corridor create a disconnection across destinations.



Figure 2-4: Missing Sidewalks on Imperial Avenue



2.5.3 Bicycle Facilities

In the development of this CSP, the existing and planned bicycle facilities were analyzed to align to the greatest extent possible recommendations with past and future planning efforts.

Existing Bicycle Facilities

Imperial Avenue existing bicycle facilities as shown in **Figure 2-5**, consist of Class III along the majority of the corridor. Intersecting bicycle facilities for east-to-west connections include Class II, Class III, and some Class I.

Planned Bicycle Facilities

According to El Centro's General Plan Circulation Element, **Figure 2-6**, shows the planned expansion of bicycle facilities along Imperial Avenue include upgrading from the existing Class III bike routes to Class IV cycle tracks with intersecting Class I, Class II, and Class III bike facilities. Additionally, the Project Team during walk audits and traffic counts recorded bicycle ridership, observing the need for facilities to protect existing and attract new riders.

Figure 2-5: Existing Bicycle Facilities

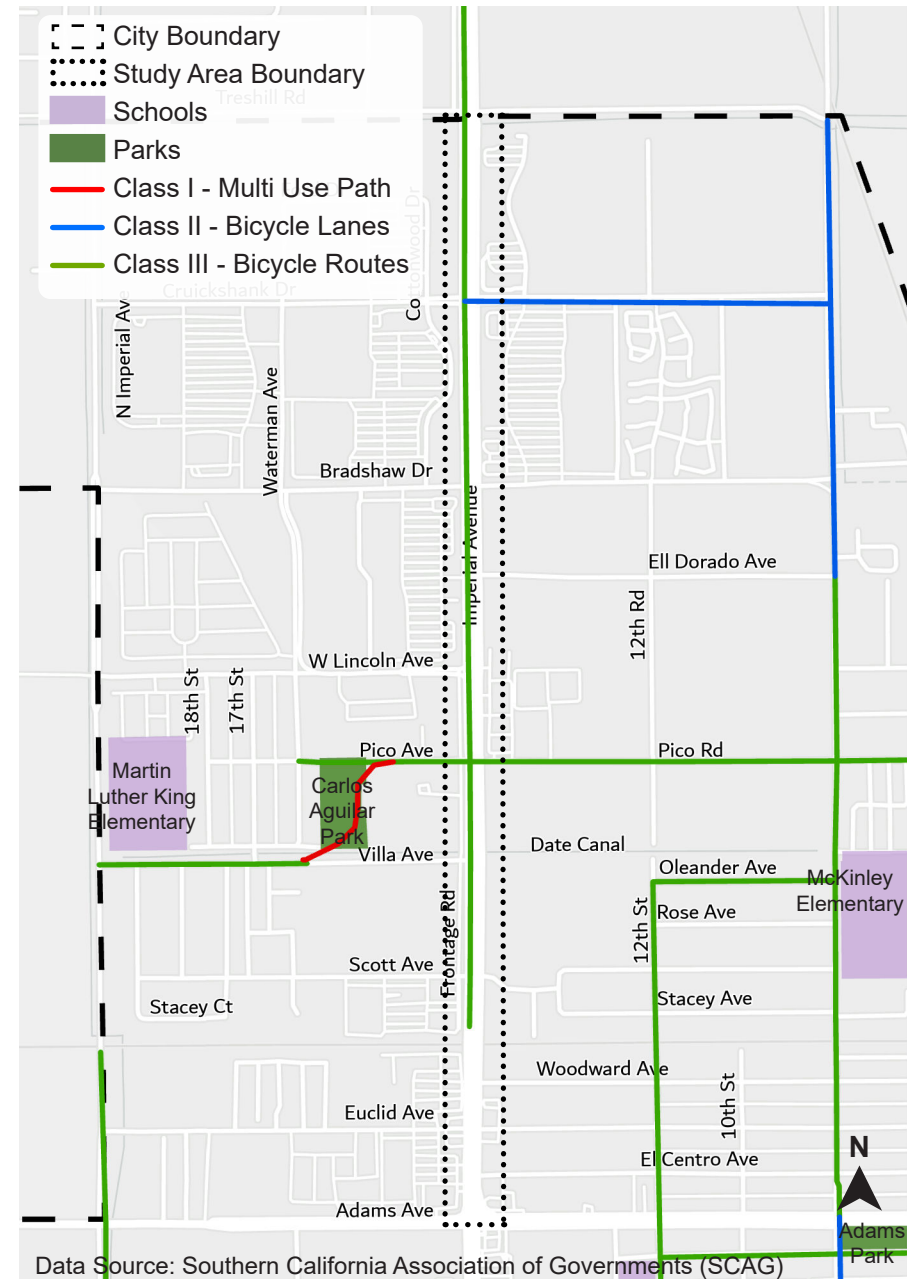
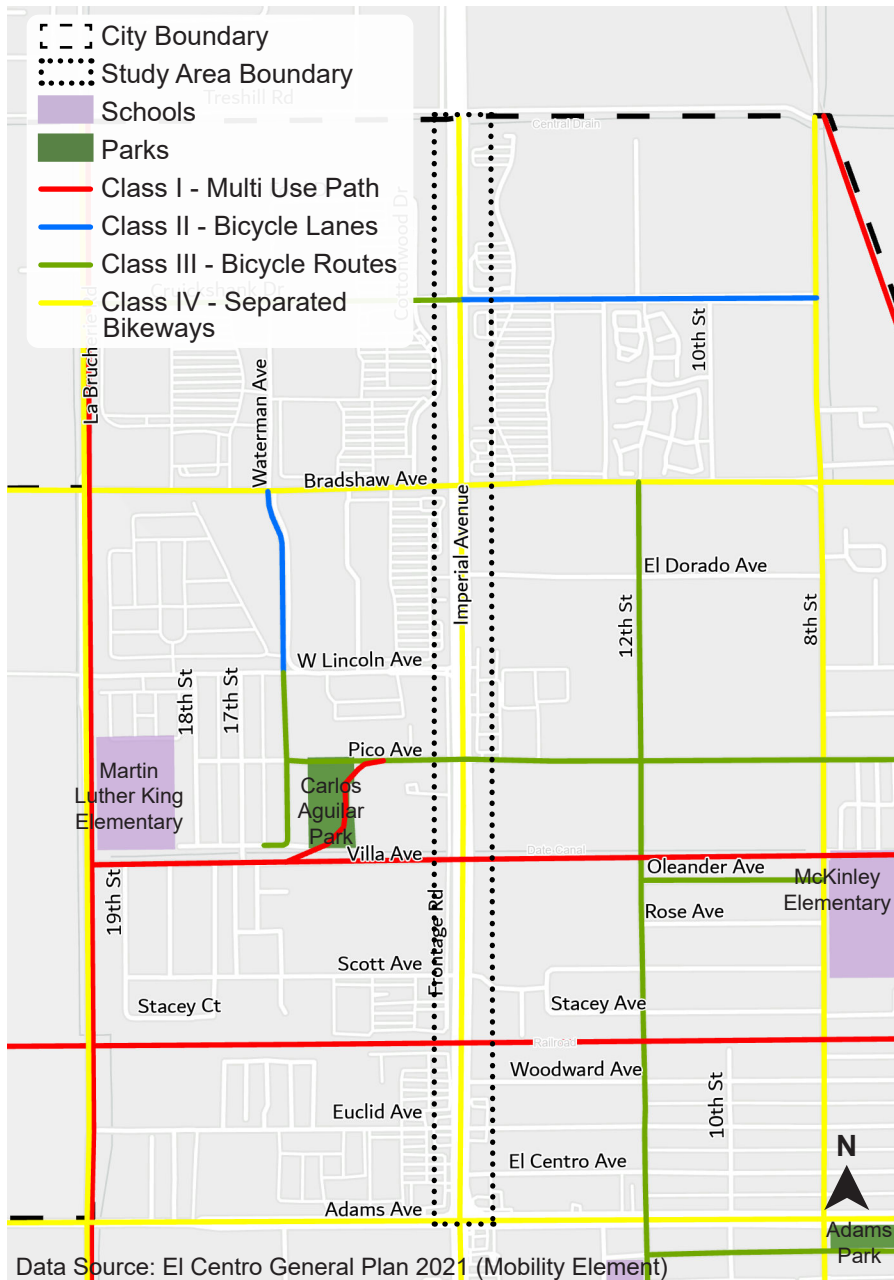


Figure 2-6: Proposed Bicycle Facilities from 2021 General Plan



Bicycle & Pedestrian Crash/Collisions Analysis

A comprehensive crash analysis was conducted using Statewide Integrated Traffic Records System (SWITRS) data to track bicycle, pedestrian, and vehicle collisions along Imperial Avenue. **Figure 2-7** depicts six of the intersections with a high number of crashes, ranging by collision type - pedestrian, bicycle, or vehicle collision.

Traffic Count Analysis

Traffic counts were conducted on October 24, 2023 at AM and PM peak times for cars, pedestrians, and bicyclists to understand how people are currently using and moving through the study area. Despite the lack of pedestrian and bicycle amenities, users were recorded using these modes. Pedestrian and bicycle counts were higher in the southern portion of the corridor, Segment A, likely due to the presence of existing sidewalks for protection.

Refer to **Appendix A.1** for detailed Existing Lane Geometry and Existing AM/PM Hour Volume exhibit.

Figure 2-7: Pedestrian, Bicycle, and Automobile Collisions



Endnotes

1 [United States Census Bureau](#). (2022). S0801 Commuting Characteristics.





Public Engagement

3.1 Outreach Strategy Overview

Input from the public provided the CSP planning process with valuable information while strengthening trust and support of the project. Community members have firsthand experience with the strengths and areas needing improvement on Imperial Avenue and public outreach is a key component of project recommendations.

The outreach strategy consisted of the following events and all materials were provided in English and Spanish throughout the engagement process:

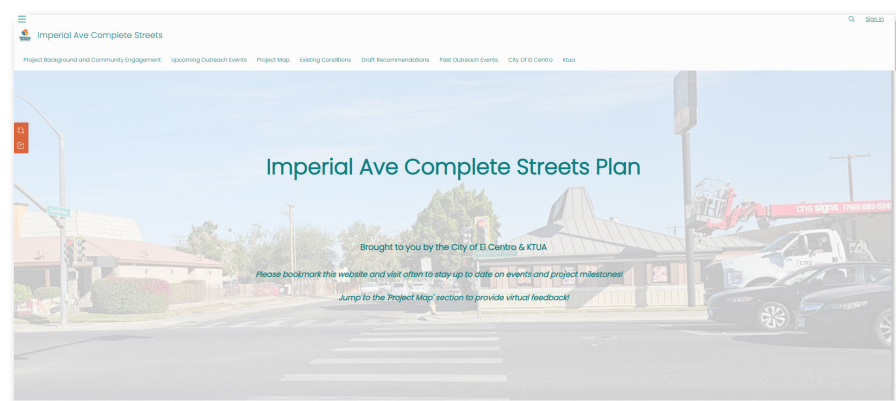
- A project website
- E-newsletters and social media posts
- Postcards to businesses on Imperial Avenue
- An online and paper survey for field interviews/intercept surveys along Imperial Avenue
- A Geographical Information System (GIS) based interactive online map survey
- Three (3) community workshops
- Four (4) project advisory committee (PAC) meetings
- Four (4) pop-up events

3.1.1 Project Branding

To engage, inform, and educate the public, project branding was established to provide digestible informative material for the community. El Centro does not have adopted design guidelines and it allowed for the development of a logo, color palette, typography, and infographics that were representative of Imperial Avenue.

3.1.2 Project Website

A project website was generated to be a bank of information as the CSP was developed with the inclusion of the project description, project timeline, project milestones, and public engagement opportunities such as the GIS-based interactive online mapping survey which allowed the public to drop icons representing a topic with a comment of any area of concern along Imperial Avenue.



3.1.3 Newsletters & Social Media

Bilingual e-newsletters were sent to the project database at key milestones. The database grew throughout the project due to participation in the survey and sign-ups at the various public engagement events. E-newsletters were sent to over 500 community members.

Articles were also used as a way to engage the community as articles were drafted by the Project Team and City Staff and were posted on El Centro's Community Newsletter for the Summer of 2023 and 2024.

Additionally, social media posts were made on the City's social media platforms throughout all stages of the CSP.

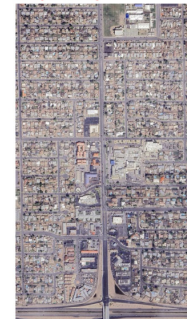


3.1.4 Postcards

A bilingual postcard was mailed to El Centro businesses along Imperial Avenue to inform business owners and operators of the CSP to obtain additional information through the project website prior to Workshop #3 held on November 14, 2024. El Centro staff provided a list of 169 active businesses, and the postcard were mailed to all on October 21, 2024, with an arrival date and in mailboxes by October 25, 2024.



Imperial Avenue Complete Streets Plan A Vision to Increase Comfort, Safety and Beauty



In the fall of 2023, the City of El Centro embarked on a journey to transform Imperial Avenue with the launch of the Imperial Avenue Complete Streets Plan. A planning and design effort that the City can use as a guide to pursue implementation funding. Imagine a street designed with everyone in mind—whether you're walking, biking, taking the bus, or driving. The Plan will set a framework for Imperial Avenue to become a safer, more comfortable, and more attractive part of our community.

What exactly are "Complete Streets"? These are streets that are carefully planned, designed, and maintained to ensure that all people, regardless of

their mode of transportation, can navigate streets safely and comfortably. Whether you're a student biking to school, a parent pushing a stroller, or a commuter getting to work by bus, Complete Streets are for you.



The focus of the Complete Streets Plan is on Imperial Avenue, stretching from Adams Avenue to Tepeh Road. The goal is to preserve Imperial Avenue as a key regional roadway while including much-needed safety and beautification enhancements. With this detailed Complete Streets Plan in hand, the City of El Centro can use it as a resource to seek grant funding that will turn these recommended improvements into reality.

One of the most important aspects of the Plan is how it's rooted in community input. Since last fall, the City has been listening to hundreds of community members share their thoughts on walking, biking, transit, and driving along Imperial Avenue. Through community workshops, an online survey, and participation in local events, your voices have shaped the vision for this transformation. On top of that, a dedicated community-based project advisory committee has been offering invaluable input throughout the planning process.

The feedback from our community has been insightful and thoughtful, considering the needs of everyone who uses Imperial Avenue. Here are just a few examples:



- "Bike safety may be a more frequent issue that will come up in the future. Students are using e-bikes and scooters to commute as single-income households with one vehicle are becoming more prevalent here in the Valley. Parents would feel more confident in allowing their kids to bike to school if we had better bike paths going to places that mattered."
- "Overall Imperial Avenue is not safe for people in wheelchairs, like my uncle."
- "We love El Centro, a loving, caring community."
- "There are no sidewalks so we walk on the dirt."
- "There's a long stretch between crossings."
- "It's very intimidating crossing the street, even where there are crosswalks."
- "We need a more improved transportation system. Beautification of the Avenue, more lighting, more considerations for disabled individuals and bike riders."



IMPERIAL AVENUE COMPLETE STREETS PLAN

Taking this feedback to heart, the Imperial Avenue Complete Streets project team has recommended a range of improvements. These include ADA enhancements like curb ramps, safer bike lanes, better signage, additional trees for shade, improved lighting, and more. Curious to see what's being proposed? Visit the project website: bit.ly/ElCentroAve to check out the details.



The Imperial Avenue Complete Streets Plan is set to be completed by February 2025, with support from a \$300,000 grant from the Caltrans Sustainable Planning Program. For more information, please call (760) 337-4345 or email ecsp@cityofelcentro.org.



3.2 Surveys

To better understand the challenges, barriers, and opportunities for Imperial Avenue, the Project Team developed a GIS-based interactive online mapping survey and conducted intercept surveys with a traditional community survey.

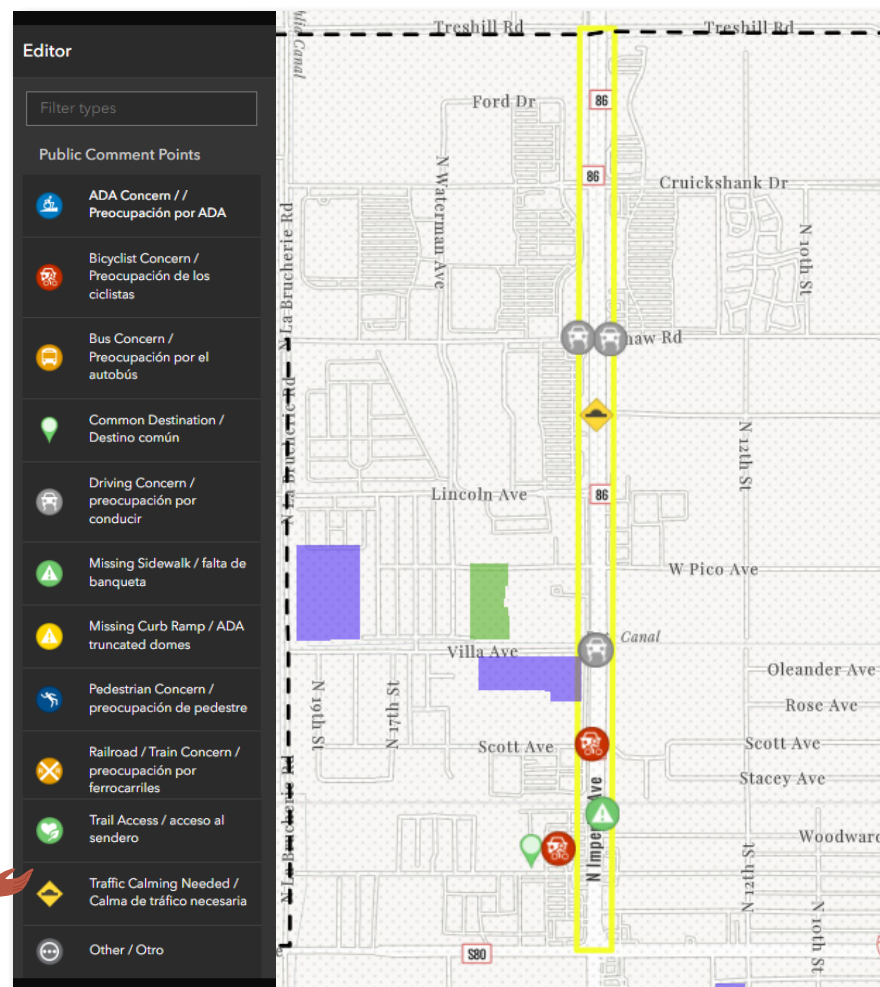
The traditional survey was made available online through a Quick Response (QR) Code and website link as well as a physical survey distributed during public engagement events. The survey material was made available from October of 2023 to January of 2024. The survey was promoted on the City's various social media platforms, at city events, and a large banner displayed at Carlos Aguilar Park. Opportunity drawings were also provided by the City to incentivise survey participation.

3.2.1 GIS Interactive Survey

A GIS interactive survey was posted at the start of the project along with the project website where a range of comment points/categories were available for participants to note areas of concern. The option to include any other concern or comment was also made available.

Concerns noted on the interactive survey included:

- Driving concerns on Bradshaw Avenue and Villa Avenue where intersecting with Imperial Avenue
- Traffic calming needed on El Dorado Avenue and Imperial Avenue intersection
- Bicycle concerns on Scott Avenue and Imperial Avenue intersection and parking lots
- Missing sidewalks approaching the railroad
- Grocery store (Vons) as a common destination



3.2.2 Intercept Surveys

Although most people have access to the technology required to complete the digital survey, it was important to ensure the survey was accessible to everyone, including those without the necessary technology or those who may experience discomfort with digital tools. For this reason, the Project Team also offered a physical survey option and conducted field interviews/intercept surveys.

Intercept Survey #1 (December 13, 2023)

On December 13, 2023, with permission from the El Centro School District, the Project Team visited McKinley Elementary and Kennedy Middle School during after-school pickup to conduct CSP surveys to parents and caregivers. Those waiting to pick-up their students were happy to participate in the survey, and Kennedy Principal Richard Sanchez offered extra credit to the students whose parents participated. Additionally, the Project Team visited the library as well as transit stops near Costco and DMV. Overall, participants were enthusiastic about the project to improve the nearby neighborhood.

Intercept Surveys September 17 & 18, 2024

On September 17, 2024, the Project Team visited Lincoln Elementary and Martin Luther King Elementary Schools during after-school pick-up to speak with parents about the project, sharing information about the second survey from Workshop #2 about the draft concept recommendations. A station was set-up outside Cardenas, with permission from the store manager.

Additionally, to reach transit users, the team visited four transit stops along the corridor on September 18, one outside Costco, and three further south. The team also stopped at the library to speak with patrons about the project and encourage survey participation.

Over the two days, residents responded positively to the improvements, with many sharing stories of near collisions along Imperial Avenue. Some expressed concern about the addition of three stoplights from their perspective as drivers. Those who used the library were especially enthusiastic about a new traffic signal allowing easier pedestrian access to the library.



448 Total Surveys

3.2.3 Survey Results Key Findings and Takeaways

Key findings and takeaways from participants who completed the online and physical surveys at CSP events or during fieldwork have been summarized. The complete survey results can be found in the **Appendix A.2**.



Relationship of survey participants with El Centro

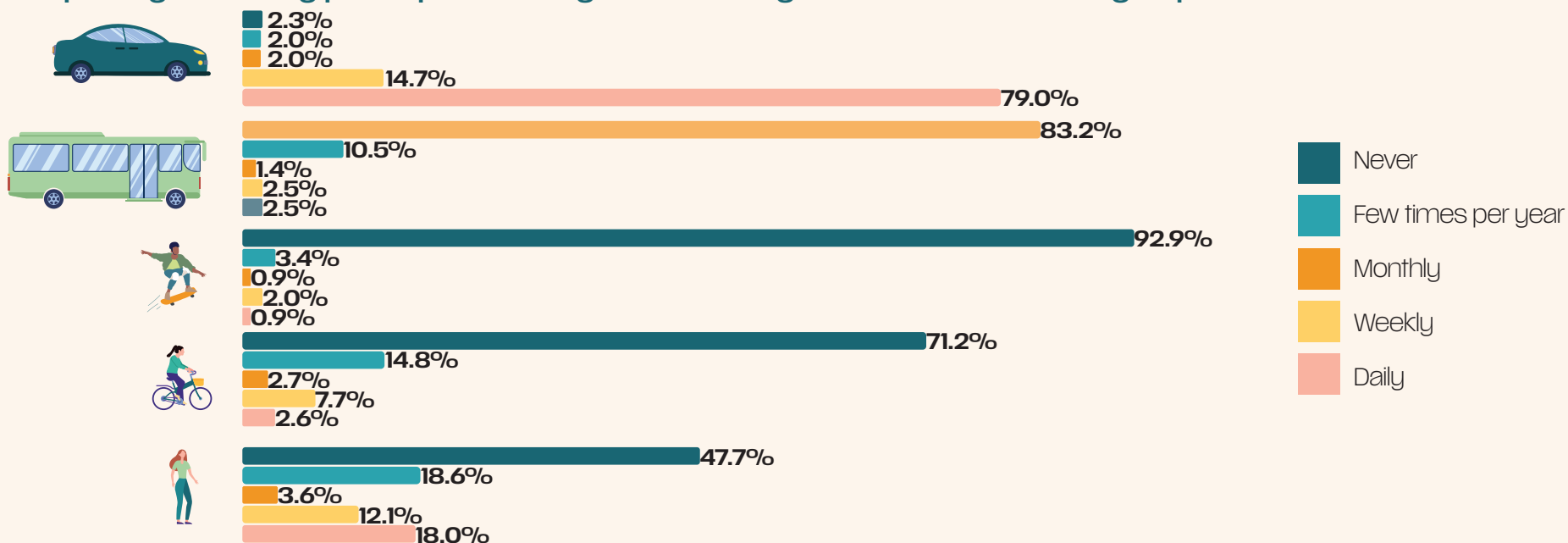
79.9%
Residents



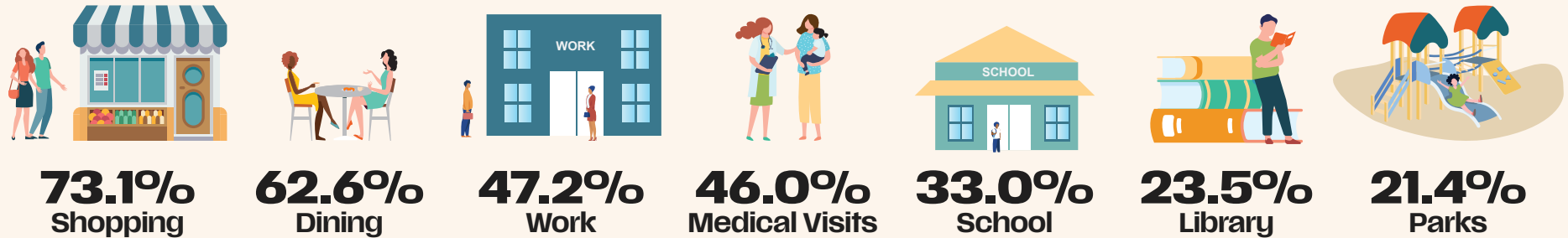
Most popular mode of travel on Imperial Avenue

94.1%
Driving

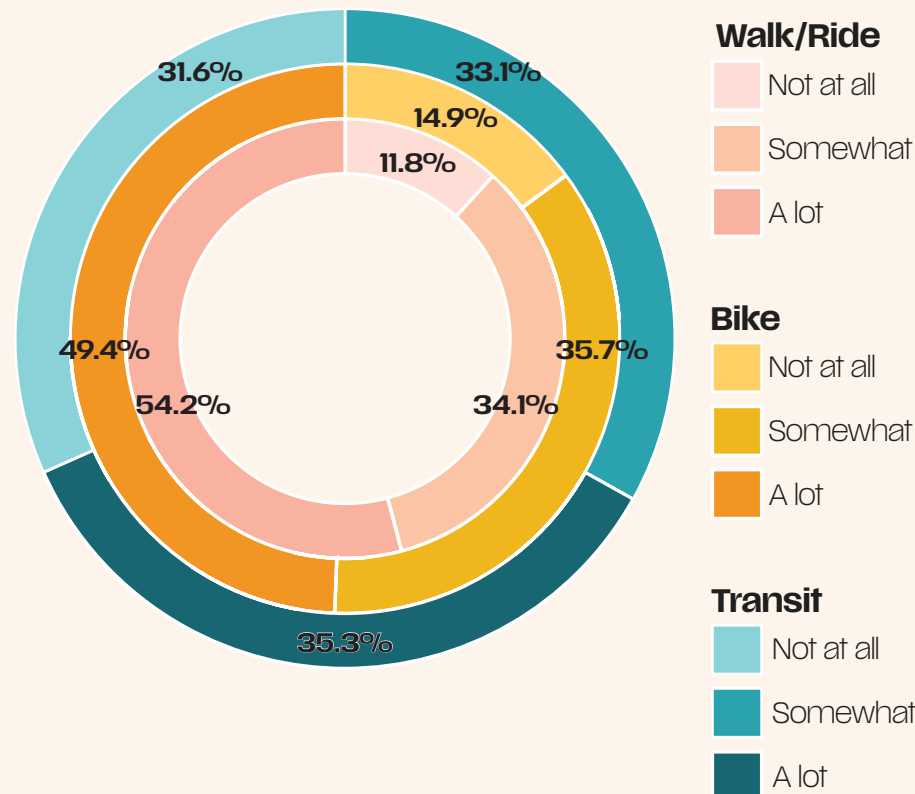
Frequency of survey participants using the following modes of travel along Imperial Avenue



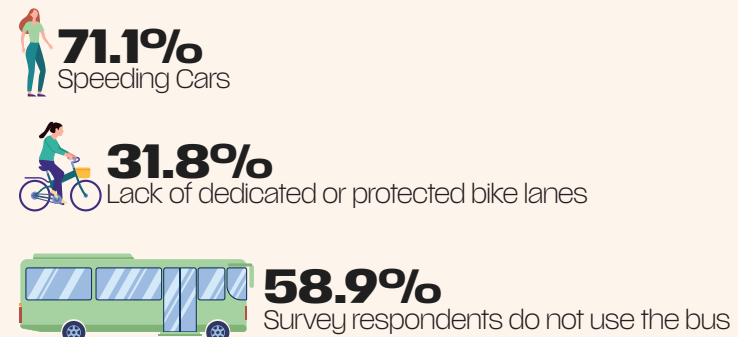
Major attractions/what draws survey participants to Imperial Avenue



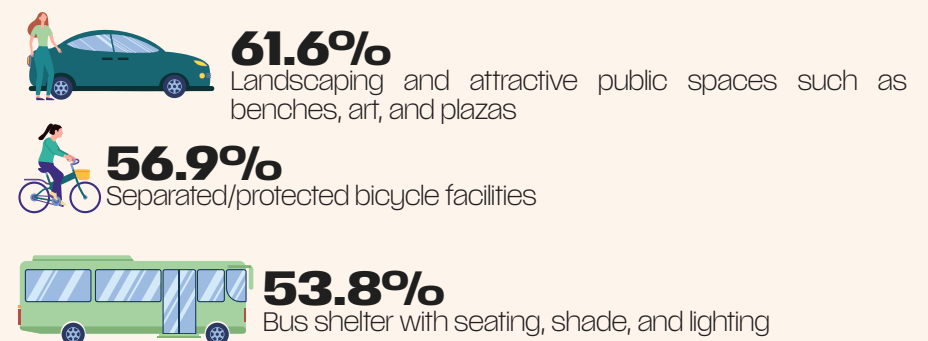
Concerned about enhancing safety for the following modes of travel



Top concerns about walking, bicycling, and the use of transit along Imperial Avenue



Top things that would make people walk/ride, bike, and use transit along Imperial Avenue



3.3 Community Workshops

Three interactive community workshops were conducted throughout various dates during the CSP planning process. All workshops were family-friendly events with bilingual staff available to facilitate participation and capture valuable feedback. The purpose of the community workshops was to identify what community members enjoy and would like to see improved on Imperial Avenue to help highlight priority areas in the advancement of the project vision of creating a vibrant corridor that connects all people to the City of El Centro.

Workshop #1 - City Library (November 8, 2023)

The team conducted the first community workshop on Wednesday, November 8 at the City Library located at the intersection of Villa Avenue and Imperial Avenue. A brief presentation was given by the Project Team and City Staff to introduce the CSP project. Later residents had the opportunity to review and comment on various exhibits provided which included input boards and maps to help gather comments. The feedback the team collected on existing concerns, opportunity areas, and overarching wishes for Imperial Avenue was used to develop design alternatives for residents to review at future community workshops.



Workshop #2 - City Library (August 8, 2024)

Similarly to the first workshop, the second workshop took place on Friday, August 8 at the City Library. The workshop was an open house style format where community members were encouraged to walk around and learn, comment, and participate in the various activities available.

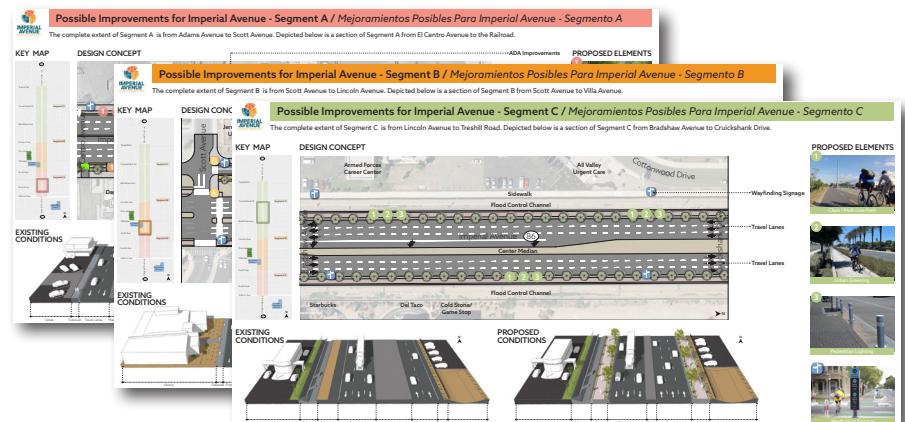
A complete streets remote control car course served as an interactive and educational activity that demonstrated traffic calming treatments to help guide pedestrians and bicyclists safely and comfortably as well as incentivize drivers to be more mindful of their surroundings to encourage safer driving. A display of boards provided a synopsis of the survey results which guided the draft recommendations that were the main focus of the workshop. The draft recommendations were shown to the public in a comprehensive but digestible format as the Imperial Avenue corridor was broken down into small portions of Segment A, B, and C. Existing and proposed three-dimensional sections of the corresponding segment accompanied the site plans and community members were asked to complete a report card for each of the segments to help gauge where further improvements were desired. Additionally, a board displaying the three locations for new proposed traffic signals was also provided for comments.

Overall, participants expressed satisfaction with the draft recommendations for all segments and previous comments made about the need for more shade, shelter, lighting, and safety for pedestrians and bicyclists still were primary areas of concern.

Draft Recommendation Survey

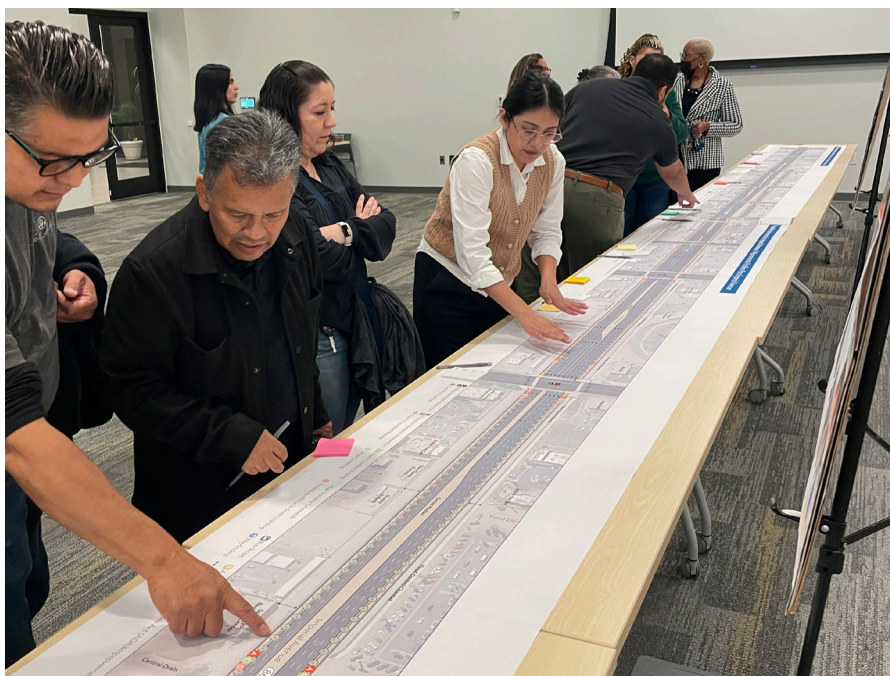
Following this workshop, a second survey was made available to the public for all whom were unable to attend to provide their feedback on the draft recommendations and a total of 71 surveys were completed. Overall, people were supportive of the presented recommendations for all segments and the new proposed traffic signal at the intersection of Imperial Avenue and Villa Avenue. Complete results can be found in **Appendix A.3**.

The image shows three overlapping draft recommendation report cards for Segment A, B, and C of Imperial Avenue. Each card contains a table with various categories of improvements and a section for comments. The cards are titled 'SEGMENT A REPORT CARD', 'SEGMENT B REPORT CARD', and 'SEGMENT C REPORT CARD'.



Workshop #3 - City Library (November 14, 2024)

The third and last workshop was an open house style event held on November, 14, 2024 at the City Library. The workshop began with a presentation that revisited each stage of the project from the existing conditions analysis and community engagement through preliminary concept design. After the presentation, the remainder of the workshop was treated as an open house, where participants assessed the draft concept design for the entire corridor, printed at nearly 20' in length and 14" in height. The enlarged printout, paired with a legend and photos of treatments, allowed community members to more easily understand the recommendations proposed. Attendees took their time reviewing the concept and shared their feedback in writing. Common themes involved increasing pedestrian and bicycle access to businesses, adding clear zones along frontage roads, and adding enhanced pedestrian amenities at the railroad crossing.



3.4 Project Advisory Committee (PAC)

A project advisory committee (PAC) was formed to be an advisory body and provide ongoing feedback throughout the project. Four PAC meetings were held throughout the planning process and all were held virtually to accommodate members' schedules. Representatives from stakeholder organizations, community representatives, and City Staff who experience Imperial Avenue on a regular basis participated. A summary of each meeting is described below.

Participating organizations included:

- Caltrans
- El Centro Elementary School District
- Imperial County Transportation Commission
- Lotus Living
- Mayor
- Planning Commission

PAC Meeting #1 (October 19, 2023)

The first PAC meeting was held on October 19, 2023. Attendees were introduced to the project via a presentation and open discussion. A presentation shared an overview of community engagement, expectations for members, and project milestones. Members were asked to share their impressions of and experiences with Imperial Avenue. Their comments are summarized below.

- There are long crossing distances across Imperial Avenue, short crossing times, and far distances between crossings.
- Local commuters will use La Brucherie Road to avoid congestion.
- Pedestrians walk on the dirt and in the irrigation channels.
- Concerning driver behavior: running red lights, not yielding to pedestrians, and speeding.



PAC Meeting #2 (March 7, 2024)

The second PAC meeting was held on March 7, 2024. At this meeting, there was a project update that included findings from outreach efforts, highlights from the project survey results, and data findings from the existing conditions analysis. The project update was followed by an open discussion about the possibilities for the project, summarized below.

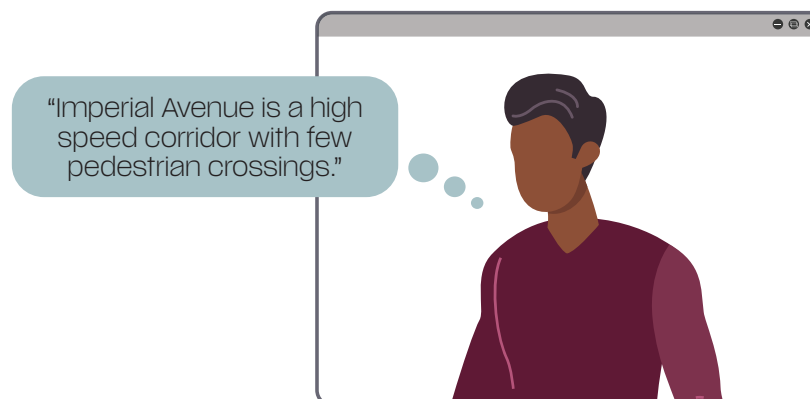
- First-last mile connections
- Increased bus frequency
- Additional pedestrian crossings
- ADA compliance
- Design considerations such as topography and ICTC's concurrent Comprehensive Operational Analysis

PAC Meeting #3 (August 22, 2024)

The third PAC meeting was held on August 22, 2024. The meeting consisted of a project update presentation summarizing community feedback and field observations and how they applied to the draft recommendations in the form of before-and-after 3D renderings. Attendees were able to see preliminary recommendations to digest treatments at each of the three segments. Additionally, three potential intersections were proposed to address the request for additional pedestrian crossings. Stakeholders were supportive of the draft recommendations and any questions they had were answered.

PAC #4 (December 4, 2024)

On December 4th, the final PAC meeting was held which provided and opportunity to summarize the project analysis and public outreach conducted and share how this informed the proposed recommendations. The Project Team shared how community and stakeholder feedback has been incorporated into the Plan and attendees shared their appreciation. The group discussed how this Plan will position the City for diverse funding sources and emphasized how it will have both a local and regional impact on residents, visitors, and frequenters.



3.5 Pop-Up Events

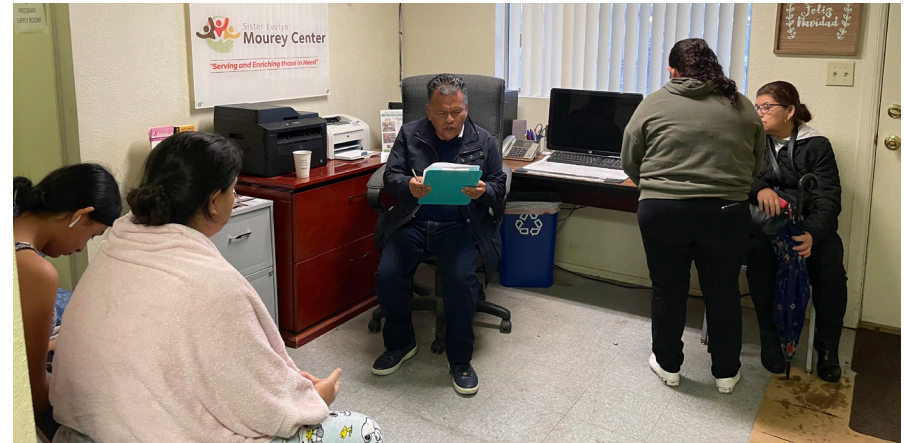
Pop-Up #1 - Sister Evelyn Mourey Center (January 22, 2024)

The first pop-up event was hosted at the Sister Evelyn Mourey Center on January 22, 2024, to talk with residents about their safety concerns along the corridor. Despite the inclement weather, nearly 40 people came out to share input. Some key takeaways were concerns about the nearby Imperial Avenue and Pico Avenue intersection crossing times being too short to safely cross. Residents shared that crossings generally feel unsafe along Imperial Avenue, especially for vulnerable populations such as seniors and people with mobility aids or disabilities.

Pop-Up #2 - Children's Fair (April 13, 2024)

On Saturday, April 13, a second pop-up was held during the Children's Fair, a family-friendly day with live music, games, animals, and food. To attract community members to participate, a booth was set up along with games and activities such as corn hole and a spin the prize wheel. The goal of the pop-up event was to inform the public about the results from the existing conditions analysis and capture feedback from residents to help guide the project team through the preliminary design phase.

Upon engaging with the public, some key takeaways were the barriers transit riders face, where people feel the most safe crossing Imperial Avenue on bicycles, and insight on the challenges of walking along Imperial Avenue.



Top 3 Desired Improvements by Mode



#1 Street trees

#2 Curb extensions

#3 Pedestrian Hybrid Beacons (PHB), sidewalks, and curb ramps/speed displays



#1 Class I Multi-use Path

#2 Class IV Separated Bikeways

#3 Bike Parking



#1 Bus shelters with protection from weather

#2 Improved ADA access at bus stops

#3 More bike rack capacity on the front of buses

Pop-Up #3 - Sister Evelyn Mourey Center (August 9, 2024)

Pop-up three was hosted at the Sister Evelyn Mourey Center a day after Workshop #2 to continue gathering input on the draft recommendations for Segments A, B, and C. All material provided during the pop-up were the same as Workshop #2. Approximately 30 attendees shared suggestions for all three segments of the Imperial Avenue study area as well as three locations for new traffic signals. All attendees left with bags of food and other goodies as a thank you for participating.

Common themes were interest in drought tolerant street trees for shade, pedestrian-scale lighting, and increased crossing times for pedestrians.



Pop-Up #4 - Sister Evelyn Mourey Center (November 15, 2024)

A final pop-up was hosted at the Sister Evelyn Mourey Center a day after Workshop #3 where approximately 53 participants received a voucher for a free turkey as Thanksgiving Day approached. Due to space constraints, the corridor was shared similarly to Workshop #3 but at a smaller scale.

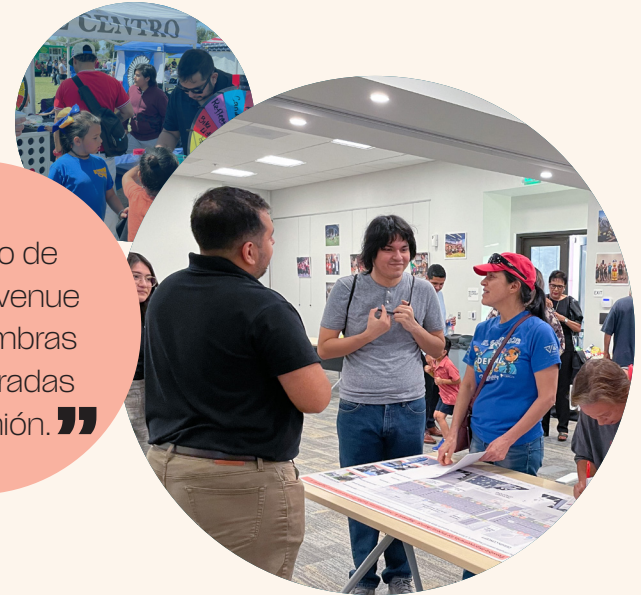
Participants expressed their overall satisfaction with the recommendations and gratitude for the proposed sidewalks and crosswalks as some of their concerns remained for sidewalks, crosswalks, lighting, and enhanced safety for people of all abilities. Participants emphasized the continued need for improved visibility for pedestrians, as well as level and continuous sidewalks to accommodate people with mobility aids.





“It's intimidating crossing the street, even when there are crosswalks.”

“A lo largo de Imperial Avenue faltan sombras en las paradas de camión.”



Participant Quotes



“There are long stretches between crossings.”



“Los automovilistas no respetan a los peatones.”

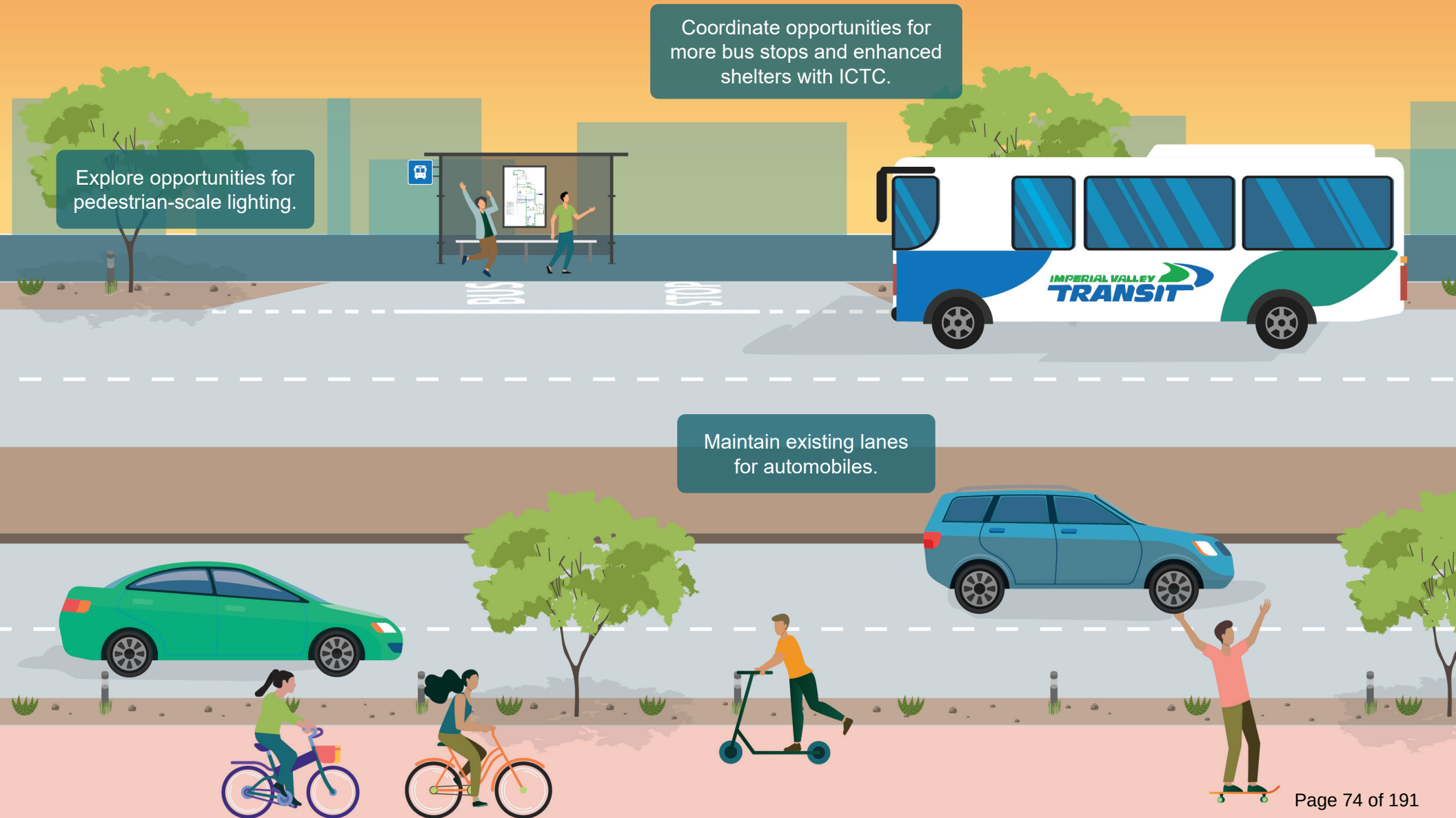
3.6 Public Engagement Overarching Themes

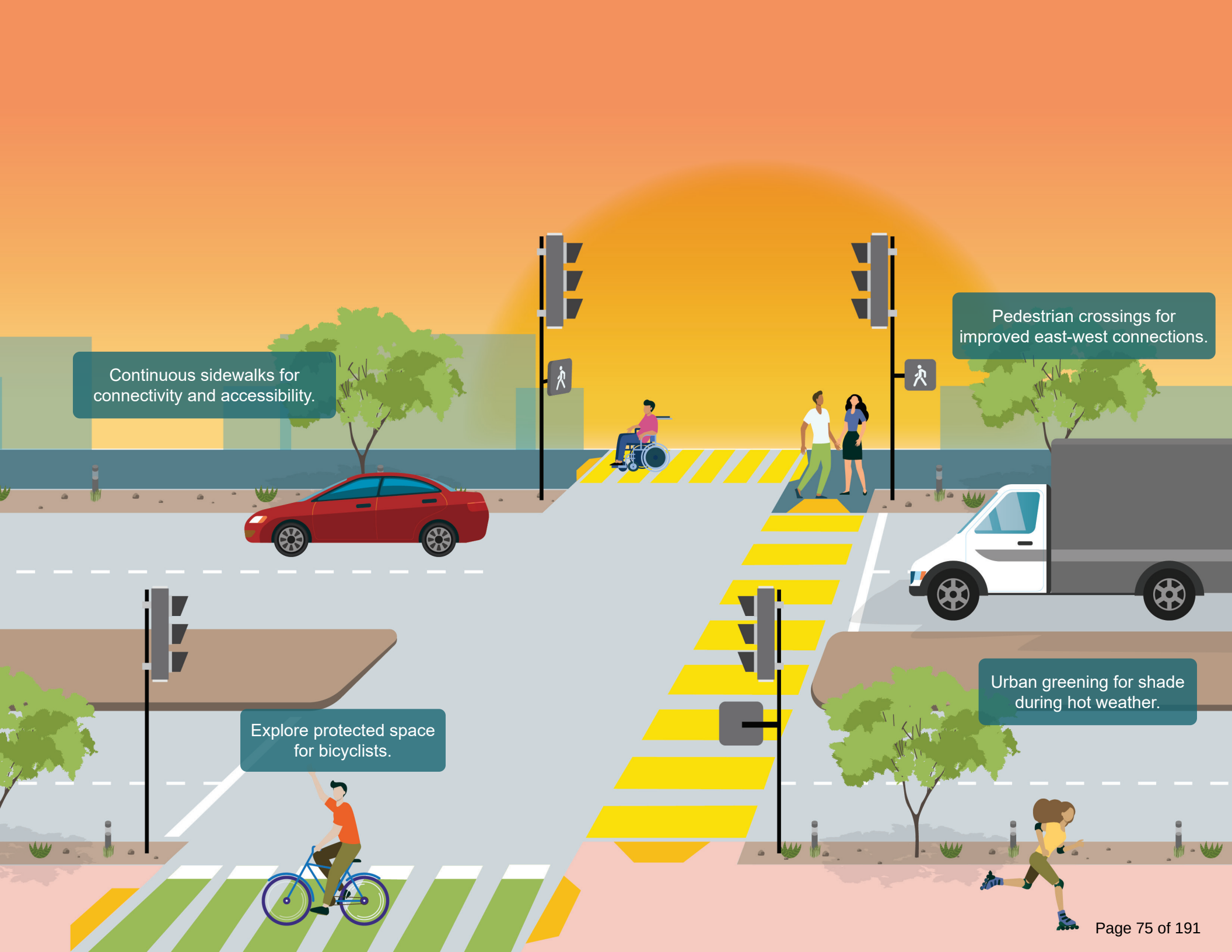
Community members shared a range of comments and concerns throughout the public engagement process. The following are some of the overarching themes and ideas desired that influenced the proposed design for Imperial Avenue.

Explore opportunities for pedestrian-scale lighting.

Coordinate opportunities for more bus stops and enhanced shelters with ICTC.

Maintain existing lanes for automobiles.





Continuous sidewalks for connectivity and accessibility.

Pedestrian crossings for improved east-west connections.

Explore protected space for bicyclists.

Urban greening for shade during hot weather.

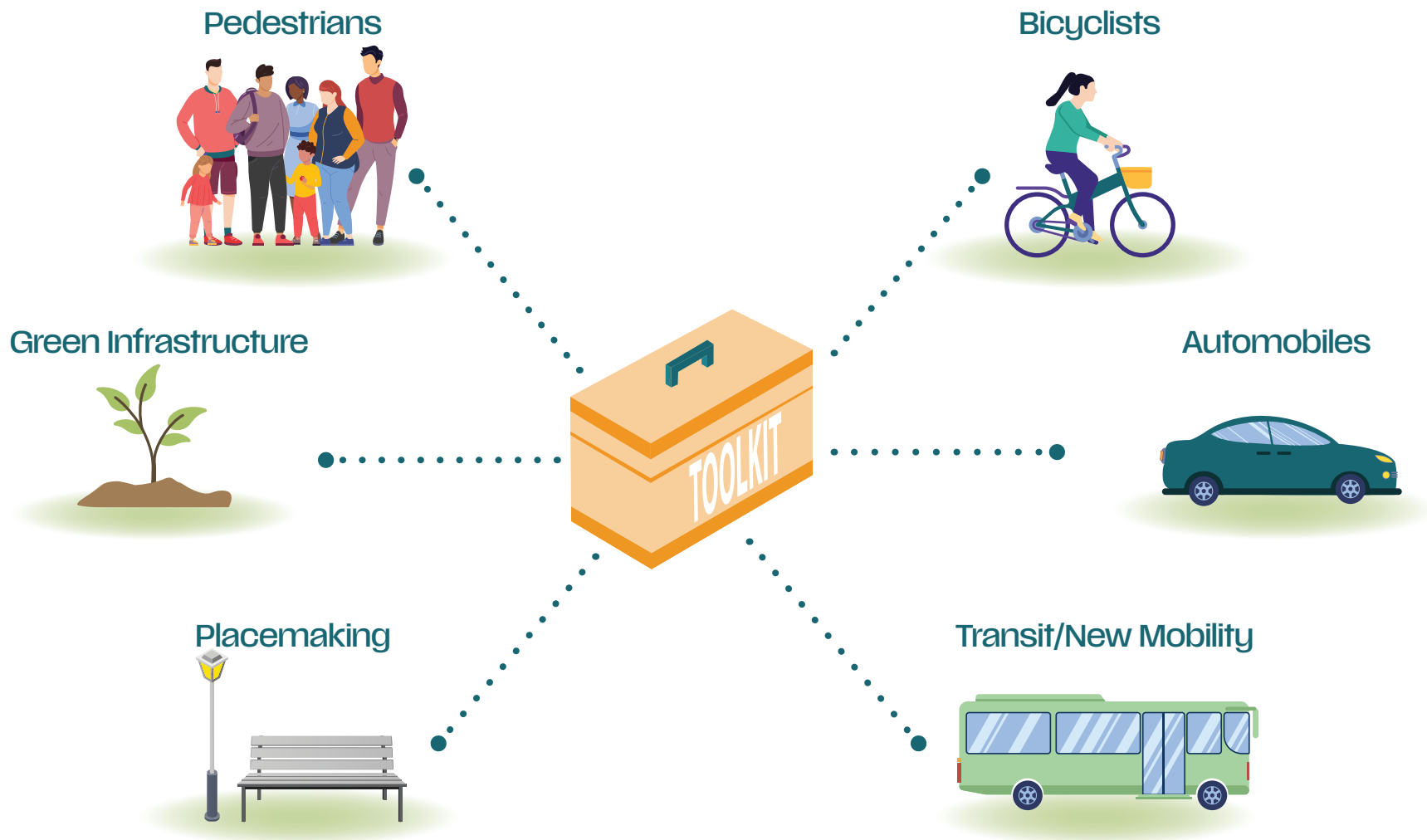




Recommendations

4.1 Complete Streets Toolkit

A wide range of infrastructure elements exist that can be incorporated in the development of Complete Streets. Each potential improvement will need to be evaluated further on a case by case basis during the final design and implementation phase. The following section outlines a 'toolkit' which includes different categories and types of street treatments that are often found or can be incorporated in the development of Complete Streets. Several of these elements can be found in the Imperial Avenue Preferred Concept described later in this chapter. The corresponding regulations, policies, guidelines, and standards should be further analyzed and followed upon implementation.





4.1.1 Pedestrian Facility Enhancements

Imperial Avenue is an auto-centric corridor and main truck route. Therefore, pedestrians often opt for the use of motor vehicles as a safer mode of travel to, from, and throughout the corridor. Pedestrian facility enhancements can be incorporated throughout Imperial Avenue for a safer and more accessible environment.

Pedestrian Refuge Islands (Median Refuge Islands)

Pedestrian refuge islands or median refuge islands are raised protected spaces in the center of the streets, creating a safe space for pedestrians and bicyclists to wait as they cross one direction of the street to another.¹ This is beneficial to pedestrians and bicyclists when they have to cross major streets.

Mid-Block Crossings

Mid-block crossings provide a convenient location for pedestrians to cross the street where intersection crossings are far apart, preventing out-of-route travel for pedestrians. These types of crossings are typically developed where common use occurs such as schools, parks, and everyday uses.²

Curb Extensions (Bulb-outs or Neck-downs)

Curb extensions are also referred to as bulb-outs or neck-downs and shorten the distance needed for pedestrians to travel when crossing the street. This is due to the offset of the curb into the street that increases the pedestrian area and encourages drivers to make slower turns. Curb extensions can also be used along streets, supplementing on-street parking space and an opportunity for increased street furnishings and landscaping.³

Pedestrian-Scale 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.



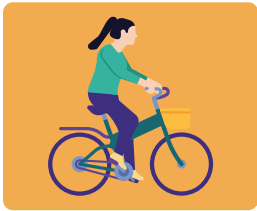
Pedestrian Refuge Island



Mid-block crossing with Pedestrian Refuge Island



Curb Extension



4.1.2 Conventional Bicycle Facility Types

In the state of California, four conventional bicycle facility types are recognized by the California Department of Transportation and guidance on standards and specifications are found in the California Manual on Uniform Traffic Control Devices (CA MUTCD)⁴ and CA Highway Design Manual (HDM)⁵. The numerical designation of bicycle facility types does not represent a hierarchy and application of each should be considered where deemed appropriate.

According to the National Association of City Transportation Officials (NACTO)⁶, the benefits of conventional bike lanes are:

- The increase of bicyclist comfort and confidence on busy streets.
- The creation of separation between bicyclists and automobiles.
- Increased predictability of bicyclist and motorist positioning and interaction.
- Increased capacity of streets carrying mixed bicycle and motor vehicle traffic.
- Visually reminds motorists of bicyclists' right to the street.

Class I Multi-Use Paths (Bicycle Path)

Class I multi-use paths, frequently referred to as “bicycle paths”, are two-way facilities physically separated from motor vehicle routes that grant exclusive right-of-way to non-motorized users, like pedestrians and bicyclists. They require physical buffers to ensure safety and comfort of the user.

Class II Bicycle Lanes

Class II bicycle lanes are one-way facilities that dedicate right-of-way to bicyclists within the same direction of roadway adjacent to motor vehicles. They are not physically separated from motor vehicle traffic. For this reason, Class II bicycle lanes can include an additional buffer striping space whenever possible to reduce the risk of collision between bicyclists and motor vehicles.



Class III Bicycle Routes

Class III bicycle routes, are one-way shared facilities typically on low speed and low volume roadways where bicyclists and motorists are expected to share the road. Therefore, these roadways can be designated as bicycle boulevards/neighborways with enhancements that include signing and pavement markings, volume management strategies, and speed management strategies such as neighborhood traffic circles.

Class IV Separated Bikeways (Cycle Track)

Class IV Separated Bikeways, also commonly referred to as “cycle tracks”, are one-way or two-way on-street bike facilities that include horizontal and vertical buffer separation from vehicles for increased bicyclist safety. Class IV separated bikeways are for the exclusive use of bicycles and may be raised.

4.1.3 Enhanced Bicycle Facility Types Treatments

To create Complete Streets, enhancements to the different bicycle facility types can be low cost and be effective in increasing safety for all users. Installation of the following outlined enhancement can often be coordinated with street resurfacing projects.

Buffered Bicycle Lanes

Buffered Bicycle Lanes provide an additional space between bikeways and motor vehicles for increased comfort and safety. Buffers are created through but are not limited to road markings, posts, barriers, on-street parking, and landscaping. The buffer 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 Marking (“Sharrows”)

Sharrows are commonly used for Class III Bikeways when on-street parking is allowed adjacent to motor vehicle travel lanes. To ensure the adequate amount of separation between bicyclists, motor vehicles, and parked vehicles, sharrows are often centered within the rightmost travel lane.



Class III Bike Route with Sharrow Marking



Class IV Separated Bikeway (Two-Way)



Class IV Separated Bikeway (One-Way)

Bike Boxes

Bike Boxes are often installed at the front of travel lanes where signalized intersections are located and they designate bicyclists with a safe area to wait during red traffic signals.

Two-Stage Turn Box

A two-stage turn box is a designated waiting area at the right of a bike lane for bicyclists to advance in a multi-lane intersection or the left side of a bike lane if turning right.

Green Colored Conflict/Transition Striping

Green-colored striping can be used to highlight conflict areas between bicyclists and vehicles, such as where bicycle lanes merge across vehicle turn lanes or driveways.

Colored Bike Facilities

Colored Bike Facilities consist of colored pavement that increases visibility of bikeways and can help minimize bicyclists and motor vehicle collisions. Green-colored pavement for bicycle facilities is the standard in California and limitations include but are not limited to bicycle lanes, two-stage turn boxes, and separated bikeways within the roadway. For the full list of limitations and standards refer to Part 9 Traffic Control for Bicycle Facilities of the CA MUTCD.

4.1.4 Low Stress Bicycle Facility Types

In the process of creating safer, more comfortable, and equitable Complete Streets, the City of El Centro may find that in some cases the conventional bicycle facility types may not meet the needs of the community. Therefore, this section outlines a comprehensive list of low-stress bicycle facility types that are used in different parts of the country successfully and can be found in the NACTO Urban Bikeway Design Guide or AASHTO Guide of the Development of Bicycle Facilities.

Neighborway/Bike Boulevards

A neighborway, sometimes called a bike boulevard, is an approach to reduce traffic, slow car speed, and improve safety for those biking,



walking, and rolling on quiet residential streets. They are typically located on more narrow, slow speed streets and combined with other traffic calming infrastructure like speed tables.

Protected Intersections

Protected intersections maintain physical separation between bicyclists and motor vehicles, creating a higher sense of safety and comfort. Protected intersections are set back from motor vehicles and bicyclists are not obligated to merge with traffic because they are provided a dedicated path.

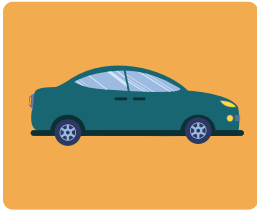
Bicycle Signals

Bicycle signals, also referred to as bicycle beacons, are typically three lens signal heads with green, yellow, and red bikeway icons. They allow bicyclists to have clarity when met with intersections and make crossing intersections safer. The use of bicycle signals is dependent on a variety of factors such as speed limits, bicycle crossing traffic, and planned or existing bicycle facilities.

Bicycle Detection

Bicycle detection is used at actuated signals which prioritize movement along primary corridors. Actuated signals can create conflicts for pedestrians if it is timed for the prioritization of motor vehicles. Bicycle signals at activated signals alert the signal controller that a bicycle crossing event has been requested. However, bicycle detection can occur automatically or by the use of a push button.





4.1.5 Traffic Calming

Traffic calming is a process that involves changes in street alignment, installation of barriers, and other physical measures to minimize collisions between vehicles and pedestrians. The intent of traffic calming is to decrease the negative impact to pedestrians, bicyclists, and residents that is caused by reckless driving. Successfully implementing traffic calming measures can increase street safety - making the city a more livable place.

Traffic Roundabout/ Traffic Circle

Traffic roundabout and traffic circles are traffic calming measures that slow and divert traffic to nearby streets, reducing right-of-way conflicts between bicyclists, pedestrians, and motor vehicles. However, traffic roundabouts consist of intersection points with yield control at its entry that allows a driver to proceed at controlled speeds in a counter-clockwise direction around a central island. Traffic circles on the other hand are often used on bicycle boulevards and on low volume residential streets to avoid or reduce right-of-way conflicts because the overall footprint is smaller when compared to roundabouts.

Signals and Warning Devices

Signals and warning devices are used to warn and control traffic at unsignalized intersections and other locations to assist pedestrians when crossing the street. Pedestrian Hybrid Beacons (PHB) and Rectangular Rapid Flashing Beacons (RRFB) are typical signals used in lower volume and lower speed streets.

Speed Humps ("Bumps") and Speed Cushions (Speed Humps)

Speed humps or "bumps", slow traffic speeds on low volume and low speed streets due to their protruding parabolic shape. Speed cushions are similar to speed humps with the exception of including wheel cutouts and extending longitudinal for larger vehicles to pass safely.



Traffic Circle



Signals and Warning Devices



Class IIB Buffered Bike Lane

Speed Tables (Raised Crosswalks)

Speed tables or raised crosswalks are a midblock traffic calming measure that allow pedestrians to cross a street when intersections are too far apart. Speed tables are similar to speed humps but are longer and flat-topped that reduce speeds and enhance pedestrian safety.

Speed Displays

Speed displays measure the speed of approaching vehicles by radar and an LED display to inform drivers of their speeds, creating awareness of how fast they are traveling and effective in reducing motor vehicle speeds.

Reflective Border on Signal Head

Reflective borders on signal heads improves visibility of signal heads with a backplate and is made even more conspicuous by framing it with a yellow retroreflective border. These are more visible in both daytime and nighttime conditions.

Chicanes

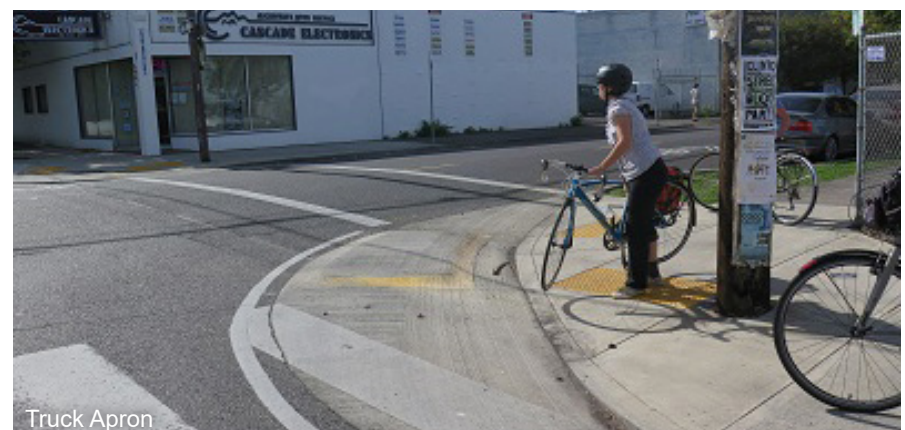
Chicanes are a traffic calming measure that through a series of narrowing or alternating curb extensions increase the amount of public space and reduce traffic speeds.

Truck Aprons

Truck aprons allow large vehicles: trucks, buses, and recreational vehicles, to turn without striking pedestrians walking, rolling, bicycling, or any fixed objects. They are typically slightly raised pavement located between the road surface and the sidewalk, or the inner circle of a roundabout due to large vehicle turning radius.

On-Street Edge Friction

On-street edge friction is created by a combination of vertical speed control elements such as on-street parking, bicycle facilities, chicanes, curb extensions, site furnishings, and landscaping that reduces the apparent width of the street. Not only does this create a safer environment, it can make walking and biking more attractive for pedestrians.





4.1.6 Green Street Improvements

Green street improvements incorporate tried and true stormwater management practices into transportation infrastructure to reduce stormwater runoff, prevent flooding, improve water quality, provide habitat for local flora and fauna, and create an enjoyable streetscape. These improvements can be installed alongside sidewalks, roadways, parking lots, medians, and more to create a more sustainable and resilient corridor. The green street improvements listed below are from the U.S. Environmental Protection Agency's Green Streets Handbook.⁷

Bioretention Area

A bioretention area, or rain garden, is a shallow surface depression planted with vegetation to retain, infiltrate, and filter stormwater runoff and pollution. Bioretention areas can vary in size, shape, and site and can take the form of cells, rain gardens, or bioswales. Bioretention areas can be located on sidewalks, street frontages, intersections, road medians, road shoulders, and parking lot islands or perimeters.

Permeable Pavement

Permeable pavements allow stormwater runoff to infiltrate through void space into the ground below or another stormwater management system instead of becoming surface runoff. Types of permeable pavement include porous asphalt, porous recycled surface products, pervious concrete, and pavers arranged with void spaces. Permeable pavement can be used instead of impervious materials on parking lots, parking lanes, driveways, sidewalks, walking paths, bicycle lanes, parkways, road shoulders, and low-traffic roads.

Stormwater Curb Extensions

Stormwater curb extensions, or stormwater bump outs, combine two street improvements - traffic calming and stormwater filtration - to produce multiple streetscape benefits. This strategy involves filling the area behind the curb with a bioretention soil media and vegetation similar to a bioretention cell or bioswale. Stormwater curb extensions can be located at intersections, midblock crossings, neighborhood or collector streets, or any length of a roadway.



Bioretention Area



Permeable Pavement



Stormwater Curb Extensions

Stormwater Curb Cuts

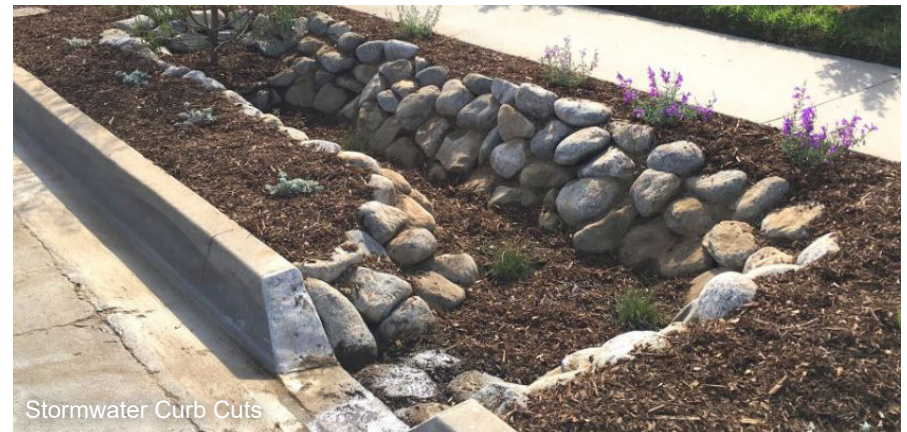
A curb cut is a cut in into a curb allowing for easier water access for collection and percolation of stormwater.

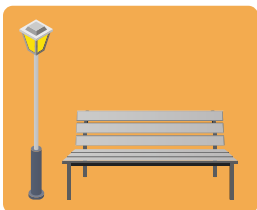
Stormwater Tree Systems

Stormwater tree systems, such as tree pits or tree trenches, contain a tree or shrub planted in a bioretention soil mix and a gravel reservoir designed to capture stormwater. Stormwater tree systems are typically located along sidewalks, medians, and parking lots and receive stormwater runoff through a curb cut, catch basin, or stormwater inlet.

Mini Parks (Pocket Parks)

Mini parks or “pocket parks” are small outdoor spaces found in already built out cities and can be designed in smaller lots than typical parks.⁸ They offer an opportunity to integrate green infrastructure treatments in an urban environment to create socializing and resting spaces along a corridor which can also support placemaking.





4.1.7 Placemaking

Cities can feel like built-out spaces but communities can continue to be improved and built around existing places. Placemaking started as a concept credited to prominent historical figures in the field of city planning and it has been adopted as an approach to designing and managing public spaces, or the public realm, to strengthen connections between people and spaces. The City of El Centro can adopt some of the following placemaking elements on Imperial Avenue that can contribute to the creation of a Complete Street.

Signage and Wayfinding

Signage and wayfinding creates a system that allows pedestrians and bicyclists better awareness and orientation for increased safety. Signs may be placed at important points and locations to call attention to users and inform them of any road changes as well as an opportunity for the City to incorporate branding.

Street Furnishings and Public Art

Furnishings are an important part of encouraging the use of alternative modes of transportation and can help steer away from autocentric streets by providing shelter, bike racks, seating, and other amenities for people of all ages. Furnishings such as bus shelters and trash receptacles are opportunities for the city to incorporate branding and public art from local artists. Enhancing the public realm visually while also being functional can draw more people to walk, bike, and roll.

Intersection Paving and Crosswalk Art

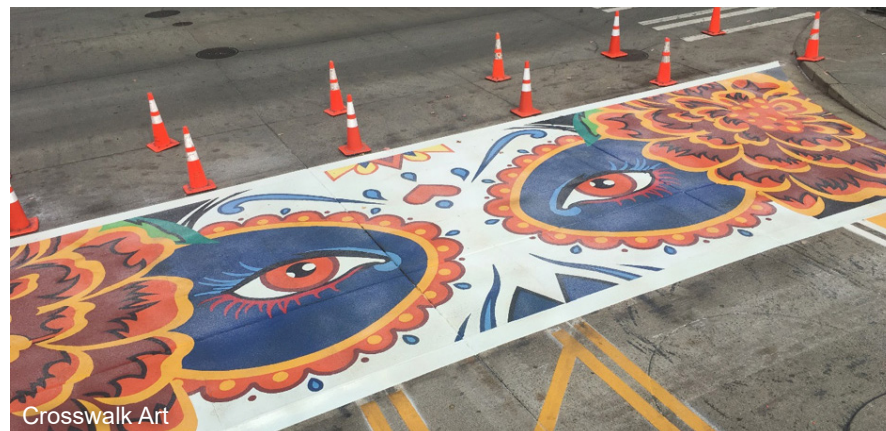
Special intersection paving and crosswalk art provide unique opportunities to highlight crossings at key locations while simultaneously integrating context-sensitive art. They are a great opportunity to incorporate culturally representative local art of El Centro. Paving treatments and crosswalk art 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.



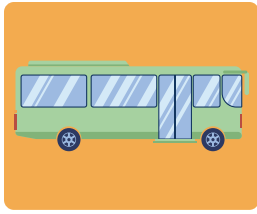
Signage and Wayfinding



Public Art



Crosswalk Art



4.1.8 Transit/New Mobility

New mobility refers to evolving and emerging forms of clean and/or shared forms of transportation, which can include micromobility, ride-hailing, carpools, and automated and connected vehicles. These forms of transportation can provide

alternatives to gas-powered, single-occupancy cars 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.

Real-Time Bus Information

Real-time bus information allows riders to predict their journey and manage their time more effectively. This increases the convenience of transit for riders by providing accurate, updated location of their bus.

Transit Stop Amenities

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

Floating Bus Island

A floating bus island is located between travel lanes and bicycle lanes where transit passengers board and alight transit vehicles. Pedestrians cross the bicycle lane when traveling to or from the platform where the bus stop is located. This eliminates conflict between bicyclists traveling in bicycle lanes and transit vehicles that must pull curbside to load and unload passengers.

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.



Real-time Bus Information



Transit Stop Shelter



Floating Bus Island

Carsharing Service

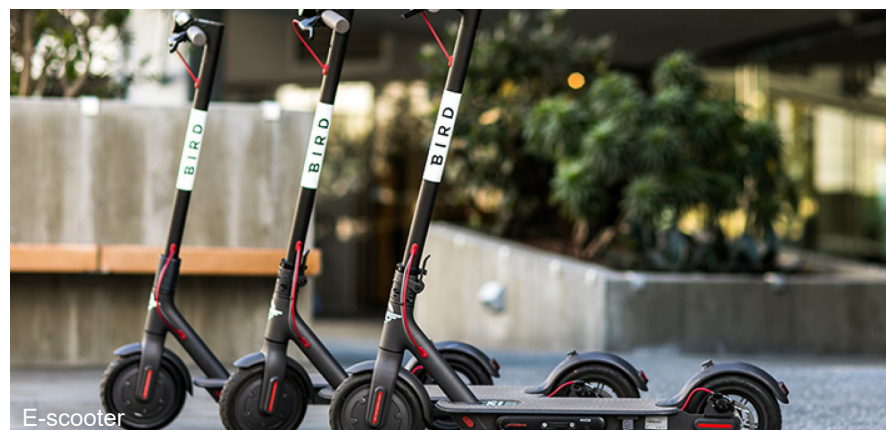
An electric carsharing service could be established by purchasing a fleet of electric cars. These cars could be rented by residents to address their transportation needs, such as commuting to work, running errands, or getting to medical appointments. The City would have its own EV charging infrastructure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

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 for free. Docked bikeshare systems allow people to borrow a bicycle from a “dock” or station and return it to another dock belonging to the same system. Docked bikeshare systems often include electric-assist bicycles that provide extra comfort for users.

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 app 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 and access to schools, parks, commercial areas, and transit stops are all possible with a scootershare program.



4.2 Goals, Objectives, and Actions

Policies that contain goals, objectives, and actions were developed to assist El Centro staff implement the preferred concept. These policies were developed using the existing conditions analysis, public engagement process, and feedback from city staff.



Goal 1: Provide Safe Modes of Transportation for Pedestrians, Bicyclists, and Drivers

As a part of a Complete Street, providing safety for all modes of transportation for people of all ages and abilities is vital and can be pursued through strengthened connectivity, an enhanced network, and the implementation of Complete Street principles.

Objective 1 Improve pedestrian connections for increased safety and comfort.

- **Action 1.1** Implement the currently adopted Active Transportation and Safe Routes to School Plan to increase the number of pedestrian and bicyclist trips from everyday destinations and transit stops.
- **Action 1.2** Update the Active Transportation and Safe Routes to School Plan to meet future trends and re-engage community members on existing conditions and opportunities.
- **Action 1.3** Implement high-visibility crosswalks and accessible pedestrian signals at high-volume intersections.
- **Action 1.4** Identify opportunities to add or enhance safe bicycle and pedestrian crossings along Imperial Avenue that connect to major destinations.
- **Action 1.5** Mitigate the impact of vehicular traffic to the pedestrian public realm by identifying and establishing curb extensions at intersections.

Objective 2 Create a safe bicyclist network that encourages use of active transportation.

- **Action 2.1** Identify hot spot locations of bicycle and pedestrian collisions with motor vehicles to develop countermeasures such as midblock crossings, bicycle facilities, and bicycle signals.
- **Action 2.2** Install bicycle facilities that connect to proposed pathways and future transit stops along Imperial Avenue.

- **Action 2.3** Identify a curb space management program that could be prioritizing adapting curb space, specifically in front of commercial area, to the current needs of the corridor such as bicycle parking, rideshare pick-up/drop-off, and pedestrian amenities.

Objective 3 Promote safe driving through Complete Street principles.

- **Action 3.1** Construct raised medians or hardened centerlines where applicable to improve traffic safety.
- **Action 3.2** Traffic-calming tools should be considered along Imperial Avenue where joined to collector streets.
- **Action 3.3** Repurpose unneeded right-of-way where space allows to implement bicycle and pedestrian improvements.
- **Action 3.4** Implement traffic calming measures and programs that encourage safe driving.
- **Action 3.5** All signalized arterial intersections should integrate monitoring and traffic flow control infrastructure for future roadway improvements and maintenance.



Goal 2: Increase Opportunities for Equitable Access

Imperial Avenue as a highly used corridor at the heart of El Centro and is a major connector that can increase opportunities for equitable access for all users. Imperial Avenue as a Complete Street has the potential of enhancing safety for pedestrians walking, bicycling, rolling, using public transit, and driving.

Objective 1 Prioritize the needs of underinvested and underserved transit users.

- **Action 1.1** Pedestrian and bicycle crossings should be accessible by all and include safe traffic signals, marked crosswalks, and follow ADA guidelines.
- **Action 1.2** Improved pedestrian treatments for a safer walking experience should be prioritized at the intersection of Adams Avenue and Imperial Avenue due to the future planned improvements for Opportunity Area 1 as stated within the El Centro General Plan Update.
- **Action 1.3** The City of El Centro should coordinate with the City of Imperial to align efforts to promote bicycle connections and enhance public transportation connections.
- **Action 1.4** Focus complete street principles along Imperial Avenue and create connections to vital services like health and wellness services, recreational uses, and retail food services.
- **Action 1.5** Incorporate the identified Complete Streets goals, objectives, and actions in a sensitive manner that recognize the different needs among neighborhoods and communities.
- **Action 1.6** Imperial Avenue should be universally accessible and accommodate children, seniors, and people of all abilities.

Objective 2 Explore implementation of programs and projects that reduce transportation costs.

- **Action 2.1** Coordinate with Imperial Avenue Transit (IVT) to improve access for those who work, live, and play along Imperial Avenue per Public Right-of-Way Accessibility Guidelines (PROWAG) and compliance with the Americans with Disabilities Act (ADA).

- **Action 2.2** Implement projects identified in Public Works' ADA Self-Evaluations and Needs Assessments.
- **Action 2.3** Innovative technologies or smart transportation programs should be incorporated to increase efficiency.
- **Action 2.4** Identify, increase, and maintain shared mobility programs for the population who is highly-dependent on alternative modes of transportation.
- **Action 2.5** Increase transportation options between employers and employees commuting to Imperial Avenue from areas with limited transportation access.

Objective 3 Create connected multimodal networks that meet the needs of all users.

- **Action 3.1** Imperial Avenue lane widths should be minimized where appropriate to discourage high vehicle speeds and to shorten pedestrian crossing distances.
- **Action 3.2** Introduce traffic calming elements and bicycle and pedestrian amenities to slow vehicle speeds along Imperial Avenue, such as at intersections and midblock crossings.



Goal 3: Provide a Reliable Corridor to Promote the Use of Public Transit

Designing a Complete Street includes providing the necessary infrastructure improvements for the use of public transit along Imperial Avenue which takes riders to their desired destinations along the corridor, throughout El Centro, and neighboring communities. Therefore, Imperial Avenue should be designed to be a reliable means for public transportation.

Objective 1 Identify and provide safe and pleasant bus shelters along Imperial Avenue.

- **Action 1.1** Enhance the Imperial Avenue streetscape by following adopted bus shelter guidelines to encourage the use of public transit.
- **Action 1.2** Enhance bus stop and waiting area amenities along the Imperial Avenue corridor by providing seating, shade, lighting, real-time travel informational displays, and trash receptacles.
- **Action 1.3** Coordinate with Imperial Valley Transit (IVT) and Imperial County Transportation Commission (ICTC) to provide bus shelters and waiting area in locations that accommodate Imperial Avenue's future growth as identified in El Centro General Plan and supporting documents.
- **Action 1.4** Locate areas where there is a possible need for ride-share pick-up and drop-off joint bus shelter waiting areas.

Objective 2 Enhance streetscape along Imperial Avenue transit routes to promote use of bus stops.

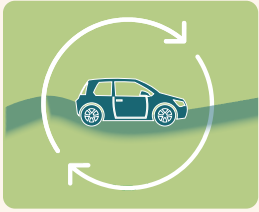
- **Action 2.1** Revitalize and enhance pedestrian and bicycle infrastructure through coordination with future Visual Enhancement Area (VEA) plans or guidelines. El Centro General Plan identifies Imperial Avenue as a VEA.
- **Action 2.2** Streetscape should acknowledge cultural and environmental considerations.
- **Action 2.3** Install sidewalks where currently missing to create a consistent public right of way that creates areas for future transit stops.

Objective 3 Create a secure environment/corridor for pedestrians and traffic at bus stops and transit centers.

- **Action 3.1** Provide direct access to transit facilities and ensuring visibility to and from vehicles by avoiding blind spots often created by inappropriate landscape, fencing, and other structures.
- **Action 3.2** Provide and maintain lighting at all transit facilities (i.e., bus stops, bus shelters, transit center).

Objective 4 Encourage public transit improvements between neighboring cities.

- **Action 4.1** The City of El Centro should coordinate with Imperial County Transportation Commission (ICTC), Caltrans, and neighboring cities to identify necessary regional roadway improvements for improved transit access between El Centro and adjacent cities.
- **Action 4.2** Foster relationships with adjoining communities identified in the El Centro Vision 2050 Strategic Plan for the improvement of adjoining roadways.
- **Action 4.3** Promote the use of public transportation options offered along Imperial Avenue that can improve the reach of transit for El Centro residents.
- **Action 4.4** Monitor and evaluate the need to implement transit priority treatments, such as dedicated bus lanes, queue jumper lanes, and transit signal priority strategies, to improve transit on-time performance and reliability.



Goal 4: Design a Comfortable and Sustainable Street Environment

Designing and creating a comfortable and sustainable street environment impacts community well-being and identity along Imperial Avenue. Comfort can be enhanced by creating space for pedestrians and bicyclists and sustainability improved by implementing a visually appealing streetscape through thoughtful placemaking and urban greening. With these improvements, Imperial Avenue can be a vibrant corridor encouraging physical activity and strengthening community ties.

Objective 1 Design Imperial Avenue as a comfortable environment that promotes physical activity.

- **Action 1.1** Prioritize establishing a sidewalk network that is safe and accessible with pedestrian amenities that connect pedestrians to schools, shopping, dining, parks, medical facilities, and public facilities.
- **Action 1.2** Sidewalks and pedestrian crossings should be continuous and free of obstructions to ensure adequate capacity and comfort.
- **Action 1.3** Promote and support sustainable transportation choices such as shuttle services, direct transit routes, or rideshare programs.

Objective 2 Reinforce community culture and identity through sustainable design solutions.

- **Action 2.1** Opportunities should be identified along Imperial Avenue where trees and landscaping can be incorporated to provide a “green corridor” to strengthen community identity, character, and culture.
- **Action 2.2** Buffers with urban greening should be considered along the corridor to create shade and decrease the heat island effect.
- **Action 2.3** Consider the implementation of an “Adopt a Tree Program” to enhance the public realm of Imperial Avenue.

Objective 3 Design a visually attractive streetscape through placemaking.

- **Action 3.1** Integrate new signage, wayfinding, decorative lighting, branding, and public art into the bicycle and pedestrian network; and near identified key locations.
- **Action 3.2** Opportunities for the integration of public art should be explored at crosswalks and intersections.
- **Action 3.3** Coordinate with the appropriate Visual Enhancement Area Plans for the development of future gateways and wayfinding along Imperial Avenue.
- **Action 3.4** Utilize streetscape to provide a visually attractive and physically comfortable environment that promotes environmental justice.
- **Action 3.5** Coordinate the relocation or visual improvement strategies of utilities with utility companies to allow space for complete street elements.



Goal 5: Coordination with Future Citywide Improvements

As El Centro continues to flourish, Imperial Avenue will need to adapt to the community's changing needs as demand for multimodal transportation increases. City staff should work to develop a Complete Street and plan to maintain and invest in the continuous betterment of Imperial Avenue with the present and future in mind.

Objective 1 Encourage open communication and coordination among City departments and agencies for successful implementation of Complete Street Strategies.

- **Action 1.1** Dedicate staff time to create an advisory committee that meets routinely to guide the implementation of the Imperial Avenue Complete Streets Plan.

Objective 2 Ensure the planning process incorporates best practices for implementation.

- **Action 2.1** Develop a phased implementation strategy for incremental improvements.
- **Action 2.2** Incorporate Complete Street policies into future planning documents.

Objective 3 Construct, maintain, and invest in an infrastructure for all.

- **Action 3.1** New development should promote connectivity through direct and safe pedestrian connections to parks, schools, shopping, medical facilities, and employment destinations.
- **Action 3.2** Ensure new development provides a roadway, pedestrian, and bicycling network that meets the needs of future development.
- **Action 3.3** The City is encouraged to work with existing and future developments to continue the street grid network of short blocks for enhanced connectivity.
- **Action 3.4** Maintain facilities to meet the needs of the community.
- **Action 3.5** Plan, construct, and maintain infrastructure to avoid future upsizing while meeting future growth goals.

Objective 4 Identify funding partnership opportunities.

- **Action 4.1** Partner with schools to ensure transportation facilities such as sidewalks and bicycle lanes are suitable for students.
- **Action 4.2** New developments should extend improvements to the public realm/public right of way.

Objective 5 Pursue Federal and State infrastructure funding to improve and maintain corridor.

- **Action 5.1** Create a walkable corridor by identifying sidewalk gaps along Imperial Avenue and seek funding to fill in gaps.
- **Action 5.2** Identify funding sources to fund ongoing routine maintenance of sidewalks, roadways, and transit amenities/facilities.



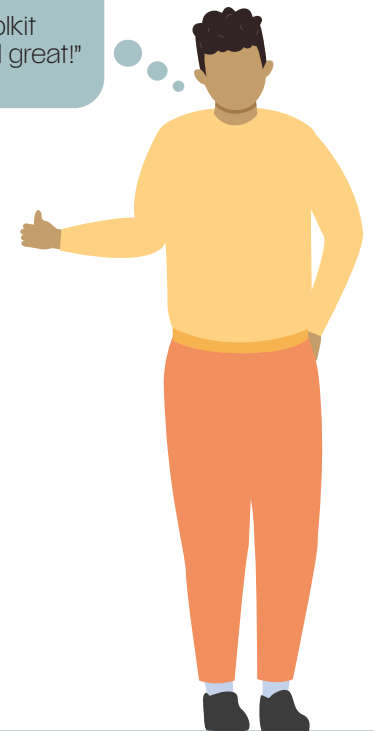
4.3 Imperial Avenue Preferred Concept

The following section depicts the Preferred Complete Streets Concept that is based on extensive analysis of Imperial Avenue, feedback received throughout the public engagement process, and coordination meetings with City Staff. The Preferred Concept includes recommended Complete Streets Toolkit treatments such as:

- Class I: Multi-use Path
- Class IV: Separated Bikeway
- Green conflict striping/transition striping where bike facilities intersect with driveways
- High Visibility Crosswalks (Sidewalk Art Opportunity)
- Pedestrian-scale Lighting
- Medians (Green Street Infrastructure Opportunity)
- Placemaking (Mini/Pocket Park Opportunity)
- Wayfinding and Signage at key points along the entire corridor
- Enhanced Bus Shelters (Floating Bus Island Opportunity)

The Preferred Complete Streets Concept has been developed as preliminary conceptual plans, found in **Appendix A.4**, along with three-dimensional sections and can be used by City Staff in the pursuit of funding for future implementation.

"All these toolkit elements sound great!"



Segment A

FROM

Adams Avenue

TO

Scott Avenue



Segment B

FROM

Scott Avenue

TO

Lincoln Ave



Segment C

FROM

Lincoln Ave

TO

Treshill Road



Segment A

FROM **TO**
Adams Avenue Scott Avenue

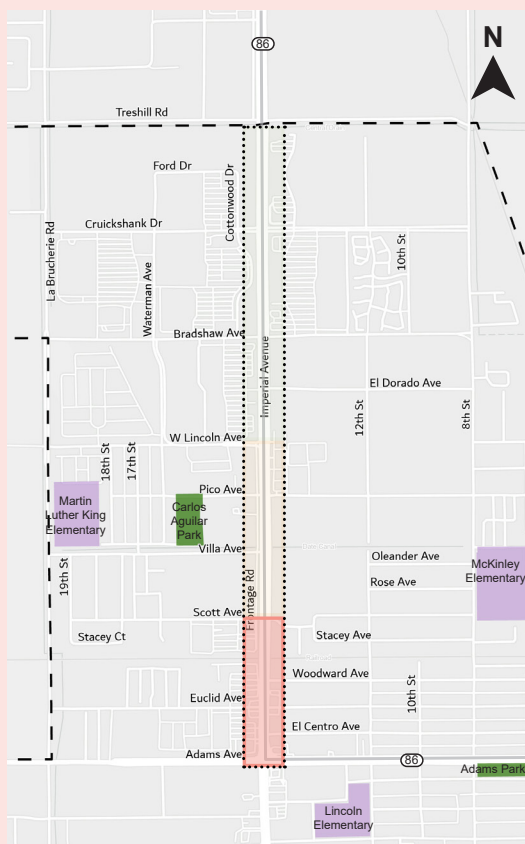

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  8 Min

  4 Min

  3 Min



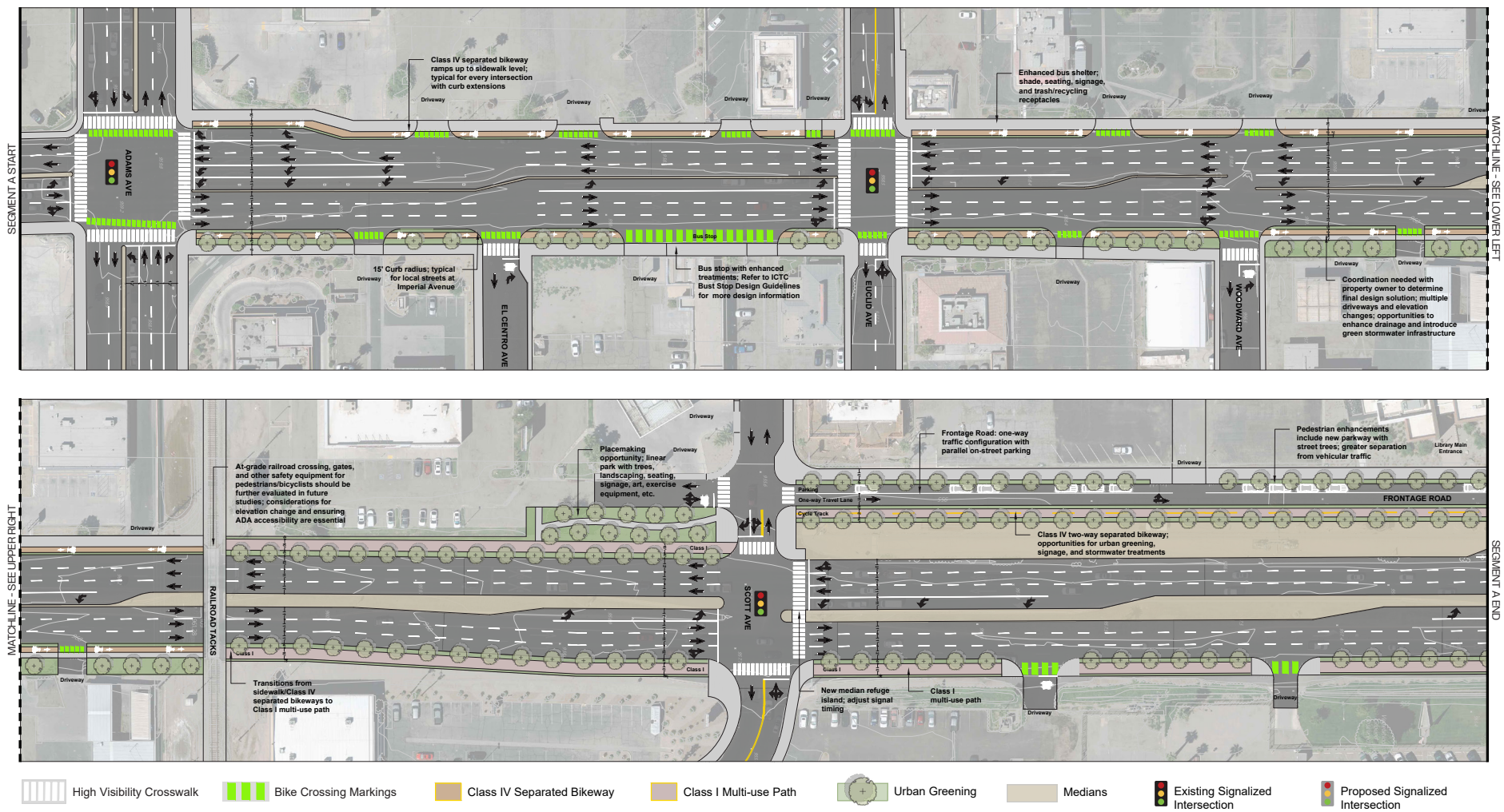
Segment A Summary

Segment A is the southernmost segment of the Imperial Avenue study area from Adams Avenue and Scott Avenue. This segment has existing sidewalks, bus shelters for bus lines 2 and 3, raised narrow medians, wide travel lanes, and a railroad crossing between Woodward Avenue and Scott Avenue. Attractions on this segment include take-out and dine-in eateries, hotel accommodations, and retail businesses. Although sidewalks exist along most of Segment A, they are missing or need improvement from Woodward Avenue to Scott Avenue on both the east and west sides. The railroad bisects this connection and grade changes along with drainage considerations exist.

Recommendations

The proposed improvements for Segment A include the addition of a Class IV separated bike-way on both the east and west sides from Adams Avenue north towards the railroad crossing. At-grade railroad crossings, gates, and other safety equipment for pedestrians/bicyclists should be further evaluated in future studies. Considerations for elevation changes and ensuring ADA accessibility are essential. From the railroad crossing north towards Scott Avenue, Class I multi-use paths are proposed that can be used by both pedestrians and bicyclists. At the intersection of Imperial Avenue and Scott Avenue, a potential placemaking opportunity exists for the inclusion of a linear park with trees, landscaping, seating, wayfinding signage, public art, and more that can contribute to creating a gathering space to strengthen community character.

Figure 4-1: Segment A Preferred Concept

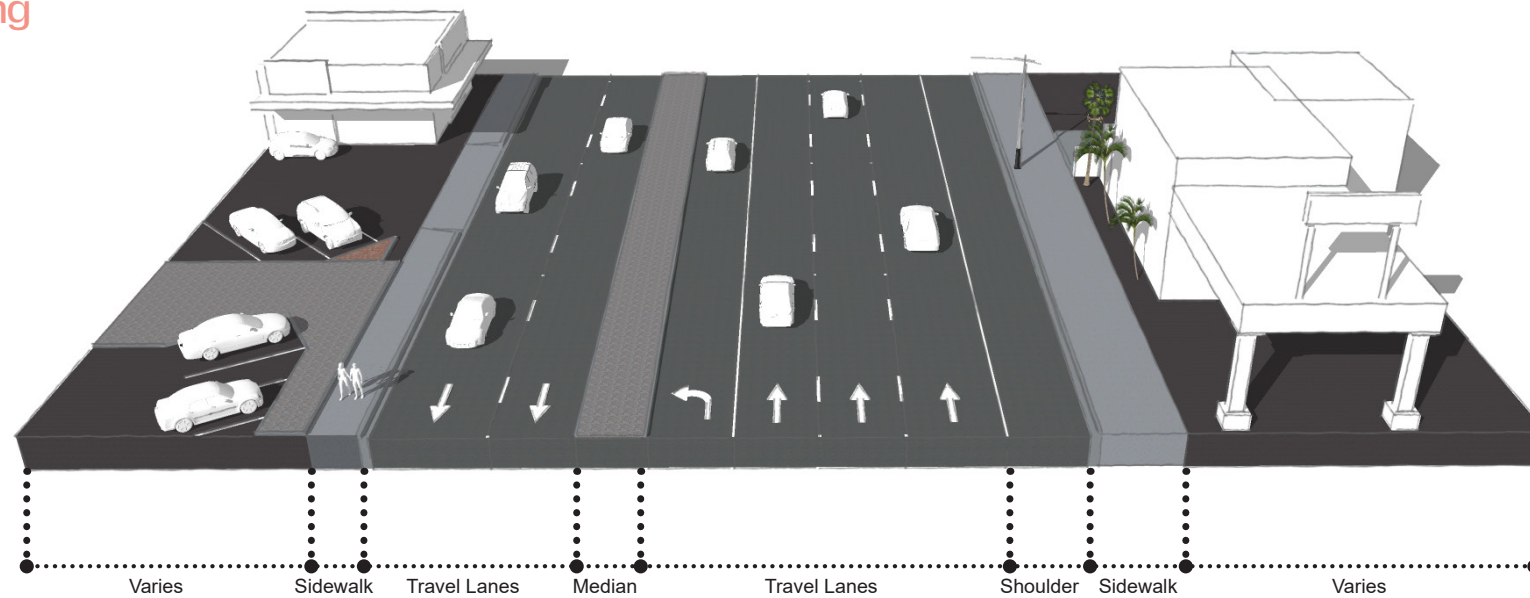


 City of El Centro 1275 Main St El Centro, CA 92243	 KTUA-A 3916 Normal St San Diego, CA 92103	 Michael Baker INTERNATIONAL	MBI 9635 Granite Ridge Drive San Diego, CA 92123	City of El Centro Imperial Avenue Complete Streets Plan	Conceptual Plan	Scale: 1" = 80'-0"	 Sheet 1 of 1
					Imperial Avenue from Adams Ave to Scott Ave	January 2025	

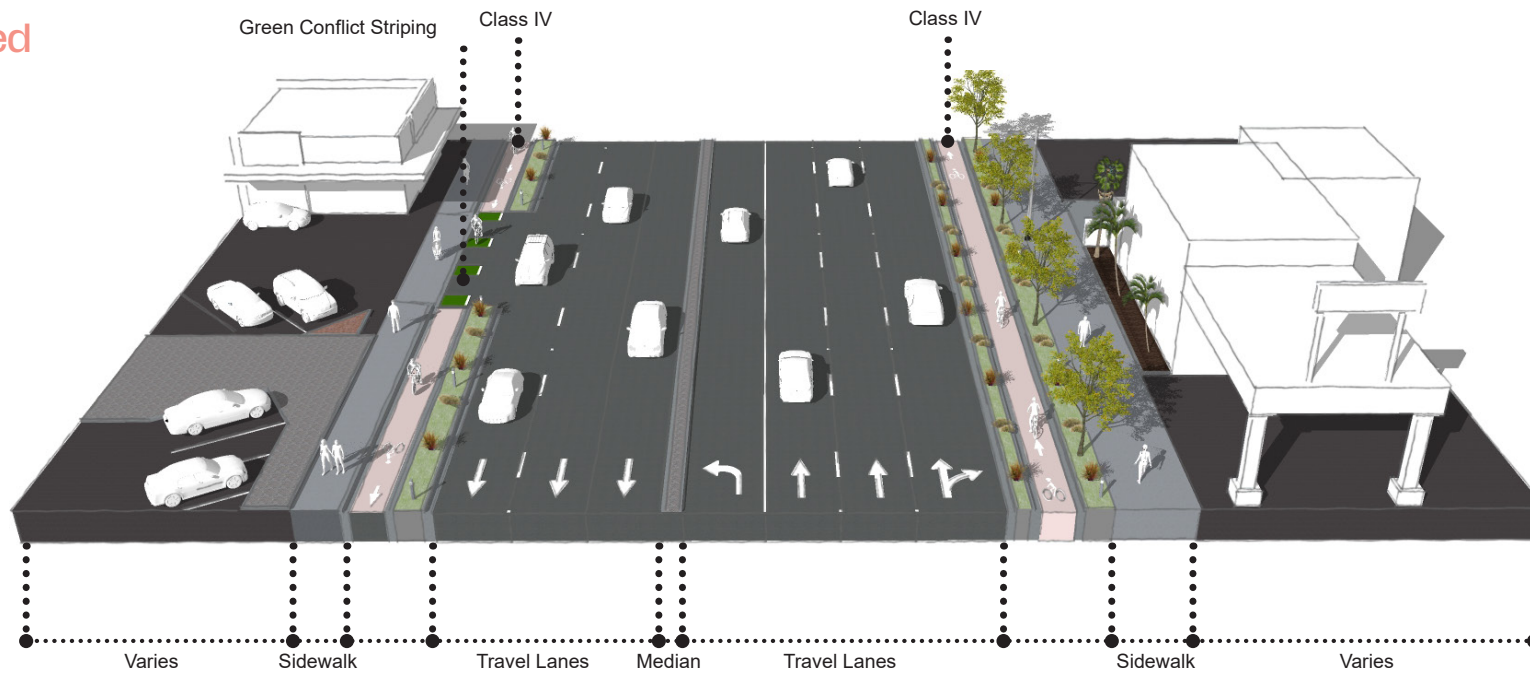
Note: Higher-resolution versions of these cutsheets can be found in the Appendix

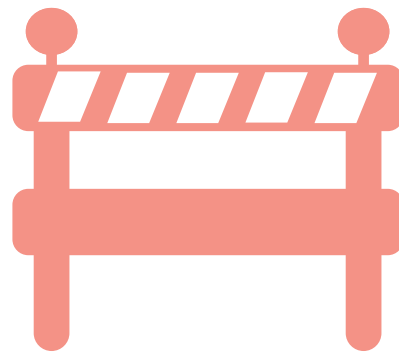
Figure 4-2: Segment A Preferred Concept Sections

Existing



Proposed





End of Segment A

Segment B

FROM
Scott Avenue

TO
Lincoln Ave

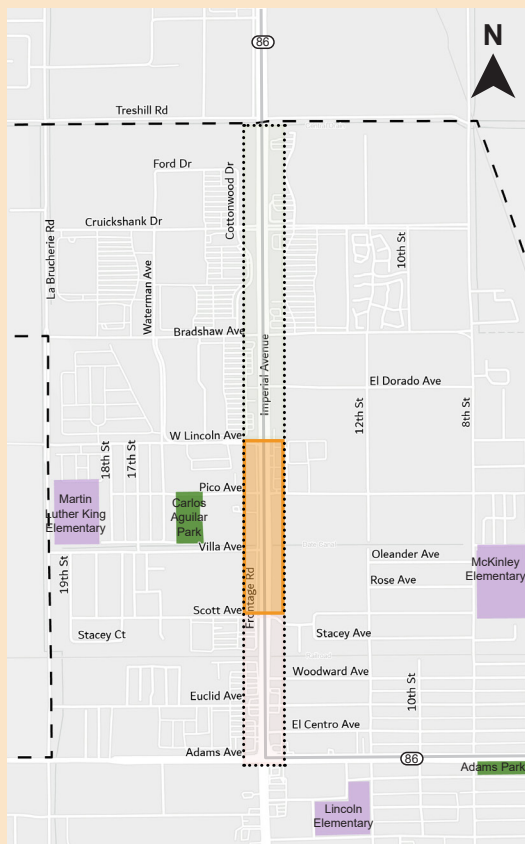

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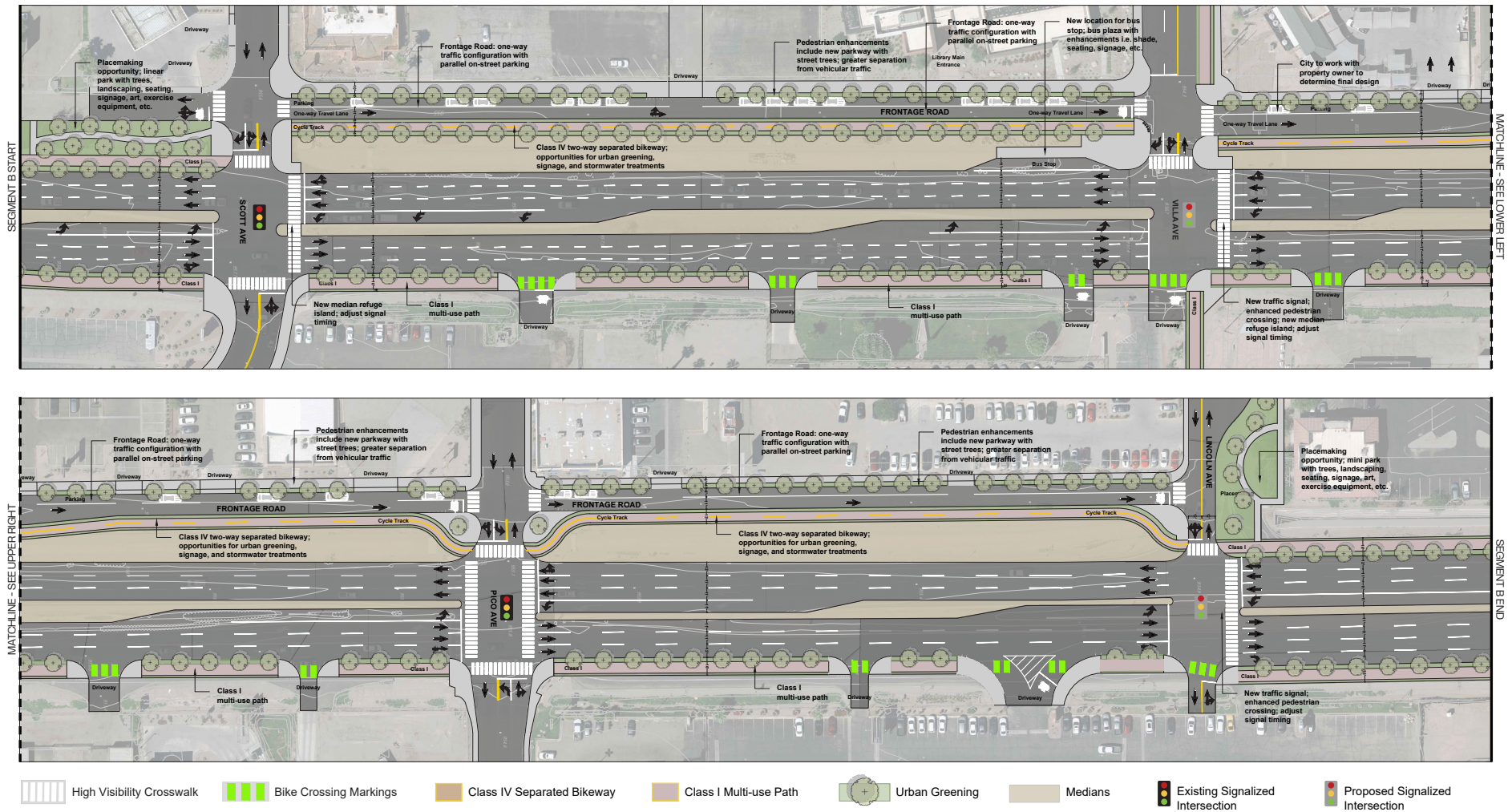
Segment B Summary

Segment B, Scott Avenue to Lincoln Avenue, is the middle segment of this study along Imperial Avenue. The segment has a frontage road on the west side for two-way traffic, a mixture of raised and earthen medians, and a lack of sidewalks on the east and west sides directly on Imperial Avenue. However, sidewalks exist along the western side of the Frontage Road. A key attraction on Segment B includes El Centro Library which offers informational, educational, cultural, and recreational materials and programming for the diverse community of El Centro. Other attractions include take-out and dine-in eateries, federal facilities, medical establishments, and retail businesses. Although not directly along the corridor, but important to highlight, are the park and school facilities on the west of Segment B, as they are major attractions for the community. Existing public transportation includes bus routes 2 and Green next to the El Centro Library.

Recommendations

The proposed improvements for Segment B include the addition of a two-way Class IV separated bikeway on the east side of the frontage road from Scott Avenue north towards Lincoln Avenue. The two-way Class IV separated bikeway creates opportunities for the integration of urban greening, signage, and stormwater treatments on the west side of Imperial Avenue. A Class I multi-use path is another facility proposed on the east side of the entirety of Segment B. Class I multi-use paths can include a tree-lined buffer adjacent to Imperial Avenue that provides separation for bicyclists and pedestrians and provides stormwater catchment opportunities. The existing frontage road at the time of this study accommodates two-way traffic. However, it is recommended that it be converted to a one-way northbound travel lane. Additionally, along the east side of the frontage road, designated on-street parking is proposed. Further study is recommended to coordinate with businesses and to study traffic flow along the frontage road to determine special access considerations. To accommodate the proposed northbound one-way couplet on Frontage Road, the southbound bus stop is relocated to Imperial Avenue with improvements such as a bus pad, bus shelter with seating and lighting, and wayfinding signage. On Imperial Avenue, two proposed signalized intersections fall within Segment B and are located at Villa Avenue and Lincoln Avenue. The proposed signalized intersections are recommended to include traffic signals, high-visibility pedestrian crossings, and adjusted signal timing.

Figure 4-3: Segment B Preferred Concept

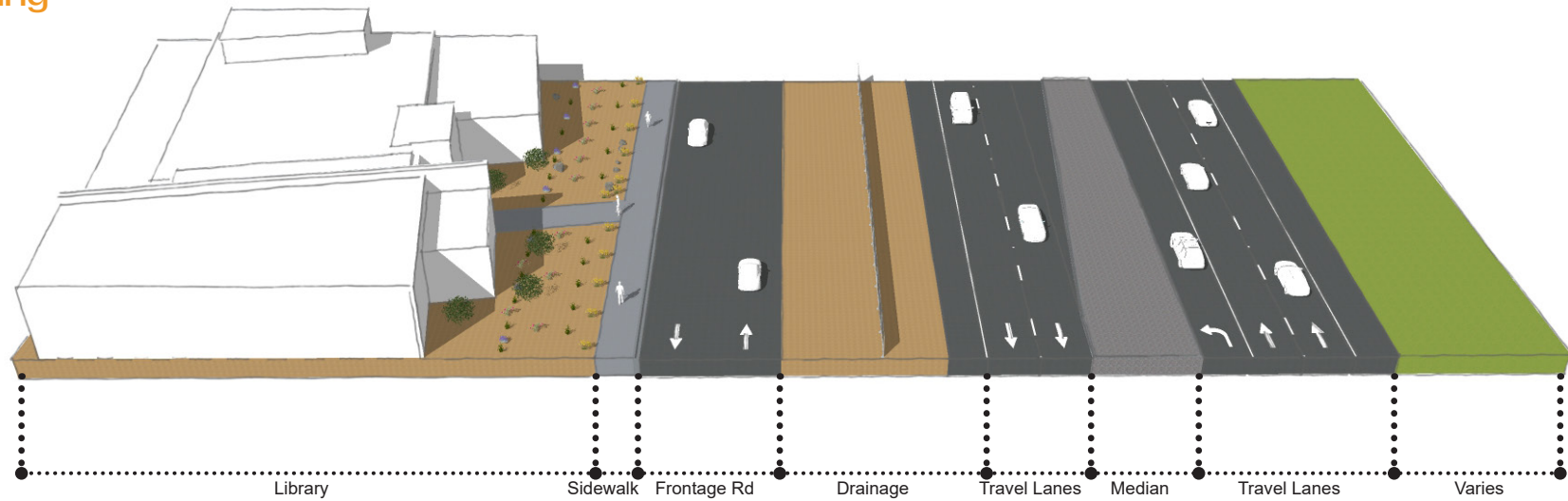


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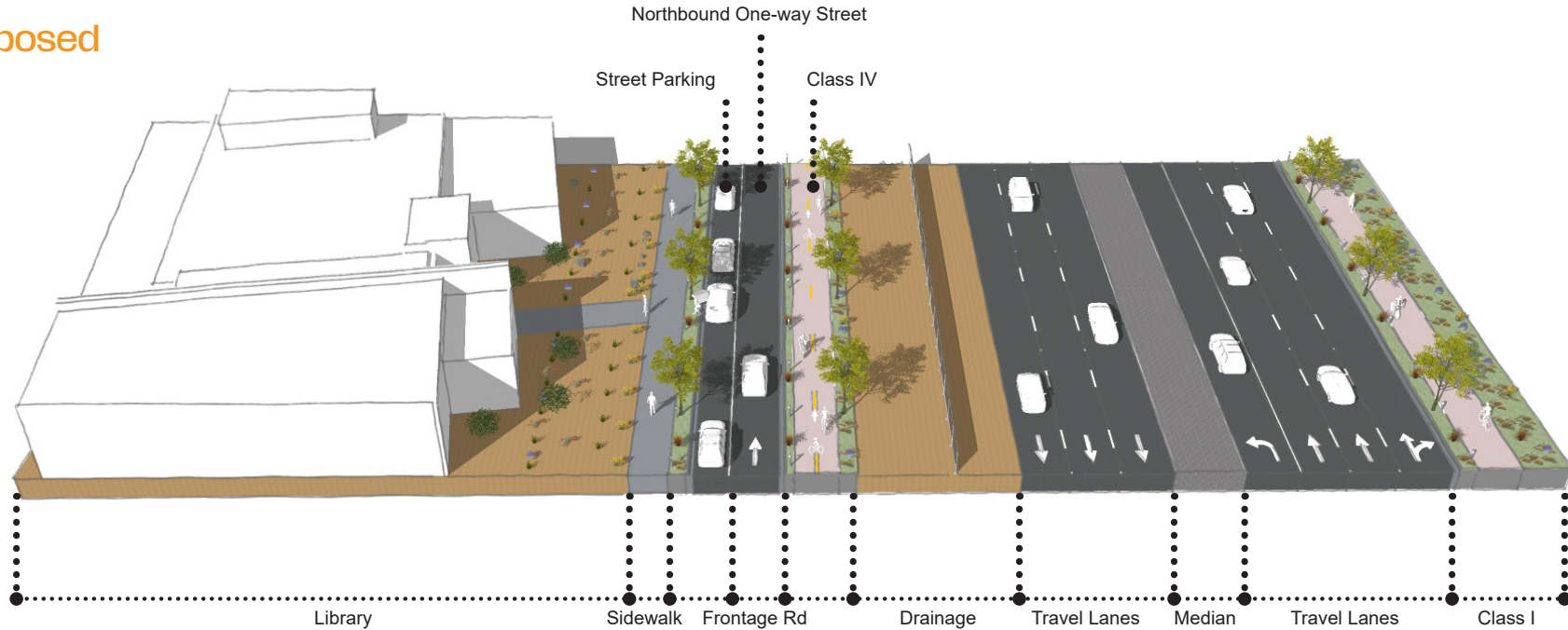
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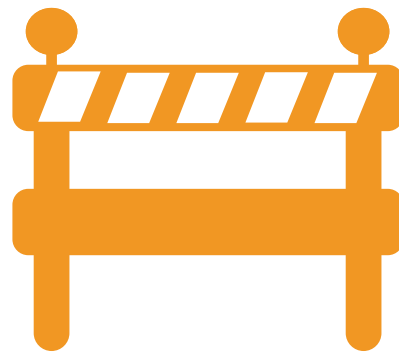
Figure 4-4: Segment B Preferred Concept Sections

Existing



Proposed





End of Segment B

Segment C

FROM Lincoln Ave
TO Treshill Road

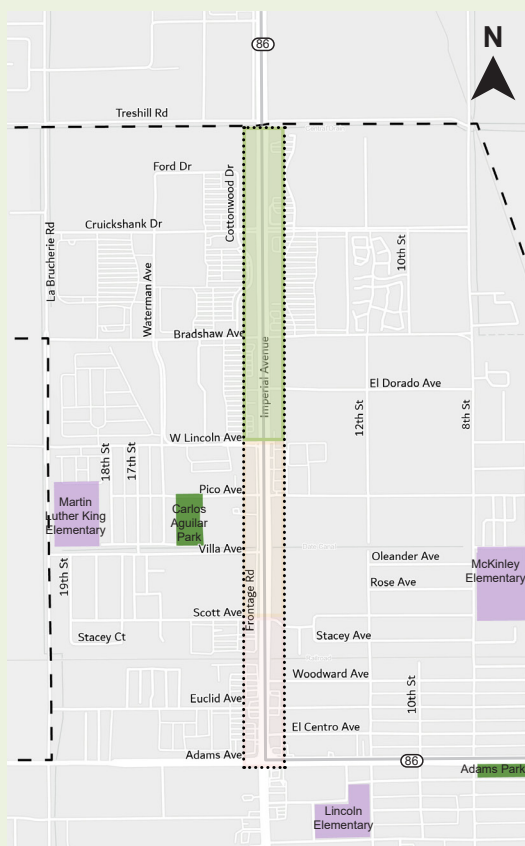

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MPH

 17 Min

 10 Min

 5 Min



Segment C Summary

Segment C is the northernmost segment of this study from Lincoln Avenue to Treshill Road near the Central Drain and northern city boundary. This segment has wide earthen medians, a lack of sidewalks along the entire segment, and undeveloped shoulders with an earthen irrigation channel on the east side and a channelized flood control system on the west side. Attractions on this segment include take-out and dine-in eateries, places of worship, grocery stores, medical establishments, federal facilities, and retail businesses. Although there are no bus stops directly on this segment of Imperial Avenue, there is transit access nearby on Bradshaw Avenue and Cruickshank Drive.

Recommendations

The proposed improvements for Segment C include the addition of Class I multi-use path facilities on both sides of Imperial Avenue. At the intersection of Imperial Avenue and Lincoln Avenue, a placemaking opportunity exists for a mini park with urban greening elements such as trees and landscaping. A mini park also creates a space for the potential display of art by local artists and amenities such as exercise equipment. A proposed signalized intersection falls within Segment B and is recommended at the intersection of Imperial Avenue and El Dorado Avenue with the addition of high-visibility crosswalks and adjusted signal timing. Throughout the outreach efforts of this CSP, community members expressed a desire for more direct connections to business storefronts and building frontages. This feedback was incorporated by proposing pedestrian/bicycle bridges over the channelized flood control system throughout Segment C. El Centro will coordinate with the City of Imperial to ensure continuity of the proposed recommendations.

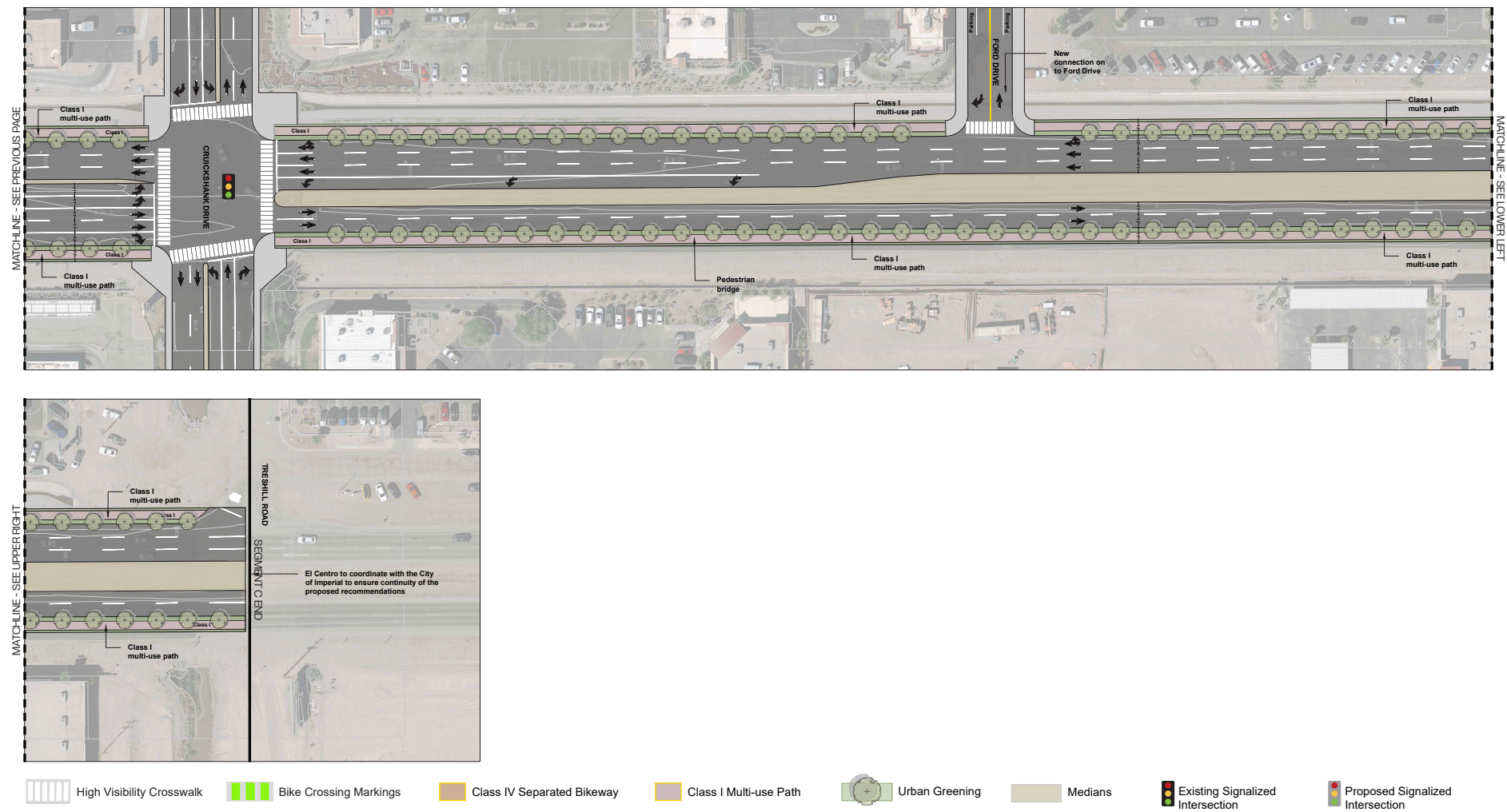
Legend:

- High Visibility Crosswalk
- Bike Crossing Markings
- Class IV Separated Bikeway
- Class I Multi-use Path
- Urban Greening
- Medians
- Existing Signalized Intersection
- Proposed Signalized Intersection

 City of El Centro 1275 Main St El Centro, CA 92243	 KTU+A 3916 Normal St San Diego, CA 92103	 MBI 9635 Granite Ridge Drive San Diego, CA 92123	City of El Centro Imperial Avenue Complete Streets Plan	Conceptual Plan	Scale: 1" = 80'-0"	 Sheet 1 of 2
				Imperial Avenue from Lincoln Ave Treshill Ave	January 2025	

Recommendations 80
Page 107 of 191

Figure 4-6: Segment C Preferred Concept (2 of 2)

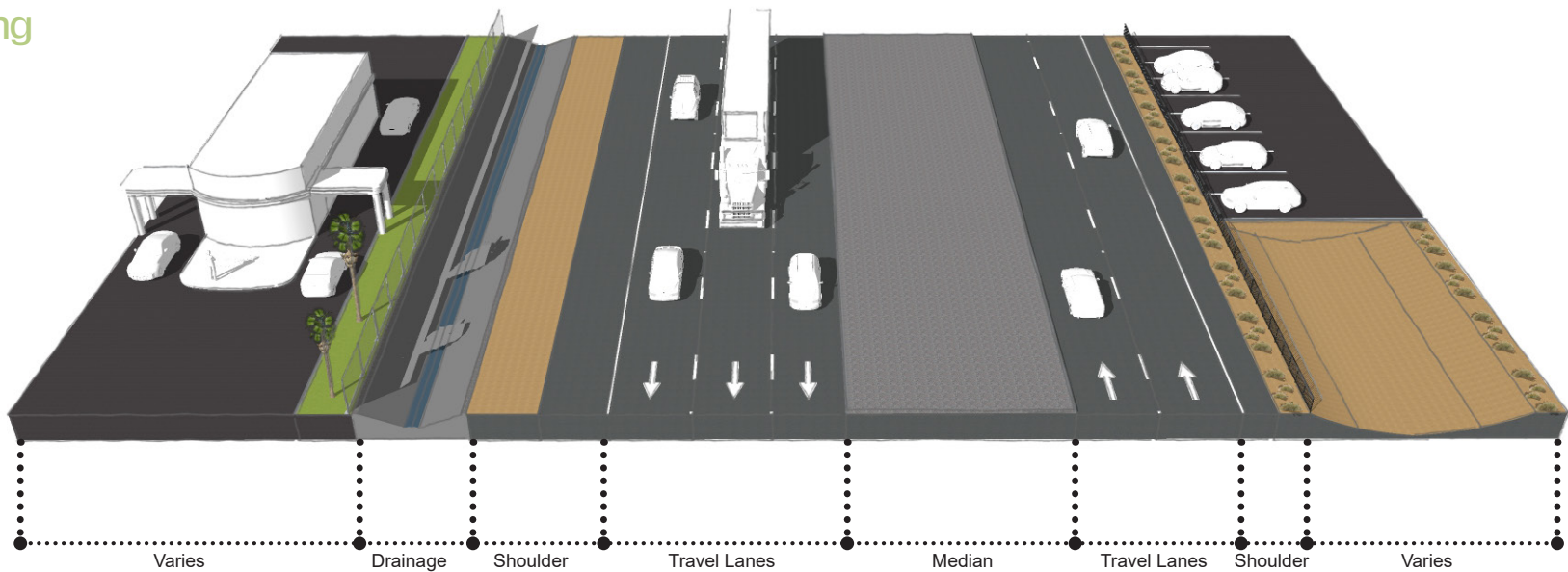


 City of El Centro 1275 Main St El Centro, CA 92243	 KTU+A 3916 Normal St San Diego, CA 92103	 Michael Baker INTERNATIONAL	MBI 9635 Granite Ridge Drive San Diego, CA 92123	City of El Centro Imperial Avenue Complete Streets Plan	Conceptual Plan	Scale: 1" = 80'-0"	
					Imperial Avenue from Lincoln Ave Treshill Ave	January 2025	

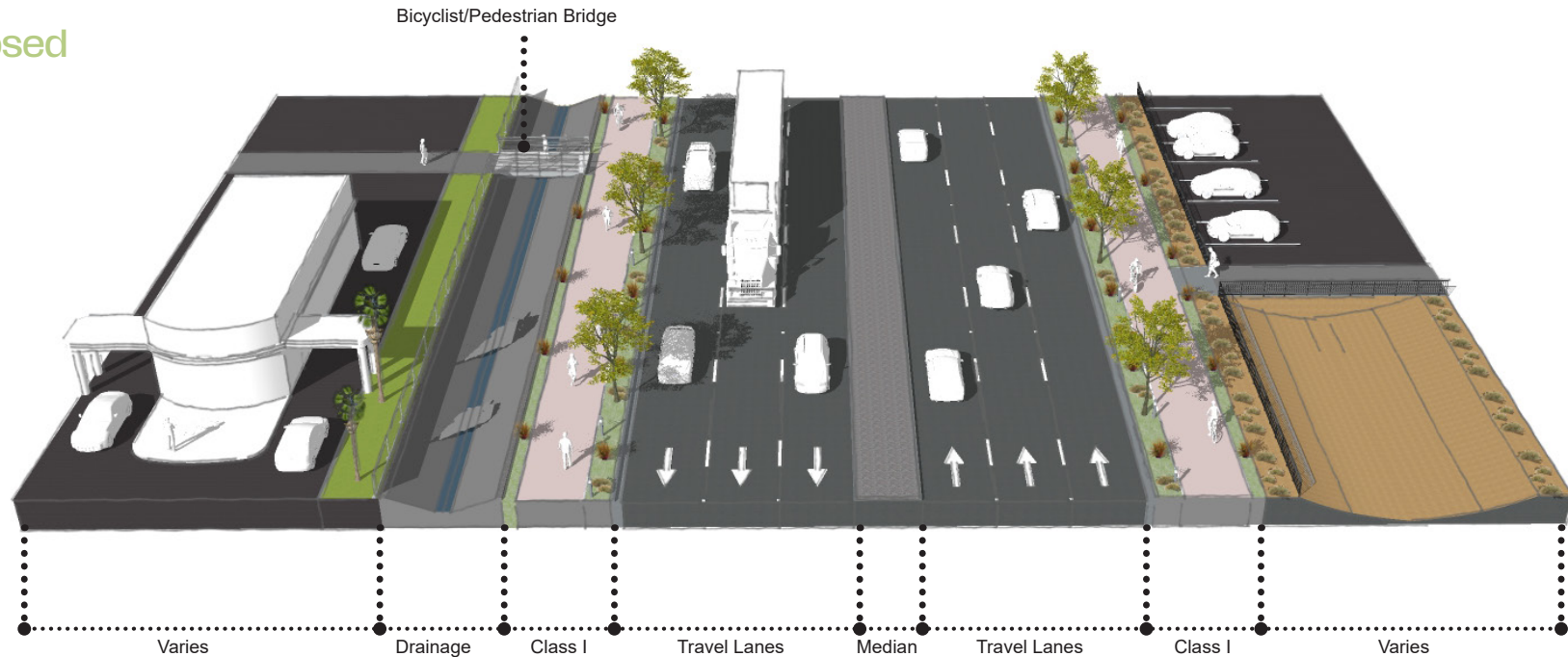
Note: Higher-resolution versions of these cutsheets can be found in the Appendix

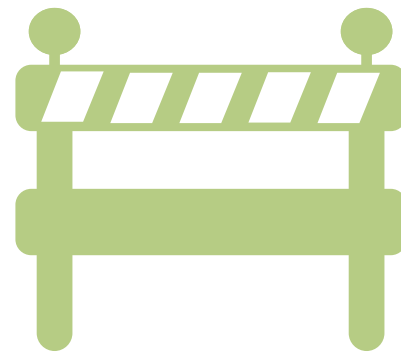
Figure 4-7: Segment B Preferred Concept Sections

Existing



Proposed





End of Segment C

Endnotes

- 1 [National Association of City Transportation Officials](#). (2011). Urban Bikeway Design Guide. Major Street Crossings. Retrieved February 6, 2024.
- 2 [National Association of City Transportation Officials](#). (2011). Urban Bikeway Design Guide. Midblock Crossings. Retrieved February 6, 2024.
- 3 [National Association of City Transportation Officials](#). (2011.) Urban Street Design Guide. Curb Extensions. Retrieved February 6, 2024
- 4 [Caltrans. \(2014\)](#). California Manual on Uniform Traffic Control Devices. <https://dot.ca.gov/programs/safety-programs/camutcd>. Retrieved February 6, 2024
- 5 [Caltrans. \(2020\)](#). Highway design Manual. <https://dot.ca.gov/programs/design/manual-highway-design-manual-hdm>. Retrieved February 6, 2024
- 6 [National Association of City Transportation Officials](#). (2011). Urban Bikeway Design Guide. Conventional Bike Lanes. Retrieved February 6, 2024
- 7 [U.S. Environmental Protection Agency](#). (2021). Green Streets Handbook.
- 8 [National Recreation and Park Association](#). (n.d). Creating Mini-Parks for Increased Physical Activity. Retrieved November 20, 2024.





Implementation

5.1 Implementation

Implementing the CSP may require a phased approach for further analysis and feasibility. The following phasing is recommended to implement the recommendations. However, El Centro reserves the right to implement recommendations at their discretion or as funding becomes available.

Phase One - Segment B

Imperial Avenue between Scott Road and Lincoln Road, or Segment B, has a high concentration of key destinations and recreational resources, such as the El Centro Library, Carlos Aguilar Park, the future Villa Avenue class I facility, connections to several schools, and many businesses. While there are sidewalks along the west side of the frontage road, there are no sidewalks along Imperial Avenue, and there are minimal east-west crossings. Given the high concentration of destinations and opportunity for local connectivity in the activity areas, Segment B is recommended for phase one implementation.

Phase Two - Segment C

Imperial Avenue from Lincoln Avenue to Treshill Road, or Segment C, is recommended for phase two implementation for its importance as a regional connector and density of destinations. By constructing the proposed class I facility, pedestrians and bicyclists can more easily travel between the Cities of Imperial and El Centro, connecting with Segment B improvements at Lincoln Avenue.

Phase Three - Segment A

While Segment A of Imperial Avenue, from Adams Avenue to Scott Avenue, demonstrates a need for Complete Street improvements, it is recommended for phase three implementation. Segment A currently has existing sidewalks, crosswalks, and bus shelters. Although bike facilities are currently missing, the existing infrastructure provides adequate space for other modes of travels.

5.2 Potential Funding Sources

Federal, state, and local government agencies invest billions of dollars annually in the nation's transportation system. However, only a fraction of those funds are used to develop policies, plans, and projects to improve conditions for bicyclists and pedestrians which is key to creating Complete Streets. Obtaining funds is a competitive process and often limited. Projects desired and championed by the community are often unfunded due to municipalities applying for the wrong type of funding or the unawareness of existing funding opportunities. This chapter serves as a guide and resource for the City of El Centro in the pursuit of funding.

Where Does the Money Come From?

The Legislative Branch of government proposes appropriations - a law that provides an agency with budget authority - of taxpayer funds for government functions, including federal agencies in the Executive Branch of government, like the U.S. Department of Transportation. Once The President signs the appropriations bills, they become law and make funds available to agencies that can allocate funding through grant programs. Local agencies, like the City of El Centro, can then apply to secure available funds for implementing priority projects identified in a document such as this CSP.

5.2.1 Funding Tables

The following Table 5-1 and Table 5-2 identify an extensive list of potential federal, state and local funding opportunities that may be used for a wide range of projects such as the design of a corridor with pedestrian, bicycle, transit, automobile, placemaking, and urban greening enhancements.

Table 5-1: Federal Funding Matrix

FUNDING SOURCE	FUNDING AGENCY	PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF	NI	PL	
FEDERAL FUNDING							
Choice Neighborhoods Planning Grants	U.S. Department of Housing and Urban Development (HUD)	Choice Neighborhoods Planning Grants support the development of comprehensive neighborhood revitalization plans which focus on directing resources to address three core goals: Housing, People, and Neighborhood. (U.S. Department of Housing and Urban Development)	Annually		✓		• Development and implementation of a comprehensive community driven plan for the revitalization of HUD assisted housing to increase investment and opportunities in the neighborhood for residents. • Transformation Plan.
Community Development Block Grants (CDBG)	U.S. Department of Housing and Urban Development (HUD)	The Community Development Block Grant (CDBG) Program provides annual grants on a formula basis to states, cities, and counties to develop viable urban communities through decent housing and a suitable living environment, and by expanding economic opportunities for principally low- and moderate-income communities. (U.S. Department of Housing and Urban Development)	Annual	✓			• Construction of public facilities and improvements, such as: water and sewer facilities, streets, neighborhood centers, and the conversion of school buildings for eligible purposes.
Enhanced Mobility of Seniors and Individuals with Disabilities	Federal Transit Administration (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.	Annually	✓	✓		• Mobility management programs • Building an accessible path to a bus stop • improving signage, or way-finding technology
Formula Grants for Rural Areas	Federal Transit Administration (FTA)	The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. (Federal Transit Administration)	Annually		✓	✓	• Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

INF = Infrastructure

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PL = Planning

FUNDING SOURCE	FUNDING AGENCY	PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF	NI	PL	
FEDERAL FUNDING							
Highway Safety Improvement Program (HSIP)	Federal Highway Administration (FHWA)	The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. (U.S. Department of Transportation Federal Highway Administration) California's share of HSIP funds are split between the State HSIP for state highways and the Local HSIP for local roads	Anually / Biennial	✓		✓	• Safety improvements at signalized and non-signalized intersections • Pedestrian, bike, and roadway safety improvements • Install hybrid pedestrian signals • Improve pedestrian and bicycle safety at locations with uncontrolled crossings • Plans
Innovative Coordinated Access and Mobility (ICAM) Pilot Program	Federal Transit Administration (FTA)	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.	Annually		✓	✓	• 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
Mobility on Demand (MOD) Sandbox Demonstration Program - 5312	Federal Transit Administration (FTA)	The MOD Sandbox Program is a foundational element of FTA's strategic research focus on mobility innovation. The Sandbox allows communities to creatively leverage a range of mobility options from bike- and car-sharing systems to demand-responsive bus services.	Annually			✓	Eligible activities include: • All activities leading to the demonstration of the innovative MOD and transit integration concept, such as planning and developing business models, obtaining equipment and service, acquiring/developing software and hardware interfaces to implement the project, and operating the demonstration.

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FUNDING SOURCE	FUNDING AGENCY	PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF	NI	PL	
FEDERAL FUNDING							
Rebuilding American Infrastructure with Sustainability and Equity / RAISE Discretionary Grant Program	U.S. Department of Transporation	Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant, The Rebuilding America Infrastructure with Sustainability and Equity/ RAISE Discretionary Grant Program, funds projects that have a significant local or regional impact. Half of the funding is granted to projects in rural areas, and half of the funding will go to projects in urban areas. (U.S. Department of Transportation)	Annually	✓			• Road, rail, transit and port projects that promise to achieve national objectives.
Reconnecting Communities and Neighborhoods Grant Program (RCN)	U.S. Department of Transportation/ Caltrans	Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) programs combine two major discretionary grants into one Notice of Funding Opportunity (NOFO). Together, this combined program will be known as the Reconnecting Communities and Neighborhoods (RCN) Program. Both programs remain separate for the purpose of award Under the combined RCN Program, USDOT offers three grant types: Capital Construction, Community Planning , and Regional Partnerships Challenge. (U.S. Department of Transportation)	Annually	✓		✓	• Prioritizing disadvantaged communities • Aiming to improve access to daily needs such as jobs, education, healthcare, food, and recreation. • Fostering equitable development and restoration. • Reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.

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FUNDING SOURCE	FUNDING AGENCY	PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF	NI	PL	
FEDERAL FUNDING							
Road to Zero Community Traffic Safety Grant Program	National Highway Traffic Safety Administration	The Road to Zero Community Traffic Safety Grant Program is focused on supporting innovative and promising approaches for implementing evidence-based countermeasures, supporting a Safe System approach, and performing necessary research to address traffic fatalities and serious injuries, and disparities in mobility safety and access.	Annually			✓	• Projects must be realistically achievable within a one-year time frame and have measurable objectives. • Proposals should demonstrate the promising nature of the countermeasure by describing the innovative implementation approach, citing the evidence of effectiveness or identifying how effectiveness will be evaluated, and/ or discussing how the project fills a gap or addresses existing disparities in traffic safety.
Safe Streets and Road for All (SS4A)	U.S. Department of Transportation	The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. There are two types of SS4A grants: Action Plan Grants and Implementation Grants. - Action Plan Grants assist in developing or complete an Action Plan or to conduct supplemental planning activities. - Implementation Grant includes infrastructure, behavioral, and operational safety activities identified in an Action Plan (U.S. Department of Transportation)	Annually	✓	✓	✓	• Development of a comprehensive safety action plan (Action Plan) • Implement projects and strategies identified in Action Plan to address a roadway safety problem • Engagement & Collaboration • Planning structure • Transforming a roadway corridor • Installing pedestrian safety enhancements and closing network gaps • Supporting the development of bikeway networks • Evaluating and improving the safety of intersections
Transit Oriented Development Planning (TOD) Pilot Program	Federal Transit Administration (FTA)	The Pilot Program for TOD Planning helps support FTA's mission of improving America's communities through public transportation by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. (Federal Transit Administration)	Annually			✓	• Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

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PL = Planning

FUNDING SOURCE	FUNDING AGENCY	PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF	NI	PL	
FEDERAL FUNDING							
Transportation Alternatives (TA)	Federal Highway Administration (FHWA)	The Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of generally smaller-scale transportation projects. (U.S. Department of Transportation Federal Highway Administration)	Annually	✓		✓	• Pedestrian and bicycle facilities • Construction of turnouts, overlooks, and viewing areas • Community improvements such as historic preservation and vegetation management • Environmental mitigation related to stormwater and habitat connectivity • Recreational trails • Safe routes to school projects • Vulnerable road user safety assessments
Urban and Community Forestry Program	U.S. Forest Service	The Urban and Community Forestry is a covered program under the Agency's Justice40 Initiative. The program delivers 40% of the program's investments through established and new partnerships working to support disadvantaged communities experiencing low tree canopy and environmental justice issues. (U.S. Department of Agriculture Forest Service & USDA)	Varies	✓			• Supports urban tree-planting • Urban forest planning and management and related activities (particularly in disadvantaged communities)

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FUNDING SOURCE	FUNDING AGENCY	PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF	NI	PL	
FEDERAL FUNDING							
Urbanized Area Formula Grants	Federal Transit Administration (FTA)	The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to governors and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas. (Federal Transit Administration)	Annually	✓	✓	✓	• Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies. • Capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities. • Capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, station infrastructure, track, signals, communications, and computer hardware and software. • In addition, associated transit improvements, workforce development activities, and certain expenses associated with mobility management programs are eligible under the program.

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Table 5-2: State Funding Matrix

FUNDING SOURCE	FUNDING AGENCY	PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF	NI	PL	
STATE FUNDING PROGRAMS							
Active Transportation Program (ATP)	Caltrans	The program encourages increased use of active modes of transportation by the increase of trips accomplished by biking and walking, increasing safety and mobility for non-motorized users, advance active transportation efforts to achieve greenhouse gas (GHG) reduction goals, enhance public health, ensuring that disadvantaged communities fully share in the benefits of the program, and providing projects that benefit various types of active transportation users. (Caltrans)	Annually	✓	✓	✓	• Safe Routes to School Plan • Transportation Alternatives Program • Bicycle Transportation Account
Affordable Housing and Sustainable Communities Program (AHSC)	Strategic Growth Council and Department of Housing and Community Development	The Affordable Housing and Sustainable Communities Program (AHSC) funds land use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions. (California Climate Investments)	Annually	✓	✓		• Class I, II, III, & IV bike lanes • 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
Clean Mobility Options Voucher Pilot Program	California Climate Investments	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)	Varies	✓			• Bikeshare programs • “Quick build” right-of-way safety improvements for bicycles and scooters

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PL = Planning

FUNDING SOURCE	FUNDING AGENCY	PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF	NI	PL	
STATE FUNDING PROGRAMS							
Congestion Mitigation and Air Quality Improvement (CMAQ) Program	Federal Transit Administration (FTA)	The purpose of the program is to provide flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. The program supports surface transportation projects and other related efforts that contribute to air quality improvement and congestion relief. (U.S. Department of Transportation Federal Highway Administration)	Annually	✓			• Travel Demand Management to promote clean commutes • Public Education and Outreach • Bicycle amenities; Class I, II, III, & IV bike lanes
Local Highway Safety Improvement Program (HSIP)	Caltrans Local Assistance/ FHWA	The Program funds work on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members, that improves the safety for its users. Project maximum funding- \$10M. Solicitation varies from annually to semi-annually. (Caltrans)	Anually / Biennial	✓		✓	• Install hybrid pedestrian signals • Improve pedestrian and bicycle safety at locations with uncontrolled crossings • Plans
Local Partnership Program (LPP)	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. (California Transportation Commission)	Biennial	✓			• 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

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PL = Planning

FUNDING SOURCE	FUNDING AGENCY	PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF	NI	PL	
STATE FUNDING PROGRAMS							
Local Streets and Roads (LSR) Program	California Transportation Commission	The purpose of the program is to provide funds to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. (California Transportation Commission)	Annually	✓			• Basic road maintenance, rehabilitation, and critical safety projects. • Complete Streets Components • Bike Lanes
Office of Traffic Safety Grant Program	CA 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. (California Office of Traffic Safety)	Annually		✓	✓	• Safety education and encouragement • Campaigns to promote safety • SRTS safety programs
Recreational Trails Program (RTP) Non-motorized	Federal Highway Administration (FHWA)	The Recreational Trails Program (RTP) is a federal U.S. Department of Transportation grant program administered by the California Department of Parks and Recreation. The RTP provides funding to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.The Recreational Trails Program (RTP) provides funds annually to develop non-motorized recreational trails and trails-related facilities. (California Department of Parks and Recreation)	Annually	✓	✓		• Construction of Class I trails to close gaps • New hiking trails, drainage crossings, retaining walls, fencing, and signage, landscaping • Acquisition of land • Rehabilitation of trails, Trailside and Trailhead Facilities • Construction of new trails • Maintenance of existing trails
Riding for Focus	Outride	This program is a school- based rider education program that promotes cycling as an outlet for middle school students to improve their cognitive, physical, and social well-being.	Annually		✓		• A fleet of bikes and helmets • 14-lesson curriculum for students • Online training course for teachers • Program evaluation and data analysis support • In-person training conference and ongoing support

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FUNDING SOURCE	FUNDING AGENCY	PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF	NI	PL	
STATE FUNDING PROGRAMS							
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. (California Transportation Commission)	Annually	✓		✓	• New or existing transit infrastructure improvements for new or improved service • Adding new or improving existing rail infrastructure • Addition of high-occupancy vehicle lanes and managed lanes. • Closing gaps in the street network • Bicycle facilities such as dedicated bicycle lanes, separated bikeways, bicycle parking, and secure storage • Pedestrian facilities
State Highway Operations and Protection Program (SHOPP)	The State Highway Account (SHA), Federal Highway Trust Fund (HTF), and Road Maintenance and Rehabilitation Account (RMRA)	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. (Caltrans)	Annually	✓			• 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

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FUNDING SOURCE	FUNDING AGENCY	PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF	NI	PL	
STATE FUNDING PROGRAMS							
State Transportation Improvement Program (STIP)	California Transportation Commission	The STIP is a multi-year program 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. (Caltrans)	Biennial	✓			• Bike/ped overcrossing and access Improvements and bicycle and pedestrian bridge • Class I, II, III, & IV bike lanes • Multi-Use paths • Complete Streets improvements
Statewide Park Program (SPP)	California Department of Parks and Recreation	The goal of this program is to create new parks and new recreation opportunities in underserved communities across California.	Unknown	✓	✓		• Acquisition of land • Jogging and walking loop, par course, running track • Non-motorized trail, pedestrian/bicycle bridge, greenbelt/linear
Sustainable Transportation Equity Project (STEP)	Air Resources Board	The Program makes funds 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 of a personal vehicle (California Climate Investments)	Annually	✓	✓	✓	• 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 • Plans

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FUNDING SOURCE	FUNDING AGENCY	PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF	NI	PL	
STATE FUNDING PROGRAMS							
Sustainable Transportation Planning Grants	CalTrans	The program includes funding 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. The Sustainable Transportaion Planning Grant Program includes the Sustainable Communities Grants, Climate Adaptation Planning Grants, and the Strategic Partnership Grants.	Annually			✓	• 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"
Transformative Climate Communities (TCC)	Strategic Growth Council and Department of Conservation	The Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. (California Climate Investments)	Annually	✓			• Bike share program • Creating and considering active transportation corridors for better non-motorized connections • Multi-use paths • Urban greening for pedestrian facilities
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 (GGRF) 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. (California State Transportation Agency)	Annually	✓	✓	✓	• Pedestrian and bike trail • First/last mile connections via bike lanes and separated paths • Bike share programs • Bike parking facilities • Plans

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FUNDING SOURCE	FUNDING AGENCY	PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF	NI	PL	
STATE FUNDING PROGRAMS							
Urban Greening	California Natural Resources Agency	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: • 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)	Annually	✓			• 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

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A close-up photograph of a white piece of paper with the words "PROJECT END" written in black marker. A black marker lies to the left of the text, and a red and a green marker lie below it. The background is a blurred Gantt chart with various colored bars. The bottom right corner of the image features a large, stylized letter 'A' in blue and orange, which serves as a background for the "Appendix" text.

PROJECT END

Appendix

A.1 Safety Assessment Memo

Michael Baker
INTERNATIONAL

We Make a Difference

We Make a Difference

Subject: Imperial Avenue Corridor Study - Safety Assessment

Introduction

The City of El Centro is developing a Complete Streets Plan that is intended to transform a 1.5 mile auto-oriented segment of Imperial Avenue (State Route 86) within the City of El Centro into a multimodal corridor to meet the needs of pedestrian, bicyclists, and transit users. This segment of Imperial Avenue between Adams Avenue and the northern city limits at Treshill Road was designed and constructed in the 1960s as a state highway prioritizing vehicle speeds at the cost of pedestrian, bicyclists, and transit users. This report will review existing conditions and identify existing collision locations along Imperial Avenue and will help identify safety needs for all users.

Study Area

Imperial Avenue between Threshill Road and Adams Avenue is situated in a north-south orientation in northern El Centro. This Existing Conditions Assessment (Assessment) will analyze seven intersections and four segments (**Exhibit 1**).

Study Intersections:

- «Imperial Avenue and Cruickshank Drive
- «Imperial Avenue and Bradshaw Drive
- «Imperial Avenue and El Dorado Avenue
- «Imperial Avenue and Lincoln Avenue
- «Imperial Avenue and Pico Avenue
- «Imperial Avenue and Villa Avenue
- «Imperial Avenue and Scott Avenue
- «Imperial Avenue Euclid Avenue
- «Imperial Avenue and Adams Avenue

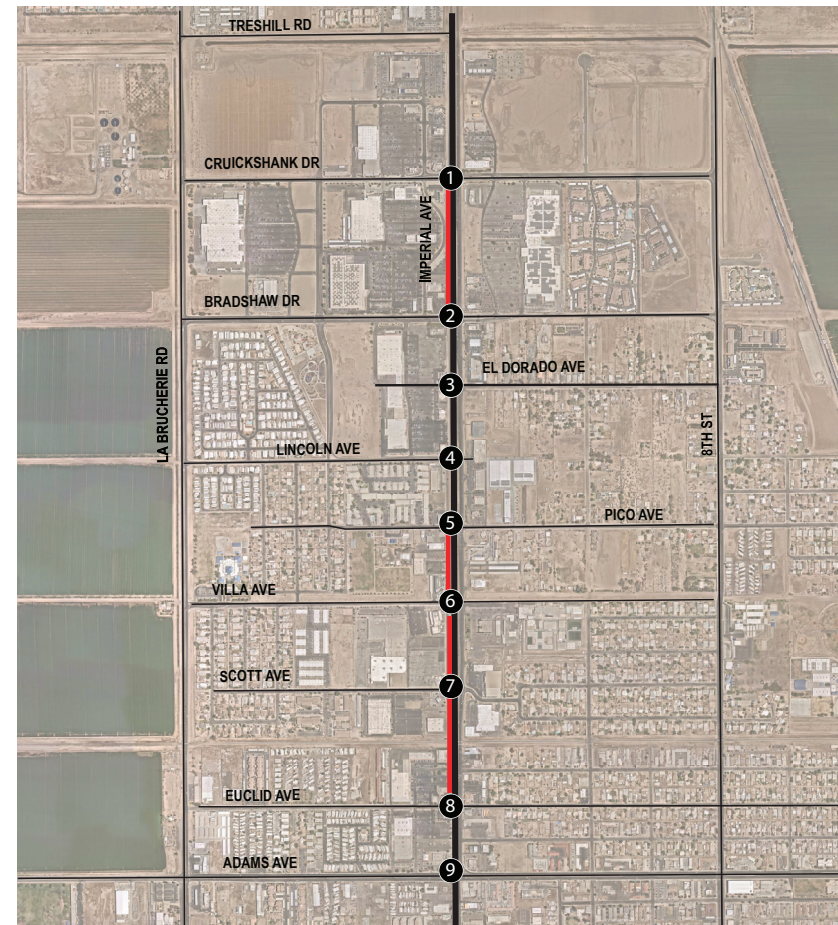
Study Segments:

- «Imperial Avenue between Cruickshank Drive and Bradshaw Drive
- «Imperial Avenue between Pico Avenue and Villa Avenue
- «Imperial Avenue between Villa Avenue and Scott Avenue
- «Imperial Avenue between Scott Avenue and Euclid Avenue



Photo 1: Imperial Avenue looking southbound

Exhibit 1. Study Area



Not to Scale

Legend:

- Recommended Study Intersection
- Recommended Study Segments

Existing Conditions

Imperial Avenue is a four-lane arterial between Treshill Road and Bradshaw Avenue and a six-lane Arterial between Bradshaw Avenue to Adams Avenue. It serves as a major north-south thoroughfare across El Centro. The existing land use consists of commercial and residential along the side streets of Imperial Avenue.

Existing Conditions - Data Collection

AM and PM peak hour intersection counts were collected on October 24, 2023 and November 9, 2023. AM peak period intersection counts were collected from 7:00 AM to 9:00 AM and PM peak period intersection counts were collected from 4:00 PM to 6:00 PM. **Exhibit 2** shows the existing study intersection lane geometry and **Exhibit 3** shows the AM and PM peak hour volumes at the study intersections and daily traffic volumes on the study segments.

Existing Conditions - Traffic Volumes

Level of Service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the travel lanes approaching the intersection, the volume of traffic using the intersection, and the average vehicle delay. The intersection analysis conforms to the operational analysis methodology outlined in the Highway Capacity Manual (HCM 6th Edition) and performed utilizing Synchro 10 traffic analysis software.

The HCM analysis methodology describes the operation of an intersection using a range of level of service from LOS A (free-flow conditions) to LOS F (severely congested conditions).

Intersection Volumes

For signalized intersections, signal timing data and parameters such as cycle lengths, splits, and clearance intervals were obtained from the current signal timing data sheets provided by City staff and incorporated into the Synchro model. Synchro reports average vehicle delay for a signalized intersection, which correspond to a particular LOS, to describe the overall operation of an intersection. Unsignalized intersection LOS for all-way stops is based on the average vehicle delay for all approaches. Average vehicle delay for one-way or two-way stop-controlled intersections is influenced by available gaps in traffic flow on the non-controlled approaches and LOS is based on the approach with the worst delay. The City of El Centro has adopted level of service "C" or better as the standard for acceptable operating conditions for intersections except for the intersection of Cruickshank Drive and Imperial Avenue where LOS D is considered acceptable operating conditions per Mobility Element Policy 4.4.

As shown in **Table 1**, the intersections are currently operating at LOS D or better which is considered acceptable operating conditions. The intersection Imperial Avenue & Villa Avenue is currently operating as a two-way stop control on the side streets (Villa Avenue). The delay experienced at this location is high due to the volume of traffic on Imperial Avenue and the time needed for motorist to make a left-turn onto Imperial Avenue from Villa Avenue. The delay is not presented in the LOS summary table at this location due to the fact that motorists will find an alternative route to access Imperial Avenue and not wait in excess of 3 to 5 minutes to turn left. This corridor study will explore traffic control options to improve access and operations at this location.

Segment Volumes

The basis for roadway segment analysis is the relationship between the measured daily traffic volume and the Level of Service (LOS) capacity thresholds established according to roadway classifications. The analysis results provide a planning-level assessment of whether a segment is under, approaching, or over the planning level capacity threshold. The City of El Centro has adopted level of service "C" or better as the standard for acceptable operating conditions for roadway segments. **Table 2** presents the roadway segment capacity thresholds by LOS contained in Table ME.3 from the City's TSG.

As shown in **Table 3**, the roadway segment analysis is presented for three segments along Imperial Avenue. Imperial Avenue is currently operating at LOS E from Scott Avenue to Euclid Avenue. However, this roadway is planned to serve multiple modes such as pedestrians and bicyclists, not just the automobile.

Exhibit 2. Existing Lane Geometry

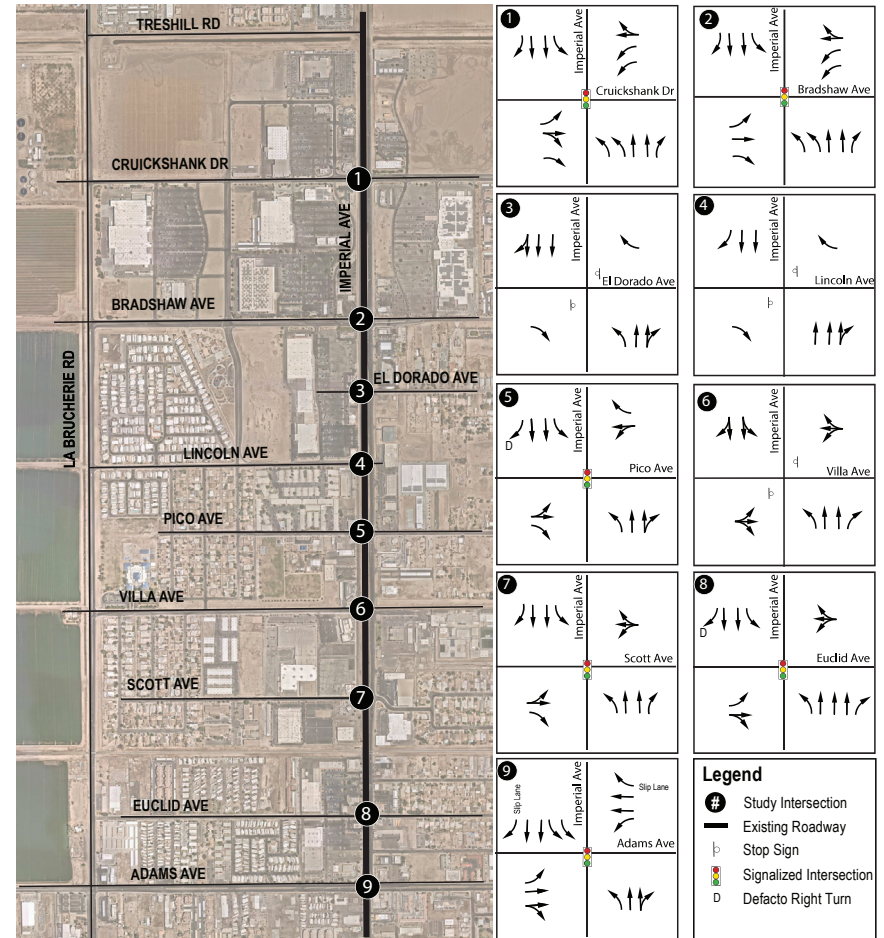
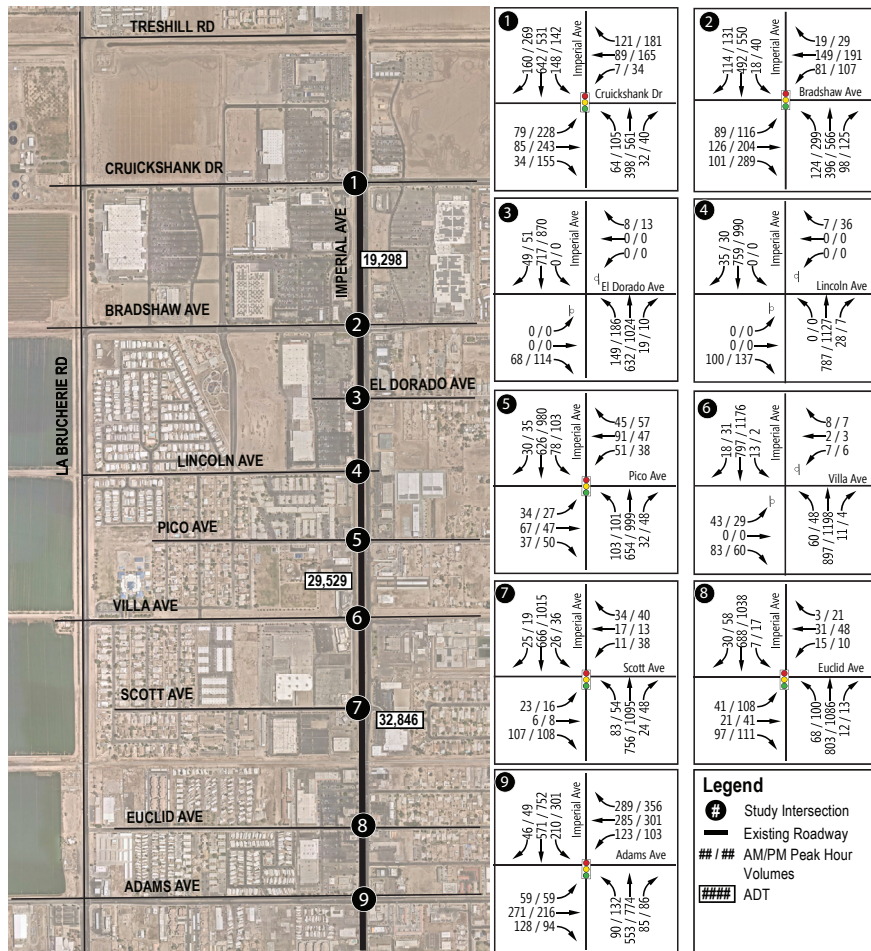


Exhibit 3. Existing Daily AM and PM Peak Traffic Volumes



Not to Scale

Table 1. Existing Peak Hour Intersection Conditions

Study Intersection	Traffic Control	Existing Conditions	
		AM	PM
		Delay ⁽¹⁾ - LOS	Delay ⁽¹⁾ - LOS
1 - N Imperial Ave / Cruickshank Dr	Signal	29.4 - C	45.3 - D
2 - N Imperial Ave / Bradshaw Rd	Signal	25.2 - C	33.4 - C
3 - N Imperial Ave / El Dorado Ave	TWSC	15.4 - C	17.1 - C
4 - N Imperial Ave / Lincoln Ave	TWSC	13.0 - C	15.4 - C
5 - N Imperial Ave / Pico Ave	Signal	31.0 - C	30.2 - C
6 - N Imperial Ave / Villa Ave	TWSC	N/A	N/A
7 - N Imperial Ave / Scott Ave	Signal	13.7 - B	13.5 - B
8 - N Imperial Ave / Euclid Ave	Signal	16.1 - B	19.8 - B
9 - N Imperial Ave / Adams Ave	Signal	31.4 - C	29.4 - C

Note: Deficient intersection operation indicated in bold.

⁽¹⁾ Average seconds of delay per vehicle.

LOS = Level of Service

TWSC = Two-Way Stop Control

Table 2. El Centro Roadway Segment Daily Capacity & LOS Standards

Roadway Functional Classification	Level of Service Capacity (ADT)				
	LOS A	LOS B	LOS C	LOS D	LOS E
6-Lane Arterial	32,000	38,000	43,000	49,000	54,000
4-Lane Arterial	22,000	25,000	29,000	32,300	36,000
2-Lane Arterial	11,000	12,500	14,500	16,000	18,000
2-Lane Collector	6,000	7,500	9,000	10,500	12,000

Table 3. Existing Roadway Segment Analysis

Roadway	Segment	Classification	LOS E Capacity	Existing Conditions		
				ADT	V/C	LOS
Imperial Avenue	Cruickshank Dr to Bradshaw Ave	4-Lane Divided Arterial	36,000	19,298	0.54	A
	Pico Ave to Villa Ave	4-Lane Divided Arterial	36,000	29,529	0.82	D
	Scott Ave. to Euclid Ave	4-Lane Divided Arterial	36,000	32,846	0.91	E

Note: Deficient intersection operation indicated in bold.

ADT=Average Daily Traffic

LOS=Level of Service

V/C=Volume to Capacity Ratio

Existing Conditions - Bicycle and Pedestrian Assessment

Imperial Avenue was designed and constructed in the 1960s as a state highway (SR-86), prioritizing vehicle speed and throughput at the cost of the convenience and safety of pedestrians and bicyclists. This is evident through its lack of sidewalks for 1.25 miles, open drainage channels on both sides, very few crosswalks and lack of bicycle facilities. Since the 1960s, the corridor has developed with a mixture of different land uses increasing the need for bicycle and pedestrian facilities.

There are currently no bicycle facilities on Imperial Avenue. According to the El Centro's General Plan, there are plans to implement a Class IV Cycle Track along Imperial Avenue and Class I Multi-Use Paths along side streets intersecting Imperial Avenue. **Exhibit 4** identifies the planned bikeways along Imperial Avenue and the surrounding roadways. **Exhibit 5** shows the existing bicycle AM and PM peak hour volumes at the study intersections.

Currently, there are existing sidewalks along the southern part of the study segment near Adams Avenue. The major intersections along Imperial Avenue have a high-visibility crosswalk but lack ADA curb ramps. **Exhibit 6** shows the existing pedestrian network and **Exhibit 7** shows the existing pedestrian AM and PM peak hour volumes at the study intersections.

Existing Conditions - Transit Assessment

Public transit in El Centro is provided by ICTC through IVT. There are three bus lines that currently stop along Imperial Avenue. Stop signs currently exist along the side streets of Imperial Avenue at major shopping districts. Existing transit routes and stops are identified in **Exhibit 8**.

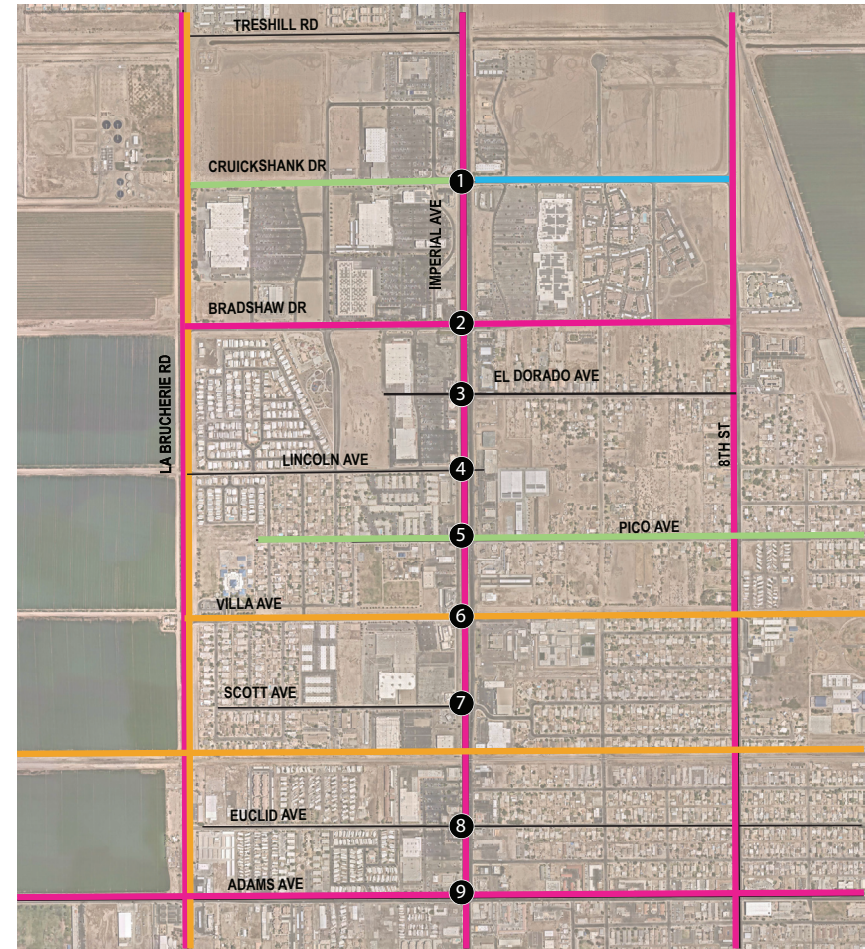


Photo 2: Bus stop and sidewalk on Imperial Avenue



Photo 3: Existing crossing with missing sidewalk

Exhibit 4. Planned Bicycle Network



- Legend:
- ① Study Intersection
 - Multi-Use Path (Class I)
 - Bike Lane (Class II)
 - Bike Route (Class III)
 - Cycle Track (Class IV)

Exhibit 5. Existing Daily AM and PM Peak Bicycle Volumes

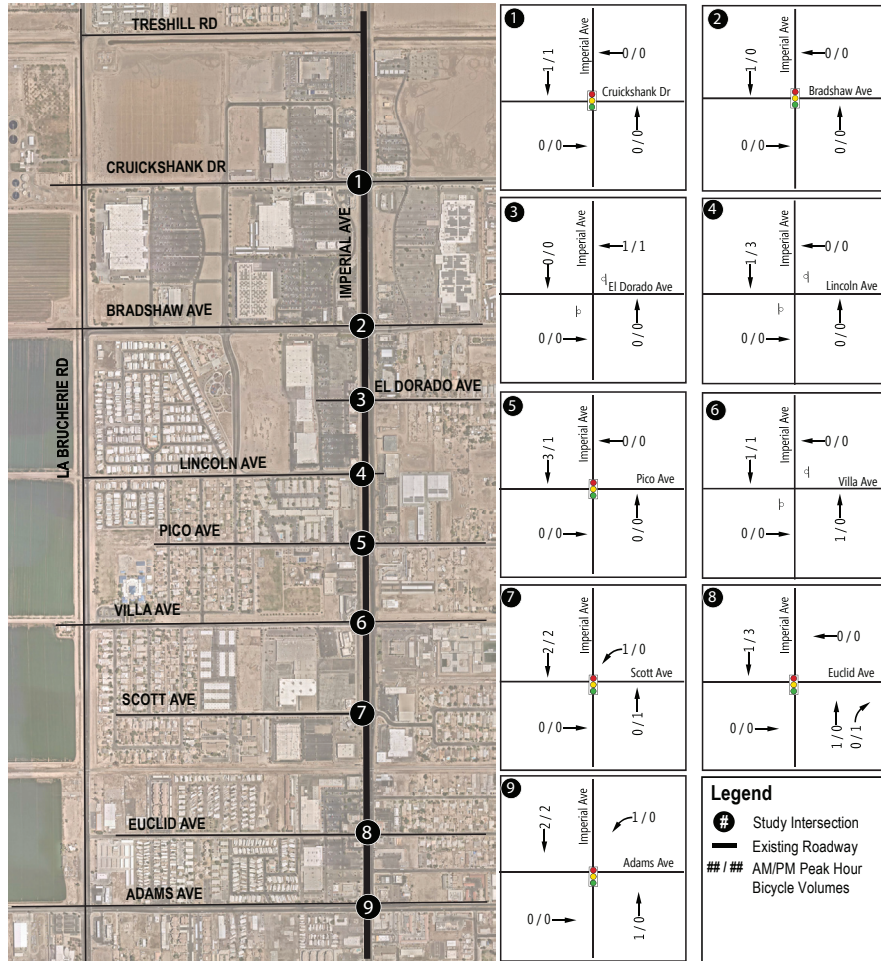
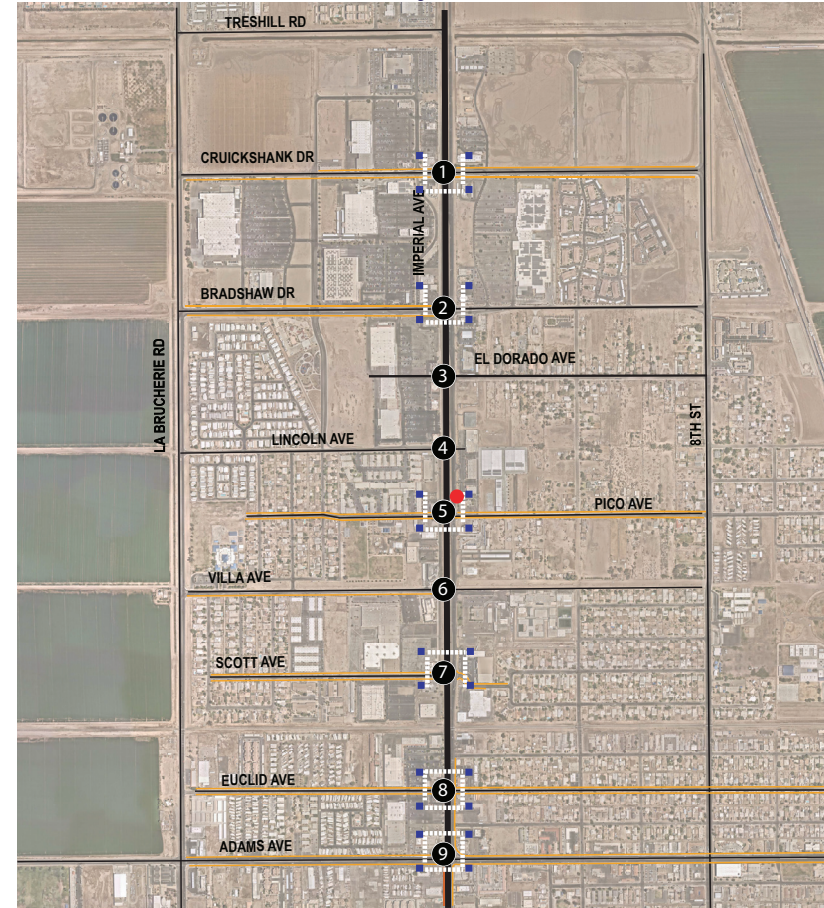
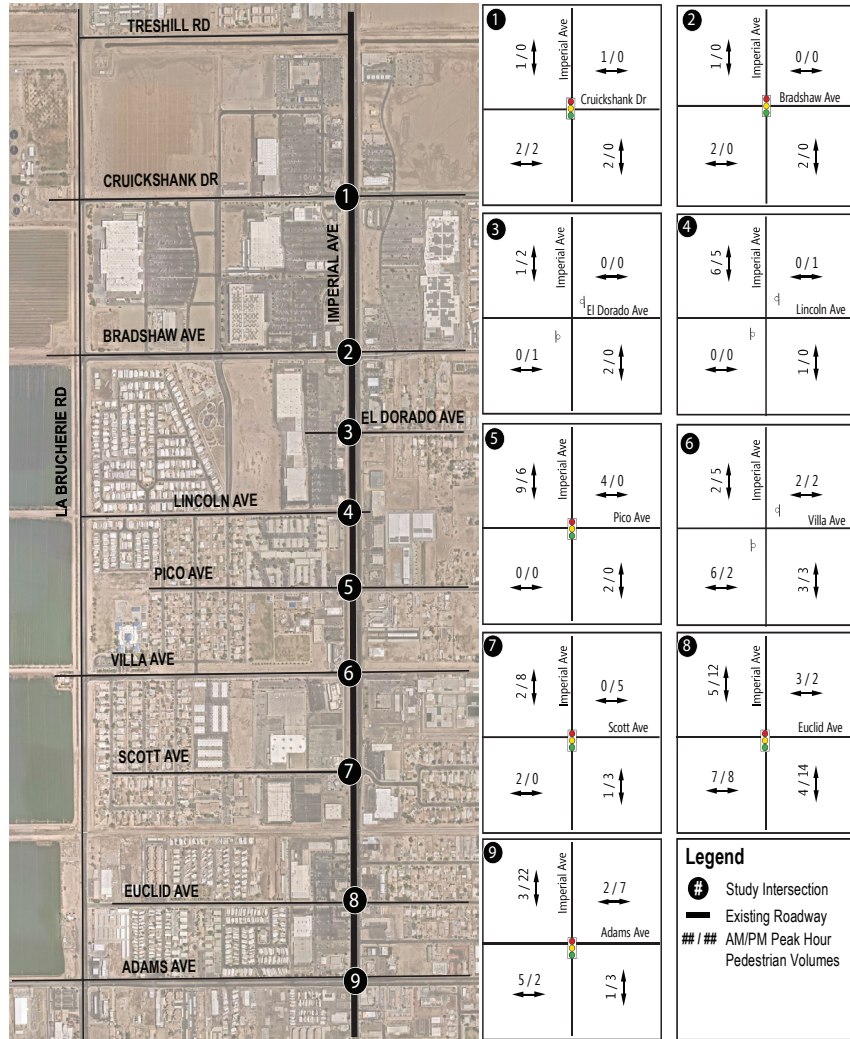


Exhibit 6. Existing Pedestrian Network



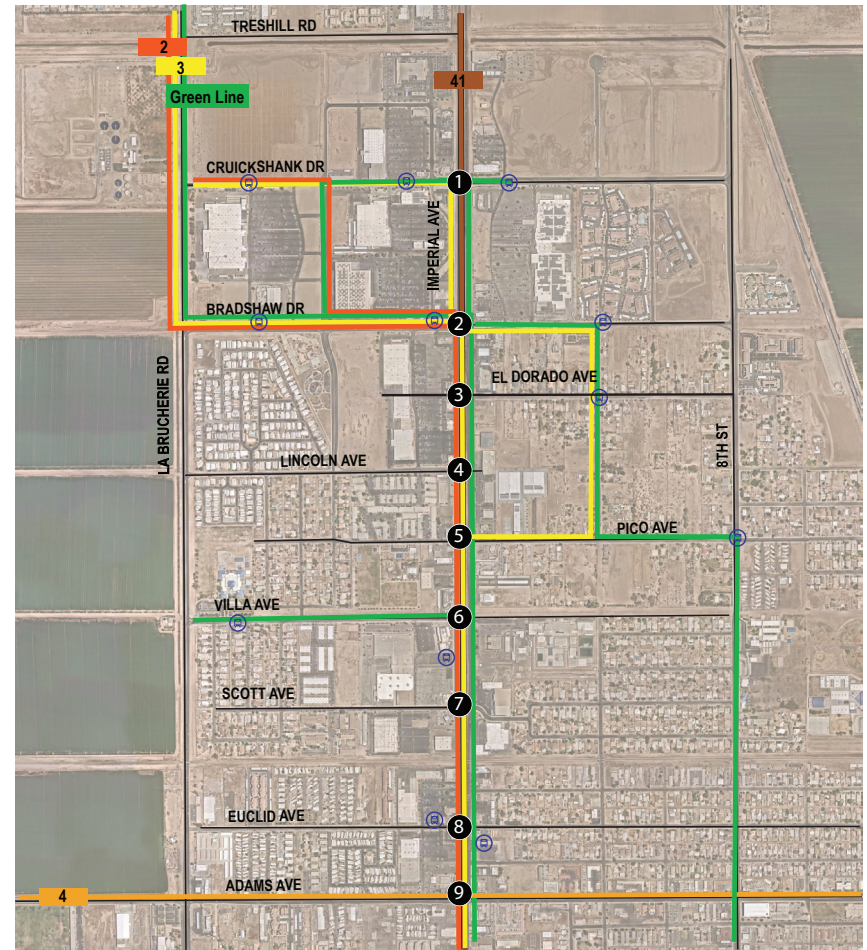
- # Recommended Study Intersection
- Existing Roadway
- ADA Curb Ramp
- Pedestrian Push Button

Exhibit 7. Existing Daily AM and PM Peak Pedestrian Volumes



Not to Scale

Exhibit 8. Existing Transit Network



Not to Scale

Safety Assessment

Data

Collision data from the Statewide Integrated Traffic Records System (SWITRS) for the five-year period from 2018-2022 was used for this Assessment. SWITRS is a statewide database used for showing collision data collected by the California Highway Patrol. This Assessment focuses on collision severity, type of collision, and the cause of collision.

Overall Collision Trends

Exhibit 9 shows that between 2018-2022, six collisions resulted in severe injury, 25 resulted in visible injury, and 23 resulted in complaint of pain. there were approximately 54 total collisions along Imperial Avenue between Treshill Road and Adams Avenue. 47 of those collisions related to vehicle only collisions. Three of those collisions were bicyclist-involved and four were pedestrian-involved (**Exhibit 10**).

Vehicle-Only Collision Trends

Exhibit 11 identifies vehicle-only collision locations and their severity. **Table 4** breaks down the crash severity by location. As shown, no fatalities occurred between 2018 and 2022. Most collisions resulted in visible injury. Cruickshank Drive and Adams Avenue along Imperial Avenue had the most collisions occur.

The most common type of collision was Rear End and most common contributing cause was unsafe speed. This can occur due to distracted driving, constant starting and stopping along the corridor, or lack of traffic calming infrastructure. A summary of crash types by location is provided in **Table 5** and crash cause in **Table 6**.

Exhibit 9. Collision Severity

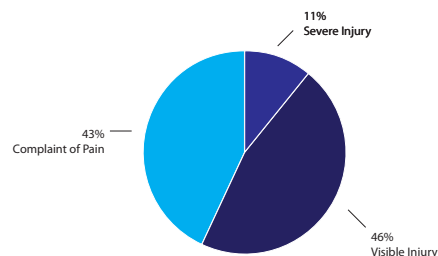


Exhibit 10. Number of Collisions

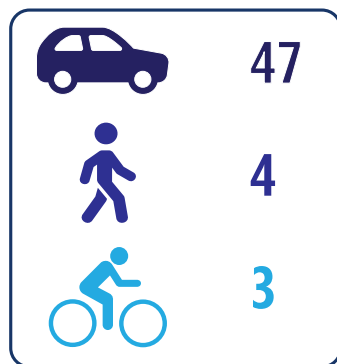


Exhibit 11. Vehicle-Only Involved Collisions

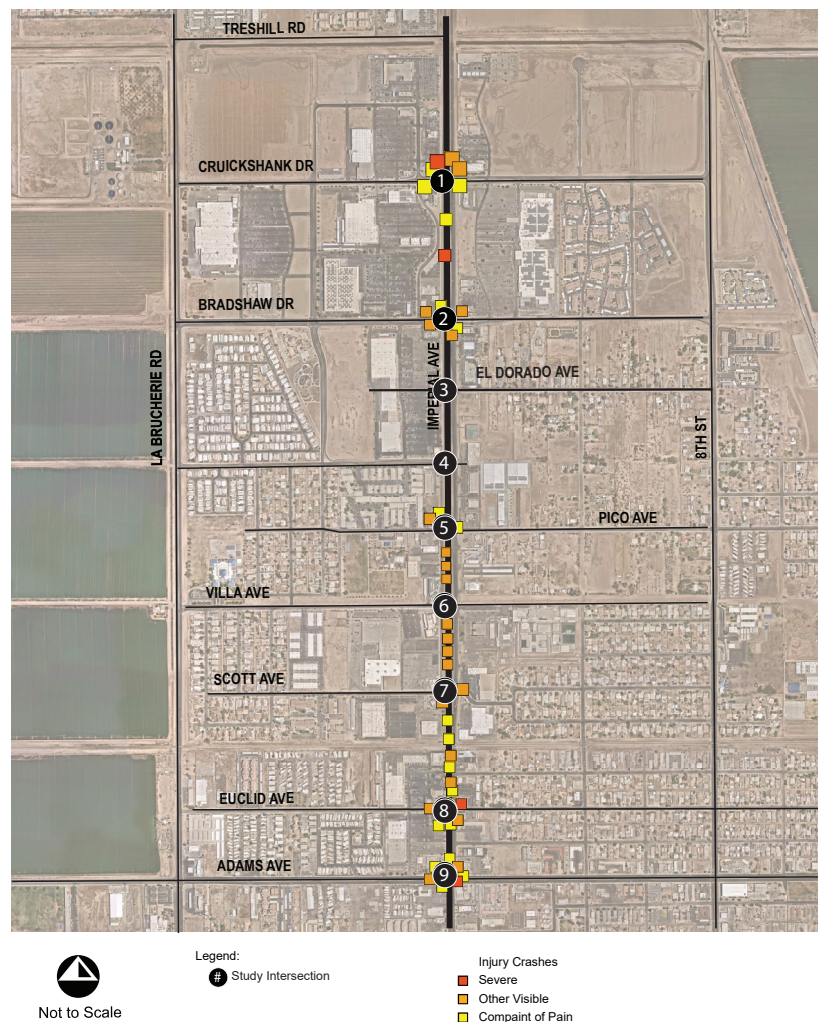


Table 4. Collision Severity by Location on Imperial Avenue

Crash Locations	Number of Crashes (2018-2022)	Crash Severity				
		Fatal	Severe	Visible Injury	Complaint of Pain	Property Damage
Cruikshank Drive	9	0	2	3	4	0
Bradshaw Avenue	8	0	1	4	3	0
Lincoln Avenue	1	0	0	1	0	0
Pico Avenue	7	0	0	5	2	0
Villa Avenue	4	0	0	3	1	0
Scott Avenue	5	0	0	2	3	0
Woodward Avenue	3	0	0	0	3	0
Euclid Avenue	8	0	2	3	3	0
Adams Avenue	9	0	1	4	4	0
TOTAL	54	0	6	25	23	0

Table 5. Collision Type by Location on Imperial Avenue

Crash Locations	Number of Crashes (2018-2022)	Crash Type							
		Head-On	Sideswipe	Rear End	Broadside	Hit Object	Overturned	Vehicle/Pedestrian	Other
Cruikshank Drive	9	1	1	3	1	0	0	1	1
Bradshaw Avenue	8	0	1	3	4	0	0	0	0
Lincoln Avenue	1	0	1	0	0	0	0	0	0
Pico Avenue	7	1	1	3	1	1	0	0	0
Villa Avenue	4	0	0	4	0	0	0	0	0
Scott Avenue	5	1	0	5	0	0	0	0	0
Woodward Avenue	3	0	0	3	0	0	0	0	0
Euclid Avenue	8	0	3	2	2	0	0	1	0
Adams Avenue	9	1	0	2	5	0	0	0	1
TOTAL	54	4	7	25	13	1	0	2	2

Table 6. Collision Cause by Location on Imperial Avenue

Crash Locations	Number of Crashes (2018-2022)	Crash Type										
		Automobile ROW	Wrong Side or Road	Other Improper Driving	DUI	Unsafe Speed	Following too Closely	Unsafe Lane Change	Pedestrian ROW	Pedestrian Violation	Traffic Signals and Signs	Unknown
Cruikshank Drive	9	1	0	0	0	3	0	0	0	1	3	0
Bradshaw Avenue	8	3	0	0	1	2	0	0	0	0	2	0
Lincoln Avenue	1	1	0	0	0	0	0	0	0	0	0	0
Pico Avenue	7	2	0	1	1	3	0	0	0	0	0	0
Villa Avenue	4	0	0	0	0	3	1	0	0	0	0	0
Scott Avenue	5	1	0	0	0	4	1	0	0	0	0	0
Woodward Avenue	3	0	0	0	0	1	2	0	0	0	0	0
Euclid Avenue	8	0	0	0	0	2	0	1	1	1	1	2
Adams Avenue	9	0	1	0	0	2	0	1	0	0	4	1
TOTAL	54	8	1	1	2	20	4	2	1	2	10	3

Bicycle and Pedestrian Involved Collisions

Between 2018-2022, there were approximately 54 total collisions along Imperial Avenue between Treshill Road and Adams Avenue. Three of those collisions were bicyclist-involved and four were pedestrian-involved.

Figure 13 illustrates the location of bicycle and pedestrian involved crashes. As shown, the most bicycle and pedestrian collisions occurred at Euclid Avenue.

Of the bicycle and pedestrian involved crashes reported during this time, there were three crashes that resulted in a severe injury (**Figure 12**.) Out of the pedestrian crashes, two resulted in a pedestrian crossing the street not in a crosswalk at Cruickshank Drive and Euclid Avenue.

The absence or quality of bicycle facilities along street segments and intersections may lead to an increase in bicycle and vehicle conflicts, resulting in collisions. El Centro's Circulation Element of the General Plan currently recommends a Class IV Cycle Track along Imperial Avenue which may lead to a decrease in bicycle-involved collisions and increase bicycle interest within the community. Currently, some safety issues along Imperial Avenue at Pico Ave, Euclid Ave, and Adams Ave include:

- Free right turn lanes and slip-lanes
- No bike lanes, lane markings or signage
- Large intersection to cross
- Lack of high-visibility crosswalks

Free right turn lanes: When a free right turn lane is on an approach to an intersection, cyclists lose their partially protected position on the right edge of the roadway and are forced to interact with right-turning traffic in advance of the intersection. This may cause bicycle and vehicle conflicts which could cause a collision.

Lack of shared lane markings (sharrows) on roadways lacking bicycle facilities: In the absence of a bicycle lane of a roadway, vehicles may neglect to safely share a travel lane with bicyclists when there are no shared lane marking, which may compel a bicyclist to ride closer to street parking or the curb. This can create a lot of stress for a bicyclist trying to maneuver the roadway without any protection.

Uncontrolled left turn bike movement across highways: When a bicyclist is making a left turn across a busy roadway, the probability of a collision occurring is high. There is lack of visibility, lack of protection for a bicyclist, and high roadway speeds. The rider must navigate through multiple lanes of oncoming traffic and can cause a lot of stress for the ride.

Pedestrian-involved collisions that occurred when the pedestrian was in a crosswalk could indicate the need to improve visibility of pedestrians at existing marked crosswalks.

Conclusion

The most auto only involved collisions occurred at Cruickshank Drive and Adams Avenue and the most bicycle and pedestrian involved collisions occurred at Euclid Drive. The most common collision type was rear end and it's contributing factor was unsafe speed. Both bicycle and pedestrian collisions and auto-only collisions resulted in either a visible injury. Implementing complete streets concepts and traffic calming could improve safety barriers along Imperial Avenue for all users.

Exhibit 12. Bicycle & Pedestrian Collision Severity

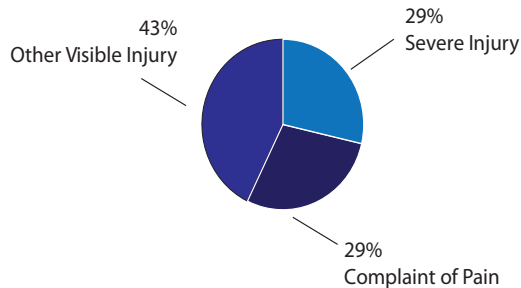
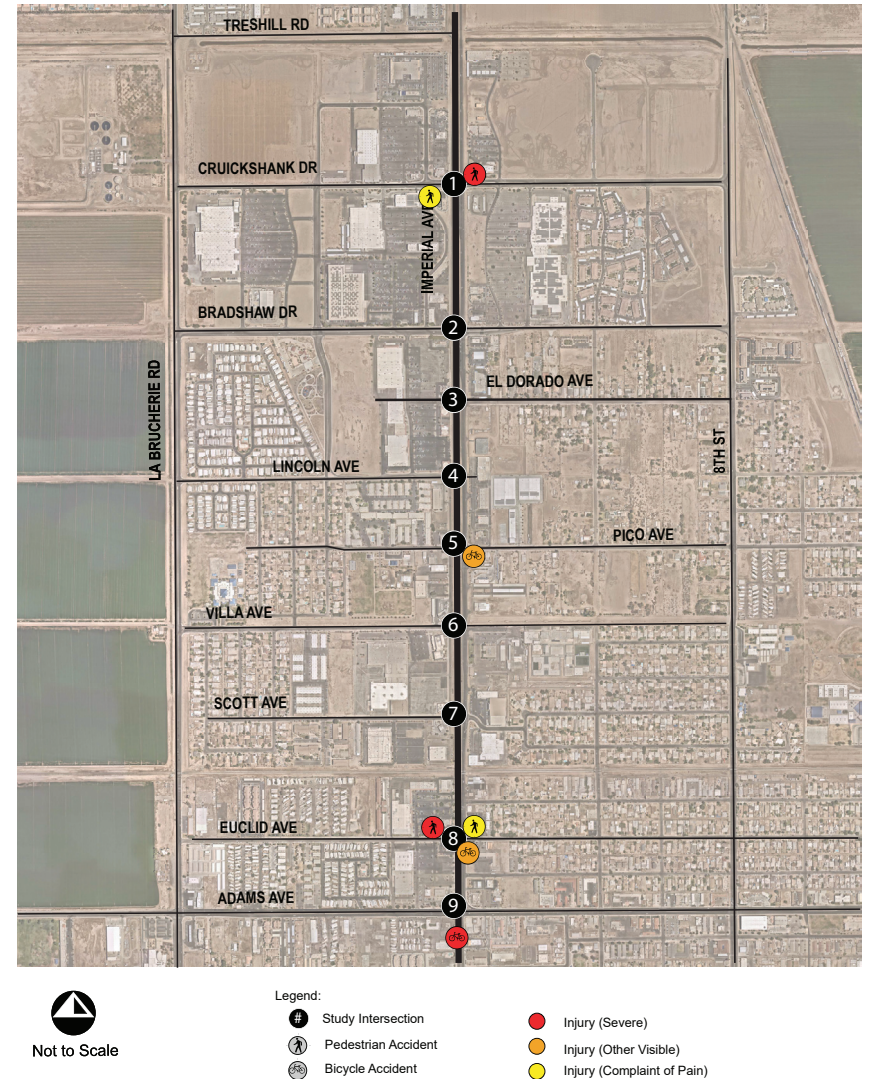


Exhibit 13. Bicycle & Pedestrian Involved Collisions



Preferred Concept

Imperial Avenue serves as a major north-south thoroughfare across El Centro which currently exists as a four-lane arterial primarily serving vehicles. The preferred concept of the Imperial Avenue Complete Streets Plan aims to preserve Imperial Avenue as an essential regional roadway while incorporating needed safety and beautification improvements for people walking, bicycling, and taking transit. Components of the Preferred Concept along Imperial Avenue from Treshill Road to Adams Avenue include:

- Increase vehicular travel lanes in each direction from two lanes to three lanes on Imperial Avenue from Cruikshank Drive to Adams Avenue.
- Construct Class I bicycle facilities (separated by raised medians and/or landscaping from vehicular travel lanes) along both sides of Imperial Avenue.
- Add green conflict striping across roadways and driveways to increase visibility of bicyclists traveling along Imperial Avenue.
- Improve the Frontage Road on the west side of Imperial Avenue from Scott Road to Lincoln Avenue to one-way in the northbound approach.
- At Lincoln Avenue, improve intersection by installing a new traffic signal, add marked crosswalks, and allow left-turning movements in/out of Lincoln Avenue.
- At El Dorado Avenue, improve intersection by installing a new traffic signal, add marked crosswalks, and allow left-turning movements in/out of El Dorado Avenue.
- Improve existing transit stops by providing shade structures and/or trees, benches, lighting, etc.

Exhibit 14 shows the preferred concept intersection lane geometry and **Exhibit 15** shows the AM and PM peak hour volumes at the study intersections and daily traffic volumes on the study segments.

Preferred Concept -Traffic Volumes

Level of Service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the travel lanes approaching the intersection, the volume of traffic using the intersection, and the average vehicle delay. The intersection analysis conforms to the operational analysis methodology outlined in the Highway Capacity Manual (HCM 6th Edition) and performed utilizing Synchro 10 traffic analysis software.

The HCM analysis methodology describes the operation of an intersection using a range of level of service from LOS A (free-flow conditions) to LOS F (severely congested conditions).

Intersection Volumes

For signalized intersections, signal timing data and parameters such as cycle lengths, splits, and clearance intervals were obtained from the current signal timing data sheets provided by City staff and incorporated into the Synchro model. Synchro reports average vehicle delay for a signalized intersection, which correspond to a particular LOS, to describe the overall operation of an intersection. Unsignalized intersection LOS for all-way stops is based on the average vehicle delay for all approaches. Average vehicle delay for one-way or two-way stop-controlled intersections is influenced by available gaps in traffic flow on the non-controlled approaches and LOS is based on the approach with the worst delay. The City of El Centro has adopted level of service "C" or better as the standard for acceptable operating conditions for intersections except for the intersection of Cruikshank Drive and Imperial Avenue where LOS D is considered acceptable operating conditions per Mobility Element Policy 4.4.

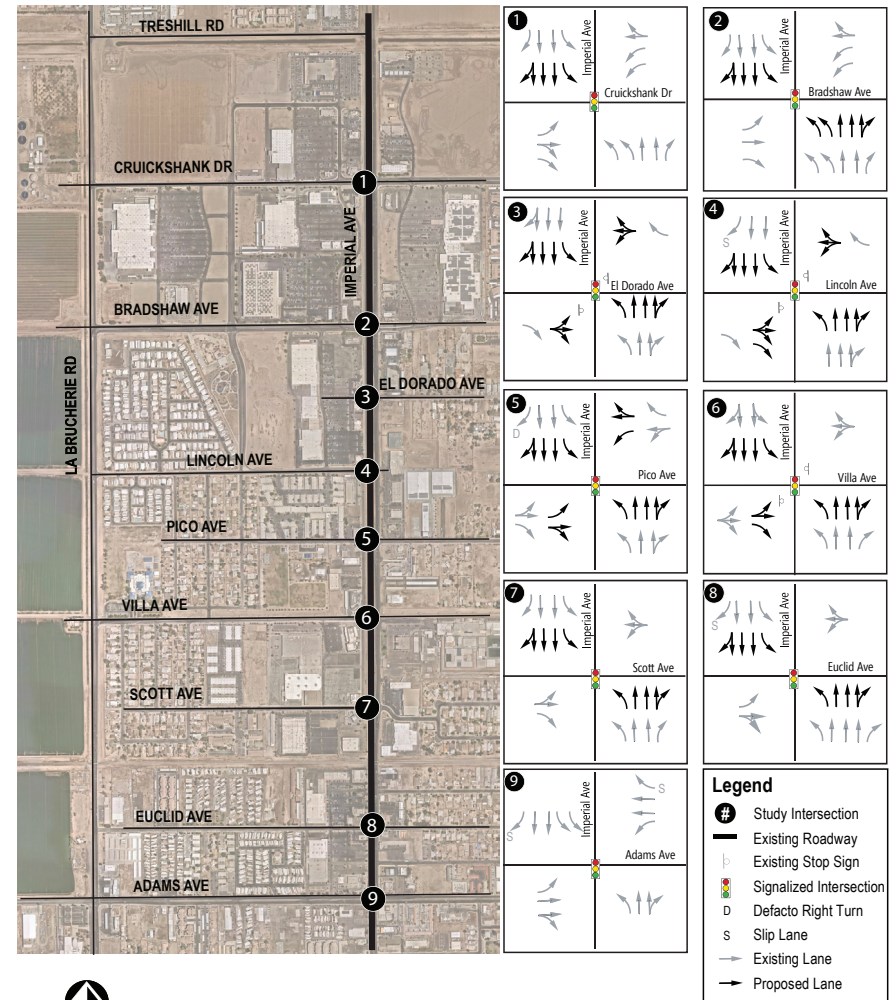
As shown in **Table 4** the intersections are currently operating at LOS D or better which is considered acceptable operating conditions. All study intersections either improved or stayed the same from the existing conditions volumes.

Segment Volumes

The basis for roadway segment analysis is the relationship between the measured daily traffic volume and the Level of Service (LOS) capacity thresholds established according to roadway classifications. The analysis results provide a planning-level assessment of whether a segment is under, approaching, or over the planning level capacity threshold. The City of El Centro has adopted level of service "C" or better as the standard for acceptable operating conditions for roadway segments. **Table 5** presents the roadway segment capacity thresholds by LOS contained in Table ME.3 from the City's TSG.

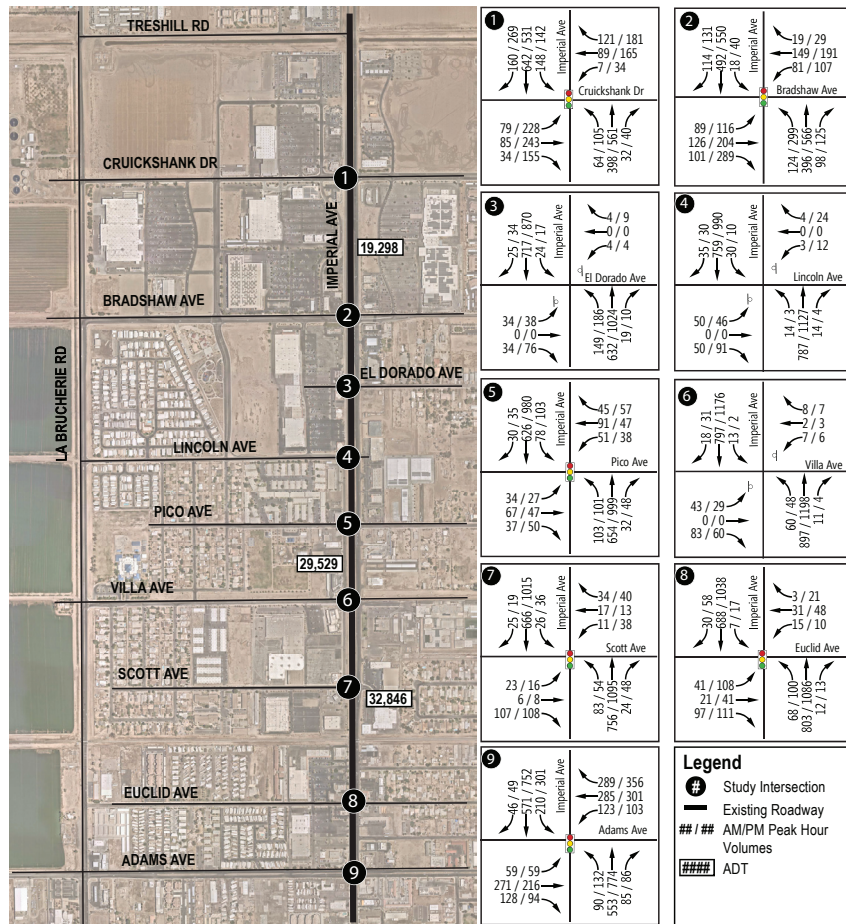
As shown in **Table 6**, the roadway segment analysis is presented for three segments along Imperial Avenue. Imperial Avenue is currently operating at LOS E from Scott Avenue to Euclid Avenue. However, this roadway is planned to serve multiple modes such as pedestrians and bicyclists, not just the automobile. The study segments analyzed improved under the preferred concept.

Exhibit 14. Preferred Concept Lane Geometry



Not to Scale

Exhibit 15. Preferred Concept AM and PM Peak Traffic Volumes



Not to Scale

Table 4. Preferred Concept Peak Hour Intersection Conditions

Study Intersection	Existing Traffic Control	Existing Conditions		Proposed Traffic Control	Preferred Concept	
		AM	PM		AM	PM
		Delay ⁽¹⁾ - LOS	Delay ⁽¹⁾ - LOS		Delay ⁽¹⁾ - LOS	Delay ⁽¹⁾ - LOS
1 - N Imperial Ave / Cruickshank Dr	Signal	29.4 - C	45.3 - D	Signal	29.1 - C	45.4 - D
2 - N Imperial Ave / Bradshaw Rd	Signal	25.2 - C	33.4 - C	Signal	25.2 - C	33.0 - C
3 - N Imperial Ave / El Dorado Ave	TWSC	15.4 - C	17.1 - C	Signal	17.7 - C	21.9 - C
4 - N Imperial Ave / Lincoln Ave	TWSC	13.0 - B	15.4 - C	Signal	16.8 - B	21.6 - C
5 - N Imperial Ave / Pico Ave	Signal	31.0 - C	30.2 - C	Signal	27.3 - C	29.8 - C
6 - N Imperial Ave / Villa Ave	TWSC	N/A	N/A	Signal	20.6 - C	18.8 - B
7 - N Imperial Ave / Scott Ave	Signal	13.7 - B	13.5 - B	Signal	12.8 - B	12.3 - B
8 - N Imperial Ave / Euclid Ave	Signal	16.1 - B	19.8 - B	Signal	15.8 - B	19.3 - B
9 - N Imperial Ave / Adams Ave	Signal	31.4 - C	29.4 - C	Signal	31.3 - C	36.5 - D

Note: Deficient intersection operation indicated in bold.
⁽¹⁾ Average seconds of delay per vehicle.

LOS = Level of Service
 TWSC = Two-Way Stop Control

Table 5. El Centro Roadway Segment Daily Capacity & LOS Standards

Roadway Functional Classification	Level of Service Capacity (ADT)				
	LOS A	LOS B	LOS C	LOS D	LOS E
6-Lane Arterial	32,000	38,000	43,000	49,000	54,000
4-Lane Arterial	22,000	25,000	29,000	32,300	36,000
2-Lane Arterial	11,000	12,500	14,500	16,000	18,000
2-Lane Collector	6,000	7,500	9,000	10,500	12,000

Table 6. Preferred Concept Roadway Segment Analysis

Roadway	Segment	Classification	LOS E Capacity	Existing Conditions			Classification	LOS E Capacity	Preferred Concept		
				ADT	V/C	LOS			ADT	V/C	LOS
Imperial Avenue	Cruickshank Dr to Bradshaw Ave	4-Lane Divided Arterial	36,000	19,298	0.54	A	6-Lane Divided Arterial	54,000	9,298	0.36	A
	Pico Ave to Villa Ave	4-Lane Divided Arterial	36,000	29,529	0.82	D	4-Lane Divided Arterial	54,000	29,529	0.55	A
	Scott Ave. to Euclid Ave	4-Lane Divided Arterial	36,000	32,846	0.91	E	4-Lane Divided Arterial	54,000	32,846	0.61	B

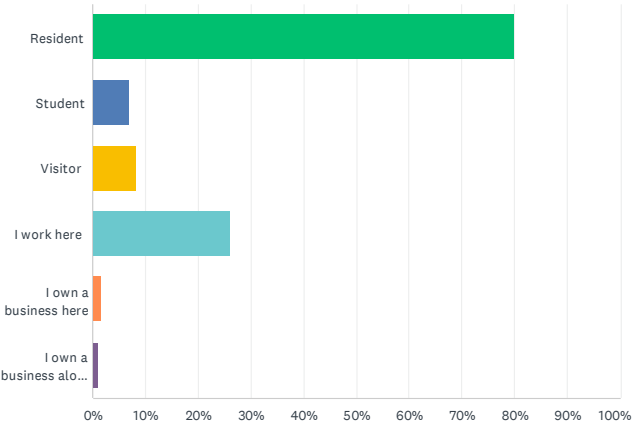
Note: Deficient intersection operation indicated in bold.
 ADT=Average Daily Traffic
 LOS=Level of Service
 V/C=Volume to Capacity Ratio

A.2 Survey #1 Results

Imperial Avenue Complete Streets Plan: Community Survey

Q1 Which best describe your relationship with The City of El Centro?
(Check all that apply)

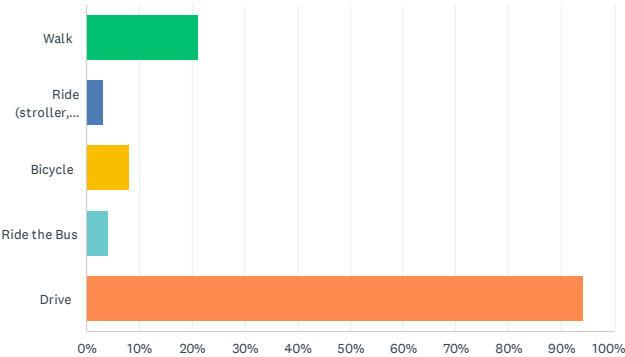
Answered: 447 Skipped: 1



ANSWER CHOICES	RESPONSES	
Resident	79.87%	357
Student	6.94%	31
Visitor	8.28%	37
I work here	25.95%	116
I own a business here	1.79%	8
I own a business along Imperial Avenue	1.12%	5
Total Respondents: 447		

Q2 How do you currently travel on Imperial Avenue? (Check all that apply)

Answered: 444 Skipped: 4

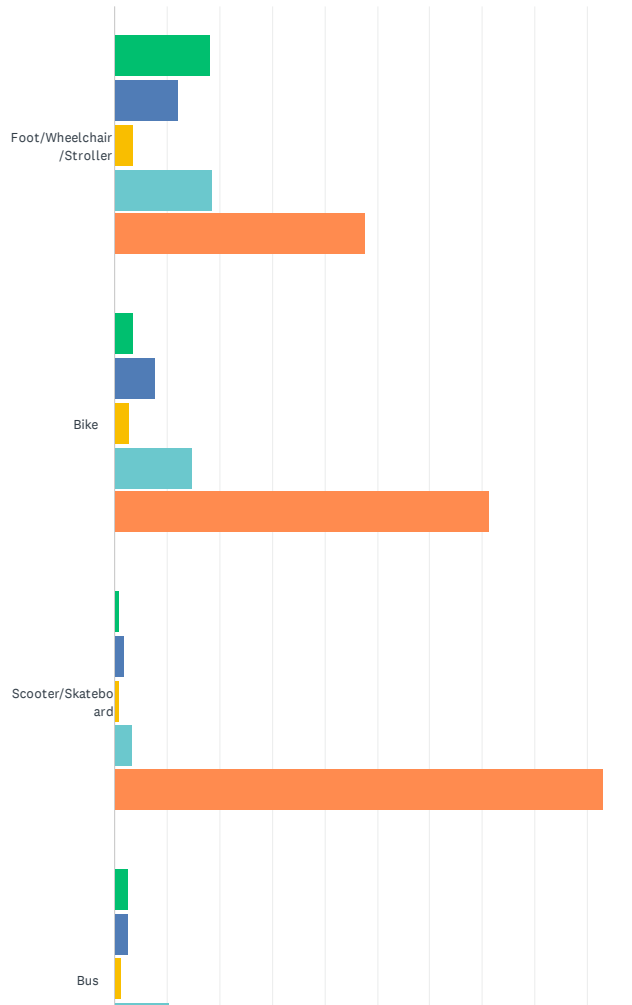


ANSWER CHOICES	RESPONSES	
Walk	21.17%	94
Ride (stroller, wheelchair, skateboard, scooter, etc.)	3.15%	14
Bicycle	8.11%	36
Ride the Bus	4.05%	18
Drive	94.14%	418
Total Respondents: 444		

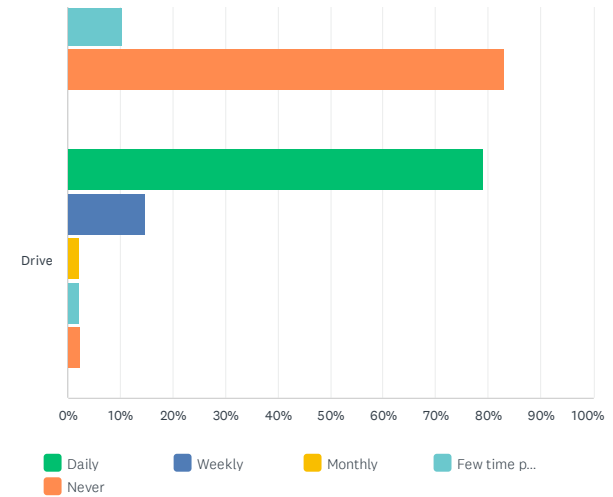
#	OTHER (PLEASE SPECIFY)	DATE
1	Dial-A-Ride	1/30/2024 12:41 PM
2	Ride with friends	1/29/2024 5:06 PM
3	I avoid it if possible.	1/23/2024 11:37 AM
4	Retiref Daily VISITOR at all hours of the day and night.	1/23/2024 2:13 AM
5	Drive to work	1/21/2024 9:36 AM
6	Motorcycle	1/19/2024 1:35 PM
7	Get rides	1/19/2024 11:51 AM
8	+17609969163	1/18/2024 7:39 PM
9	I drive a truck and motorcycle.	1/18/2024 10:04 AM
10	Truck and motorcycle	1/18/2024 8:38 AM

Q3 How often do you travel using the following modes along Imperial Avenue?

Answered: 448 Skipped: 0



3 / 61

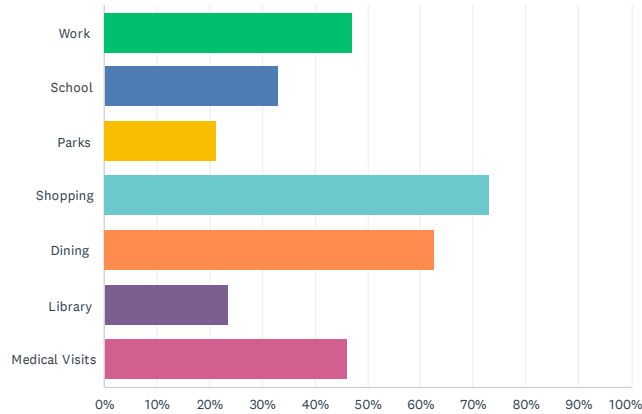


	DAILY	WEEKLY	MONTHLY	FEW TIME PER YEAR	NEVER	TOTAL
Foot/Wheelchair/Stroller	18.04% 70	12.11% 47	3.61% 14	18.56% 72	47.68% 185	388
Bike	3.56% 13	7.67% 28	2.74% 10	14.79% 54	71.23% 260	365
Scooter/Skateboard	0.85% 3	1.99% 7	0.85% 3	3.41% 12	92.90% 327	352
Bus	2.49% 9	2.49% 9	1.38% 5	10.50% 38	83.15% 301	362
Drive	79.01% 350	14.67% 65	2.03% 9	2.03% 9	2.26% 10	443

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Q4 What do you consider major attractions along Imperial Avenue? In other words, what brings you to this area? (Check all that apply)

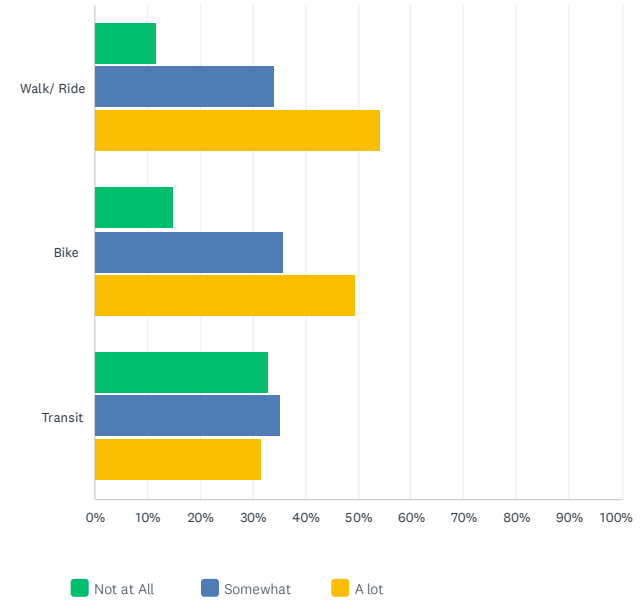
Answered: 439 Skipped: 9



ANSWER CHOICES	RESPONSES	
Work	47.15%	207
School	33.03%	145
Parks	21.41%	94
Shopping	73.12%	321
Dining	62.64%	275
Library	23.46%	103
Medical Visits	46.01%	202
Total Respondents: 439		

Q5 How concerned are you about safety for the following transportation modes?

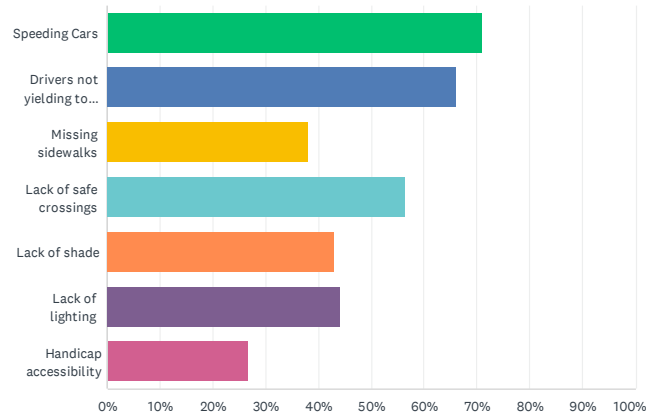
Answered: 442 Skipped: 6



	NOT AT ALL	SOMEWHAT	A LOT	TOTAL
Walk/ Ride	11.75% 51	34.10% 148	54.15% 235	434
Bike	14.87% 62	35.73% 149	49.40% 206	417
Transit	33.09% 137	35.27% 146	31.64% 131	414

Q6 What concerns do you have about walking along Imperial Avenue? (Check all that apply)

Answered: 429 Skipped: 19



ANSWER CHOICES	RESPONSES
Speeding Cars	71.10% 305
Drivers not yielding to pedestrians	66.20% 284
Missing sidewalks	38.23% 164
Lack of safe crossings	56.41% 242
Lack of shade	43.12% 185
Lack of lighting	44.06% 189
Handicap accessibility	26.57% 114
Total Respondents: 429	

#	OTHER (PLEASE SPECIFY)	DATE
1	non-operational pedestrian lights	1/30/2024 12:21 PM
2	Not enough pedestan light	1/30/2024 12:19 PM
3	wider sidewalks	1/30/2024 12:04 PM
4	Crosswalks by the park need to be painted	1/30/2024 12:03 PM
5	none	1/30/2024 11:33 AM
6	Pico Street - people don't respect pedestrian crossings	1/30/2024 11:31 AM

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7	Trash and graffiti	1/27/2024 1:50 AM
8	All of the above, unfortunately only some areas are safe for walking or bike riding, most are dangerous especially if drivers dont yield to pedestrians or drive on their phones	1/26/2024 12:22 PM
9	Fire Department: no light controlled intersection for emergency vehicles.	1/26/2024 8:36 AM
10	Homeless, vandalism overall safety	1/25/2024 5:11 PM
11	There no shade trees anymore. Trees also serve as a means of traffic calming as well as reducing the heat island effect.	1/24/2024 1:44 PM
12	RETIRED, daily visitor at all parts if Imperial Ave, all hours of the day and night.	1/23/2024 2:13 AM
13	Feeling unsafe due to all the junkies/homeless roaming around, specially when it starts getting dark	1/22/2024 12:13 PM
14	Transients sleeping along sidewalk	1/22/2024 8:45 AM
15	Crime	1/22/2024 6:56 AM
16	Not enough crossing intersections with flashing lights	1/21/2024 9:09 PM
17	Algunos puentes estarian bien como cruce seguro	1/21/2024 8:54 PM
18	Cars parked on imperial Ave causing cars driving out of neighborhood to not be able to see on coming traffic.	1/21/2024 7:17 PM
19	Safe crossings aren't safe if cars don't yield the right of way to pedestrians. This has been on ongoing problem at the pedestrian crossing by Central HS	1/21/2024 3:14 PM
20	Crime	1/21/2024 2:51 PM
21	There are no police officers around specially in the morning while school is in session to stop the drivers from speeding also they should put up some cameras so people can slow down	1/21/2024 9:36 AM
22	Safety from homeless and drug addicts	1/21/2024 8:37 AM
23	Homeless people and DRugs	1/21/2024 7:26 AM
24	Traffic volume	1/21/2024 7:14 AM
25	People not using crosswalks & plunging into traffic	1/21/2024 5:00 AM
26	Unstable homeless that have behavioral health and/or issues	1/20/2024 1:01 PM
27	Driver Majority of the time Do Not stop for pedestrians	1/20/2024 11:10 AM
28	Homeless/Criminals/Illegal's	1/20/2024 8:36 AM
29	Cars not yielding by DMV when crossing lights are flashing my kids on multiple occasions have almost been ran over by speeding cars	1/20/2024 7:51 AM
30	Electric bikes being driven on sidewalks	1/20/2024 6:00 AM
31	People passing red lights	1/19/2024 11:13 PM
32	We need more trees	1/19/2024 10:18 PM
33	Homeless, drug addicts, gang activities, it's not really a walking area. Ask yourself, why would I walk there? The structure is not designed for walking nor are there businesses that promote walking culture. Businesses are to spread out to walk.	1/19/2024 8:46 PM
34	Seguridad para caminar tranquilos.	1/19/2024 8:01 PM
35	Seeing homeless individuals using and abusing drugs regardless of what time it is or how publicly they're doing it. No respect for children nor any other individuals.	1/19/2024 8:00 PM
36	No hay ayuda cuál para los estudiantes que salen más tarde	1/19/2024 5:48 PM
37	No law enforcement to be seen	1/19/2024 3:28 PM
38	the homeless has been an ongoing issue throughout Imperial Ave. Also driving at night passed 10pm there are areas where lack of lighting is a concern and major up rise in speeding	1/19/2024 2:41 PM

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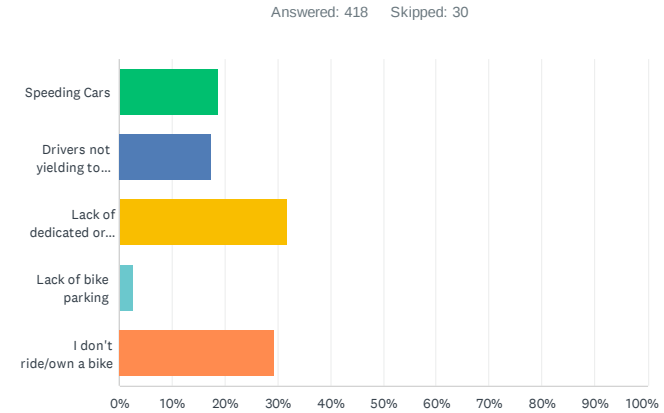
Imperial Avenue Complete Streets Plan: Community Survey

	vehicles.	
39	Homeless around the area	1/19/2024 12:53 PM
40	Scary people	1/19/2024 11:51 AM
41	Biking zones	1/19/2024 10:57 AM
42	Homeless	1/19/2024 5:43 AM
43	Downtown needs the work not imperial ave	1/18/2024 11:31 PM
44	Homeless	1/18/2024 7:20 PM
45	Trees from houses over sidewalk. Sidewalks tripping hazard due to uneven. Most important I've witness how traffic doesn't stop on the yellow flashing lights by Central & CVS y más. Something needs to be done before someone gets kill.	1/18/2024 7:11 PM
46	Homeless attacks or robbery	1/18/2024 4:01 PM
47	Poor landscaping	1/18/2024 1:26 PM
48	Too Many Druggies, homeless and donation scam solicitors	1/18/2024 8:42 AM
49	all good	1/17/2024 11:47 AM
50	Increase of homeless people "residing" in alleys near schools	11/30/2023 10:54 AM
51	Pedestrian disregard for using designated crosswalks	11/30/2023 9:23 AM
52	Kids crossing the street	11/30/2023 9:16 AM

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Imperial Avenue Complete Streets Plan: Community Survey

Q7 What concerns do you have about bicycling along Imperial Avenue?



ANSWER CHOICES	RESPONSES
Speeding Cars	18.66% 78
Drivers not yielding to bicyclists	17.46% 73
Lack of dedicated or protected bike lanes	31.82% 133
Lack of bike parking	2.63% 11
I don't ride/own a bike	29.43% 123
TOTAL	418

#	OTHER (PLEASE SPECIFY)	DATE
1	Speeding cars, drivers not yielding to bicyclists, lack of dedicated or protected bike lanes, lack of bike parking	1/30/2024 12:40 PM
2	Speeding cars, drivers not yielding to bicyclists, lack of dedicated or protected bike lanes, lack of bike parking, I don't ride/own a bike	1/30/2024 12:28 PM
3	Bikers do not use helmets.	1/30/2024 12:21 PM
4	No good crosswalks. No bike lanes on Imperial.	1/30/2024 12:19 PM
5	Lack of dedicated or protected bike lanes, Lack of bike parking	1/30/2024 12:12 PM
6	Speeding cars, drivers not yielding to bicyclists, lack of dedicated or protected bike lanes, I don't ride/own a bike	1/30/2024 12:08 PM
7	none	1/30/2024 12:04 PM
8	Speeding Cars, Drivers not yielding to bicyclists, Lack of dedicated or protected bike lanes	1/30/2024 12:00 PM
9	Speeding Cars, Drivers not yielding to bicyclists	1/30/2024 11:58 AM

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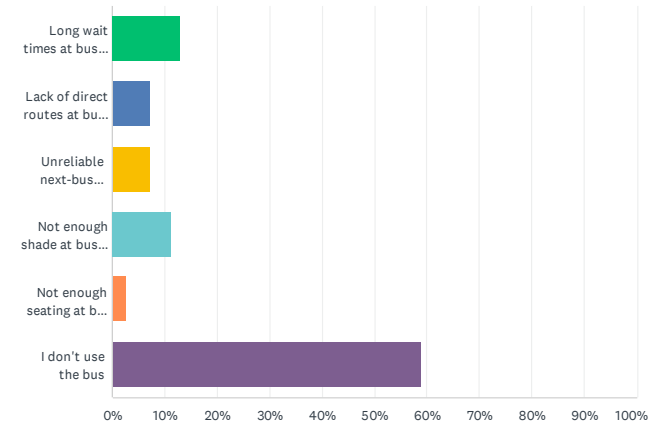
10	Drivers not yielding to bicyclists, Lack of dedicated or protected bike lanes	1/30/2024 11:53 AM
11	Speeding cars, Lack of dedicated or protected bike lanes, Lack of bike parking	1/30/2024 11:51 AM
12	none	1/30/2024 11:45 AM
13	Lack of dedicated or protected bike lanes, I don't ride/own a bike	1/30/2024 11:38 AM
14	Speeding cars, drivers not yielding to bicyclists, lack of dedicated or protected bike lanes	1/30/2024 11:36 AM
15	none	1/30/2024 11:33 AM
16	Speeding Cars, Drivers not yielding to bicyclists	1/30/2024 11:31 AM
17	Speeding Cars, Drivers not yielding to bicyclists	1/30/2024 11:27 AM
18	Speeding cars, drivers not yielding to bicyclists, lack of dedicated or protected bike lanes, lack of bike parking	1/30/2024 11:23 AM
19	Lack of dedicated or protected bike lanes and Lack of bike parking	1/30/2024 11:17 AM
20	none	1/30/2024 11:14 AM
21	I don't ride but concerned. Is	1/29/2024 5:06 PM
22	Under the influence bikers..	1/26/2024 8:36 AM
23	There no shade trees anymore. Trees also serve as a means of traffic calming as well as reducing the heat island effect.	1/24/2024 1:44 PM
24	Speeding cars and semi truck/commercial trucks that are not supposed to be on it.	1/23/2024 8:41 AM
25	El Centro ca show how much they care by signage "Bike Helmets save lives, and gloves save hands!"	1/23/2024 2:13 AM
26	Speeding cars as well and lack of bike lanes	1/21/2024 9:09 PM
27	Also bike parking	1/21/2024 12:35 PM
28	Homeless people and drugs	1/21/2024 7:26 AM
29	They are not used	1/21/2024 5:00 AM
30	Same as above	1/20/2024 1:01 PM
31	Homeless/Criminals/Illegal's	1/20/2024 8:36 AM
32	I don't bike through here. Not safe, no bike lines.	1/19/2024 8:46 PM
33	People on bikes do not respect the laws of the road either. More signs to inform them would be nice and back lanes.	1/19/2024 2:41 PM
34	En áreas comerciales falta estacionamny seguro para bicicletas	1/19/2024 2:31 PM
35	I DONT FEEL BIKES NEED TO BE ON IMPERIAL AVENUE	1/19/2024 1:14 PM
36	Bikes should not block lanes as they do	1/18/2024 11:31 PM
37	Bikers not following the rules.	1/18/2024 7:39 PM
38	Also traffic doesn't yield & there are no bike lines. Sometimes bikes come out if no where cause they are swirling in and out of park cars.	1/18/2024 7:11 PM
39	Speeding Vehicles	1/18/2024 3:56 PM
40	Señales tanto para autos referente a las bicicletas y viceversa.	1/17/2024 4:43 PM
41	Estacionamiento seguro para bicicleta	1/6/2024 1:23 PM
42	Bicyclists not using designated crosswalks	11/30/2023 9:23 AM

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Imperial Avenue Complete Streets Plan: Community Survey

Q8 What concerns do you have about using transit along Imperial Avenue?

Answered: 418 Skipped: 30



ANSWER CHOICES	RESPONSES
Long wait times at bus stops	12.92% 54
Lack of direct routes at bus stops	7.18% 30
Unreliable next-bus information at bus stops	7.18% 30
Not enough shade at bus stops	11.24% 47
Not enough seating at bus stops	2.63% 11
I don't use the bus	58.85% 246
TOTAL	418

#	OTHER (PLEASE SPECIFY)	DATE
1	Long wait times at bus stops, Lack of direct routes at bus stops	1/30/2024 12:41 PM
2	Long wait times at bus stops, Lack of direct routes at bus stops, Unreliable next-bus information at bus stops, Not enough shade at bus stops, Not enough seating at bus stops	1/30/2024 12:40 PM
3	Lack of direct routes at bus stops, unreliable next-bus information at bus stops, not enough shade at bus stops, not enough seating at bus stops	1/30/2024 12:37 PM
4	Ling wait times at bus stops, Not enough shade at bus stops, Rude bus operators	1/30/2024 12:21 PM
5	Long wait times at bus stops, lack of direct routes at bus stops, not enough shade at bus stops, not enough seating at bus stops	1/30/2024 12:19 PM

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Imperial Avenue Complete Streets Plan: Community Survey

6	Long wait times at bus stops, Lack of direct routes at bus stops, Not enough shade at bus stops, Not enough seating at bust stops, I don't use the bus	1/30/2024 12:08 PM
7	none	1/30/2024 12:04 PM
8	Long wait times at bus stops, Lack of direct routes at bus stops	1/30/2024 12:00 PM
9	Lack of direct routes at bus stops, Not enough shade at bus stops	1/30/2024 11:58 AM
10	Long wait times at bus stops, Lack of direct routes at bus stops	1/30/2024 11:51 AM
11	Long wait times at bus stops, Lack of direct routes at bus stops	1/30/2024 11:42 AM
12	Long wait times at bus stops, not enough seating at bus stops	1/30/2024 11:38 AM
13	none	1/30/2024 11:33 AM
14	Long wait times at bus stops, lack of direct routes at bus stops, not enough shade at bus stops, not enough seating at bus stops	1/30/2024 11:31 AM
15	Long wait times at bus stops, Lack of direct routes at bus stops, not enough seats at bus stops	1/30/2024 11:27 AM
16	Long wait times at bus stops, lack of direct routes at bus stops, not enough shade at bus stops	1/30/2024 11:23 AM
17	none	1/30/2024 11:14 AM
18	All of opinions	1/29/2024 5:06 PM
19	Buses would be great for advertising El Centro Cares:El Centro ca show how much they care by signage "Bike Helmets save lives, and gloves save hands!"	1/23/2024 2:13 AM
20	Bus stops have been taken over by street people more often than not and those who wish to use the buses are unable to sit and wait.	1/20/2024 4:58 PM
21	Homeless/Criminals/Illegal's	1/20/2024 8:36 AM
22	All	1/19/2024 4:19 PM
23	Alumbrado en áreas se espera de autobuses	1/19/2024 2:31 PM
24	Dirty! Needs to be hose down!! Schedule needs to be posted.	1/18/2024 7:11 PM
25	Transients and druggies walking along imperial ave damaging local image	1/18/2024 1:26 PM
26	homeless people	1/17/2024 1:01 PM

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Imperial Avenue Complete Streets Plan: Community Survey

Q9 Are there any problem areas along Imperial Avenue? Please specify the location and your concern.

Answered: 211 Skipped: 237

#	RESPONSES	DATE
1	To hot n summer months	1/30/2024 3:50 PM
2	Lack of coordination between City of Imperial and City of El Centro. This is a MAJOR ISSUE. The corridor could be collectively improved and collaboratively addressed but there is no serious ongoing engagement between the cities which is disgraceful. Cities which share boundaries should coordinate to improve the corridor for ALL.	1/30/2024 3:45 PM
3	none	1/30/2024 12:30 PM
4	All Imperial is a problem for seniors crossing.	1/30/2024 12:25 PM
5	none	1/30/2024 12:21 PM
6	Pico and by Walmart crossings are dangerous. It is dark there.	1/30/2024 12:19 PM
7	Not enough cross walks. And the lights on cross walk in front of DMV need to be more visible and perhaps even an alarm.	1/30/2024 12:09 PM
8	Does not feel safe overall.	1/30/2024 12:04 PM
9	no	1/30/2024 11:51 AM
10	none	1/30/2024 11:45 AM
11	1400 N. Imperial No stop	1/30/2024 11:36 AM
12	Homeless crossing despite stop lights is the main issue with Imperial.	1/30/2024 11:33 AM
13	Cars drive too fast, could add speed bumps to reduce speeds. Ramps for the disabled.	1/30/2024 11:31 AM
14	Cars go too fast	1/30/2024 11:27 AM
15	none	1/30/2024 11:14 AM
16	Imperial and Adams,	1/28/2024 12:37 PM
17	Cars do not stop for pedestrians imperial & state	1/28/2024 12:47 AM
18	Crossing to Central high on the Brighton Stree side for the kids	1/27/2024 3:15 AM
19	From the corner of Cardenas and beyond there is no pedestrian walkway or sidewalk or bike lane to travel . There are other sections like in front of Vons were there are railroad tracks but no designated walkway on both sides. Plus along with the trash and over grown grass and weeds.	1/27/2024 1:50 AM
20	Empty buildings behind new library. Put new business in there or get rid of the buildings	1/26/2024 11:48 PM
21	Cars drive so fast. Need more lightning and a green walking space. Like the one they did at Aten , it's perfect	1/26/2024 11:44 PM
22	No	1/26/2024 9:39 PM
23	Mostly all imperial avenue, it is designed for cars rather than for pedestrians when it should be for both	1/26/2024 12:22 PM
24	Cross walk with street lighting. Example near DMV. Posted signs, and luminating street walk. School Such as Central and Wilson Jr. High. should immediately benefit for this. Expecially after school events.	1/26/2024 8:36 AM
25	Na	1/25/2024 9:57 PM

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Imperial Avenue Complete Streets Plan: Community Survey

26	Damaged streets, sidewalks, lack of lighting	1/25/2024 5:11 PM
27	Traffic really backs up at the Adam's intersection, on both north/south lanes....it can be really hard to get through Main/State streets without having to stop twice. The area around Broadway/Barbara Worth/Burgers and Beer is dangerous with the left turn lanes	1/24/2024 10:57 PM
28	lack of trees and plants	1/24/2024 8:28 PM
29	There no shade trees anymore. Trees also serve as a means of traffic calming as well as reducing the heat island effect. Trees keep getting removed from our city and none are being replaced.	1/24/2024 1:44 PM
30	homeless	1/24/2024 7:56 AM
31	Imperial Avenue from Adams to Main to State is very congested for vehicles. There is absolutely no room for bicycles or lanes in that area without compromising their safety. As it is, there have been pedestrians injured in that area.	1/23/2024 8:48 PM
32	Area between Imperial Ave and Aurora. It's almost impossible to get across without an accident. Cars should have an easier way to get to the Convalescent home and there should really be a pedestrian walk way with flashing lights. I'm rather surprised no one has gotten run over	1/23/2024 8:03 PM
33	Between the street Brighton and imperial avenue, children cross to walk to school or ride their bikes and it's not safe due to the oncoming traffic that speeds in that area in back of Central and Wilson Jr High.	1/23/2024 8:02 PM
34	Severe delays at traffic lights	1/23/2024 4:47 PM
35	Imperial and Barbara Worth has been a known hazard for pedestrians, bicyclists and motorists.	1/23/2024 11:37 AM
36	The pot holes sticking out between Barbara Worth Dr to State St.	1/23/2024 10:49 AM
37	Los cruces peatonales en áreas escolares.	1/23/2024 10:26 AM
38	Off ramp to the school areas. Speeding cars. speeding semi truck that are even supposed to be allowed in the area but still are driving on a daily. Some even making u turn in between Ross and Hamilton.	1/23/2024 8:41 AM
39	It's too dark at night and there's no shade during the hot times of the year. We need more trees, art and safe crossings. I want to drive less and walk more.	1/23/2024 4:17 AM
40	All along Imperial Ave.: Care Signage needed: El Centro ca show how much they care by signage "Bike Helmets save lives, and gloves save hands!"	1/23/2024 2:13 AM
41	Speeding and cars not yielding to pedestrians especially students	1/22/2024 10:51 PM
42	High school area	1/22/2024 7:40 PM
43	El lugar donde está la vía del tren y el semáforo que está cerca de las oficinas del seguro social solo tiene una forma de cruzar la imperial y las personas que vienen a las oficinas del seguro social son grandes de edad en su mayoría y tienen que cruzar hacia enfrente y luego poder cruzar la imperial, creo se debe ayudar a que ellos transiten por ahí cómodos y seguros.	1/22/2024 6:57 PM
44	1. Folks that are hanging out asking for money on imperial ave /Euclid. An accident waiting to happen. 2. Extreme amounts litter along the street, ditch and fence in the area of Vons shopping center and the railroad tracks; Cardenas shopping center; Costco shopping center; and in general up and down the whole ave especially after the wind. (It just piles up and rarely gets picked up). 3. There is little to no foliage along the Ave. Nobshade trees, very very few desert plants, desert rock designs using decomposed granite, etc. In general, Imperial Ave is congested with traffic, hot with no shade relief and frankly, ugly and depressing. 4. There certainly isn't anything close to being a pleasant safe place to walk or bike.	1/22/2024 9:06 AM
45	Flooding when it rains.	1/22/2024 8:45 AM
46	Not Really	1/22/2024 8:15 AM
47	Adams and Imperial missing cross walking with signals.	1/22/2024 6:35 AM
48	By Walgreens the ground is very bumpy	1/22/2024 6:27 AM
49	Speed limit needs to go down. People go way too fast or add speed bumps to road.	1/21/2024 11:48 PM

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Imperial Avenue Complete Streets Plan: Community Survey

50	THE SIDEWALK IS IN ROUGH SHAPE, IT HAS A LOT OF MAJOR CRACKS AND IS DIFFICULT FOR WHEEL TO ROLL OVER	1/21/2024 10:24 PM
51	The only problem I would say is the lack of bicycle lanes there is.	1/21/2024 9:34 PM
52	All intersections lack traffic enforcement. I know everyone notices all the drivers that are running the red lights.	1/21/2024 9:09 PM
53	De adams — aten	1/21/2024 8:54 PM
54	Homeless on imperial ave looking ugly	1/21/2024 7:38 PM
55	Imperial ave needs to have all red zone for no parking. Cars parked on side of Imperial Ave (west side) of imperial Ave, makes it dangerous for drivers to not be able to see crossing the street.	1/21/2024 7:17 PM
56	It would be nice to have bridges to cross from the hospital to other places. Also for the school crossing!	1/21/2024 6:31 PM
57	Yes! The pedestrian crossings for students at Central HS. I've seen on numerous occasions cats not even caring to stop. They go way too fast leaving the students waiting a long time to get to the other side.	1/21/2024 3:14 PM
58	Everywhere, especially the south end, when every single day smells like a feedlot. It really stinks. Our air quality is terrible. And it really, really, really stinks. Why does this town smell so bad?	1/21/2024 2:51 PM
59	Area where Central High School is at should have another stop light either around the tattoo shop or on the next block because traffic is very congested and theres a lot of Jr high and High school students as pedestrians.	1/21/2024 1:30 PM
60	Area where the hospital is during rush hours cant turn left and cars dont. Makes it hard on streets where there is no stop/stoplight, like Aurora Dr.	1/21/2024 1:21 PM
61	The biggest problem area would probably be Imperial and main street. Lots of businesses but lots of traffic.	1/21/2024 10:47 AM
62	Crossing lanes for pedestrians.	1/21/2024 9:39 AM
63	I'm very concern for the homeless people that are holding signs standing right in front of the signal lights on imperial avenue and Adan's if they were to faint or fall it would be a huge problem due to the traffic cars can run them over WHY do the police department allow this Me as a resident here in El Centro have lived all my life am very concern for those homeless people	1/21/2024 9:36 AM
64	The biggest problem in my opinion is drugs and homeless. They make the city a worst place and they run imperial avenue because police are not able to keep them in check. They make the city dirty.	1/21/2024 8:37 AM
65	I'm just worried about how fast people travel down this road	1/21/2024 8:11 AM
66	Multiple people turning left and blocking traffic, going northbound right after Ocotillo Dr. To do a u turn or to go into the nursing home. Should have a no turning sign.	1/21/2024 7:41 AM
67	Homeless people and DRugs everywhere. Trash and debris all over the road.	1/21/2024 7:26 AM
68	Intersection of Imperial and Adams / Hospital area (imperial and Ross)	1/21/2024 7:14 AM
69	Very concerned of lack of speed limit control	1/21/2024 3:55 AM
70	No street bumps and cars speeding	1/20/2024 9:41 PM
71	A lo largo de Imperial Avenue faltan sombras en las paradas de camión, cómo también la falta de áreas verdes a lo largo de la avenida. La problemática de gente sin hogar también es un problema (sobre todo frente al hospital) porque dan mala imagen a la ciudad porque se la pasan drogandose o molestando a la gente.	1/20/2024 6:56 PM
72	No hay banquetas para caminar	1/20/2024 6:35 PM
73	The stretch of road between state street and Ocotillo is most often used by our students and teenagers trying to get to school in the morning and home from school in the afternoon. It	1/20/2024 4:58 PM

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Imperial Avenue Complete Streets Plan: Community Survey

	surprised me to know that the city was building a protected bike lane headed north out of the city when in reality we needed more protection for our students commuting to school. I have worked at both Central and Southwest high schools and our students who ride their bikes have complained to me quiet often that parents are the worst drivers when trying to drop off their kids and that they resort to aggressive riding in order to avoid being hit. If there were a plan to install a protected bike lane heading south from state towards Ross or even Ocotillo, this would help our kids manage the traffic more safely.	
74	The school crosswalk at Holt and Imperial during rush hour is very dangerous for students and cars needing to suddenly break. Please consider a pedestrian tunnel or bridge. Or even a light, which can alert drivers from afar; not just the crosswalk lady.	1/20/2024 4:51 PM
75	Not enough stop lights or signs around the schools, Central and Wilson. Cars speeding and lack of safety are big issues for me.	1/20/2024 4:33 PM
76	The turning lane on corner of imperial and Adams in front of carls jr restaurant...	1/20/2024 3:09 PM
77	No police officer stopping people for speeding and single lights by the gas station from there and all the way down to railroad tracks , even though there's a police station nearby and not stopping people from driving when the crosswalk sign says the person can walk	1/20/2024 2:15 PM
78	Not enough parking, too much of a clutter of buildings	1/20/2024 2:14 PM
79	Too many cars not knowing how to drive with little to no repercussions for it.	1/20/2024 1:09 PM
80	Between Adams and Pico, no side walks, poor lighting and to many homeless encampments	1/20/2024 1:01 PM
81	Mucho trafico y hay veces que los semaforos no estan sincronizados	1/20/2024 11:59 AM
82	At The Pedestrian cross walk with light, Cars are still speeding and not stopping for pedestrians	1/20/2024 11:10 AM
83	Imperial ave aint the problem the inner city street are not enoight lighting with in neighborhoods.	1/20/2024 10:50 AM
84	School Students, children all people crossing to school and cars do not stop to crossing guard	1/20/2024 10:36 AM
85	Would be nice to have more lighting along the highway. Perfect if in middle have plants/lighting would also beautify the highway.	1/20/2024 10:13 AM
86	Crosswalk at Bradshaw and Imperial.	1/20/2024 9:36 AM
87	Lack of shade, landscaping, upkeep, extremely reckless drivers, lack of lighting	1/20/2024 9:09 AM
88	Pepper Dr & Imperial Ave. Heavy foot traffic from patients and hospital workers, but the crosswalk is not in an optimal location for this group of people. Also there is frequent speeding and lack of yielding by vehicles at this crosswalk. It feels safer to wait for drop in traffic flow and cross at Pepper & Imperial.	1/20/2024 9:08 AM
89	We need attractive greenery at every place of business. Trees would be nice between structures where they would not interfere with the street lights. Better and brighter street lines and flashing crosswalk signs at all corners that directly lead to schools.	1/20/2024 8:46 AM
90	The whole length of the Avenue.	1/20/2024 8:36 AM
91	Homeless	1/20/2024 8:19 AM
92	Cross lights by DMV and Wilson Jr high cars not yielding for kids	1/20/2024 7:51 AM
93	Turning from Imperial Ave to Aurora by CVS. It's unsafe and cars do not stop at stop sign in order to make the turn. Turn lane from Imperial Ave to Pepper, cars trying to find parking for hospital. There are always pedestrians crossing to hospital and run through traffic (jay walking). Kids jaywalking in front of Central and Wilson despite dedicated crosswalks and lights. Merge lane from Adams onto Imperial by Carl's Jr., very crowded at times, people merging unsafely to get in whole people are trying to merge out to turn on El Centro Ave to get to 7/11. Area in front of old Carrows and Library separating Frontage Road and Imperial Ave is unsightly and littered. Takes away from the beautiful architecture of the Library. There's always issues from the turn lane on Bradshaw onto Imperial, people don't use the correct turn lane, signs need to be updated and arrows painted on lane.	1/20/2024 7:51 AM
94	The traffic is becoming more and more congested. The area between McDonalds and Carl's Jr.	1/20/2024 7:07 AM

Imperial Avenue Complete Streets Plan: Community Survey

	seems unsafe and unpleasant. There are no bike lanes or sidewalks after the railroad tracks near Big 5, Imperial Stores and north to the detention center.	
95	Speeders, and not enough lighting.	1/20/2024 7:05 AM
96	Los cruces en el área de el hospital tanto a pie como en carro	1/20/2024 5:02 AM
97	Honestly, not that I've known of but violence is something I've seen on the news !	1/20/2024 1:51 AM
98	Hay areas problematicas donde se ubica el Jack in the Box y la Smart and Final Hay mucho Homeless	1/20/2024 1:36 AM
99	Intersection of imperial avenue and cruickshank ave.	1/19/2024 11:13 PM
100	Abandoned buildings No center medians other than dirt No shade No sidewalks	1/19/2024 10:11 PM
101	Intersection on Ross (by cvs and convalescent hospital) is almost impossible to cross into imperial avenue via car	1/19/2024 10:02 PM
102	Homeless	1/19/2024 9:32 PM
103	Lots of homeless that can get violent or destructive. Homeless doesn't look good and I feel unsafe when they are around.	1/19/2024 9:29 PM
104	The big dip on main and imperial.	1/19/2024 9:16 PM
105	It's just a busy street. No businesses to walk to.	1/19/2024 8:46 PM
106	The intersection of Imperial and Main Street is congested. There are also too many homeless people along the street as well as throughout the city	1/19/2024 8:37 PM
107	Corner Main/Imp Ave SW corner no handicap or stroller access to Plaza, just steps. Need additional installation of those crosswalk lights like at DMV to catch hurried drivers attention to stop in the darkest areas. Too dark from Scott to Bradshaw to see anyone crossing, dangerous.	1/19/2024 8:32 PM
108	Retornos y entradas para vehículos son muy inseguras.	1/19/2024 8:01 PM
109	Lack of safe crossing for kids on Wilson Jr high and imperial. Drivers do not yield to students or other pedestrians even when the crossing light turns on.	1/19/2024 8:00 PM
110	Crosswalk by the Convalescent Hospital needs lights in the center median and move the light on the Convalescent side closer to the curb for better visibility. A bike lane is needed as well.	1/19/2024 7:54 PM
111	NA	1/19/2024 7:46 PM
112	Ross and Imperial is not pedestrian friendly. Maybe install cameras on four corners to see the trend of "California rolling stop" drivers that don't look for peds.	1/19/2024 7:40 PM
113	Merging at imperial n adams	1/19/2024 7:38 PM
114	Between Adams and Ocotillo there are always pedestrians crossing that are hard to see. Also in this area people run lights often.	1/19/2024 7:30 PM
115	Passing Big Five, until you get to Imperial. Lack of sidewalks, lack of city curb appeal, no landscaping. Needs more trees, and lighting.	1/19/2024 7:23 PM
116	Homeless along Imperial Ave	1/19/2024 6:58 PM
117	Los estudiantes que tiene clases extra en Wilson no tienen apoyo para cruzar la calle a la hora de salida	1/19/2024 5:48 PM
118	Speeding along vicinity of schools, not enough shade.	1/19/2024 5:46 PM
119	The light at Ross. Soooo many accidents. People running the red light... turning when there's oncoming traffic... pedestrians ...	1/19/2024 5:18 PM
120	NA	1/19/2024 4:49 PM
121	N/a	1/19/2024 4:49 PM
122	intercession de Imperial y Adams. cuando los semaforos se ponen en rojo para los de la av Imperia siguen pasando en rojo. siempre pasa	1/19/2024 4:44 PM

Imperial Avenue Complete Streets Plan: Community Survey

123	Side walks- on the west side of Adams and Imperial - (by Celia's) the area is not appealing at all- the Ave needs light, needs TLC-and curb appeal. The empty buildings, The DMV, the city-valley has exponentially grown and yet we have the same small DMV building- The lanes on Imperial Ave. are too narrow. The trafficking to enter the school zones - it doesnt feel safe for pedestrians or cars. Is there an emergency lane on either side?	1/19/2024 4:34 PM
124	Infront of the hospital there is to be a crossing for pedestrians. A lot of jaywalking and sometimes cars drive too fast.	1/19/2024 4:27 PM
125	Around school and hospital	1/19/2024 3:29 PM
126	The turn off before the tracks getting to Vons parking lot near woodward is an issue because of lack of space. Also a lot of accidents have occurred on broadway and imperial.	1/19/2024 2:41 PM
127	The fence filled with trash starting from western dental all the way to El Centro Motors. The drainage canal in front of costco to ford.	1/19/2024 2:36 PM
128	No estoy seguro	1/19/2024 2:31 PM
129	Around schools need better safety measures	1/19/2024 2:18 PM
130	Southbound turn lanes to get to McDonalds or other locations.	1/19/2024 2:16 PM
131	Main to Hamilton few pot holes going south	1/19/2024 1:35 PM
132	Lack of sidewalks and street lighting	1/19/2024 1:05 PM
133	1. Turning into burgers & beer from imperial avenue. 2. Traffic collisions at imperial / Brighton.	1/19/2024 12:52 PM
134	Imperial avenue does not have any curb appeal, when a new visitor arrives to EC through Imperial avenue, they see old palm trees, street deviders or median barriers with only dirt.	1/19/2024 12:46 PM
135	It is an ugly commute. Where there are center island breaks between traffic change them from asphalt to a curbed island with some type of beautification.	1/19/2024 12:33 PM
136	Sombras, áreas verdes	1/19/2024 12:29 PM
137	Once you past Sizzlers going north on Imperial Ave. There is no sidewalks and is very dangerous walking or riding a bike. How come we can't walk or bike to the the stores north of the train tracks?	1/19/2024 12:08 PM
138	El Centro is ugly compared to cities that are connected with the Art of the community. Many of the cities embrace culture and art, El Centro lacks this.	1/19/2024 12:08 PM
139	Los cruces , no respetan a los peatones los automovilistas y no ahí tantas seguridad por parte de la policía .. mucho ratero	1/19/2024 12:00 PM
140	It's scary to walk around certain areas	1/19/2024 11:51 AM
141	More visible signs for crosswalk for children	1/19/2024 11:43 AM
142	Traffic light by Hamilton and Imperial & crosswalks by Wilson needs more patrols in morning and afternoon drivers speed by and do not respect pedestrians.	1/19/2024 10:57 AM
143	N/A	1/19/2024 10:19 AM
144	There should be a Trafic Light and a pedestrian signaling as great as the one that is by the DMV. On Imperial Ave. and W Holt Avenue. The students from Central Union High School and Wilson Junior High School cross everyday and I belive this will protect the students and drivers from accidents.	1/19/2024 9:43 AM
145	Imperial Ave is an extremely busy street. Really difficult to make a left turn with two way traffic. Please add more stop signs.	1/19/2024 8:44 AM
146	Need a wider street, 3 lanes each way.	1/19/2024 8:40 AM
147	To many homeless around business & take over bus stop seating. Lots of trash	1/19/2024 5:43 AM
148	Some stop light sensors don't read right	1/19/2024 3:31 AM
149	Adams and State Street Stacey Ave and Pico Rd Danenberg & Imperial Ave.	1/19/2024 2:04 AM
150	The homeless begging at every signal light.	1/19/2024 1:53 AM

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Imperial Avenue Complete Streets Plan: Community Survey

151	Imperial Ave to Bradshaw.	1/18/2024 11:39 PM
152	Downtown El Centro needs the work done.. add speed bumps to imperial ave and fix downtown	1/18/2024 11:31 PM
153	Each side of the Rail Road Tracks.	1/18/2024 11:31 PM
154	The middle of the roads are not pretty at all. Would be nice if there were more trees or flowers in the middle of the roads.	1/18/2024 8:50 PM
155	Road is deteriorated and manholes are not adjusted properly	1/18/2024 7:57 PM
156	There is a lot of traffic. We need thoroughfare. The more stopping there is the more congestion there is. People are driving crazy. They are not taking turns. They is no organization.	1/18/2024 7:39 PM
157	Imperial Ave is basically unwalkable. You can't even get to target. You have to walk on the side of the road. If I'm walking, I take 8th and 8th sucks too.	1/18/2024 7:38 PM
158	Homeless	1/18/2024 7:20 PM
159	Witness how traffic doesn't STOP for pedestrians who have activated the yellow flashing lights by Central & CVS.	1/18/2024 7:11 PM
160	Bumps on road, near Central school there should be more stop signs and cross walks or someone directing the school traffic, speeding brighter lights for night	1/18/2024 7:01 PM
161	From Pico to Adam's avenue there are a lot more accidents partly due to the design of the roadways.	1/18/2024 6:32 PM
162	Low lighting, not enough shopping, no high end shopping, no mall, outdated attractions	1/18/2024 6:26 PM
163	the bumpy roads that crosses imperial avenue	1/18/2024 5:59 PM
164	The whole stretch of imperial ave is unshaded. The city needs trees.	1/18/2024 4:01 PM
165	Corner on holt/imperial and ross/aurora pedestrian crossing very dangerous from hospital traffic it seems. There should be a cross walk in between on imperial ave. Corner near DMV with pedestrian crossing dangerous because people do not stop..more warning that a crosswalk is approaching.	1/18/2024 3:04 PM
166	Ross and imperial ave on Ross it's supposed to be a left straight and right lane but people use the right lane to go straight during school traffic in the morning No visibility to turn left onto imperial ave from aurora lots of accidents in that area	1/18/2024 2:27 PM
167	Imperial and Adams curve- dangerous to get to gas station Imperial and broadway - dangerous for cross traffic	1/18/2024 2:07 PM
168	Broken sidewalks trash All areas	1/18/2024 2:02 PM
169	Street leveling next to the new library is terrible.	1/18/2024 1:26 PM
170	Main or state & imperial ave drivers running red lights. I have almost been hit multiple times.	1/18/2024 12:08 PM
171	Just the people speeding, when I use to bike to swim practice either ppl are speeding or they don't stop for me even when it's my turn to go.	1/18/2024 11:52 AM
172	No hay banquetas ni ciclovias	1/18/2024 11:40 AM
173	The light at the corner of Imperial Ave and Adams Ave. With the light being so close to McDonalds restaurant it makes it hard to enter and exit the parking lot due to the timing of the light.	1/18/2024 11:34 AM
174	By Central Union High School and Wilson Jr High School; I've witnessed numerous times vehicles not stopping or giving the right of way to students trying to cross Imperial Avenue. There's an existing crosswalk at Imperial and Holt Avenue however another one should be placed at Imperial and Brighton Avenue as many students cross at that intersection and vehicles just speed by not noticing or not caring to stop for students/pedestrians.	1/18/2024 10:50 AM
175	Intersections near Target and Costco as well as Adams Ave with homeless in several areas. Unsafe pedestrian crossing near ECRM is a problem despite cross walk (people often dart across traffic). Also people parked along Imperial Ave near ECRM open car doors and are entering/exiting vehicles with close traffic passing. People also often run red lights in all areas	1/18/2024 10:08 AM

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Imperial Avenue Complete Streets Plan: Community Survey

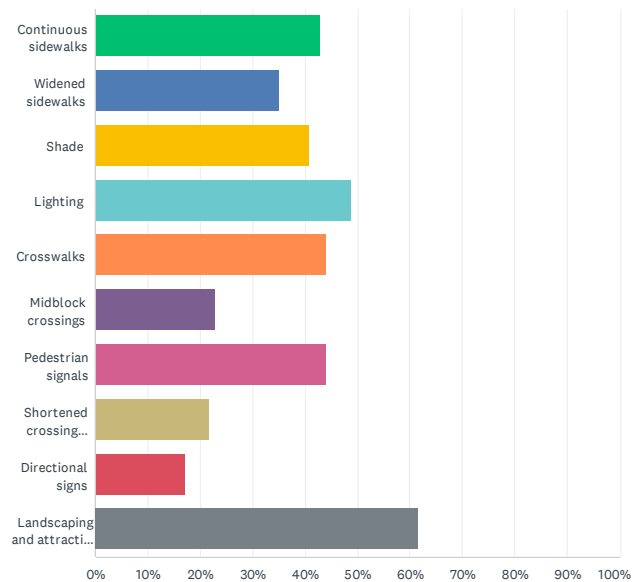
176	Generally, it's very commercial looking. Could definitely do with some beautification. Trees, murals, planting dividers...	1/18/2024 10:04 AM
177	Not enough sidewalks and lights for people who need to walk or bike -	1/18/2024 8:48 AM
178	Intersection of Imperial and Euclid. Traffic signals do not appear to be coordinated throughout the stretch from Bradshaw to the freeway.	1/18/2024 8:47 AM
179	Corridor on Imperial Avenue and Adam, dangerous for pedestrians.	1/18/2024 8:45 AM
180	Lack of care for the bike lane by other drivers.	1/18/2024 8:23 AM
181	Velocidad de autos y señales .	1/17/2024 4:43 PM
182	I think there should be more safe crosswalks for kids crossing to get to schools. People dont yield to kids ALSO on 8th st.	1/17/2024 1:41 PM
183	DMV	1/17/2024 1:37 PM
184	No, feeling safety regarding homeless people	1/17/2024 1:29 PM
185	nothing its great	1/17/2024 1:07 PM
186	need lights too dark at night	1/17/2024 12:49 PM
187	too much school traffic	1/17/2024 12:41 PM
188	pot holes	1/17/2024 11:57 AM
189	No	1/17/2024 11:47 AM
190	more sidewalks	1/17/2024 11:29 AM
191	maybe the lack of new businesses. We need new restaurants and new places to make memories.	1/17/2024 11:27 AM
192	Scott Ave and Imperial Ave. corner needs visible lines of street when crossing	1/14/2024 5:42 PM
193	Crossing Adams to 10th Street.	1/12/2024 2:18 PM
194	During morning hours when school is in session. Way too much traffic near central and Wilson. Those intersections should have better control measures besides the crossing guards.	1/10/2024 11:59 AM
195	The cross walk in the corner of wilson , the cross guards are there only till a certain time . They should be there longer. Plus more cross guards because the cars don't even slow down even when they see children. There should be a camera that will issue tickets to those individuals, that make it unsafe for our children.	1/9/2024 8:19 AM
196	Falta de alumbramiento atravez de la avenida imperial y Rita exclusivamente para bicicletas hasta el pueblo de imperial	1/6/2024 1:23 PM
197	Automobile congestion occur frequently at Ocotillo and Imperial, at Ross and Imperial, at Imperial and State Street, at Imperial and Barbara Worth Drive, at Imperial and Adams Avenue, at Imperial and railroad tracks, at Imperial and the stop light intersection with Scott Avenue, and Imperial Avenue and Pico Avenue. Each one of those locations have undesirable and weird cross traffic and merging traffic from different directions. And finally all of the diesel trucks moving commodities to grocery stores and department stores adds to this congestion. Plus the interruption of Union Pacific rail cars that ties the Imperial Avenue transit up for 30 minutes at all the north/south traffic lanes.	12/8/2023 2:00 PM
198	Vías del tren- ahora parecen topos Alcantarillas (entre broadway y State)- también estan boludas	12/4/2023 7:26 PM
199	Lack of sidewalks, crosswalks, ADA compliance, lighting, genera safety, shade, road condition, traffic light timing too long.	12/1/2023 6:32 PM
200	Sidewalks missing across imperial avenue at Pico Street. Speeding has been increased since people think it is a freeway because the drive to Imperial and/or Brawley, and I consider this area as community.	12/1/2023 4:24 PM
201	Left hand turn at Light at Ocotillo and Imperial Ave going west. Cars do not yield and turn left into oncoming cars & cut off cars turning right onto overpass	12/1/2023 8:25 AM

Imperial Avenue Complete Streets Plan: Community Survey

202	The areas along Central and Wilson schools in hhe mornings are a bit hectic. Also, sometimes a few lights seem to be stuck. The Hamilton street light always takes forever.	12/1/2023 7:59 AM
203	Cars don't stop to let pedestrians walk crosswalk.	12/1/2023 7:43 AM
204	The intersection on Imperial Avenue and Euclid is dangerous for both vehicles and pedestrians.	12/1/2023 5:41 AM
205	School areas	11/30/2023 10:53 PM
206	Befor Athen Av no sidewalk	11/30/2023 10:09 PM
207	Adams	11/30/2023 6:37 PM
208	Increase of transients along route that are unable to follow traffic laws. Increase of homeless along route behind and during school hours. Sidewalks that are completely uneven and broken due to older and unmaintained trees. During morning hours, withing the areas of Wilson and Central; lack of traffic monitoring and unnecessary U-turns from many vehicles dropping off students.	11/30/2023 10:54 AM
209	Students cross at Brighton/Imperial during high traffic times rather than walking to Holt or State crosswalks. Enforcement needed. Additional crosswalk would inhibit traffic.	11/30/2023 9:23 AM
210	Area close to Jr and high schools	11/30/2023 9:17 AM
211	Walking kids to school. Speeding cars	11/30/2023 9:16 AM

Q10 What would make you more likely to walk or ride along Imperial Avenue? (Check all that apply)

Answered: 424 Skipped: 24



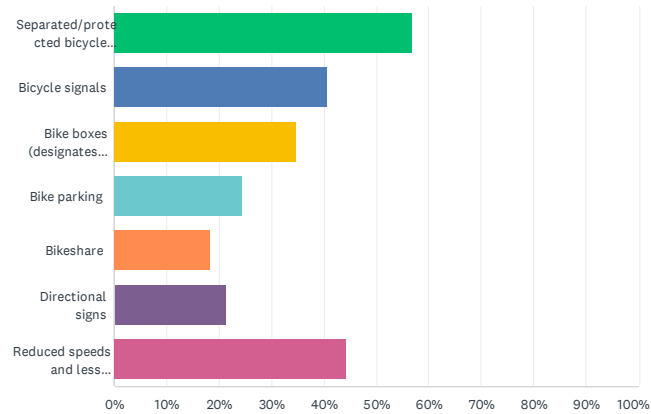
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ANSWER CHOICES	RESPONSES	
Continuous sidewalks	42.92%	182
Widened sidewalks	34.91%	148
Shade	40.80%	173
Lighting	48.82%	207
Crosswalks	43.87%	186
Midblock crossings	22.88%	97
Pedestrian signals	43.87%	186
Shortened crossing distances (curb extensions/pedestrian refuge island)	21.70%	92
Directional signs	16.98%	72
Landscaping and attractive public spaces such as benches, art, and plazas.	61.56%	261
Total Respondents: 424		

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Q11 What would make you more likely to bike along Imperial Avenue? (Check all that apply)

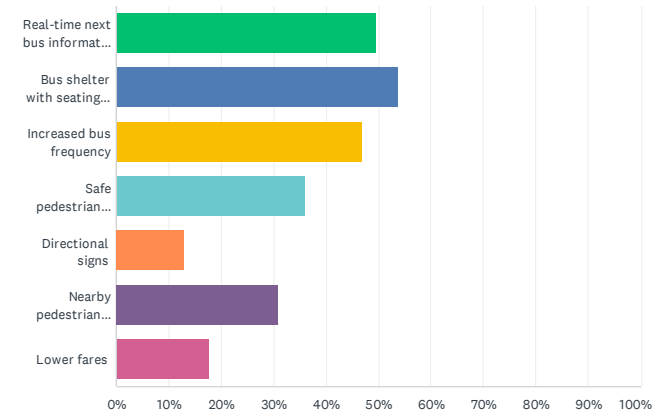
Answered: 376 Skipped: 72



ANSWER CHOICES	RESPONSES	
Separated/protected bicycle facilities	56.91%	214
Bicycle signals	40.69%	153
Bike boxes (designates area, usually green, at signalized intersections)	34.84%	131
Bike parking	24.47%	92
Bikeshare	18.35%	69
Directional signs	21.28%	80
Reduced speeds and less heavy-truck traffic	44.41%	167
Total Respondents: 376		

Q12 What would make you more likely to use transit along Imperial Avenue? (Check all that apply)

Answered: 344 Skipped: 104



ANSWER CHOICES	RESPONSES	
Real-time next bus information	49.42%	170
Bus shelter with seating, shade, and lighting	53.78%	185
Increased bus frequency	46.80%	161
Safe pedestrian crossings	36.05%	124
Directional signs	13.08%	45
Nearby pedestrian lighting	30.81%	106
Lower fares	17.73%	61
Total Respondents: 344		

Q13 Is there anything else you would like to share with us?

Answered: 174 Skipped: 274

#	RESPONSES	DATE
1	Later times in bus schedule	1/30/2024 3:50 PM
2	More signals.	1/30/2024 12:34 PM
3	I use Dial-A-Ride. It is good.	1/30/2024 12:30 PM
4	More houses and apartments. Transportation is important and we need more housing.	1/30/2024 12:28 PM
5	I do not feel safe crossing Imperial Avenue.	1/30/2024 12:25 PM
6	Pedestrian crossing at Pico is too wide and the light does not last - not enough time to cross safely.	1/30/2024 12:23 PM
7	Operational pedestrian lights and better school signs.	1/30/2024 12:21 PM
8	More frequent buses in the area. Connectivity for wheelchairs and bikes. Overall Imperial is not safe for people in wheelchairs - like uncle.	1/30/2024 12:19 PM
9	There are a lot of accidents on the service road next to Imperial - it is very dangerous there.	1/30/2024 12:10 PM
10	Bus operators need to drive slower n follow speed limits and give people more time to load up n sit before taking off.	1/30/2024 12:09 PM
11	Many negligent drivers	1/30/2024 12:04 PM
12	no	1/30/2024 12:03 PM
13	n/a	1/30/2024 11:58 AM
14	no	1/30/2024 11:51 AM
15	none	1/30/2024 11:45 AM
16	Bikeclub	1/30/2024 11:42 AM
17	none - it is all good	1/30/2024 11:39 AM
18	works for me - no issues.	1/30/2024 11:33 AM
19	More pedestrian crosswalks on Pico street (Park area)	1/30/2024 11:27 AM
20	uses wheelchair at home and drives everywhere	1/30/2024 11:14 AM
21	Si, debería haber más rutas de autobuses porque las que hay son muy limitadas y tardan mucho para poder hacer conexión con otras rutas.	1/30/2024 11:14 AM
22	No	1/29/2024 5:06 PM
23	Night time walking Security/Safety.	1/28/2024 3:27 PM
24	N/A	1/28/2024 12:37 PM
25	Maintain the trash, the graffiti, the grass and weeds with walkways as well as bike lanes that have signals for cars to stop when activated along with lighting at night. Also have a billboard or sign with a map of were you are and what is around you like the maps they have in the malls. Most importantly is to maintain what is being put in place because it's not worth it to try to make change and beautify the city with innovation but then let it go to the waste side by not having services to maintain the cleanliness and beautification.	1/27/2024 1:50 AM
26	More beautification throughout Imperial Ave and El Centro in general	1/26/2024 11:48 PM
27	Lots of trees for shading and beutification.	1/26/2024 7:18 PM

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28	Besides safety, it would be nice to see some art along the way.	1/26/2024 4:50 PM
29	Na	1/26/2024 12:22 PM
30	I think La Brucherie would be a great opportunity to utilize IID access for bike lanes, walking/running paths form Ocotillo to Cruickshank.	1/26/2024 8:36 AM
31	No	1/25/2024 9:57 PM
32	Besides beautification of Imperial Ave every road needs to be repaired and a special signal light with cameras to let motorist know emergency vehicles have a call I see a lot of cars that don't stop.	1/25/2024 7:15 PM
33	Increase in cleanliness and safety overall	1/25/2024 5:11 PM
34	There no shade trees anymore. Trees also serve as a means of traffic calming as well as reducing the heat island effect. Trees keep getting removed from our city and none are being replaced.	1/24/2024 1:44 PM
35	Me gustaría que tanto al sur como al norte de la Avenida Imperial haya letreros grandes dandole la bienvenida a los visitantes.	1/24/2024 12:54 PM
36	Biking is my main mode of transportation as our household only has one car. I typically avoid biking down imperial Avenue due to the heavy traffic and lack of bike lanes. I used the smaller residential streets but those are less convenient as they aren't fully connected. I really hate biking over the train track too which is why the side streets are a bit easier because I can go slow. Train tracks see scary on a bike but I don't know if there is a way to fix that.	1/24/2024 10:31 AM
37	Me gustaría que las calles tuvieran más iluminación. Y ayudarán a las personas sin hogar .	1/24/2024 9:35 AM
38	Programs for low income families	1/24/2024 7:56 AM
39	Would it be possible for a structure to over Imperial Ave where students can walk over to get to Central and Wilson? Near Orange Ave? Its very bad in that area with cars, pedestrians and bikes.	1/23/2024 8:48 PM
40	Please focus on 4th street before focusing on Imperial ave. All of 4th street is an eyesore and looks dangerous. Not a nice sight for those that exit on 4th street. The amory is also quite embarrassing. The amory should not look like that.	1/23/2024 8:03 PM
41	NA	1/23/2024 8:02 PM
42	i bike often around the area, most i see is its dirty, homeless people are around which makes me fear my safety as a lady biking alone, more lighting at night, even well paved sidewalks, obvious bike lanes to drivers	1/23/2024 6:20 PM
43	Not specific towards Imperial Ave. but the train routes that intersect city roads are a significant delay/hazards during the day. Be stopped at peak traffic hours in the morning during times when school/work is set to start or end. There's should be set operating hours or at least some form of notice that delays should be expected. The city should make more funding available towards better railroad infrastructure!	1/23/2024 4:47 PM
44	There needs to be some greenery along Imperial Ave. As it sits, it is boring and unattractive to the community wishing to ride or walk in the area.	1/23/2024 11:37 AM
45	Please fix the roads on Euclid Ave and Third St.	1/23/2024 10:49 AM
46	No, gracias.	1/23/2024 10:26 AM
47	I believe the most problematic issue is the speedlimit not respected and school zone are a total chaos in the morning .	1/23/2024 8:41 AM
48	No	1/23/2024 5:05 AM
49	Thank you for conducting this survey. I'd love to help you guys find artists and pick art for electrical boxes. Please give us murals on imperial avenue. Let's make our town more beautiful and pleasant to walk in.	1/23/2024 4:17 AM
50	We love El Centro, a loving, caring community. Erect signage that represents that caring, e g. El Centro ca show how much they care by signage "Bike Helmets save lives, and gloves save hands!"	1/23/2024 2:13 AM

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Imperial Avenue Complete Streets Plan: Community Survey

51	Sonidos en los semáforos para personas con problema de la vista (ceguera) pavimento táctil para personas ciegas se apoyen en esa guía.	1/22/2024 10:21 PM
52	No	1/22/2024 10:01 PM
53	Creación de locales de pequeños emprendedores, facilitar información para aquellas personas que desean emprender con pequeños negocios a lo largo de la calle imperial, diferentes restaurantes o venta de postres para que se vuelva una avenida atractiva para los jóvenes donde puedan caminar o transitar en sus carros para disfrutar decoración de nuestra avenida y degustar algo rico. Un buen sistema de transporte público muy necesario en nuestra ciudad.	1/22/2024 6:57 PM
54	1. Safety in our city is always a concern. The amount of homeless or unhoused individuals along or just off Imperial Ave is increasing. They obviously leave the area in which they hang out in a very unsanitary condition. And many are becoming more and more aggressive demanding money from people. Safety from crime is always an issue. 2. I've lived in El Centro for 47 years now. And at various times have volunteered on litter and graffiti clean up programs. But now you have to be very careful of used needles thrown on the ground. 3. I've always dreamed of a beautiful landscaped and shaded Imperial Ave (along with the rest of El Centro). But it's been a pipe dream. Our low income, hot dusty, dirty little town never gets attention from Sacramento and never has the funding to make those dreams possible. 4. I'm sure you've been told to look at Imperial for an example. I understand they are a smaller community with far less miles on their Main Street. But look at the way they designed the sidewalks, added very pretty shaded trees and landscape, beautiful lighting and decorative seating. So it can be done. The downtown fell apart when drug and mental health programs moved downtown and the drug abusers moved in. No one wants to walk or shop downtown due to safety issues. Imperial Ave is heading in the same direction. A fact that can't be disputed. However, I never give up hope. Maybe this project is a little positive spark that begin the improvement of El Centro!	1/22/2024 9:06 AM
55	Stop letting the transients and drug users turn the bus stops into their hangouts / beds.	1/22/2024 8:45 AM
56	no	1/22/2024 8:15 AM
57	Make the Avenue a very nice avenue with color and light.	1/22/2024 6:35 AM
58	No that is all	1/21/2024 9:34 PM
59	I believe the whole city needs to do real progress in beautifying the city. It's a mess. There's no reason why La Brucherie Rd/Ave couldn't be like the Palm Desert area; walking sidewalks with benches, trees and greenery all along the road. It's so depressing that when one comes into town, it looks so awful. Look how long it took for the medians and ramp areas of town got finally looking decent. Something Yuma did since way back in the 1980s. The city must do more to be more attractive, not to even mention the horror of the 5th street/old post office area. Real shame.	1/21/2024 9:09 PM
60	I don't use public transportation	1/21/2024 7:38 PM
61	I drive because I cannot stand the smell outside	1/21/2024 2:51 PM
62	I think adding bikeshare and scooter sharing services would greatly improve the amount of people who are using other forms of transportation! As someone who grew up at 1020 west evan hewes ave, i always felt completely cut off from the city and like i didnt have access to anything. You need to give the rural people more access!	1/21/2024 10:47 AM
63	Need more green areas don't let the businesses cut grown trees. that's what makes a city looks good fine businesses or homeowners if they cut down big trees	1/21/2024 10:14 AM
64	Why are they allowing homeless people in front of the DMV sleeping on half necked There are families that walk with their children and Should not have to be exposed to this	1/21/2024 9:36 AM
65	No	1/21/2024 8:37 AM
66	Add landscaping to the road side and middle islands. Increase street sweeping throughout the city. Make sure weeds and trash are routinely removed. Make the area safe by removing the homeless people and prostitutes that frequent the area.	1/21/2024 7:26 AM
67	Safety, more police presence if possible. Many transients in area after dark.	1/21/2024 7:14 AM
68	No	1/21/2024 3:55 AM

Imperial Avenue Complete Streets Plan: Community Survey

69	Imperial Valley in general needs beautification. There are other cities in the region, like Coachella for example, have nice avenues with beautiful palms in the median. I believe that Imperial Avenue deserves something similar. At the end of the day, El Centro is the main city of all Imperial Valley, all businesses are here. Something needs to be done. We can't stay behind	1/20/2024 10:20 PM
70	CARS SPEED AND THERE IS NEVER A PATROL CAR IN THE AREA	1/20/2024 9:41 PM
71	More beautification would be nice in our city; decorative planters and maintenance Additionally: Ross Avenue between 8th and 4th streets blocks has NO sidewalks and it's a pretty well traveled by pedestrians and cyclists (btw they have bike lanes painted) yet there's no easement with sidewalks of any kind so people walking/running/ biking are forced to go into the street. Sure would be nice to have sidewalks (even narrow paths) in the area.	1/20/2024 7:33 PM
72	El semáforo para dar vuelta a la izquierda hacia la plaza sobre Imperial Avenue y State, vuelve a cambiar a rojo una vez se vuelve a verde, ocasionado congestión en la avenida. En general, los semáforos de ese cruce están mal configurados y deberían de ser arreglados.	1/20/2024 6:56 PM
73	Más paisajes verdes con sombra para que los niños se puedan divertir	1/20/2024 6:35 PM
74	Bike safety may be a more frequent issue that will come up in the future. Students are using ebikes and scooters to commute as single income households with one vehicle are becoming more prevalent here in the valley. Parents would feel more confident in allowing their kids to bike to school if we had better bike paths going to places that mattered.	1/20/2024 4:58 PM
75	Hope to see more landscaping and beautification of Imperial along with more stop signs or lights for people especially kids who use it to get to and from school.	1/20/2024 4:33 PM
76	There needs to be a place for homeless..	1/20/2024 3:09 PM
77	Prices are too high and there's not enough things to do during the day ,if your stay at home mom and not even part time jobs	1/20/2024 2:15 PM
78	Lighting in the inner city neighborhoods would be help ful too dark at night.	1/20/2024 10:50 AM
79	I do not have kids anymore in those schools by Imperial Ave, but I do care for others. Please work more in the students, people's security crossing to and from school. Thank you!	1/20/2024 10:36 AM
80	Don't knock down old buildings instead try to restore and upgrade them to keep El Centro historically intact. Sincerely an ex -resident of imperial valley .	1/20/2024 10:13 AM
81	Would love to see more character in El Centro's infrastructure that would support its desire to be an arts and cultural conscious city. This may be in the form of beautiful bus stops like in Imperial and IVC and more murals/art interventions throughout the city. The downtown area has artful moments like mid-century modern architecture and murals that could inspire further development throughout El Centro.	1/20/2024 9:36 AM
82	The streets of Indio and La Quinta would be beneficial to replicate for the Imperial Valley -- they are beautiful and safe.	1/20/2024 9:09 AM
83	Yes...all schools need speed bumps and flashing crosswalk signs. More trees are a must in this town, low maintenance trees and greenery would make this town worth visiting. Maintenance of landscaping, especially around businesses and school areas are greatly needed! Tall palm trees along medians are attractive	1/20/2024 8:46 AM
84	Properties need to be cleaned up Stop developing new lots and finish with existing areas such as in front of Lowe's and in front of Walmart. Those areas look like crap. Get rid of the homeless and the zombies that hangout around Vons, it isn't safe after dark.	1/20/2024 8:38 AM
85	More police presence.	1/20/2024 8:36 AM
86	People drive too fast . I worry about panhandlers in the median . Jay walkers .	1/20/2024 8:19 AM
87	No	1/20/2024 7:51 AM
88	The homeless situation makes it very unsafe to ride a bike or walk. Any art that is displayed will be destroyed since this area has a high rate of crime or it will be damaged in a matter of days. The benches will be used to sleep on by the homeless or drug addicts off of Adams or walking down from the Methadone Clinic. Those two issues need to be corrected before starting a new project that the city will not be able to maintain.	1/20/2024 7:19 AM

Imperial Avenue Complete Streets Plan: Community Survey

89	Streets with turn offs. (OLIVE) need more lighting. Way too much cross traffic.	1/20/2024 7:05 AM
90	Lanscaping is needed and trash needs to be removed more often from the roadside drains.	1/20/2024 6:00 AM
91	Soy de calexico pero me encanta el centro casi aquí ago la mayoría de mis compras y venir a comer me gusta hay mucho que ver y haser me encanta el centro	1/20/2024 5:02 AM
92	I appreciate your concern for this part of El Centro!!	1/20/2024 1:51 AM
93	Enforce traffic laws such as speeding and passing red lights on imperial ave.	1/19/2024 11:13 PM
94	Get rid of all the abandoned buildings	1/19/2024 10:11 PM
95	Would be nice to see more landscaping even if it's desert scape	1/19/2024 10:02 PM
96	Consider following the lead of Palm Springs. Professional landscaping will improve aesthetics and make the city more inviting.	1/19/2024 9:32 PM
97	Homeless make imperial Ave unsafe. Especially near the fast food restaurants and around stores. They can harass, destroy property with no consequences.	1/19/2024 9:29 PM
98	It is different from transit, bicycle, and pedestrians; but I think it would be a good idea to increase our area/region native flowers to create a beautiful environment for people, animals, and insects such ad bees.	1/19/2024 8:57 PM
99	Personally, trying to revitalize imperial avenue is a bad idea. That street is a major street and not designed to walk or bike. Businesses are to spread out and far in between. You need to focus on Main Street. That is a street that promotes walking culture. From imperial ave to 4th street. That is a great area to walk. Invest in grants for people to make businesses, restaurants, and please not another taco shop. Culturally diverse the area. Paint the buildings, let people rent them out, so many smaller towns take pride in their home towns and they are way more rural than the valley. We have so much history here.	1/19/2024 8:46 PM
100	Encourage the businesses/homes along imperial avenue to beautify their building/home with a fresh coat of paint or landscaping their yard.	1/19/2024 8:37 PM
101	Westbound Adam's yielding onto North bound Imperial Ave. is bit tricky to avoid accidents especially if northbound vehicles turning right onto ElCentro Ave.	1/19/2024 8:32 PM
102	El letrero de bienbenidos a el centro ca.que sea bonito podemos cooperar pero ase falta nadie lo a restaurado.espero lo tomen en cuenta porque eso daría belleza al entrar a la imperial.	1/19/2024 8:01 PM
103	We need more protected bike lanes around the city and not only on Imperial Ave.	1/19/2024 7:58 PM
104	The "El Centro" sign on the Imperial Overpass should be lit up for nights for visibility.	1/19/2024 7:54 PM
105	NA	1/19/2024 7:46 PM
106	Historical murals, fountains (well maybe not considering how hit it is in the Summer), sidewalk art, "Walk of Fame" for actors that have been here, separate quadrants with color (blue for Blue Angels for example) or themes for each quadrant, solar powered city lights	1/19/2024 7:40 PM
107	Maintenance needed along highway railroad is an eyesore, corridor by Rallys, etc eyesore all the transients around chase bank, etc...	1/19/2024 7:38 PM
108	It would be nice to landscape more, following the foot steps of the Coachella Valley with native plants and trees. Natural rock and improved median curbs. Especially Imperial Avenue between Cruickshank and Euclid ave	1/19/2024 7:23 PM
109	Me dan miedo los indigentes	1/19/2024 5:48 PM
110	Nice job revamping! Hopefully it'll go a long way to making El centro a nicer looking city	1/19/2024 5:18 PM
111	N/a	1/19/2024 4:49 PM
112	We need a more improved transportation system. Beautification of the Ave, more lighting, more considerations for disabled individuals and bike riders. Maybe a bridge that takes you from I-8 W through Imperial Ave and an exit ramp at Pico or surroundings areas. (Maybe too much!?) Thank you for the survey.	1/19/2024 4:34 PM
113	I just see a lot of pedestrians jaywalking on imperial Ave. And I find it unsafe because there is not enough crosswalks.	1/19/2024 4:27 PM

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Imperial Avenue Complete Streets Plan: Community Survey

114	I think the city need to pay more attention to inner city streets with lights rather than the main streets	1/19/2024 3:28 PM
115	Lancaster, California really improved its downtown area. Not only did they add a median which helps the flow of traffic and pedestrians, but they included a surplus in trees which made it look incredible. I highly recommend looking up articles that show the changes they made and the statistics showing the increase in sales for business on their BLVD. El Centro is growing and more major businesses are recognizing our city.	1/19/2024 2:41 PM
116	Yes why are most sidewalks and street have areas where the grass and shrubbery is overgrown. Our city is not attractive at all.	1/19/2024 2:36 PM
117	Hacen falta espacios verdes , más árboles (los que existen los cortan) Ubicar teléfonos de emergencia en diferentes áreas (por robo de celulares)	1/19/2024 2:31 PM
118	More blinking pedestrian lights to slow down drivers.	1/19/2024 2:16 PM
119	There needs to be more greenery and attractive spaces. More lighting.	1/19/2024 1:38 PM
120	MANHOLE COVERS ARE POORLY LOCATED...SHOULD BE IN CENTER OF LANES. CURRENTLY THEY ARE POSITIONED WHERE YOUR TIRES HIT EACH ONE. ANNOYING.	1/19/2024 1:14 PM
121	Please add more greenery to beautify the city! Maybe make more lanes, traffic is getting bigger.	1/19/2024 12:53 PM
122	Imperial avenue is a very busy route, if you increase bus stop and pedestrian cross access, it will clog traffice even more. What maybe done is to limit access to business through Imp Ave and have the access through side streets	1/19/2024 12:46 PM
123	It is an ugly commute. Where there are center island breaks between traffic change them from asphalt to a curbed island with some type of beautification.	1/19/2024 12:33 PM
124	Limpieza en las paradas de autobuses	1/19/2024 12:29 PM
125	Too many unhoused people on the streets with there mess everywhere. Main Street needs to be clean up and trash everywhere	1/19/2024 11:57 AM
126	None	1/19/2024 11:43 AM
127	The crossguards on imperial need more training and should stay with the children passing until they get on sidewalk as soon as kids cross to the middle they start walking back	1/19/2024 10:57 AM
128	Please add more vegetation ... trees, grass, native flowers, etc, would make imperial avenue look prettier. It is also good for the environment ... trees provide natural shade ! Adding native flowers helps pollinators too. Imperial Ave looks too urbanized.	1/19/2024 8:44 AM
129	Need designated walk-in camping area and location for homeless within walking distances to shopping areas in enclosed areas not readily visible by traffic with public bathroom and shower facilities at a reasonable cost to occupants. Perhaps 1 acre plots with designated 12ftx12ft chain-linked plots rented for affordable amount. Of which occupants could be paid upon cleaning the facilities daily. Most Homeless people will never become renters, so then these people need to be accommodated in a manner which works for both them, drivers along Imperial Avenue, businesses, and the balance of the public.	1/19/2024 8:40 AM
130	Thats all	1/19/2024 3:31 AM
131	No	1/18/2024 11:39 PM
132	Homeless scattered throughout..but not as bad as downtown. Fix downtown El Centro	1/18/2024 11:31 PM
133	We need some more desert landscaping for the valley. Even if we can't afford flowers or trees, we can afford to put local flora and fauna in the valley. Vegetation that won't die in the heat and will preserve itself in the winter.	1/18/2024 8:50 PM
134	Make this area more lively, nice post lamps, brighter signs add some color to the area. Looks sad	1/18/2024 8:23 PM
135	There needs to be more police presence on 8th Street by Wilson and CUHS. People are not adhering to traffic rules. Adams Ave does not look better with the median. There needs to be landscaping on the median.	1/18/2024 7:39 PM

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Imperial Avenue Complete Streets Plan: Community Survey

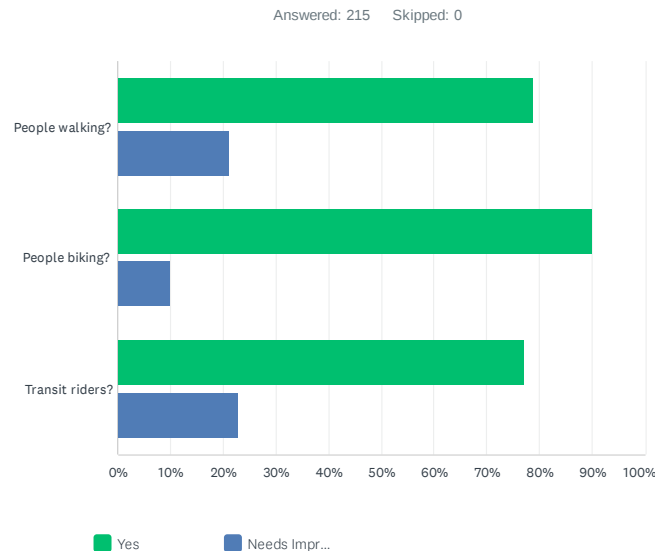
136	Overpass lighting on all overpasses Especially 8th st.	1/18/2024 7:38 PM
137	Homeless in this city, drugs makes a lot of people feel unsafe.	1/18/2024 7:20 PM
138	Central needs to keep their oleanders trim, they grow into sidewalk path. Same for houses which have trees hanging over fence & low, making walking difficult.	1/18/2024 7:11 PM
139	The area near Central is concerning and walking students and pedestrians along imperial Avenue worries me maybe speed of cars should be lowered or more stop signs and cross walks could be added idk something	1/18/2024 7:01 PM
140	Low lighting, not enough shopping, no high end shopping, no mall, outdated attractions	1/18/2024 6:26 PM
141	The roads to be fixed everywhere in el Centro	1/18/2024 5:59 PM
142	I admire what the city has done with the Adam's ave area. The sports complex is amazing the skatepark is top Notch and the water faculty is beautiful. I'd like to see that same vision carried out throughout the whole city, especially downtown main, state, and Broadway are exceptionally bad.	1/18/2024 4:01 PM
143	No	1/18/2024 3:04 PM
144	Can we plant more trees? Palo Altos are native, water wise, provide shade and look great	1/18/2024 2:29 PM
145	More busses and monthly bus passes	1/18/2024 2:02 PM
146	Fix the landscaping and add more lighting across el centro. Patrol at night and notice lighting is lacking on certain streets. Gaps in street lighting and bad actors riding bikes at night. We need more police presence. Also a nice running path on labrucherie or imperial ave might boost health needs in the valley which will promote a more active street or neighborhood.	1/18/2024 1:26 PM
147	Nothing I can think of	1/18/2024 12:08 PM
148	n/a	1/18/2024 11:52 AM
149	desde Woodward hasta Treshill hay espacio intermedio que se puede poner vegetación para hacerlo más bonito.	1/18/2024 11:40 AM
150	Beautifying Imperial Avenue in general would be great! Making it more modern with more greenery and safer for people to walk or travel in would be nice. Ask businesses along Imperial Avenue to maintain their properties even vacant ones. Have an incentive or some sort of assistance for businesses looking to open or expand their business on Imperial Avenue so that vacant properties don't look so deserted.	1/18/2024 10:50 AM
151	The increasing homeless population in the city has become worrisome and encampments set up in the field by Walmart and the old sonic building are making our city uninviting and unsafe. Beautification of our city's main thoroughfares is greatly needed. Although not on Imperial Ave, the pedestrian crossing/parking issue at the soccer fields near sunflower school are very unsafe on the weekends. As a resident in that area, I have come to avoid that street on weekends because of this issue	1/18/2024 10:08 AM
152	I am a Canadian who spends my winters here. We have been coming to El Centro for six months a year for the past six years and plan to continue for many more. Love this area. Imperial Valley is reasonably affordable, El Centro has everything that we need and the weather is great! I hope to continue to see the growth and improvements over the coming years.	1/18/2024 10:04 AM
153	I think city needs more nicer plants and more trees.	1/18/2024 9:33 AM
154	You need to appropriate funds to give this city a true revamp and invest in landscaping like Yuma and Indio. No reason why we should have this city look like garbage.	1/18/2024 8:48 AM
155	No	1/18/2024 8:45 AM
156	The entire city is way behind the rest of the county with appropriate street lighting. This is just not for Imperial Ave but every residential street also. I've worked as a Paramedic in this area for going on 10 years and what I've seen more than even major city's previously worked is vehicle Vs pedestrians accidents. A majority is due to poor or lack there of lighting, retro fitting all street light and adding more that are LED powered should be your major concern. Keeping citizens safe with most likely the cheapest and quickest solution vs a full overhaul to roads,	1/18/2024 8:38 AM

Imperial Avenue Complete Streets Plan: Community Survey

	adding bike lanes, or attempting to reduce speed signs that usually don't get obeyed in the first place.	
157	Improve sidewalk quality for those who ride scooters or use a wheel chair.	1/18/2024 8:23 AM
158	The medians between the lanes on imperial should be beautified. Trees. Trees. It would also help with heat reduction since it would provide some shade to the asphalt road. Lowering the "urban heat trap"	1/18/2024 8:19 AM
159	Seguridad por la noche en centros comerciales(valley plaza)	1/17/2024 4:43 PM
160	more crosswalks along imperial ave. & 8th st. for the kids. I cannot stress this enough	1/17/2024 1:41 PM
161	I want to ride my bike more often but i'm scared to. People honk at you, don't pay attention, they drive in bike lanes.	1/17/2024 1:01 PM
162	student: Lizette Arellano Moreno	1/17/2024 12:41 PM
163	Public transport is very important.	1/17/2024 11:47 AM
164	I'm excited for what is to come for the Imperial Valley/ El Centro	1/17/2024 11:27 AM
165	More green, fixed up sidewalks with pretty sights	1/17/2024 11:22 AM
166	There are too many homeless encampments along Imperial Avenue. It is dangerous to pedestrians.	1/12/2024 2:18 PM
167	Todos los parques deberían de contar con baños públicos y un alumbramiento más edecuado una vez que se mete el sol, y diariamente recoger la basura y por lo menos una vez a la semana lavar los juegos así como proveer mantenimiento	1/6/2024 1:23 PM
168	Yes, redirect diesel truck traffic away from heavily transit roads and highways and have they use the back roads to unload their cargo. That would mean restricting 10 wheel trucking from parts of Imperial Avenue which is now unfeasible.	12/8/2023 2:00 PM
169	Continuous information about the construction of Imperial Avenue project.	12/1/2023 4:24 PM
170	Dedicated bike lanes that are curb-protected up and down Imperial Avenue would be very attractive. Also, a bus route going up and down Imperial Avenue ONLY would be great. Several neighborhoods a within easy walking distance to Imperial Avenue that would be able to access the bus by walking towards Imperial Avenue. With car and insurance prices climbing to ridiculous levels, other modes of transportation will play a critical role for residents of El Centro. Imperial Avenue is the spine of El Centro and the Valley, so making it multi-modal is critical for our future.	12/1/2023 3:45 PM
171	Bus drivers should have patience and empathy for the elderly passengers. I've witnessed bus drivers being rude to disabled elderly passengers.	12/1/2023 5:41 AM
172	We definitely need bus services also in Athen and sidewslks	11/30/2023 10:09 PM
173	Intersection for Central UHSD should have a light up cross walk like the one in front of the DMV.	11/30/2023 11:55 AM
174	I run often along a portion of the route. In general it is a safe route during the day. My concern is the increase of homeless around schools. I have often encountered them in alleyways and behind the schools ... hiding sleeping and sometimes observing students during PE. I've called schools to alert them. Overall, the city has done good work in the development of route and its businesses.	11/30/2023 10:54 AM

A.3 Survey #2 Results (English & Spanish)

Q1 Segment A - Adams Avenue to Scott Avenue.(Click here to see larger image)Would these recommendations increase safety and comfort for...



	YES	NEEDS IMPROVEMENT (PLEASE COMMENT ON IMPROVEMENTS IN BOX BELOW)	TOTAL
People walking?	78.87% 168	21.13% 45	213
People biking?	90.00% 189	10.00% 21	210
Transit riders?	77.25% 163	22.75% 48	211

#	WHAT COMMENTS OR QUESTIONS DO YOU HAVE ABOUT THESE SUGGESTIONS FOR SEGMENT A (ADAMS AVE. TO SCOTT AVE.)?	DATE
1	Its not immediately clear if the cycling lane is protected by a curb or by bollards/pedestrian lighting. Any physical barrier greatly improves safety of the cyclist and pedestrian.	9/19/2024 11:05 AM
2	There definitely needs to be more green space and trees to provide shade. Please ensure that the plan includes maintenance and watering for the long term so they survive and it doesn't turn into weeds and dead plants like in so many other areas in our town.	9/19/2024 10:11 AM
3	Love the independent bike lane!	9/18/2024 5:15 PM
4	There is adequate space for pedestrians and transit riders already. Not so for bicyclists.	9/18/2024 1:40 PM
5	I've never seen green striping before, I wouldn't know how to use it. To me anything green means "go" and "safe" so I would not drive as carefully around these striped areas.	9/18/2024 10:19 AM

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6	Clarify traffic rules	9/17/2024 10:17 PM
7	Safety aspect	9/17/2024 10:14 PM
8	Improve visibility	9/17/2024 10:11 PM
9	Standardize traffic order	9/17/2024 10:06 PM
10	Strict control of vehicle speed	9/17/2024 9:51 PM
11	Reduce the risk of accidents caused by excessive speed	9/17/2024 9:51 PM
12	Set up traffic lights near crowded areas such as schools and hospitals	9/17/2024 9:50 PM
13	Standardize the traffic order of vehicles and pedestrians	9/17/2024 9:50 PM
14	Install more traffic lights and crosswalk signals	9/17/2024 9:49 PM
15	urban construction	9/17/2024 8:53 PM
16	urban construction	9/17/2024 8:52 PM
17	no	9/17/2024 8:51 PM
18	urban construction	9/17/2024 8:51 PM
19	urban construction	9/17/2024 8:50 PM
20	no	9/17/2024 8:50 PM
21	urban construction	9/17/2024 8:50 PM
22	no	9/17/2024 8:49 PM
23	urban construction	9/17/2024 8:49 PM
24	no	9/17/2024 8:48 PM
25	urban construction	9/17/2024 8:48 PM
26	landscape design	9/17/2024 8:48 PM
27	urban construction	9/17/2024 8:46 PM
28	fix the crossing signals lights,add pedestrian lights	9/17/2024 8:42 PM
29	Make sure it works properly and is clearly visible	9/17/2024 8:40 PM
30	How can we ensure that street lighting provides sufficient brightness and safety while saving energy?	9/17/2024 8:38 PM
31	How can we ensure that street lighting provides sufficient brightness and safety while saving energy?	9/17/2024 8:37 PM
32	How can we ensure that street lighting provides sufficient brightness and safety while saving energy?	9/17/2024 8:37 PM
33	Will the new lights lead to more traffic congestion?	9/17/2024 8:36 PM
34	Are there plans to implement rainwater harvesting and utilization systems to reduce pressure on urban drainage systems and achieve sustainable use of water resources?	9/17/2024 8:36 PM
35	Are there plans to implement rainwater harvesting and utilization systems to reduce pressure on urban drainage systems and achieve sustainable use of water resources?	9/17/2024 8:35 PM
36	Traffic signs could be clearer	9/17/2024 8:34 PM
37	transportation planning	9/17/2024 8:29 PM
38	Install more traffic lights and crosswalk signals and make sure they work properly and are clearly visible	9/17/2024 8:29 PM
39	How will these new fixtures be maintained and cared for? This part of Imperial Avenue is highly trafficked by transient residents and these nice amenities may be destroyed quickly and others would not be able to enjoy the safety of them. Will there be a dedicated bike lane?	9/17/2024 8:28 PM

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40	transportation planning	9/17/2024 8:26 PM
41	transportation planning	9/17/2024 8:23 PM
42	Install more traffic lights and crosswalk signals and make sure they work properly and are clearly visible.	9/17/2024 8:22 PM
43	How can we ensure that street lighting provides sufficient brightness and safety while saving energy?	9/17/2024 8:21 PM
44	How can we ensure that street lighting provides sufficient brightness and safety while saving energy?	9/17/2024 8:20 PM
45	transportation planning	9/17/2024 8:20 PM
46	Are the planned public facilities, such as benches and trash cans, in sufficient quantity and distribution to meet the actual needs?	9/17/2024 8:19 PM
47	Are the planned public facilities, such as benches and trash cans, in sufficient quantity and distribution to meet the actual needs?	9/17/2024 8:17 PM
48	Traffic signs could be clearer	9/17/2024 8:17 PM
49	Will improve safety and comfort	9/17/2024 8:16 PM
50	I have no opinion	9/17/2024 8:13 PM
51	transportation planning	9/17/2024 8:13 PM
52	Not yet	9/17/2024 7:50 PM
53	I feel it is extremely hot here and I see the summer getting longer. I think there needs to be some type of decorative shade in more areas for people that ride bikes and walk along Imperial Avenue	9/17/2024 6:04 PM
54	We need places for people to walk and bike.	9/17/2024 5:40 PM
55	Motorized vehicles traveling southbound on Imperial Avenue and turning right towards Euclid Avenue need a yield to bikes sign for the safety of non motorized users of the class IV bike lane.	9/17/2024 3:29 PM
56	N/A	9/17/2024 12:23 AM
57	I like how there are more travel lanes as it will definitely better the traffic flow.	9/16/2024 9:07 PM
58	I feel like having neon night at night time either a mini fence or rope keeping bike users distance from those who walk. But thank you for making changes I appreciate it	9/16/2024 5:40 PM
59	I don't got any question.	9/16/2024 5:40 PM
60	We can create a place where both parties can share the road. The bus is a good choice to transport to another place without having to be walking outside because it's too hot.	9/16/2024 5:30 PM
61	N/A	9/16/2024 5:29 PM
62	I'd love to see as much greenery as possible to have shade.	9/16/2024 9:09 AM
63	Bike lane must be separated and divided. Flashing lights for crossing.	9/15/2024 4:56 PM
64	Poner más seguridad por las noches	9/15/2024 3:29 PM
65	I wonder if you have done any kind of count of bicycle or pedestrian traffic in that area currently. It seems like a peculiar place to put these kinds of improvements since it is mostly commercial and near the railroad tracks where there might not be much pedestrian traffic because there's not much housing close by. Of course, it would increase safety and comfort, but for how many people? My bigger question is if it is needed here or another neighborhood.	9/15/2024 3:04 PM
66	More shade and hydration spots. Wide sidewalks for pedestrians that have to walk during prime heat time.	9/15/2024 9:26 AM
67	Not really sure, but traffic is congested along here	9/15/2024 8:23 AM

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68	Lighting and more trees, lots of trees for shade. I believe we lack green	9/14/2024 9:51 PM
69	Clean up drug user. Need a home for the homeless to keep them safe	9/14/2024 8:52 PM
70	Looks good to help the people of El Centro. I hope it happens	9/14/2024 2:27 PM
71	Lights signals for pedestrian and bike riders do to the heat we like to exercise after sundown. Sidewalks are not safe pavement uneven no lights to see that.Cars don't see bikes pedestrian	9/14/2024 1:57 PM
72	The whole conflict idea, will cause more misunderstanding. Scrap it	9/14/2024 12:20 PM
73	I don't see the point of adding trees	9/14/2024 12:07 PM
74	Any opportunities to add green needs to be taken	9/14/2024 11:35 AM
75	The transients, drugged up people and hookers need to be cleaned up for anyone to be safe on that whole street.	9/14/2024 9:47 AM
76	Will there be enough water for the vegetation or going artificial . Most likely it will attract the homeless	9/14/2024 9:38 AM
77	The City of El Centro does not need protected bikeways, green conflict striping or more bike parking. Has a traffic survey been completed to determine the number of people that actually bicycle on Imperial Avenue? It would probably show that there isn't a large amount of the population that rides a bike in our City. Bike lanes and green conflict striping will only confuse motorists on an already busy highway that is intended to cars and not bikes.	9/14/2024 8:49 AM
78	This proposed plan does physically separate pedestrians from the busy traffic flow at this location where currently trucks and vehicles are within a foot of the sidewalk and people walking. There needs to be an emphasis on using native trees to the Sonoran desert that are adapted to the significant heat waves we experience. Non native Colorado desert plants make no sense for beautification because they require significant water and maintenance and have the chance of dying from a heat wave and not providing shaded canopy or aesthetic value that it is supposed to do The separated barrier needs something physical to prevent any type of vehicle from mistakenly getting in the bike lane to protect riders. I've seen a lot of people biking on the sidewalk because it isn't safe to be on the street and that drivers don't share the road or yield to bikers. Whatever the bus shelter improvement is needs to have a large shelter and not just a sign or a bench that faces the West. Sun sets in the West but almost all of our bus stops West facing with no significant shading. Make them similar to Las Vegas or San Diego where the front facing has some shading/physical barrier and people in wheelchairs and families can be sheltered from the sun and able to sit. I think having benches that people barely can sit on is an unnecessary deterrent to homeless people which negatively affects all bus users. Bus stops should have lighting or a button to let the bus drive know someone is there ready to be picked up if they are blocked by traffic or by trees or by the bus shelter structure itself. I don't see the need for way finding signage since that is usually for tourist heavy cities and communities. Unless there is research that shows people in the valley don't know where services are or we have a large population of non local people using the bike system and bus systems for getting to those services. All signage must be in Spanish as well. We have significant population of Spanish only	9/14/2024 7:44 AM
79	Consider English and Spanish signage by placing each one on every other section to improve communication for those who aren't bilingual. Include voice modules to assist in crosswalks.	9/13/2024 10:20 PM
80	I'd suggest more public transportation to move pedestrians and bicycles as vehicle traffic is increasing and proposed bike and pedestrian paths will only male vehicle traffic congestion worse. Furthermore with summer heat, poor people with medical problems need HVAC assistance that.can be provided by proper public transportation.	9/13/2024 5:01 PM
81	more lights	9/13/2024 1:39 PM
82	Everything looks good to me, maybe more landscaping would look nice.	9/13/2024 12:37 PM
83	The street isn't the problem it's everything else.	9/13/2024 6:03 AM
84	Have more trees and grass	9/12/2024 8:20 PM
85	If the landscape is going to be maintained to keep it clean & green. Please stop wasting tax dollar on project that are not going to be maintained.	9/12/2024 6:52 PM

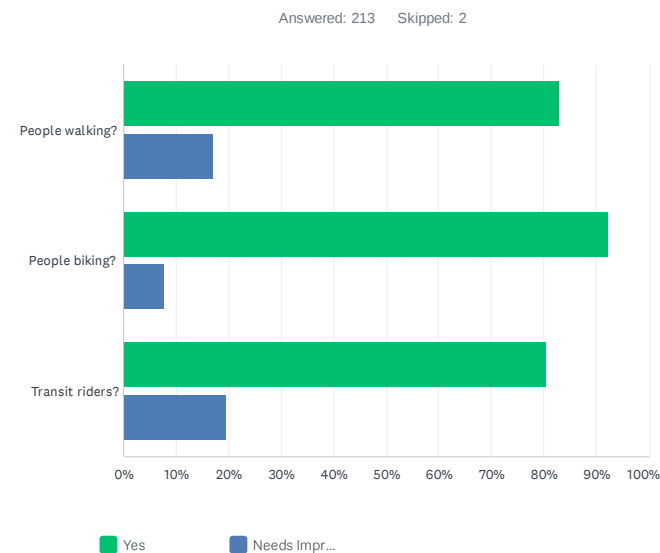
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86	We need to provide more shade structures whether it be trees or shade structures and sitting areas for our older community members that walk or take the bus. We need more bus stops closer for our community. Shade structures are none existing or too far apart.	9/12/2024 5:33 PM
87	The proposed plan looks really good!	9/12/2024 5:19 PM
88	Where would traffic lights be utilized? Would this proposal include lights at high traffic intersections or dispersed by distance?	9/12/2024 2:26 PM
89	I love this actually. I intended to go to the community meeting about these plans but ended up having to take my son to the hospital. As someone who travels with a toddler on a bicycle, I really appreciate these proposed improvements to the bike path.	9/12/2024 12:05 PM
90	Are separated Clas IV bikeways protected with some kind of barrier from cars? This will improve safety and encourage people to bike more. Also, hopefully able to ride ebikes on them.	9/12/2024 10:49 AM
91	On the west side of Adams it does not appear there is continuous walking and biking. This would be a problem. Also concerns on the east side of Adams near the railroad tracks . . .how is there pedestrian and bike crossing?	9/12/2024 10:10 AM
92	Definitely needs more accessibility for buses to transport the elderly and handicapped.,	9/12/2024 8:29 AM
93	Greenery will make our town look much more nice . Pedestrian and bicycle lanes safer ..	9/12/2024 1:34 AM
94	I don't think the green stripes are necessary but looks good to me	9/11/2024 11:50 PM
95	How is the "Enhanced Bus Shelter" going to work? At the exhibit bus stop, the bus can pull into the shoulder to pick people up without intervening with the flow of traffic. With the proposed bus shelter, where is the bus going to pul over into? Would it be blocking the easterly most traffic lane? If a bus bay is being proposed, would it block the bike lane and force bicycle riders onto the sidewalk or traffic lanes?	9/11/2024 8:45 PM
96	Ample lighting taken into account for cyclists and pedestrians	9/11/2024 5:28 PM
97	I hope everything gets done! I moved from San Diego to El Centro. I think this city is a diamond hidden.	9/11/2024 5:23 PM
98	Fix main street	9/11/2024 4:39 PM
99	My biggest concern with these enhancements is that they are done so there is not parking and access taken away from businesses. In addition that there is not additional costs to businesses. In addition I would like to make sure that the amount of space and lanes are not reduced for traffic, it is congested enough as it is. In addition, the area indicated certainly could use some improvement, however there are other areas that have existing restaurants and business that perhaps should be enhanced first. Of course I have no idea from this survey, what your kind of budgeting or state requirements or funding you have available. Thank you	9/11/2024 4:24 PM
100	Transit riders need some shade protection, and even some cooling if possible	9/6/2024 10:11 PM
101	We need a bus stop at the corner of Scott Ave.	9/5/2024 12:14 AM
102	The recommendation looks great only problem the homeless don't care n don't take care of the new stuff put in and weekly clean ups need to be done	9/4/2024 8:02 PM
103	That area is not safe for families to bike, walk, or get off of buses day or night.	9/4/2024 3:36 PM
104	My only question is what brought the team to decide on making these improvements going north? I understand that area is wider, but there is a community of students that bike to school and any improvement to the south near the high school would make it much safer for them.	9/4/2024 10:16 AM
105	Looks like more visibility to drivers to drive safely between lane away from pedestrians traveling more vulnerably.	9/4/2024 10:12 AM

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Q2 Segment B – Scott Avenue to Lincoln Avenue(Click here to see larger image)Would these recommendations increase safety and comfort for...



	YES	NEEDS IMPROVEMENT (PLEASE COMMENT ON IMPROVEMENTS IN BOX BELOW)	TOTAL
People walking?	82.86% 174	17.14% 36	210
People biking?	92.38% 194	7.62% 16	210
Transit riders?	80.29% 167	19.71% 41	208

#	WHAT COMMENTS OR QUESTIONS DO YOU HAVE ABOUT THESE SUGGESTIONS FOR SEGMENT B (SCOTT AVE. TO LINCOLN AVE.)?	DATE
1	I think this looks great as long as the plan implements the green space and trees. Please ensure that the plan includes maintenance and watering for the long term so they survive and it doesn't turn into weeds and dead plants like in so many other areas in our town.	9/19/2024 10:11 AM
2	With library important to have changes for walkers.	9/18/2024 1:41 PM
3	Urban gardening would be a great addition here. There needs to be some consideration for homeless people who tend to gather in these public spaces, so they do not cause disruption or harm the public. Public services ie. mental health/drug rehabilitation/temporary shelter should target them intentionally instead of putting the onus on civilians calling the police to remove them.	9/18/2024 1:40 PM
4	This is a lot safer than what currently exists. However, the intersection at Villa could use a	9/18/2024 10:19 AM

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	stop light or flashing lights embedded in the street (like the ones by the DMV), it is too dangerous to walk across there to get to the bus stop.	
5	Add vegetation to the center median.	9/18/2024 4:58 AM
6	Safety aspect	9/17/2024 10:17 PM
7	Standardize traffic order	9/17/2024 10:14 PM
8	Reduce waiting anxiety	9/17/2024 10:11 PM
9	No	9/17/2024 10:06 PM
10	Carry out traffic safety publicity activities	9/17/2024 9:51 PM
11	Plant street trees and flowers	9/17/2024 9:51 PM
12	Additional lighting	9/17/2024 9:50 PM
13	Install adequate street lights and lighting equipment along the road to improve visibility at night	9/17/2024 9:50 PM
14	Guard rails and isolation belts are set up on both sides or in the center of the road to prevent vehicles from deviating from the road or colliding with opposing vehicles	9/17/2024 9:49 PM
15	v	9/17/2024 8:53 PM
16	urban construction	9/17/2024 8:52 PM
17	Community impact	9/17/2024 8:51 PM
18	urban construction	9/17/2024 8:51 PM
19	urban construction	9/17/2024 8:50 PM
20	Are there any plans to provide more pedestrian crossing facilities such as pedestrian crossings or flyovers? Especially in schools, shopping malls and other densely populated areas.	9/17/2024 8:50 PM
21	urban construction	9/17/2024 8:50 PM
22	Community impact	9/17/2024 8:49 PM
23	urban construction	9/17/2024 8:49 PM
24	Are there any plans to provide more pedestrian crossing facilities such as pedestrian crossings or flyovers? Especially in schools, shopping malls and other densely populated areas.	9/17/2024 8:48 PM
25	urban construction	9/17/2024 8:48 PM
26	none	9/17/2024 8:48 PM
27	urban construction	9/17/2024 8:46 PM
28	,add pedestrian lights and bikers lights and signs on the road road and have greeny	9/17/2024 8:42 PM
29	It can regulate the traffic order of vehicles and pedestrians	9/17/2024 8:40 PM
30	Are environmental and sustainability factors taken into account in the selection of building materials and green plants? For example, are renewable materials or native plants used?	9/17/2024 8:38 PM
31	Are environmental and sustainability factors taken into account in the selection of building materials and green plants? For example, are renewable materials or native plants used?	9/17/2024 8:37 PM
32	none	9/17/2024 8:37 PM
33	How can penalties for speeding vehicles be effectively enforced?	9/17/2024 8:36 PM
34	Will improve security	9/17/2024 8:36 PM
35	no	9/17/2024 8:36 PM
36	none	9/17/2024 8:35 PM
37	Traffic signs could be clearer	9/17/2024 8:34 PM
38	Traffic signs could be clearer	9/17/2024 8:29 PM

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39	Set up traffic lights near crowded areas	9/17/2024 8:29 PM
40	Traffic signs could be clearer	9/17/2024 8:26 PM
41	Traffic signs could be clearer	9/17/2024 8:23 PM
42	Add speed limit signs and speed measuring equipment. Strictly control the speed of vehicles to reduce the risk of accidents caused by excessive speed	9/17/2024 8:22 PM
43	Not yet	9/17/2024 8:21 PM
44	Not yet	9/17/2024 8:20 PM
45	Traffic signs could be clearer	9/17/2024 8:20 PM
46	Not yet	9/17/2024 8:19 PM
47	Not yet	9/17/2024 8:17 PM
48	Traffic signs could be clearer	9/17/2024 8:17 PM
49	Will improve safety and comfort	9/17/2024 8:16 PM
50	I hope the roads are more regular	9/17/2024 8:13 PM
51	urban construction	9/17/2024 8:13 PM
52	none	9/17/2024 7:50 PM
53	More lighting would be helpful.	9/17/2024 5:40 PM
54	Need a bike lane so that the cars wont hit the person by accident	9/17/2024 12:23 AM
55	I don't think having a one way street would be beneficial for the community.	9/16/2024 9:07 PM
56	I think it is a good suggestion, because for right now people don't have that safety as it seems in the segment.	9/16/2024 5:42 PM
57	No questions	9/16/2024 5:40 PM
58	This is a good option because the road is large so we can create a lane for walking people and bikers.	9/16/2024 5:30 PM
59	Must be separated and divided physically by more than a line	9/15/2024 4:56 PM
60	Not sure, I don't travel through here	9/15/2024 8:23 AM
61	Again Trees	9/14/2024 9:51 PM
62	Two way bike lanes on one side seem confusing.	9/14/2024 2:35 PM
63	Good	9/14/2024 2:27 PM
64	Absolutely love the trees lining the street. Just be sure to line the plant sites so roots don't disrupt cement	9/14/2024 12:20 PM
65	No benefit	9/14/2024 12:07 PM
66	Will there be enough water for the vegetation	9/14/2024 9:38 AM
67	We do not think the City of Imperial needs a Class 1 Multi use path or bikeway on this section of Imperial Avenue. It will be confusing for motorists and unsafe for cyclists. We have experienced this in other cities, and it only causes accidents and injuries.	9/14/2024 8:49 AM
68	Same as segment A response. However this one had north bound bike lane with no physical separation of traffic. Unsafe for riders and people needing to use it. width of the lane wouldn't be enough To accommodate multiple users at one time without them having to get off the lane onto the sidewalk. I get using the existing side road near the library however for riders the least amount of diversion of the main path is most convenient. Unless you can make the transition extremely clear and user friendly without family or kids being confused as to where the separated lane continues. Concerned about shade at bus shelter. All bus shelters need to have the schedule posted with lighting and identifying marks for which bus stop this is.	9/14/2024 7:44 AM

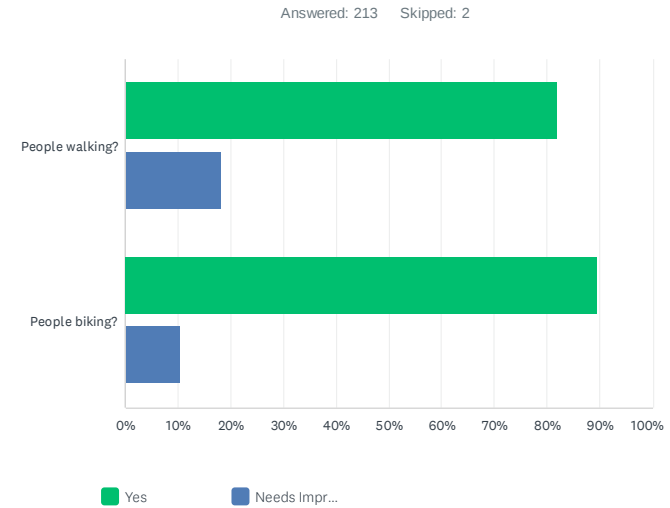
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69	I'd suggest more public transportation to move pedestrians and bicycles as vehicle traffic is increasing and proposed bike and pedestrian paths will only male vehicle traffic congestion worse. Furthermore with summer heat, poor people with medical problems need HVAC assistance that.can be provided by proper public transportation.	9/13/2024 5:01 PM
70	Everything looks good. Just more landscaping in the middle	9/13/2024 12:37 PM
71	The street is fine. It's the people and the environment that is the issue	9/13/2024 6:03 AM
72	The city isn't very pedestrian friendly or bike friendly. The public library should be easy to access for the whole community.	9/12/2024 9:08 PM
73	Have more trees and grass	9/12/2024 8:20 PM
74	Same as my previous other comment.	9/12/2024 6:52 PM
75	Again, lacking shade structures for walking people. Sitting areas under shade structures. More bus stops. Our elder population is often ignored. I see a lot of people walking in the heat of the day with no where to rest with a shade. We need to incorporate more trees too.	9/12/2024 5:33 PM
76	Do not like the proposed location of the bus stop. You should look at placing the bus stop on Frontage. Possibly between the Jersey Mike's & Library	9/11/2024 8:59 PM
77	It looks like it would take space away from people walking because of the one way traffic	9/11/2024 8:53 PM
78	N/a	9/11/2024 8:45 PM
79	The Flood Control Channel is a great addition/ improvement to Imperial Ave. With consistent maintenance and upkeep, it will be successful.	9/11/2024 6:24 PM
80	Fix Main Street/downtown	9/11/2024 4:39 PM
81	If you are making any street surfaces smaller or narrower please consider our city and valley does not have a lot of alternatives with the current infrastructure for alternative routes for commercial and bigger vehicles that need to deliver food and goods to businesses. Just something to keep in mind. Thank you.	9/11/2024 4:24 PM
82	Needs improvement.	9/11/2024 3:43 PM
83	I think street parking would be dangerous and really is not needed with the large parking lot there.	9/11/2024 2:36 PM
84	Shade for transit riders and cooling	9/6/2024 10:11 PM
85	The kids walking to school need a safer way at the corner of Pico Street. A walking bridge at Pico Street and 86 hwy.	9/5/2024 12:14 AM
86	Easier access and less worried	9/4/2024 7:51 PM
87	Yes because that area is one of the main streets for el centro and a very heavy traffic. Library is close by so a lot of families go there.	9/4/2024 3:36 PM
88	It's all about safety of others. These changes would be great	9/4/2024 3:27 PM
89	You don't think a transit stop right after a proposed light on a roadway that's problematic already is going to help. Wouldn't it be better on the frontage road?	9/4/2024 3:11 PM
90	Better looking streets increased safety for vulnerable walking, biking citizens	9/4/2024 10:12 AM

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Q3 Segment C – Lincoln Avenue to Treshill Road(Click here to see larger image)Would these recommendations increase safety and comfort for...



	YES	NEEDS IMPROVEMENT (PLEASE COMMENT ON IMPROVEMENTS IN BOX BELOW)	TOTAL
People walking?	81.90% 172	18.10% 38	210
People biking?	89.52% 188	10.48% 22	210

#	WHAT COMMENTS OR QUESTIONS DO YOU HAVE ABOUT THESE SUGGESTIONS FOR SEGMENT C (LINCOLN AVE. TO TRESHILL RD.)?	DATE
1	Again, please make sure there are plantings, greenspace and trees and that they are maintained and watered so they survive and it doesn't turn into weeds and dead plants like so many other areas in our town.	9/19/2024 10:11 AM
2	Wayfinding signage is not very helpful, everything is along this street, I don't think they are necessary, no one will get lost. I do appreciate the pedestrian lighting but urban greening is a waste of water if it is not used for shade trees for people to walk under.	9/18/2024 10:19 AM
3	add vegetation to the center median	9/18/2024 4:58 AM
4	Improve visibility	9/17/2024 10:17 PM
5	Improve visibility	9/17/2024 10:14 PM
6	Improve traffic flow	9/17/2024 10:11 PM
7	Coordinate traffic flow	9/17/2024 10:06 PM
8	Improve visibility at night	9/17/2024 9:51 PM

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9	通用场景 Improve the stability of the vehicle	9/17/2024 9:51 PM
10	Less out-of-control accidents caused by uneven roads	9/17/2024 9:50 PM
11	Reduce uneven road surface	9/17/2024 9:50 PM
12	Timely repair of potholes, cracks and damage to ensure smooth roads	9/17/2024 9:49 PM
13	urban construction	9/17/2024 8:53 PM
14	urban construction	9/17/2024 8:52 PM
15	none	9/17/2024 8:51 PM
16	urban construction	9/17/2024 8:51 PM
17	urban construction	9/17/2024 8:50 PM
18	no	9/17/2024 8:50 PM
19	urban construction	9/17/2024 8:50 PM
20	none	9/17/2024 8:49 PM
21	urban construction	9/17/2024 8:49 PM
22	no	9/17/2024 8:48 PM
23	urban construction	9/17/2024 8:48 PM
24	none	9/17/2024 8:48 PM
25	urban construction	9/17/2024 8:46 PM
26	Both walking and biking people need crossing signals lights and having cameras to catch to whoever is not stopping for , pedestrians	9/17/2024 8:42 PM
27	Reducing the turning radius of the intersection can reduce the turning speed of the vehicle and reduce the risk of collision	9/17/2024 8:40 PM
28	Is there sufficient communication and cooperation with local community organizations and business associations to ensure the smooth implementation of the plan and their support?	9/17/2024 8:38 PM
29	Is there sufficient communication and cooperation with local community organizations and business associations to ensure the smooth implementation of the plan and their support?	9/17/2024 8:37 PM
30	Are the planned public facilities, such as benches and trash cans, in sufficient quantity and distribution to meet the actual needs?	9/17/2024 8:37 PM
31	Install more traffic lights and crosswalk signals	9/17/2024 8:36 PM
32	Are the planned public facilities, such as benches and trash cans, in sufficient quantity and distribution to meet the actual needs?	9/17/2024 8:36 PM
33	Are the planned public facilities, such as benches and trash cans, in sufficient quantity and distribution to meet the actual needs?	9/17/2024 8:35 PM
34	Traffic signs could be clearer	9/17/2024 8:34 PM
35	Traffic signs could be clearer	9/17/2024 8:29 PM
36	Punish speeding vehicles	9/17/2024 8:29 PM
37	Traffic signs could be clearer	9/17/2024 8:26 PM
38	Traffic signs could be clearer	9/17/2024 8:23 PM
39	Optimized intersection design	9/17/2024 8:22 PM
40	Are there any plans to provide more pedestrian crossing facilities such as pedestrian crossings or flyovers? Especially in schools, shopping malls and other densely populated areas.	9/17/2024 8:21 PM
41	Were the landscape nodes designed with accessibility in mind so that people with disabilities can fully enjoy these public Spaces?	9/17/2024 8:20 PM

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42	Traffic signs could be clearer	9/17/2024 8:20 PM
43	Are there any plans to provide more pedestrian crossing facilities such as pedestrian crossings or flyovers? Especially in schools, shopping malls and other densely populated areas.	9/17/2024 8:19 PM
44	Were the landscape nodes designed with accessibility in mind so that people with disabilities can fully enjoy these public Spaces?	9/17/2024 8:17 PM
45	Traffic signs could be clearer	9/17/2024 8:17 PM
46	Will improve safety and comfort	9/17/2024 8:16 PM
47	No	9/17/2024 8:13 PM
48	no,I think good.	9/17/2024 8:13 PM
49	no opinion	9/17/2024 7:50 PM
50	N/A	9/17/2024 12:23 AM
51	I love the why this segment is create and it makes more space for people walking and biking.	9/16/2024 5:42 PM
52	No questions	9/16/2024 5:40 PM
53	I think this is also a good plan.	9/16/2024 5:30 PM
54	Is there even space to build a sidewalk?	9/15/2024 10:04 PM
55	Needs better divider	9/15/2024 4:56 PM
56	Needs more shading and plants tend to die fast out here. Safety lighting for walking pedestrians and bicyclists should be a main point of concern	9/15/2024 9:26 AM
57	Again not sure, I don't travel through here	9/15/2024 8:23 AM
58	Lots of Trees	9/14/2024 9:51 PM
59	Thanks	9/14/2024 2:27 PM
60	Seems too close to traffic	9/14/2024 12:07 PM
61	Will there be enough water for the vegetation	9/14/2024 9:38 AM
62	We have the same comments as the other recommendations on segments of Imperial Avenue: no bike lanes. Please do a traffic survey to determine that very few cyclists use Imperial Avenue, especially in these busy sections.	9/14/2024 8:49 AM
63	I'd suggest more public transportation to move pedestrians and bicycles as vehicle traffic is increasing and proposed bike and pedestrian paths will only make vehicle traffic congestion worse. Furthermore with summer heat, poor people with medical problems need HVAC assistance that can be provided by proper public transportation.	9/13/2024 5:01 PM
64	Nobody really crosses thru there. Plus intersection light are near by	9/13/2024 12:37 PM
65	This is a good idea for those that will bike and walk but there needs to be more crossing through imperial avenue. Pedestrian bridges? It's a long street and you'd have to walk to each corner at a streetlight.	9/12/2024 9:08 PM
66	Need more trees and grass through our walkways	9/12/2024 8:20 PM
67	Put tree down the middle	9/12/2024 6:52 PM
68	Shade, shade, shade and places to sit for our elder population. Bus stops!	9/12/2024 5:33 PM
69	Pedestrian traffic sharing lanes with bicycle traffic is slightly dangerous as many people on bicycles fail to allow pedestrians space to walk in the city.	9/12/2024 2:26 PM
70	I think there should be sidewalks on each side of imperial avenue	9/12/2024 12:05 PM
71	Hopefully able to ride ebikes on bike path.	9/12/2024 10:49 AM
72	I think unless the green strips are on the frontage road for bike lanes people will continue to ride bikes on Imperial Ave. thus creating a hazard.	9/12/2024 10:10 AM

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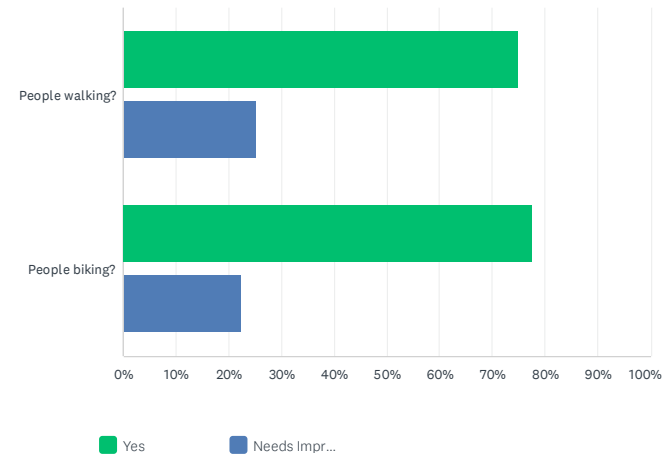
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73	I think the trees should be placed where actual pedestrian are walking and not by the road. It looks nicer but maybe not as convenient location. A wider sidewalk in this heavy traffic area could be dangerous.	9/12/2024 8:58 AM
74	Greenery and lighting.. a must..	9/12/2024 1:34 AM
75	I'm not seeing a safe area for bike riders. Especially with the traffic in that area extremely fast	9/11/2024 8:59 PM
76	Fix Main Street/downtown	9/11/2024 4:39 PM
77	Yes	9/11/2024 3:43 PM
78	I think a walking bridge is needed to cross safely to the new clinic..	9/5/2024 12:14 AM
79	Again hoping homeless don't trash the areas. Look at old Sonic what they have done.	9/4/2024 8:02 PM
80	Such an improvements! I walk in the area, and I would appreciate all of them!	9/4/2024 3:55 PM
81	This area needs to be updated big time since target and a lot of apartments are near and would be great for families and people to bike ride and walk.	9/4/2024 3:36 PM
82	Give biker riders and walking people plenty of space without having to worry about on coming vehicles. Signage post woul also be good for the people	9/4/2024 3:27 PM
83	Looks better visually and like clearer boundaries	9/4/2024 10:12 AM

Imperial Avenue Complete Streets Plan

Q4 Intersection #1 - Villa Avenue and Imperial Avenue (near the El Centro Public Library)Would this new traffic signal increase safety and comfort for...

Answered: 211 Skipped: 4



	YES	NEEDS IMPROVEMENT (PLEASE COMMENT IN BOX BELOW)	TOTAL
People walking?	74.76% 154	25.24% 52	206
People biking?	77.62% 163	22.38% 47	210

#	WHAT COMMENTS OR QUESTIONS DO YOU HAVE ABOUT THIS SUGGESTION?	DATE
1	I don't recommend any additional traffic signals.	9/19/2024 10:11 AM
2	Too congested with the other stop lights so close.	9/18/2024 2:05 PM
3	See more people crossing here and to Cardenas than at Lincoln.	9/18/2024 1:41 PM
4	Absolutely necessary. It's difficult to turn into the library and get onto Imperial ave from the library.	9/18/2024 10:19 AM
5	Keep as it is.	9/18/2024 7:16 AM
6	Regulate pedestrian behavior	9/17/2024 10:17 PM
7	Coordinate the flow of traffic	9/17/2024 10:14 PM
8	Clarify traffic rules	9/17/2024 10:11 PM
9	Reduce rear-end collisions and scratches caused by traffic jams	9/17/2024 10:06 PM

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10	Traffic lights can clearly indicate when vehicles and pedestrians should stop and when to pass, avoid disorderly driving and walking of vehicles and pedestrians at intersections, and reduce collisions caused by traffic chaos.	9/17/2024 10:03 PM
11	Reasonable planning of intersection turning radius, lane width and traffic island Settings to improve the safety of the intersection	9/17/2024 9:51 PM
12	Reasonable planning of intersection turning radius, lane width and traffic island Settings to improve the safety of the intersection	9/17/2024 9:51 PM
13	Reasonable planning of intersection turning radius, lane width and traffic island Settings to improve the safety of the intersection	9/17/2024 9:50 PM
14	Reasonable planning of intersection turning radius, lane width and traffic island Settings to improve the safety of the intersection	9/17/2024 9:50 PM
15	Reasonable planning of intersection turning radius, lane width and traffic island Settings to improve the safety of the intersection	9/17/2024 9:49 PM
16	urban construction	9/17/2024 8:53 PM
17	urban construction	9/17/2024 8:52 PM
18	Are environmental and sustainability factors taken into account in the selection of building materials and green plants? For example, are renewable materials or native plants used?	9/17/2024 8:51 PM
19	urban construction	9/17/2024 8:51 PM
20	urban construction	9/17/2024 8:50 PM
21	Are environmental and sustainability factors taken into account in the selection of building materials and green plants? For example, are renewable materials or native plants used?	9/17/2024 8:50 PM
22	urban construction	9/17/2024 8:50 PM
23	Are environmental and sustainability factors taken into account in the selection of building materials and green plants? For example, are renewable materials or native plants used?	9/17/2024 8:49 PM
24	urban construction	9/17/2024 8:49 PM
25	How can we ensure that street lighting provides sufficient brightness and safety while saving energy?	9/17/2024 8:48 PM
26	urban construction	9/17/2024 8:48 PM
27	How can we ensure that street lighting provides sufficient brightness and safety while saving energy?	9/17/2024 8:48 PM
28	urban construction	9/17/2024 8:46 PM
29	no	9/17/2024 8:45 PM
30	Both bikes and ,pedestrians and all crossing signals lights need cameras to whoever that doesn't fully wait for pedestrians cross the street and give them a ticket	9/17/2024 8:42 PM
31	Lane width and traffic island Settings	9/17/2024 8:40 PM
32	What concrete impact will these planning proposals have on the daily lives of surrounding businesses and residents? Are there measures in place to mitigate possible inconveniences such as noise and traffic congestion during construction?	9/17/2024 8:38 PM
33	Are the proposed art sculptures and street decorations in harmony with the surrounding architectural style and community atmosphere? Was the community consulted?	9/17/2024 8:37 PM
34	Are the proposed art sculptures and street decorations in harmony with the surrounding architectural style and community atmosphere? Was the community consulted?	9/17/2024 8:37 PM
35	Frequent waiting for lights can make drivers impatient	9/17/2024 8:36 PM
36	no	9/17/2024 8:36 PM
37	none	9/17/2024 8:36 PM

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38	What concrete impact will these planning proposals have on the daily lives of surrounding businesses and residents? Are there measures in place to mitigate possible inconveniences such as noise and traffic congestion during construction?	9/17/2024 8:35 PM
39	Traffic signs could be clearer	9/17/2024 8:34 PM
40	Traffic signs could be clearer	9/17/2024 8:29 PM
41	By setting the special left turn signal light, the conflict between the left turn vehicle and the straight vehicle and the opposite vehicle can be avoided	9/17/2024 8:29 PM
42	There are already a lot of lights on Imperial Avenue, would adding another light improve safety or cause more accidents? Would bikes have to follow the same signal rules as cars because right now they don't and this also causes accidents.	9/17/2024 8:28 PM
43	Traffic signs could be clearer	9/17/2024 8:26 PM
44	Traffic signs could be clearer	9/17/2024 8:23 PM
45	Standardize traffic order	9/17/2024 8:22 PM
46	Are the planned public facilities, such as benches and trash cans, in sufficient quantity and distribution to meet the actual needs?	9/17/2024 8:21 PM
47	Are the planned public facilities, such as benches and trash cans, in sufficient quantity and distribution to meet the actual needs?	9/17/2024 8:20 PM
48	Traffic signs could be clearer	9/17/2024 8:20 PM
49	Are there plans to implement rainwater harvesting and utilization systems to reduce pressure on urban drainage systems and achieve sustainable use of water resources?	9/17/2024 8:19 PM
50	Are there plans to implement rainwater harvesting and utilization systems to reduce pressure on urban drainage systems and achieve sustainable use of water resources?	9/17/2024 8:17 PM
51	Traffic signs could be clearer	9/17/2024 8:17 PM
52	The new traffic signal light will increase the safety and comfort of driving on the road	9/17/2024 8:16 PM
53	I have no problem	9/17/2024 8:13 PM
54	no.	9/17/2024 8:13 PM
55	no opinion	9/17/2024 7:50 PM
56	Not sure we need more signals. There is a rush hour at lunch and 5 pm with many cars and don't want to slow us down.	9/17/2024 5:40 PM
57	Motorized vehicles traveling northbound in Imperial Avenue tend to turn left towards Villa Avenue and turn right on Frontage Road to skip the traffic signal at the intersection of Imperial Avenue and Pico Avenue. It will be difficult for these users to view no motorized users crossing Villa Avenue. Implementing a new signal will solve this potential issue.	9/17/2024 3:29 PM
58	Makes sense with library there, this is more of a school zone. Would a stoplight be better?	9/17/2024 2:17 PM
59	Need a sign and the button so when someone click the button it can let the cars know that the person is going to walk.	9/17/2024 12:23 AM
60	Im confuse it it doesn't seem safety	9/16/2024 5:42 PM
61	No questions nor suggestions.	9/16/2024 5:40 PM
62	Sometimes the time that you have to wait being a pedestrian is excessive.	9/16/2024 5:30 PM
63	Don't put a stop light here.	9/16/2024 9:09 AM
64	I think putting a signal light, would create a lot more car traffic. There is not many pedestrian walking across so, perhaps a walking notification light might be better.	9/15/2024 10:04 PM
65	There is nowhere for pedestrians or bikes. Might congest traffic.	9/15/2024 4:56 PM
66	Más señales de trancito	9/15/2024 3:29 PM

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67	Too close to light at Pico road - not good for vehicle traffic.	9/15/2024 12:24 PM
68	I am opposed to the additional traffic signals as it effects the smooth flow automobile flow. This section of Highway 86 is used by heavy trucks and they accelerate from stop very slowly thus hindering the flow of traffic even more.	9/15/2024 7:39 AM
69	Might cause traffic delays. Make sure there are sensors on the streets	9/14/2024 9:51 PM
70	I really think there is a need for a street light at this location.	9/14/2024 7:28 PM
71	I don't think it's needed. There is a traffic light right ahead. I drive This venue a lot and I haven't seen any pedestrians or bikes.	9/14/2024 2:27 PM
72	Not sure you need ANOTHER light here. Would bind up traffic worse than it is	9/14/2024 12:20 PM
73	The whole city needs nice sidewalks	9/14/2024 11:35 AM
74	Not to many residents will be walking behind the detention center unless the city of el centro makes a pedestrian and bike lane from imperial ave to 8th street with enough lighting for families to go to public library so children can have a long stretch walk or bike ride by not going along imperial ave high traffic. Safety is a 1st priority. Coordinate with IID right of way and have a joint commitment for a low cost	9/14/2024 9:38 AM
75	We see that most cyclists do NOT observe traffic lights. They just go on through them. There is never any traffic enforcement for cyclists. The street lights will improve conditions for pedestrians going to the library, but the proposed new bus stop will also improve safety.	9/14/2024 8:49 AM
76	All bike classes should be the same. If needed take from the median and/or from the drainage. Shoulder drainage can be covered if engineered properly to hold massive rain volume. It would not be a bad idea to add swales at certain junction to collect rain water to reduce flooding on these lower depression crossings but also as a barrier for pedestrians and bikers. The swales could add another visual cue for drivers to slow down or be mindful of bikers. I don't think having another traffic light is necessary since there are plenty of them throughout the avenue. Why not a round about? That would slow traffic based on volume and user ability vs a timer or camera system trying to predict flow. It's a car centric city but with a round about then we can become more bike and pedestrian friendly. If people get to their job a little later then that's okay. The roundabout serves as a way for bikers and pedestrians to cross this large area safely and makes traffic slow down tremendously. We have the space to work with it unless caltrans doesn't allow that. it's a local street more than a highway anymore.	9/14/2024 7:44 AM
77	Libraries invite children and elderly, highly agree with this addition	9/13/2024 10:20 PM
78	There are too many lights on imperial avenue . They are not timed and it takes too long to get across town . Another light will not help .	9/13/2024 6:45 PM
79	I'd suggest more public transportation to move pedestrians and bicycles as vehicle traffic is increasing and proposed bike and pedestrian paths will only male vehicle traffic congestion worse. Furthermore with summer heat, poor people with medical problems need HVAC assistance that.can be provided by proper public transportation.	9/13/2024 5:01 PM
80	This picture is a bit confusing to understand. It would be helpful to put actual traffic lights where they are being proposed rather than one big one in the center.	9/13/2024 4:56 PM
81	need more space	9/13/2024 1:39 PM
82	Everything is good,may retouch the painting	9/13/2024 12:37 PM
83	More ways to slow people down, no more speeding with more intersections with signal lights	9/13/2024 7:13 AM
84	Main Street/Downtown is where you need to start	9/13/2024 6:03 AM
85	Good idea to add a streetlight there to make the library more accessible.	9/12/2024 9:08 PM
86	No . This T street has not enough traffic for another signal light. It would only back up traffic from Imperial ave south heading north	9/12/2024 6:52 PM
87	Trees! Shade Structures, bus stop! Sitting areas under shade Structures close enough to access	9/12/2024 5:33 PM
88	Bicyclists fail to follow traffic lights throughout the city. They cross the streets when they want and cross against the traffic lights.	9/12/2024 2:26 PM

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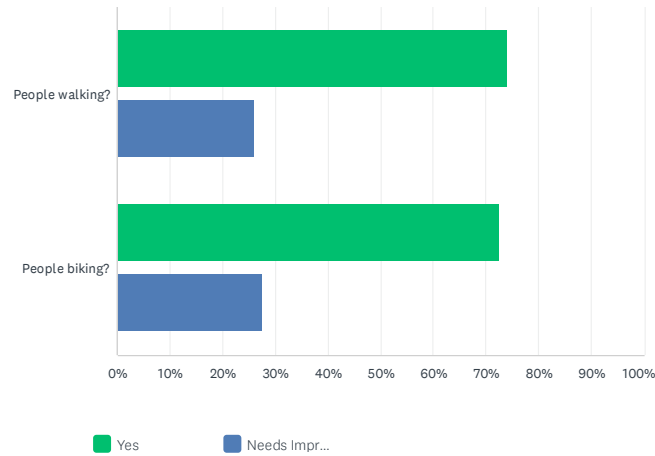
Imperial Avenue Complete Streets Plan

89	This may help walkers but it will create traffic back up. There are already 2 lights in that area.	9/12/2024 10:10 AM
90	I don't think that area needs a traffic light.	9/12/2024 9:30 AM
91	We do not need any more traffic lights in this area.	9/12/2024 8:58 AM
92	People are driving really fast and in a rush. This would aid in these cars slowing down and stopping	9/11/2024 9:19 PM
93	Not much foot traffic in that area. Also the signal light is extremely close to the signal lights near Jersey Mike's and the signal like on the opposite side, near El Pollo Loco	9/11/2024 8:59 PM
94	I think a signal light is a step in the right direction but it would only be successful with more pathways for pedestrians maybe something like the school signals in front of the border patrol building on aten	9/11/2024 8:53 PM
95	I don't see the need for a light at this location .	9/11/2024 8:45 PM
96	The traffic lights would be too close between Scott & Villa existing lights	9/11/2024 8:36 PM
97	Fix Main Street/downtown	9/11/2024 4:39 PM
98	Yes	9/11/2024 3:43 PM
99	I don't think a signal would work there since u have one at Scott n pico	9/4/2024 8:02 PM
100	Would help with traffic and less incidents	9/4/2024 7:51 PM
101	Another area where people need to walk to conduct services	9/4/2024 3:36 PM
102	If you are opening up villa on the east side, a light will be necessary.	9/4/2024 3:11 PM
103	I feel that adding another traffic light in this area would conjest traffic even more. The flow of traffic here keeps all others areas from being too congested.	9/4/2024 10:16 AM
104	Need less fast travel in this area, this would circumvent this alot of people use library as a cooling zone and need to cross street for bus etc	9/4/2024 10:12 AM
105	Is there very much ambulatory traffic to warrant a traffic signal?	9/4/2024 10:02 AM

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Q5 Intersection #2 - Lincoln Avenue and Imperial Avenue (near Cardenas Market) Would this new traffic signal increase safety and comfort for...

Answered: 210 Skipped: 5



	YES	NEEDS IMPROVEMENT (PLEASE COMMENT IN BOX BELOW)	TOTAL
People walking?	74.04% 154	25.96% 54	208
People biking?	72.46% 150	27.54% 57	207

#	WHAT COMMENTS OR QUESTIONS DO YOU HAVE ABOUT THIS SUGGESTION?	DATE
1	I don't recommend any additional traffic signals.	9/19/2024 10:11 AM
2	Stop lights will too close to each other and slow traffic down.	9/18/2024 2:05 PM
3	Less needed.	9/18/2024 1:41 PM
4	A light would be safe for pedestrians here but the intersection functions well as is.	9/18/2024 10:19 AM
5	Good spot with Pico market	9/18/2024 8:48 AM
6	Keep as it is, no signal light	9/18/2024 7:16 AM
7	Reduce wait time uncertainty	9/17/2024 10:17 PM
8	Reduce waiting anxiety	9/17/2024 10:14 PM
9	Proper timing of signal lights	9/17/2024 10:11 PM
10	no comment	9/17/2024 10:06 PM
11	The new traffic lights will provide clear directions for both vehicles and pedestrians, avoiding	9/17/2024 10:03 PM

	traffic chaos	
12	Install speed cameras	9/17/2024 9:51 PM
13	Install speed cameras	9/17/2024 9:51 PM
14	Install speed cameras	9/17/2024 9:50 PM
15	Install speed cameras	9/17/2024 9:50 PM
16	Install speed cameras	9/17/2024 9:49 PM
17	urban construction	9/17/2024 8:53 PM
18	urban construction	9/17/2024 8:52 PM
19	none	9/17/2024 8:51 PM
20	urban construction	9/17/2024 8:51 PM
21	urban construction	9/17/2024 8:50 PM
22	none	9/17/2024 8:50 PM
23	urban construction	9/17/2024 8:50 PM
24	none	9/17/2024 8:49 PM
25	urban construction	9/17/2024 8:49 PM
26	no	9/17/2024 8:48 PM
27	urban construction	9/17/2024 8:48 PM
28	no	9/17/2024 8:48 PM
29	urban construction	9/17/2024 8:46 PM
30	Reasonably plan the turning radius of the intersection	9/17/2024 8:40 PM
31	very good	9/17/2024 8:39 PM
32	Were the landscape nodes designed with accessibility in mind so that people with disabilities can fully enjoy these public Spaces?	9/17/2024 8:38 PM
33	Are environmental and sustainability factors taken into account in the selection of building materials and green plants? For example, are renewable materials or native plants used?	9/17/2024 8:37 PM
34	no	9/17/2024 8:37 PM
35	Add speed limit signs and speed measuring equipment	9/17/2024 8:36 PM
36	none	9/17/2024 8:36 PM
37	Are environmental and sustainability factors taken into account in the selection of building materials and green plants? For example, are renewable materials or native plants used?	9/17/2024 8:35 PM
38	Traffic signs could be clearer	9/17/2024 8:34 PM
39	Traffic signs could be clearer	9/17/2024 8:29 PM
40	Improve visibility at intersections and reduce accidents caused by poor sight lines	9/17/2024 8:29 PM
41	Again this would make it safer if the bikers followed signals.	9/17/2024 8:28 PM
42	Traffic signs could be clearer	9/17/2024 8:26 PM
43	Traffic signs could be clearer	9/17/2024 8:23 PM
44	Obvious speed limit signs can be placed on the road	9/17/2024 8:22 PM
45	none	9/17/2024 8:21 PM
46	no	9/17/2024 8:20 PM
47	Traffic signs could be clearer	9/17/2024 8:20 PM

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48	Are there plans to implement rainwater harvesting and utilization systems to reduce pressure on urban drainage systems and achieve sustainable use of water resources?	9/17/2024 8:19 PM
49	Are there plans to implement rainwater harvesting and utilization systems to reduce pressure on urban drainage systems and achieve sustainable use of water resources?	9/17/2024 8:17 PM
50	Traffic signs could be clearer	9/17/2024 8:17 PM
51	This new traffic light is going to increase safety and comfort...	9/17/2024 8:16 PM
52	I have no problem	9/17/2024 8:13 PM
53	no.	9/17/2024 8:13 PM
54	no	9/17/2024 7:50 PM
55	Might be one too many stoplights	9/17/2024 2:17 PM
56	It need a sign and a button	9/17/2024 12:23 AM
57	No questions nor suggestions.	9/16/2024 5:40 PM
58	This place has security and I feel safe walking.	9/16/2024 5:30 PM
59	A traffic light is needed here.	9/16/2024 9:09 AM
60	Another street that doesn't not need a signal light. It would create a lot of car traffic.	9/15/2024 10:04 PM
61	No pedestrian walk	9/15/2024 4:56 PM
62	Más seguridad en escuelas y casetas de vigilancia	9/15/2024 3:29 PM
63	Too close to stoplight at Pico road. Not good for vehicle traffic.	9/15/2024 12:24 PM
64	People walking from the apartments and homes nearby can walk to this Cardenas center without worrying about being hit	9/15/2024 8:23 AM
65	I don't understand the need for a traffic signal in this location. To allow traffic the ability to turn left? That can be done at the next intersection.	9/15/2024 7:39 AM
66	Too many potential traffic lights. I currently take other route long way less traffic lights (La Brucharie) to go to Walmart Costco Cardenas Lowes Target. I rather use the back roads, much quicker. It takes more time to go from point A to point B through Imperial Ave now	9/14/2024 9:51 PM
67	No need for a street light at this location.	9/14/2024 7:28 PM
68	Again I drive here a lot and I haven't seen any pedestrians.	9/14/2024 2:27 PM
69	For this area, I would suggest a crossing sign, similar to the one in front of the DMV.	9/14/2024 2:20 PM
70	Greenery only	9/14/2024 12:20 PM
71	I don't see to many residents walking along that path	9/14/2024 9:38 AM
72	Same as above. Eat into the shoulders and low ditches and medians for room for bike lanes and bus lanes. We should have bus stops on the right side of the road with easy crossing for pedestrians getting in and off with appropriate shading and physical barriers.	9/14/2024 7:44 AM
73	No more stoplights on imperial avenue	9/13/2024 6:45 PM
74	I'd suggest more public transportation to move pedestrians and bicycles as vehicle traffic is increasing and proposed bike and pedestrian paths will only male vehicle traffic congestion worse. Furthermore with summer heat, poor people with medical problems need HVAC assistance that.can be provided by proper public transportation.	9/13/2024 5:01 PM
75	need stop	9/13/2024 1:39 PM
76	I always see people crossing	9/13/2024 12:37 PM
77	That area is tricky bit small & there's already a signal light. Would be to close	9/13/2024 7:13 AM
78	Main Street/Downtown is where you need to start	9/13/2024 6:03 AM

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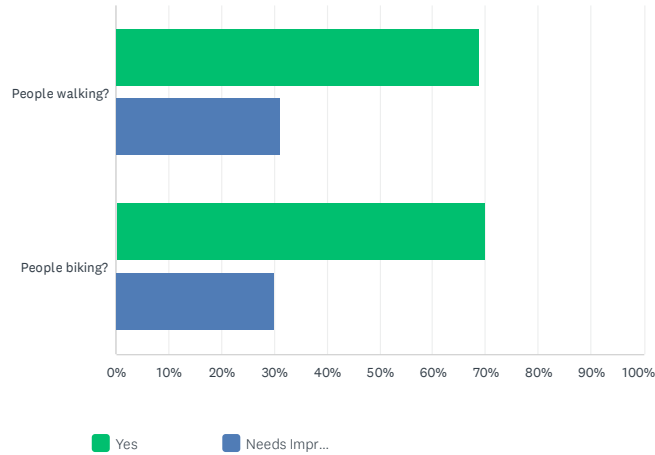
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79	The proposed streetlight will add a crosswalk that is definitely needed for all the people that live around the area and are low income (primarily pedestrians)	9/12/2024 9:08 PM
80	No need for a signal light in this area	9/12/2024 6:52 PM
81	Bus stop needed for easy access to medical buildings. Lots of shade structures for people to be able to walk to Cardenas. Sitting areas under shade Structures big enough for people to wait for the bus.	9/12/2024 5:33 PM
82	Streetlight should be put.	9/12/2024 2:57 PM
83	I think a light at the intersection would make traffic times and traffic lines significantly longer	9/12/2024 12:05 PM
84	Please make the traffic signals more coordinated down Imperial Ave.nThey are out of sync and it backs traffic up. Sometimes the left turn light to Ocotillo when you come off I 8 to Imperial Ave will cycle through the other lights before it turns green. As happens with other lights in town.	9/12/2024 10:54 AM
85	There is already a light at Pico. To many lights create traffic problems.	9/12/2024 10:10 AM
86	I don't think that area needs a traffic light.	9/12/2024 9:30 AM
87	I do not think we need a traffic light here.	9/12/2024 8:58 AM
88	I feel this would be too many stop lights and cause more traffic.	9/12/2024 6:05 AM
89	I think a light would be too close to the next stoplight on Pico & Imperial Ave. Traffic would be crazy because of this	9/11/2024 8:59 PM
90	There is a light already close by (Pico Ave) for walking and biking.	9/11/2024 8:45 PM
91	Too close to existing traffic lights, will slow flow of traffic	9/11/2024 8:36 PM
92	Fix Main Street/downtown	9/11/2024 4:39 PM
93	Needs improvement.	9/11/2024 3:43 PM
94	Would help tremendously and keep the traffic flowing	9/4/2024 7:51 PM
95	Not needed. Proposing too many lights for a small section of road that doesn't flow well as it is. I bet a well connected doctor wants more access to his facility with the light. It's not needed.	9/4/2024 3:11 PM
96	I don't feel like there is that much foot traffic that would need to cross in this area particularly.	9/4/2024 10:04 AM
97	Unneeded	9/4/2024 10:02 AM

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Q6 Intersection #3 - El Dorado Avenue and Imperial Avenue (near Rally's) Would this new traffic signal increase safety and comfort for...

Answered: 208 Skipped: 7



	YES	NEEDS IMPROVEMENT (PLEASE COMMENT IN BOX BELOW)	TOTAL
People walking?	68.93% 142	31.07% 64	206
People biking?	70.00% 140	30.00% 60	200

#	WHAT COMMENTS OR QUESTIONS DO YOU HAVE ABOUT THIS SUGGESTION?	DATE
1	All intersections must have cycling/bike sensors on the ground and/or a cycling specific crossing button/light that turns green a couple seconds before the car signals turn green to prevent collisions with vehicles making right-turns.	9/19/2024 11:05 AM
2	I don't recommend any additional traffic signals.	9/19/2024 10:11 AM
3	Too close together	9/18/2024 2:05 PM
4	Lots of people going to Cardenas.	9/18/2024 1:41 PM
5	That's a lot of intersections with a light, not sure what that would do to traffic but it would help to have a left turn lane here and would increase safety for all the people who ride bikes or walk along Imperial Ave on the shoulder near the drain.	9/18/2024 10:19 AM
6	Feels a little less needed than other two.	9/18/2024 8:48 AM
7	Improve traffic flow	9/17/2024 10:17 PM
8	Improve traffic flow	9/17/2024 10:14 PM
9	No	9/17/2024 10:11 PM

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10	No	9/17/2024 10:06 PM
11	At intersections, passing vehicles and pedestrians can clearly know when to stop and wait, and when it is safe to cross	9/17/2024 10:03 PM
12	Install more traffic lights and crosswalk signals	9/17/2024 9:51 PM
13	Install more traffic lights and crosswalk signals	9/17/2024 9:51 PM
14	Install more traffic lights and crosswalk signals	9/17/2024 9:50 PM
15	Install more traffic lights and crosswalk signals	9/17/2024 9:50 PM
16	Install more traffic lights and crosswalk signals	9/17/2024 9:49 PM
17	urban construction	9/17/2024 8:53 PM
18	urban construction	9/17/2024 8:52 PM
19	How to ensure that the new light Settings will not cause traffic congestion on other roads?	9/17/2024 8:51 PM
20	urban construction	9/17/2024 8:51 PM
21	urban construction	9/17/2024 8:50 PM
22	How to ensure that the new light Settings will not cause traffic congestion on other roads?	9/17/2024 8:50 PM
23	urban construction	9/17/2024 8:50 PM
24	How to ensure that the new light Settings will not cause traffic congestion on other roads?	9/17/2024 8:49 PM
25	urban construction	9/17/2024 8:49 PM
26	Are there any plans to provide more pedestrian crossing facilities such as pedestrian crossings or flyovers?	9/17/2024 8:48 PM
27	urban construction	9/17/2024 8:48 PM
28	Are there any plans to provide more pedestrian crossing facilities such as pedestrian crossings or flyovers?	9/17/2024 8:48 PM
29	urban construction	9/17/2024 8:46 PM
30	Add speed bumps	9/17/2024 8:42 PM
31	Obvious speed limit signs can be placed on the road	9/17/2024 8:40 PM
32	Not yet	9/17/2024 8:38 PM
33	It's a good idea to consider bike lanes, but how do you make sure there's enough separation between bike lanes and motorized lanes to keep riders safe?	9/17/2024 8:37 PM
34	It's a good idea to consider bike lanes, but how do you make sure there's enough separation between bike lanes and motorized lanes to keep riders safe?	9/17/2024 8:37 PM
35	Install guard rails and dividers	9/17/2024 8:36 PM
36	none	9/17/2024 8:36 PM
37	Not yet	9/17/2024 8:35 PM
38	Traffic signs could be clearer	9/17/2024 8:34 PM
39	Traffic signs could be clearer	9/17/2024 8:29 PM
40	Optimize the timing of signal lights to reduce waiting time for vehicles and pedestrians	9/17/2024 8:29 PM
41	This is an ancillary entrance and ppl tend to walk more inside near the stores so a light here may cause more problems with the flow of traffic on the main highway and not be beneficial for walkers. Bikers don't follow traffic signals anyway.	9/17/2024 8:28 PM
42	Traffic signs could be clearer	9/17/2024 8:26 PM
43	Traffic signs could be clearer	9/17/2024 8:23 PM

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44	Improve visibility	9/17/2024 8:22 PM
45	Are there any plans to provide more pedestrian crossing facilities such as pedestrian crossings or flyovers? Especially in schools, shopping malls and other densely populated areas.	9/17/2024 8:21 PM
46	Are the proposed art sculptures and street decorations in harmony with the surrounding architectural style and community atmosphere? Was the community consulted?	9/17/2024 8:20 PM
47	Traffic signs could be clearer	9/17/2024 8:20 PM
48	Are the proposed art sculptures and street decorations in harmony with the surrounding architectural style and community atmosphere? Was the community consulted?	9/17/2024 8:19 PM
49	Has an adequate traffic flow analysis been conducted to determine the necessity and justification for the proposed addition of traffic lights and the optimization of signal timing? How to ensure that the new light Settings will not cause traffic congestion on other roads?	9/17/2024 8:17 PM
50	Traffic signs could be clearer	9/17/2024 8:17 PM
51	no	9/17/2024 8:16 PM
52	There could be more traffic lights	9/17/2024 8:13 PM
53	no	9/17/2024 8:13 PM
54	no opinion	9/17/2024 7:50 PM
55	We don't need that many signs since it gets very congested in these areas during certain times of the day.	9/17/2024 6:04 PM
56	Maybe because of stores but could slow things down because of number of stoplights on Imperial.	9/17/2024 2:17 PM
57	O dint think we really need a sing there	9/16/2024 5:42 PM
58	No questions nor suggestions.	9/16/2024 5:40 PM
59	Pedestrian safety is present in this place.	9/16/2024 5:30 PM
60	In the street there will be already too many stop lights. It might cause to desynchronize like other streets with a lot of stop lights. Creating a build up of traffic which increases the risk for pedestrians and cyclists	9/16/2024 5:29 PM
61	No traffic light needed here.	9/16/2024 9:09 AM
62	Traffic signal is not needed. There isn't much pedestrian walking across from those corners since there is a traffic light half a block up.	9/15/2024 10:04 PM
63	Even when just trying to turn right, traffic can sometimes be heavy, and a signal light could be beneficial to those turning from El Dorado.	9/15/2024 5:32 PM
64	Not suited for foot traffic	9/15/2024 4:56 PM
65	Más laminación publica	9/15/2024 3:29 PM
66	For all these suggestions, I would add that any signage to make motorists aware that cyclists might be present would be a good thing. The green paint I have seen other places makes a cyclist feel safer, but that might be a false feeling of security. I wonder if any data support any positive effect of green paint on the number of collisions with cyclists and motor vehicles.	9/15/2024 3:04 PM
67	Will cause vehicle congestion. Too close to light on Bradshaw.	9/15/2024 12:24 PM
68	Needs another stop sign placed in front of Rally's again. Never should have removed it. There's been many near miss accidents that I have witnessed here	9/15/2024 8:23 AM
69	Too many traffic signals in a row.	9/15/2024 7:39 AM
70	You need to consider drivers from all points from Brawley to El Centro,from Imperial to El Centro, working and living different cities and have to drive through Imperial Ave.	9/14/2024 9:51 PM
71	No need for street light at this location.	9/14/2024 7:28 PM
72	Don't see the need	9/14/2024 2:27 PM

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73	For this area, I would suggest a crossing sign, similar to the one in front of the DMV.	9/14/2024 2:20 PM
74	Not another light. What ate you thinking. Traffic flow will back up horribly. Fine now	9/14/2024 12:20 PM
75	This traffic light is not going to be an improvement.	9/14/2024 8:49 AM
76	Same as above. Need greater width of bikers and pedestrians. Think of a person in a mobile scooter or adult tricycle that needs to maneuver through these spaces plus other bikers and users. Roundabout preferred over another traffic light. Or at least a yellow crossing that we can push buttons to cross when needed and signage stating fines for not yielding and enforcement by cops	9/14/2024 7:44 AM
77	I don't think people walk through here very often	9/14/2024 7:36 AM
78	Not recommended here	9/13/2024 10:20 PM
79	I'd suggest more public transportation to move pedestrians and bicycles as vehicle traffic is increasing and proposed bike and pedestrian paths will only male vehicle traffic congestion worse. Furthermore with summer heat, poor people with medical problems need HVAC assistance that.can be provided by proper public transportation.	9/13/2024 5:01 PM
80	No need for another stop light, too many stop light on imperial Ave. Maybe though cautious people cross light, like they have on central high School and DMV. Maybe be	9/13/2024 12:37 PM
81	Way too close to the other. Not needed in that area	9/13/2024 7:13 AM
82	Main Street/Downtown is where you need to start	9/13/2024 6:03 AM
83	This makes sense	9/12/2024 6:52 PM
84	We need Trees in this area. Shaded sitting. Bus stop needed. Lots of trees that provide shade.	9/12/2024 5:33 PM
85	Too many streetlights all together	9/12/2024 2:57 PM
86	This signal would cause an influx in traffic delays in the corridor.	9/12/2024 2:26 PM
87	Don't put too many signal lights int! Traffic is already backed up on Imperial ave	9/12/2024 10:54 AM
88	We need protective barriers on bike paths.	9/12/2024 10:49 AM
89	Too many lights create traffic problems. There are slready 3 lights in thaarea from railroad tracks to El Darado	9/12/2024 10:10 AM
90	not much foot traffic nor bike traffic	9/12/2024 9:35 AM
91	NO! That area does NOT need a traffic light. I drive this spot daily and never felt the need for a traffic light.	9/12/2024 9:30 AM
92	No traffic light needed here.	9/12/2024 8:58 AM
93	I don't feel there is a need for a stop light here.	9/12/2024 6:05 AM
94	I feel like that's too many signal lights , it's too close from there to pico and Bradshaw	9/12/2024 12:33 AM
95	Even though pedestrians would be able to cross safely, the proposed stop light is too close to the stop light near Chipotle	9/11/2024 8:59 PM
96	It may not be that much needed but it makes more sense than the other ones.	9/11/2024 8:45 PM
97	Too close to existing traffic lights, would slow flow of traffic	9/11/2024 8:36 PM
98	We don't need a light at every intersection and fix downtown	9/11/2024 4:39 PM
99	Needs improvement	9/11/2024 3:43 PM
100	but I am not sure is good for the car traffic, it might make it might create traffic jams	9/6/2024 10:11 PM
101	I still think that a walking bridge is better.	9/5/2024 12:14 AM
102	They need to use pico if crossing I have never seen ppl walking across from there	9/4/2024 8:02 PM
103	I live on El Dorado and these would make it much safer! Thank you	9/4/2024 3:55 PM
104	Makes more sense for a light to connect to a road unlike the proposed Lincoln light	9/4/2024 3:11 PM

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105	No traffic lights needed here	9/4/2024 10:16 AM
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Q7 Is there anything else you'd like us to keep in mind for the Imperial Avenue Complete Streets Plan?

Answered: 154 Skipped: 61

#	RESPONSES	DATE
1	All cycling, pedestrian infrastructure should have some sort of physical barriers providing safety for the active user.	9/19/2024 11:05 AM
2	Who will oversee the long term maintenance of the plantings and greenspace? I recommend a beautification committee be set up to oversee the agency responsible and provide recommendations and input from the community.	9/19/2024 10:11 AM
3	Keep bike lanes clear of trash.	9/18/2024 5:15 PM
4	No	9/18/2024 2:05 PM
5	I work at Lincoln and lots of issues after school. Lots of speeding on 12th at Lincoln. Really tough.	9/18/2024 1:41 PM
6	No	9/18/2024 12:28 PM
7	Nope. I'm not a resident but I do drive through here daily or multiple times per day.	9/18/2024 10:19 AM
8	P.O. BOX 2546	9/18/2024 10:00 AM
9	Would like more flashing beacons near the hospital on Imperial.	9/18/2024 8:48 AM
10	School crossings	9/18/2024 7:16 AM
11	Cell phone charging stations on bus stops and/or intersections..	9/18/2024 12:31 AM
12	Bike lanes and more street lights would help a lot.	9/18/2024 12:18 AM
13	Whether the timing of the signal lamp is reasonable	9/17/2024 10:17 PM
14	Clarify traffic rules	9/17/2024 10:14 PM
15	Comfort aspect	9/17/2024 10:11 PM
16	No	9/17/2024 10:06 PM
17	n the process of road construction and installation of facilities, priority should be given to environmentally friendly materials.	9/17/2024 10:03 PM
18	The use of recycled materials to pave sidewalks can reduce the consumption of natural resources	9/17/2024 9:51 PM
19	The use of recycled materials to pave sidewalks can reduce the consumption of natural resources	9/17/2024 9:51 PM
20	The use of recycled materials to pave sidewalks can reduce the consumption of natural resources	9/17/2024 9:50 PM
21	The use of recycled materials to pave sidewalks can reduce the consumption of natural resources	9/17/2024 9:50 PM
22	The use of recycled materials to pave sidewalks can reduce the consumption of natural resources	9/17/2024 9:49 PM
23	no	9/17/2024 8:53 PM
24	no	9/17/2024 8:52 PM
25	convenience	9/17/2024 8:51 PM
26	no	9/17/2024 8:51 PM

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27	no	9/17/2024 8:50 PM
28	convenience	9/17/2024 8:50 PM
29	no	9/17/2024 8:50 PM
30	convenience	9/17/2024 8:49 PM
31	no	9/17/2024 8:49 PM
32	rest area	9/17/2024 8:48 PM
33	no	9/17/2024 8:48 PM
34	rest area	9/17/2024 8:48 PM
35	no	9/17/2024 8:46 PM
36	Have police officers during the morning ,evening ,10clock and up	9/17/2024 8:42 PM
37	Reduce out-of-control accidents caused by uneven roads	9/17/2024 8:40 PM
38	no	9/17/2024 8:38 PM
39	without	9/17/2024 8:37 PM
40	none	9/17/2024 8:37 PM
41	Ensure that there is sufficient sidewalk and bike lane space to meet the needs of different modes of travel	9/17/2024 8:36 PM
42	no	9/17/2024 8:36 PM
43	none	9/17/2024 8:35 PM
44	no	9/17/2024 8:34 PM
45	no	9/17/2024 8:29 PM
46	Traffic lights and signs Ensure that traffic lights are properly set up	9/17/2024 8:29 PM
47	Imperial avenue is a main artery road and the flow of its traffic is vial to businesses in EI Centro. Inhibiting the smooth flow of traffic may have unintended consequences on these businesses because it is too much of a hustle to travel this road.	9/17/2024 8:28 PM
48	no	9/17/2024 8:26 PM
49	no	9/17/2024 8:23 PM
50	Traffic flow and demand analysis	9/17/2024 8:22 PM
51	Are the planned public facilities, such as benches and trash cans , in sufficient quantity and distribution to meet the actual needs?	9/17/2024 8:21 PM
52	Are the planned public facilities, such as benches and trash cans, in sufficient quantity and distribution to meet the actual needs?	9/17/2024 8:20 PM
53	no	9/17/2024 8:20 PM
54	no	9/17/2024 8:20 PM
55	Are the planned public facilities, such as benches and trash cans, in sufficient quantity and distribution to meet the actual needs?	9/17/2024 8:19 PM
56	Are the planned public facilities, such as benches and trash cans, in sufficient quantity and distribution to meet the actual needs?	9/17/2024 8:17 PM
57	no	9/17/2024 8:17 PM
58	no	9/17/2024 8:16 PM
59	No	9/17/2024 8:13 PM
60	no	9/17/2024 8:13 PM

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61	Traffic flow and capacity	9/17/2024 7:50 PM
62	More lights would be great, places for people to walk and bike. It is dangerous along Imperial, people drive faster than speed limit though I don't think it need to be lowered.	9/17/2024 5:40 PM
63	No	9/17/2024 5:29 PM
64	N/A	9/17/2024 3:29 PM
65	Villa and Imperial gets very hectic in the morning. Need attention here.	9/17/2024 2:17 PM
66	No	9/17/2024 12:23 AM
67	The bus routes	9/16/2024 9:07 PM
68	More walking and biking space	9/16/2024 5:42 PM
69	More lights at night	9/16/2024 5:40 PM
70	No, thank you!!	9/16/2024 5:40 PM
71	Sometimes we need to cross to another street because we can't cross there. I think we should have the option to cross wherever.	9/16/2024 5:30 PM
72	Is there sufficient street lights in this corridor?	9/16/2024 11:42 AM
73	In addition to the proposed changes please keep in mind that the EI Centro has a climate that would be conducive to good weather almost year round. The bike paths or walking paths, even sidewalks would be great to consider for all main streets not just Imperial Avenue. Ross Avenue between 4th and 8th Streets need sidewalks PLEASE!! Also better crosswalks between the street by Farmer Boys and Aldi's - it's very awkward crossing that street	9/16/2024 9:59 AM
74	I'd like to see as many trees/plants and lighting as possible.	9/16/2024 9:09 AM
75	Perhaps a crossing indicator on Brighton and Imperial Ave. A lot of students are crossing that street to get the Centro Union High school. My fear is these kids could be hit by cars during the morning and afternoon rush.	9/15/2024 10:04 PM
76	I think the signal lights will improve for walkers and bikers but, I think thays too many signal lights for cars. I believe there will be more traffic because of the stops.	9/15/2024 7:55 PM
77	Fix the lights and lanes. Congested traffic. Merging difficult.	9/15/2024 4:56 PM
78	Mas alumbrado	9/15/2024 3:29 PM
79	I just wonder if these improvements are worth the expense. Can any of the money be used for sharrows on roadways where cyclists are already using the roads and sharing the lane with cars?	9/15/2024 3:04 PM
80	341 Crown Court	9/15/2024 1:37 PM
81	Traffic flow will be adversely affected by adding more traffic lights. The best option is the one that will assist pedestrians near the new library.	9/15/2024 12:24 PM
82	Better have state of the art traffic lights. AI systems to become more efficient in avoid delaying	9/14/2024 9:51 PM
83	No	9/14/2024 9:39 PM
84	Make the light coordinate. Aldo for cameras for speeders	9/14/2024 8:52 PM
85	Sure like to see a medium divider with some greenery.	9/14/2024 7:28 PM
86	Urban green, covered bus shelters, trees will upgrade the look of Imperial Ave!!	9/14/2024 2:35 PM
87	What about the section infront of ECRMC. I do see a lot of pedestrians jaywalking and that is dangerous.	9/14/2024 2:27 PM
88	While it is important to protect the safety of people walking, I think it's important to keep drivers in mind as well. Particularly with bicycle riders. Often times, they ride in the streets regardless of the amount of shoulder space there is as though they are able to ride at the same speed as a vehicle.	9/14/2024 2:20 PM

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89	More trees, lights, signals, for bike riders and pedestrians....	9/14/2024 1:57 PM
90	More trees and street/sidewalk maintenance	9/14/2024 12:20 PM
91	More green. Completed sidewalks even on empty lots	9/14/2024 11:35 AM
92	If this project will happen. Put trash can station along the stretch with a few restrooms	9/14/2024 9:38 AM
93	Imperial Avenue does not need bike lanes or pathways.	9/14/2024 8:49 AM
94	Keep in mind that vegetation should be native Sonoran desert/Colorado desert plants that can survive in this heat without much maintenance or water usage. If we expect to only have funding to put these in place with no significant investments after the fact to maintain then think long term. Many native plants have beautiful flowers and seasons that can beautify this road way. I prefer taking the shoulders, medians and drainages for pedestrian, bus and bikers. Imperial avenue has significant businesses and services that a dedicated bus lane that services bikers and pedestrian should be out in place. Our bus system is extremely slow with 1-1.5 time between buses. If you have a dedicated bus lane up and down imperial avenue then more people who are reliant on it for transportation and work and devices and can get to their services more directly and quicker. There is space on imperial avenue in strategic locations. If need be, eat into the sidewalk and medians so we can make those lanes. We don't need 3-4 lanes for traffic flow if we want to make the city pedestrian and biker friendly and focused. A lot of people can't afford cars so we should put them ahead first with drivers last. Cars can wait or get to their destination a little later.	9/14/2024 7:44 AM
95	Instead of two lanes add an additional lane for bikes only and walking	9/14/2024 7:36 AM
96	The use of LED white lighting at night rather than amber as it lights up a larger area and provides better security for those crossing at night or traveling.	9/13/2024 10:20 PM
97	Brighter street lights	9/13/2024 9:22 PM
98	Do not add more stoplights	9/13/2024 6:45 PM
99	Imperial Avenue needs to be 4 traffic lanes wider.	9/13/2024 5:01 PM
100	the more greenery or awning for shades are extremely important to encourage people to use these amenities and to keep people cool at bus stops. You can't just plant ground plants for greenery they should provide a purpose and offer shade to the streets.	9/13/2024 4:56 PM
101	More bicycle lanes	9/13/2024 2:05 PM
102	719 El Centro Avenue	9/13/2024 1:39 PM
103	Is there an area that can be created for runners.	9/13/2024 12:46 PM
104	Not really	9/13/2024 12:37 PM
105	Fix all potholes and manholes that were not left flat! It's wear and tear on vehicles of Imperial Ave-Main St Broadway St Commercial Ave.	9/13/2024 11:41 AM
106	No	9/13/2024 7:49 AM
107	Maybe checking on the newly installed stop sign of Brighton & 12th, might need to paint that small part red people cannot see the sign with cars parked to close/next to it	9/13/2024 7:13 AM
108	Dog walking safety	9/13/2024 6:40 AM
109	You all make to worst decisions, please step down. Main Street/Downtown is where you need to start	9/13/2024 6:03 AM
110	Less asphalt more greenery to not increase the heat in the city (look at Tempe, AZ community called Culdesac)	9/12/2024 9:08 PM
111	Definitely The shades for the bus stops and mor trees on the sides	9/12/2024 8:23 PM
112	Plant more trees and grass areas throughout the avenue.	9/12/2024 8:20 PM
113	Invest in trees and making the entrance off the I8 into imperial ave heading north a welcoming clean look. Move the homeless out or stop other cities dumping on our community	9/12/2024 6:52 PM
114	Sounds for the visual impaired	9/12/2024 6:52 PM

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115	No	9/12/2024 5:39 PM
116	Please keep our elder and disabled populations in mind. I hate seeing our elder in 100 plus degrees off heat with their groceries and no where to sit under a shaded structure.	9/12/2024 5:33 PM
117	No, the proposed plan looks good, really like it.	9/12/2024 5:19 PM
118	The plan for increased bicycle lanes is useful, but combining the pedestrian traffic with bike traffic is a bad idea!	9/12/2024 2:26 PM
119	I don't think that people should use the bike path for walking which is why of There's a bike path somewhere then a sidewalk should be too	9/12/2024 12:05 PM
120	Not for the signs. Obviously the heat is brutal here. More pavement and signal lights just exacerbate the heat. It would be a dream if the City actually planted trees (sisso or Cuban hibiscus love the heat) and made Imperial Ave environmentally pleasing to the eyes. And required big box merchants to clean up paper and garbage in their parking lots.	9/12/2024 10:54 AM
121	Use protective barries on bike paths and allow the use of ebikes on paths.	9/12/2024 10:49 AM
122	Clear Signage well in advance. Such as names of streets and "bike lanes ahead" .	9/12/2024 10:10 AM
123	no	9/12/2024 9:35 AM
124	Better markings on the street for night time drivers. The sun fades majority of the markings (lane dividers, arrows indicating lane is a turning lane etc.) and having clear, visible road marks would be so helpful on all roads. Maybe invest in reflector that will last longer than road paint?	9/12/2024 9:30 AM
125	Provide shade where pedestrian are actually walking currently not what areas might be considered a potential area of use. There is already a lot of traffic lights everywhere and I don't think more are needed to provide safety for pedestrians. There are already enough crosswalks at a reasonable distance.	9/12/2024 8:58 AM
126	When plans are being developed to always take into consideration accessibility to elderly and handicapped persons.	9/12/2024 8:29 AM
127	Traffic lights sensors be more accurate	9/12/2024 6:29 AM
128	Add more trees, flowers, greenery, teach and recycling	9/12/2024 6:05 AM
129	Imperial avenue south also would be nice to enhance. Not just Hwy 86.. imperial avenue south is the city.. that DMV building also needs a facelift	9/12/2024 1:34 AM
130	If there are too many signal lights the traffic will be worse unless flowing freely and having a certain amount of signals is fine and one would be better on villa and imperial	9/12/2024 12:33 AM
131	Adding more signals is probably a good idea but people will take La Brucherie or 8th Street to bypass them.	9/11/2024 11:50 PM
132	Imperial ave. has been used as a way of going from El Centro to Imperial, so any type of walking/biking path would benefit them both	9/11/2024 10:20 PM
133	What about safety around the Jr High and High school?	9/11/2024 10:18 PM
134	If possible a stoplights at road which exits airport. While driving south on Imperial Ave almost got in an accident because driver exiting airport was crossing over Imperial Ave.	9/11/2024 10:18 PM
135	It's not smart to place stop light after stop light every hundreds of feet apart.	9/11/2024 8:59 PM
136	I think more trees are a must and signal lights are a step in the right direction but we also need infrastructure to support the paths between the signal lights as well as better routes for public transport	9/11/2024 8:53 PM
137	Timeframe. Projects like this take a long time and commuters suffer the most.	9/11/2024 8:45 PM
138	It's great to make it look good & better for foot & bike traffic but keep in mind flow of vehicle traffic as well.	9/11/2024 8:36 PM
139	Construction crews should work during the evenings when there is an excessive heat wave and to minimize traffic congestion and accidents.	9/11/2024 6:24 PM
140	Trash cans for the people who is walking by	9/11/2024 5:23 PM

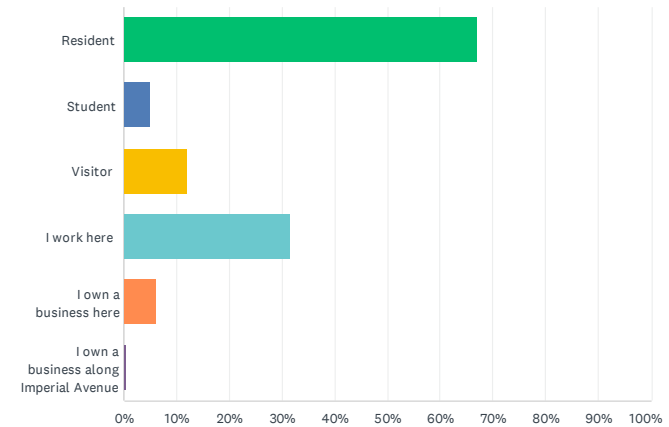
Imperial Avenue Complete Streets Plan

141	Put the money where it is needed not where you want to	9/11/2024 4:39 PM
142	Let's keep our small businesses informed and make them a priority when implementing these changes. It would be a shame if we became one of those communities that favors the biking community over businesses to appease our state officials. And if we are going to implement biking paths, please consider in the budget that they (and the bike lanes) monitored that they are complying with the laws.	9/11/2024 4:24 PM
143	Consider the crossing in front of Central HS. Where it really affect people walking across or riding bikes across not to make it more accessible for commerce.	9/11/2024 4:03 PM
144	1050 E Danenberg Dr	9/11/2024 2:36 PM
145	More transportation options, with shades, and bike racks	9/6/2024 10:11 PM
146	No	9/5/2024 12:14 AM
147	The homeless that use the bus stops for SLEEPING N LEAVE THEIR GARBAGE EVERYWHERE. EEEKLY MAINTENANCE IS NEEDED	9/4/2024 8:02 PM
148	Make signs and street lines more visible to the eye.I've noticed people going straight instead of turning right when it clearly say right turn only.	9/4/2024 7:51 PM
149	We need new sidewalks and upgrade our landscape -street lamps - our city should look like Indio. Ca	9/4/2024 3:36 PM
150	Literally just a WELL LIT WELL MAINTAINED sidewalk all the way down imperial ave or anywhere in El Centro would help	9/4/2024 3:11 PM
151	Just my previous comment about the direction of travel. I understand there are budgetary limitations and there had to be a decision made about where it would benefit us economically, but somewhere in this discussion I was hoping that the student safety concerns were brought up. Thank you.	9/4/2024 10:16 AM
152	Hopefully will increase safety as people tend to speed alot in this area	9/4/2024 10:12 AM
153	NA	9/4/2024 10:04 AM
154	Some of these proposals are great but take into consideration traffic that will be halted in the busiest part of town.	9/4/2024 10:02 AM

Imperial Avenue Complete Streets Plan

Q8 Which best describe your relationship with The City of El Centro? (Check all that apply)

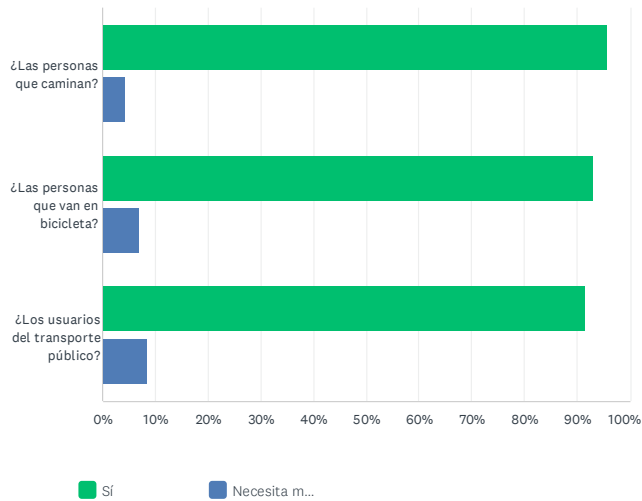
Answered: 213 Skipped: 2



ANSWER CHOICES	RESPONSES	
Resident	67.14%	143
Student	5.16%	11
Visitor	12.21%	26
I work here	31.46%	67
I own a business here	6.10%	13
I own a business along Imperial Avenue	0.47%	1
Total Respondents: 213		

Q1 Segmento A - Avenida Adams a Avenida Scott.(Haga clic aquí para ver la imagen más grande)¿Piensa usted que estas recomendaciones aumentarían la seguridad y la comodidad para...

Answered: 71 Skipped: 0



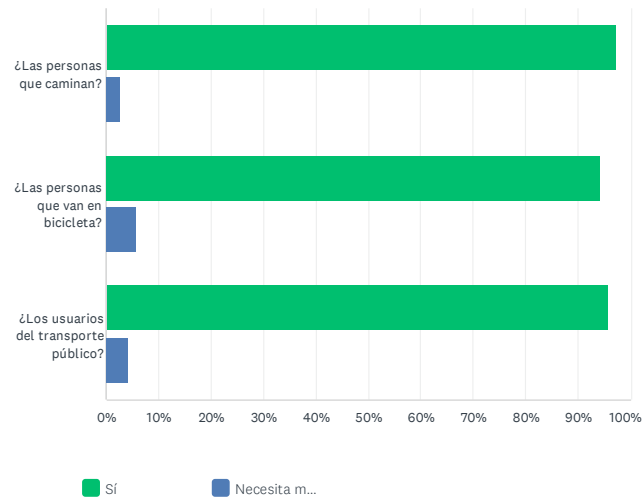
	SÍ	NECESITA MEJORAS (POR FAVOR, COMENTE LAS MEJORAS EN EL CUADRO DE ABAJO)	TOTAL
¿Las personas que caminan?	95.77% 68	4.23% 3	71
¿Las personas que van en bicicleta?	92.96% 66	7.04% 5	71
¿Los usuarios del transporte público?	91.43% 64	8.57% 6	70

#	¿QUÉ COMENTARIOS O PREGUNTAS TIENE SOBRE ESTAS SUGERENCIAS PARA EL SEGMENTO A (DE LA AVENIDA ADAMS A LA AVENIDA SCOTT)?	DATE
1	Mi sugerencia sería agregar una línea de árboles de la región que no necesiten mucho cuidados y soporten las altas o bajas temperaturas	9/18/2024 10:21 PM
2	Marcar mejor el camino de las bicicletas o ver la forma que se respete por los automovilistas o personas que se estacionan en lugares que no deben ,muchas personas llevan a sus hijos a la escuela en bici y eso hace falta	9/18/2024 1:44 PM
3	Not too many suggestions or questions	9/17/2024 11:00 PM
4	Que árboles van a usar y qué agua van a usar, agua reciclada o agua potable.	9/17/2024 9:10 PM

5	Mejor fluidez de trafico	9/17/2024 8:56 PM
6	Really like the trees.	9/17/2024 5:23 PM
7	Solo que no tarden tanto tiempo en cambiar los semáforos	9/16/2024 8:40 AM
8	Reubicar la clinica de tratamiento con Metadona para los adictos. Por que ya es un problema, son demasiados los adictos que estan viviendo aun lado clinica. Y dan mal aspecto a toda la zona y es muy inseguro, por que solo andan robando. Y hacen sus necesidades en la via publica. Gracias	9/15/2024 10:43 AM
9	es la na excelente mejora y va ayudar a la seguridad de nuestra gente y embellecimiento de nuestra avenida.	9/15/2024 9:36 AM
10	En medio sera muy reducido	9/15/2024 9:24 AM
11	Una señal de alto en la Adams y calle 12 hay niños cruzando para la escuela y no respetan al peatonal	9/14/2024 10:15 PM
12	No hay lineas marcadas que puede a haber bicicletas en el camino	9/14/2024 9:28 AM
13	Sugiero que el semáforo qué está sobre la avenida Euclid tenga luz independiente para dar vuelta.	9/14/2024 6:58 AM
14	buena sombra en el area de espera. Esta muy chica y aqui el calor y el sol son fuerte	9/13/2024 1:22 PM
15	Pienso que todo esto ayudara a mejorar la imagen de la ciudad pero lo mas importante es que no vayan a permitir que esto se vaya a llenar de personas homeless por que estamos invadidos por todos lados y eso da muy mal aspecto	9/13/2024 5:40 AM
16	Es bueno tener sombras para los peatones	9/12/2024 12:02 PM
17	El tener una banqueta para caminar seguro en esta zona y poder atravesar la vía del tren.	9/12/2024 10:09 AM
18	Si, aunque espero que no se sacrifique el tamaño de la calle, es una avenida principal y la ciudad cada vez está más poblada. Sobre las mejoras, se ve muy bien, además si agregan vegetación, pasto y árboles dará una mejor vista y agregará frescura al ambiente.	9/12/2024 9:28 AM
19	Muy buen proyecto	9/12/2024 7:34 AM
20	Para mí lo que proponen , me gusta Creo que es una manera segura de todos los que vivimos en el valle imperial de poder conducir o tomar el transporte con mejor seguridad	9/11/2024 8:40 PM
21	Creo, si las llegan a realizar. Serían muy benéficas para todos , tanto para caminar, tráfico de carros y bicicleta.. como para mejorar un poco el aspecto del Centro, Ca. Es el pasó de mucha gente de fuera, y sería muy bueno k se viera limpió y remodelado.. Gracias x sus mejoras.. las k hoy se están haciendo es un gran cambio a la Ciudad..	9/11/2024 7:47 PM
22	Estoy de acuerdo	9/11/2024 7:00 PM
23	Me párese muy bien .	9/4/2024 5:15 PM

Q2 Segmento B - Avenida Scott a la Avenida Lincoln(Haga clic aquí para ver la imagen más grande)¿Piensa usted que estas recomendaciones aumentarían la seguridad y la comodidad para...

Answered: 70 Skipped: 1



	SÍ	NECESITA MEJORAS (POR FAVOR, COMENTE LAS MEJORAS EN EL CUADRO DE ABAJO)	TOTAL
¿Las personas que caminan?	97.14% 68	2.86% 2	70
¿Las personas que van en bicicleta?	94.29% 66	5.71% 4	70
¿Los usuarios del transporte público?	95.65% 66	4.35% 3	69

#	¿QUÉ COMENTARIOS O PREGUNTAS TIENE SOBRE ESTAS SUGERENCIAS PARA EL SEGMENTO B (DE LA AVENIDA SCOTT A LA AVENIDA LINCOLN)?	DATE
1	También agregar más vegetación de la región	9/18/2024 10:21 PM
2	En general la ciudad debería tener más posibilidades para las personas en bici o que van caminando es una problemática de toda la zona	9/18/2024 1:44 PM
3	Que árboles van a poner, que agua van a usar, reciclada o potable... a donde de irá el agua de lluvia.	9/17/2024 9:10 PM
4	Para las bicicletas muy importante	9/17/2024 8:56 PM
5	Seems like it would make it very friendly to walk with more trees.	9/17/2024 5:23 PM

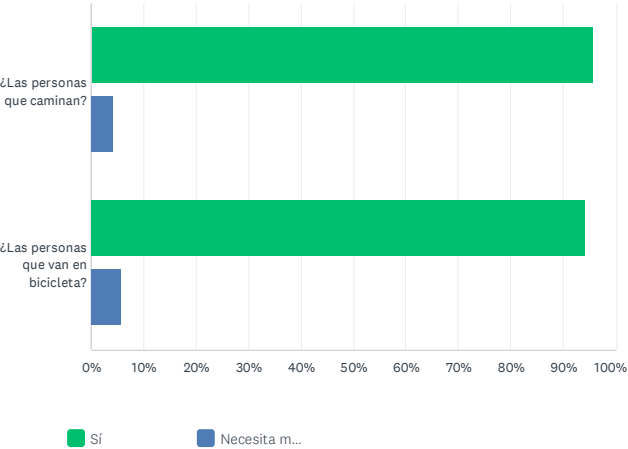
3 / 26

6	Me parece	9/14/2024 10:15 PM
7	No se mira señales para bicicletas	9/14/2024 9:28 AM
8	Frontage RRD no debería de ser de un solo sentido.	9/14/2024 6:58 AM
9	Sobre todo en ese tramo se necesitan arboles darle vida esta muy triste ese espacio y con el calor que hace en esta ciudad se necesitan mas areas verdes	9/13/2024 5:40 AM
10	Unas sombras para los peatones estarían bien	9/12/2024 12:02 PM
11	Aquí está bien para las personas que caminamos por está área, si hay banquetas.	9/12/2024 10:09 AM
12	Muy buena observación y protecto	9/12/2024 7:34 AM
13	Como lo dije en lo anterior, cualquier cambio se ve para mejor nuestra ciudad del Centro ca.	9/11/2024 7:47 PM
14	Colocar una parada de autobús cerca de Scott Ave (Ace Hardware) de sur a norte Las paradas actuales estan en en Euclid (pizzahut) y la siguiente en Costco Son una distancia muy grande spara caminar sobre todo para personas mayores o para todos cuando el clima es extremo	9/6/2024 4:23 PM
15	Me párese muy bien todo lo planeado y más en una ciudad como el centro que está aumentando la población.	9/4/2024 5:15 PM

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Q3 Segmento C - Avenida Lincoln a Treshill Road(Haga clic aquí para ver la imagen más grande)¿Piensa usted que estas recomendaciones aumentarían la seguridad y la comodidad para...

Answered: 70 Skipped: 1



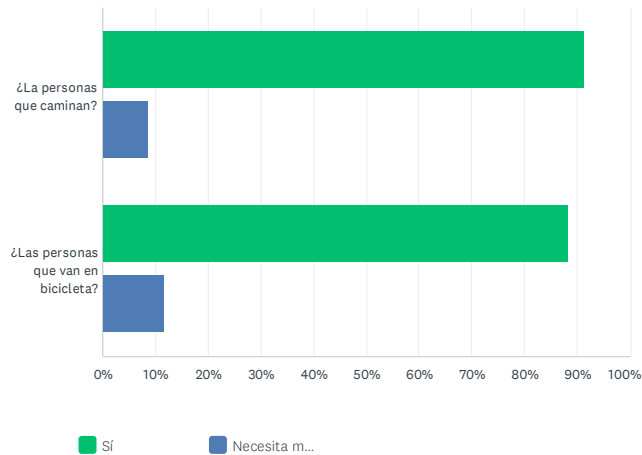
	SÍ	NECESITA MEJORAS (POR FAVOR, COMENTE LAS MEJORAS EN EL CUADRO DE ABAJO)	TOTAL
¿Las personas que caminan?	95.71% 67	4.29% 3	70
¿Las personas que van en bicicleta?	94.29% 66	5.71% 4	70

#	¿QUÉ COMENTARIOS O PREGUNTAS TIENE SOBRE ESTAS SUGERENCIAS PARA EL SEGMENTO C (AVENIDA LINCOLN A TRESHILL RD.)?	DATE
1	La ciudad no está diseñada para caminar o bicicletas cualquier mejora es de mucha ayuda ya sea banquetas más anchas o el respeto a las vías de bicicletas	9/18/2024 1:44 PM
2	Que árboles van a usar, que agua usarán, reciclada o potable, a donde se irá el agua de lluvia.	9/17/2024 9:10 PM
3	Pienso que aumentaría la seguridad la gente se sentiría más tranquila al circular por ahí	9/14/2024 10:15 PM
4	No hay señal para bicicletas	9/14/2024 9:28 AM
5	mas arboles para que haya mas sombra para los peatones. y mas señalamientos para que respetwn a los ciclistas	9/13/2024 1:22 PM
6	Claro que si por que ahi no hay un espacio especial para poder caminar o andar en bicicleta y ademas comonque ahi empiezan a pasar con mas velocidad los carros y se necesita areas verdes por que ws la zona mas concurrida por las tiendas que hay en esa area	9/13/2024 5:40 AM

7	Sombras para peatones	9/12/2024 12:02 PM
8	Ninguna	9/4/2024 5:15 PM

Q4 Intersección #1 - Avenida Villa y Avenida Imperial (cerca de la Biblioteca Pública de El Centro) ¿Aumentaría este nuevo semáforo la seguridad y la comodidad de...

Answered: 68 Skipped: 3



	SÍ	NECESITA MEJORAR (POR FAVOR COMENTE EN EL CUADRO A CONTINUACIÓN)	TOTAL
¿La personas que caminan?	91.18% 62	8.82% 6	68
¿Las personas que van en bicicleta?	88.24% 60	11.76% 8	68

#	¿QUÉ COMENTARIOS O PREGUNTAS TIENE SOBRE ESTA SUGERENCIA?	DATE
1	Estoy de acuerdo, ayudaría mucho para las personas que van caminando a la biblioteca. Sería más seguro el cruce peatonal.	9/18/2024 10:21 PM
2	En esa área no hay peatones y no me gustaría tener un semáforo en cada esquina, la calle imperial creo debería de ser fluida	9/18/2024 1:18 AM
3	very good	9/17/2024 11:00 PM
4	Yo cerraría el acceso a la avenida imperial en esa calle, así no de congestiona y el tráfico fluye mejor.	9/17/2024 9:10 PM
5	Si muy importante ya que hay mucha necesidad por nuestros hijos	9/17/2024 8:56 PM
6	Lots of people going to library.	9/17/2024 5:23 PM
7	Muy bien,	9/15/2024 10:43 AM
8	Gracias eso ayudaría a muchas personas como yo que transitamos esas calle en bicicleta	9/14/2024 10:15 PM

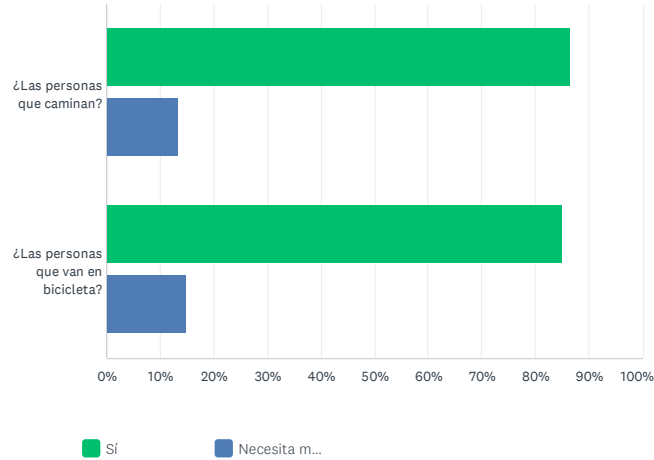
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9	No creo necesario la colocacion de otro semaforo en ese lugar por que ya hay semaforos a una cuadra de esa interseccion y eso perjudicaria el flujo y mas si los semaforos no estan sincronizados ya seria demasiado, yo opino que estaria de mas	9/13/2024 5:40 AM
10	El espacio de un semáforo a otro es muy corto y se haría mucho congestamiento de tráfico	9/12/2024 12:02 PM
11	Estaría perfecto que sí considerarán ese semáforo entre Av. Imperial y Villa av.	9/12/2024 10:09 AM
12	Serían demaciados semaforos y en ocasiones no están sincronizados	9/11/2024 10:39 PM
13	Hay mucho movimiento de autos y la intersección de los carros que vienen del lado antes de la tienda Big Five normalmente suben la velocidad para entrar a la calle, lo cual puede ocasionar un choque	9/11/2024 8:32 PM
14	Creo k no se necesita.. hay un semáforo metros antes y metros después otro.. podría mi opinión un punto de pase peatonal como el k esta Dvm No hay mucho cruce de personas ahi	9/11/2024 7:47 PM
15	Por su seguridad está muy bien .	9/4/2024 5:15 PM
16	Si aumentaria la seguridad pero No considero que deba ir un semaforo en esa zona debido a que se tiene ya dos semaforos muy cerca podría ser un semaforo de cruce peatonal	9/4/2024 10:06 AM

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Q5 Intersección #2 - Avenida Lincoln y Avenida Imperial (cerca del Mercado Cárdenas) ¿Aumentaría este nuevo semáforo la seguridad y la comodidad de...

Answered: 67 Skipped: 4



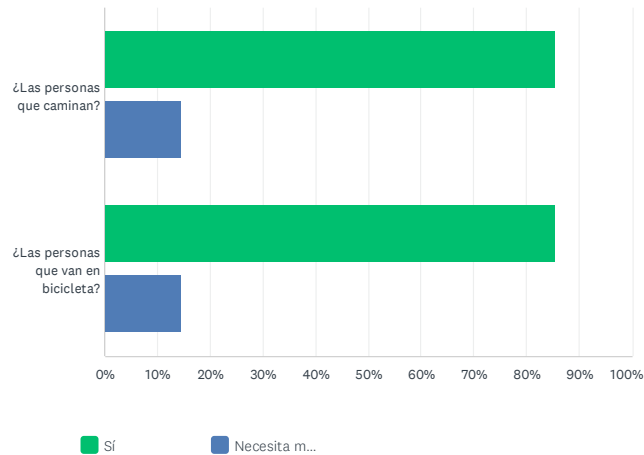
	SÍ	NECESITA MEJORAS (POR FAVOR COMENTE EN EL CUADRO A CONTINUACIÓN)	TOTAL
¿Las personas que caminan?	86.57% 58	13.43% 9	67
¿Las personas que van en bicicleta?	85.07% 57	14.93% 10	67

#	¿QUÉ COMENTARIOS O PREGUNTAS TIENE SOBRE ESTA SUGERENCIA?	DATE
1	No lo creo necesario	9/18/2024 1:18 AM
2	Así como esta ahorita esta bien, sin semáforo, para que el tráfico fluya mejor y no se congestione; las personas que van caminando tienen la opción de cruzar en una calle antes o una después.	9/17/2024 9:10 PM
3	Muy importante revisar que estén sincronizar los semáforos	9/17/2024 8:56 PM
4	Si ayudaría mucho	9/15/2024 10:43 AM
5	Es un cruce donde muchas personas no respetan el señalamiento de alto que hay en esa zona . Quizás otra opción sería la solución	9/14/2024 10:15 PM
6	Son muchos semáforos en muy poca distancia y aumentará el tráfico principalmente en horas pico.	9/14/2024 6:58 AM
7	No lo creo necesario	9/13/2024 7:16 AM

8	De nuevo no lo creo necesario son espacios relativamente cortos para que existan tantos semáforos en una avenida de gran flujo, lo que se necesita es cultura tanto del peatón, ciclista como de los automovilistas	9/13/2024 5:40 AM
9	No creo que se necesario	9/12/2024 7:36 PM
10	El espacio de un semáforo a otro es muy corto y se haría mucho congestamiento de tráfico	9/12/2024 12:02 PM
11	Ninguna.	9/12/2024 10:09 AM
12	Entiendo acercando los peatones y no hay por donde caminar incluso yo camino por el estacionamiento de las tiendas es una opción pero vuelvo a decir que estén sincronizados	9/11/2024 10:39 PM
13	Cameras de seguridad no hay aquí	9/11/2024 7:00 PM
14	Si aumenta la seguridad por qué habemos muchas personas que caminamos.	9/4/2024 5:15 PM
15	Igual que mi respuesta anterior si aumentaria pero seria mejor un semáforo peatonal	9/4/2024 10:06 AM

Q6 Intersección #3 - Avenida El Dorado y Avenida Imperial (cerca de Rally's) ¿Aumentaría este nuevo semáforo la seguridad y la comodidad de...

Answered: 69 Skipped: 2



	SÍ	NECESITA MEJORAS (POR FAVOR COMENTE EN EL CUADRO A CONTINUACIÓN)	TOTAL
¿Las personas que caminan?	85.51% 59	14.49% 10	69
¿Las personas que van en bicicleta?	85.51% 59	14.49% 10	69

#	¿QUÉ COMENTARIOS O PREGUNTAS TIENE SOBRE ESTA SUGERENCIA?	DATE
1	Cortarían la vialidad. No estoy de acuerdo	9/18/2024 1:18 AM
2	Esa me parece bien, si vas, por ejemplo a cárdenas, es bueno irse hasta la esquina para retornar, tomando en cuenta que vaya a poderse hacer el retorno (qué sea permitido)	9/17/2024 9:10 PM
3	No creo sea necesario en ese punto	9/14/2024 10:15 PM
4	Estan poniendo demasiado semáforo y va a ser mas lenta la avenidas	9/14/2024 9:28 AM
5	No considero que muchas personas se beneficien.	9/14/2024 6:58 AM
6	que esten sincronizados los semaforos para mayor fluidez del automovilista	9/13/2024 1:22 PM
7	No lo creo necesario	9/13/2024 7:16 AM
8	Obvio que noo, estando el otro semaforo tan cercas seria demasiado	9/13/2024 5:40 AM
9	El espacio de un semáforo a otro es muy corto y se haría mucho congestamiento de tráfico	9/12/2024 12:02 PM

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10	Ninguna.	9/12/2024 10:09 AM
11	Creo que serían demasiado semáforos 🚦	9/12/2024 7:34 AM
12	Serían demaciados 😞	9/11/2024 10:39 PM
13	Para Mí es un cruce de bastante gente, a pie, carro y bicicletas por el centro comercial.. Pero NO creo bueno una semaforización ahí. Crearía mucho tráfico , como el k esta x la Imperial enfrente Starbucks...podría ser altos. O k los semáforos estén bien sincronizados..	9/11/2024 7:47 PM
14	Ninguno	9/4/2024 5:15 PM
15	Mi postura seguiría siendo la misma un semaforo peatonal seria mejor	9/4/2024 10:06 AM

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Q7 ¿Hay algo más que le gustaría que tuviéramos en cuenta para el Plan de Calles Completas de la Avenida Imperial?

Answered: 39 Skipped: 32

#	RESPONSES	DATE
1	No	9/19/2024 1:28 PM
2	Sugiero que se podría hacer un carril para la vuelta a la derecha en algunas calles, por ejemplo en Imperial y Pico Ave.	9/18/2024 10:21 PM
3	Cualquier mejora es mucha ayuda	9/18/2024 1:44 PM
4	No	9/18/2024 9:18 AM
5	No	9/18/2024 9:09 AM
6	Good planning and design	9/18/2024 9:01 AM
7	No corten el flujo de la calle imperial	9/18/2024 1:18 AM
8	No, it's fine now	9/17/2024 11:00 PM
9	Que árboles y vegetación se va a poner y que agua va a usarse, reciclada o potable.	9/17/2024 9:10 PM
10	Pavimentar la calle del canal que taparon, ya que hay mucho vagabundo y nuestra seguridad es muy mala	9/17/2024 8:56 PM
11	No	9/17/2024 5:56 PM
12	Lacing sidewalk and I've had to walk far to get to places, very confusing. Not friendly to pedestrians.	9/17/2024 5:23 PM
13	Solo que tenga buena secuencia el tiempo de cada semáforo	9/16/2024 8:40 AM
14	Muchas gracias por las mejoras y solo agradecer por la modernización de la ciudad	9/15/2024 10:43 AM
15	Todo es para mejora de nuestra comunidad.y pedirle a la gente paciencia y comprensión por las obras.	9/15/2024 9:36 AM
16	Alarma en los semáforos para personas con discapacidad	9/15/2024 9:24 AM
17	El funcionamiento de los semáforos entre las escuelas wilson y la central unión	9/14/2024 10:15 PM
18	Pregunten cuantas personas camina por esos lugares para hacer un gasto grande	9/14/2024 9:28 AM
19	Los tiempos de entrega del proyecto que se cumplan y sean hechos de buena calidad	9/14/2024 6:58 AM
20	No me párese bien ssi	9/13/2024 10:13 PM
21	Ninguna	9/13/2024 5:39 PM
22	botes de basura	9/13/2024 1:22 PM
23	Los jovencitos que van a high school Spartans no caminan hasta las intersecciones de Wilson y muy a menudo se atraviesan por la calle a Brighton	9/13/2024 7:16 AM
24	Todo muy bien	9/13/2024 5:55 AM
25	Que si se necesita más áreas verdes en la calles y camellones y cruces más seguros para los ciclistas. Las paradas de autobuses necesitan más iluminación. También estaría bien que agregaran los horarios y rutas en cada parada, en muchas ciudades lo hacen, no entiendo por qué aquí no. Y que la policía esté retirando a los homeless que usan las paradas de autobuses como refugio.	9/12/2024 4:36 PM
26	Considerar las mejoras para las personas que caminan y los de bicicleta porque si hay gente que en verdad lo necesita , no solo está transitado de carros sino de personas a pie y proteger	9/12/2024 3:27 PM

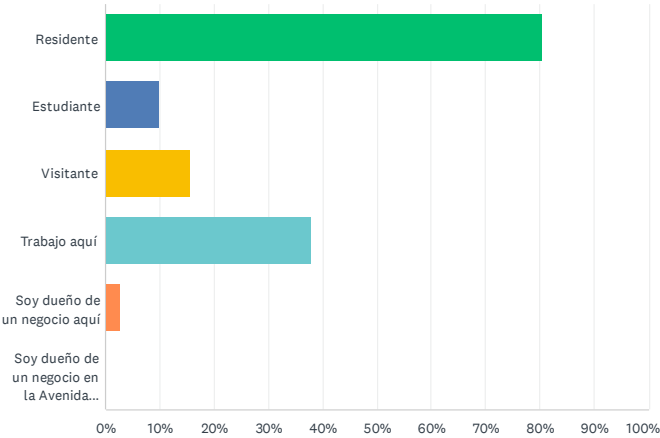
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	al peatón	
27	Sombras para peatones y señalamientos para donde hay bados "dip"	9/12/2024 12:02 PM
28	Todo lo propuesto para la ave. Imperial está fabuloso, una sugerencia es para la calle Adams llendo al west la calle está llena de baches todo el tiempo esa calle si necesita un poco más de atención. Gracias	9/12/2024 11:32 AM
29	Como conductores, siempre manejar con precaución.	9/12/2024 10:09 AM
30	El tráfico en las horas pico	9/12/2024 9:28 AM
31	Sincronizar los semáforos para agilizar el tráfico	9/12/2024 7:34 AM
32	Acceso a las sillas de ruedas mi hija está en una y hay veces que tenemos que rodeas losnpostes onseñalamientos la semana pasada fue al parque sola y cuando quería refresar había un cono naranja m lambanqueta y yo tuve que ir a moverlo para que pudiera pasar	9/11/2024 10:39 PM
33	Las intersecciones entre calles deberían de tener algún señalamiento con luz o marcar la velocidad a los autos	9/11/2024 8:32 PM
34	La limpieza de Calle..mucha basura, alguna vegetación en camellones.y sincronizaron en todos los semáforos x la Imperial, Agradezco de antemano los arreglos hechos de lis cordones, un cambio se nota mucho..felicidades	9/11/2024 7:47 PM
35	El mantenimiento de letreros y rrallas peatonales	9/11/2024 7:00 PM
36	Reparar vías tren, frente a Big 5 y PepBoys, deberían ser más subas al cruzar en autobús o automovil	9/6/2024 4:23 PM
37	No	9/4/2024 5:15 PM
38	No creo	9/4/2024 10:12 AM
39	No por el momento	9/4/2024 10:06 AM

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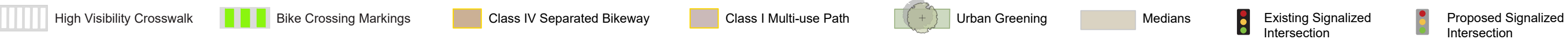
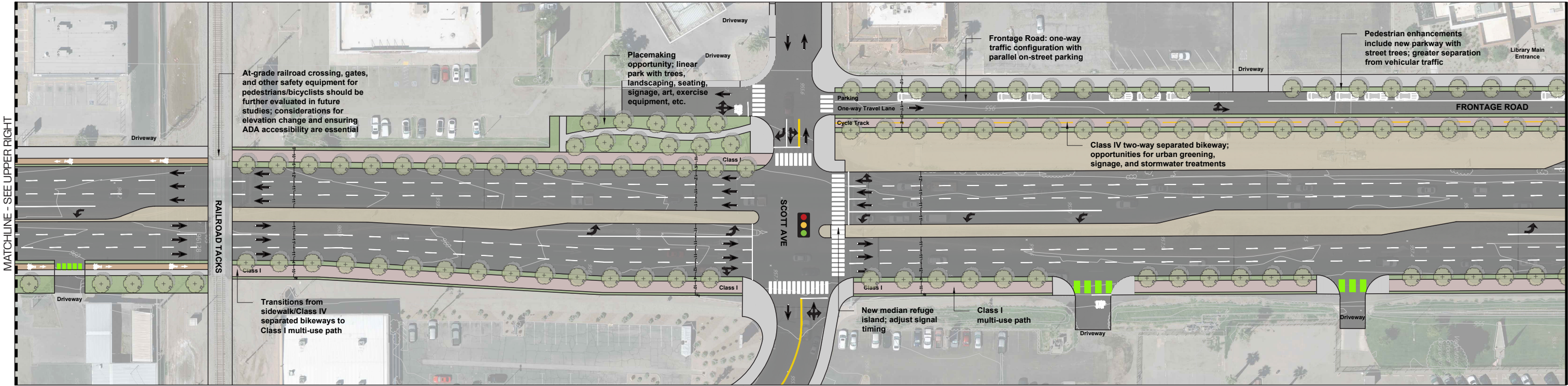
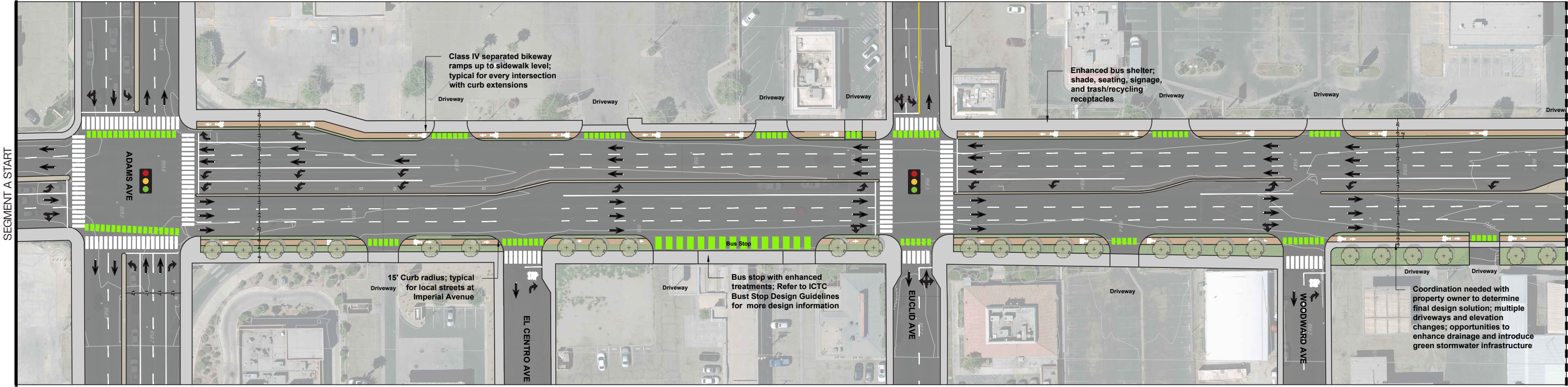
Q8 ¿Cuál de las siguientes opciones describe mejor su relación con la ciudad de El Centro? (Marque todas las opciones que correspondan)

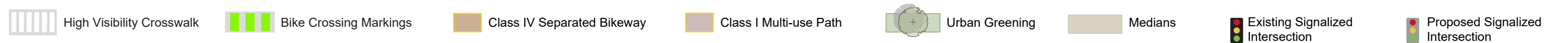
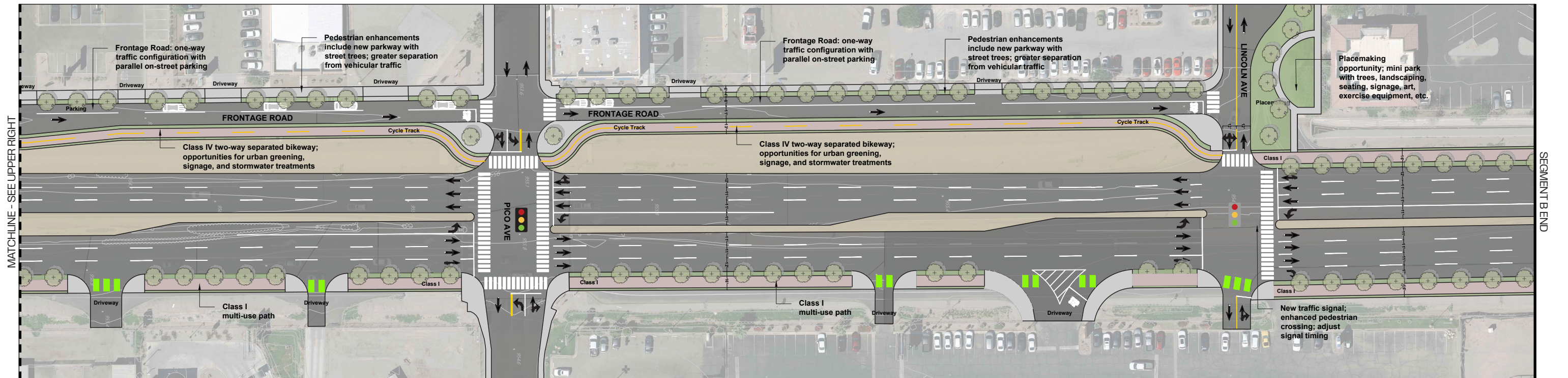
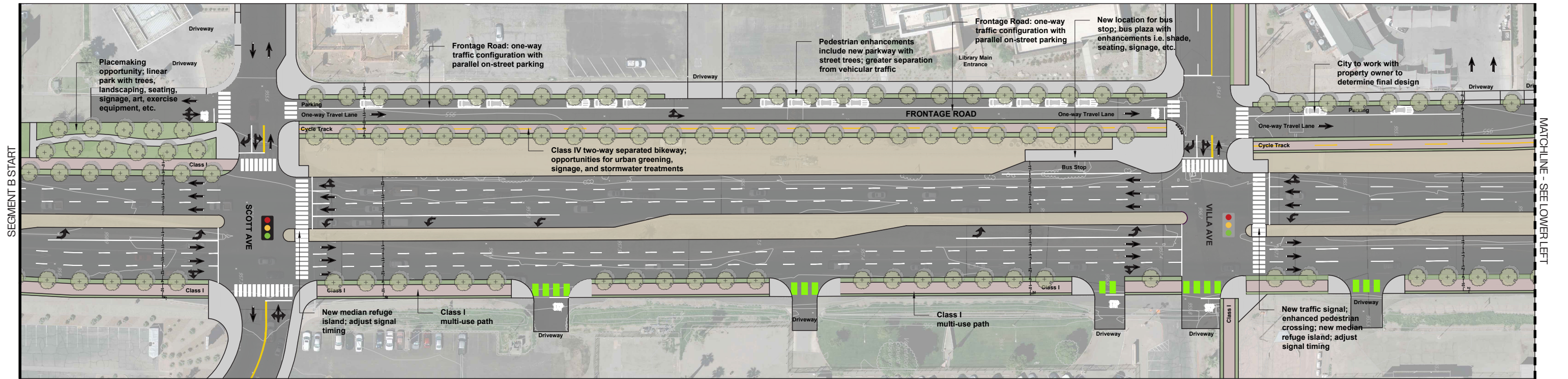
Answered: 71 Skipped: 0



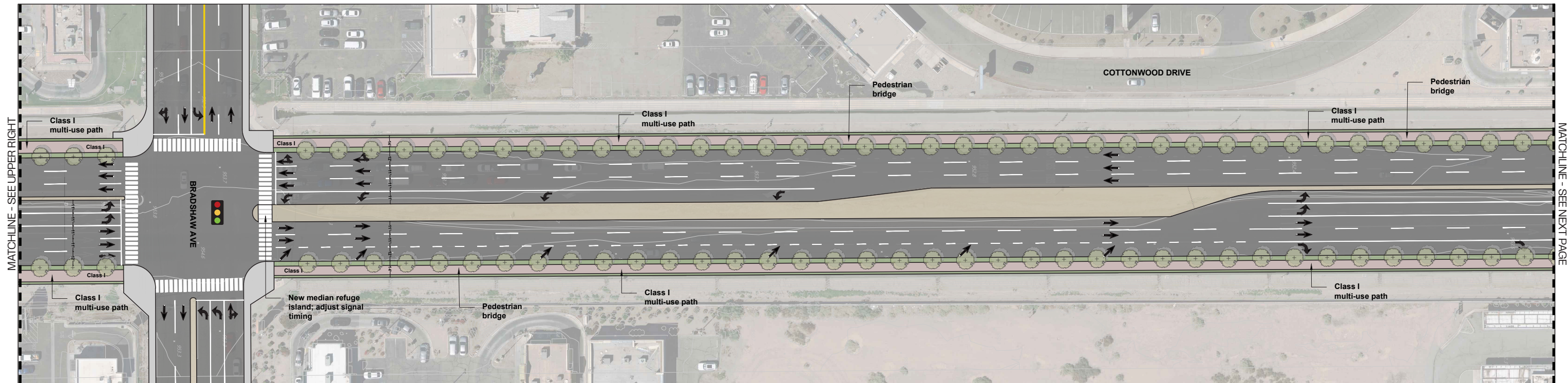
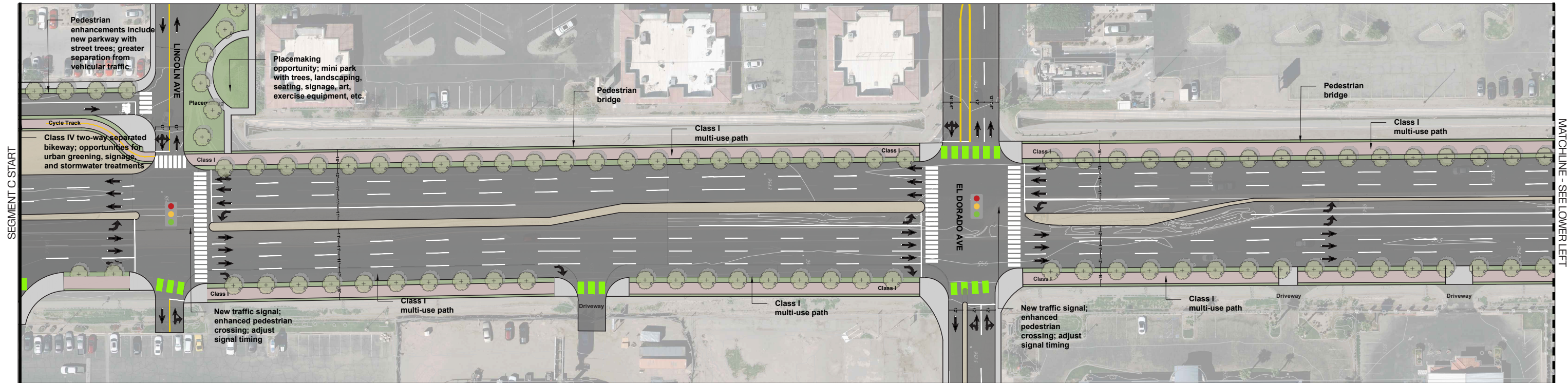
ANSWER CHOICES	RESPONSES	
Residente	80.28%	57
Estudiante	9.86%	7
Visitante	15.49%	11
Trabajo aquí	38.03%	27
Soy dueño de un negocio aquí	2.82%	2
Soy dueño de un negocio en la Avenida Imperial	0.00%	0
Total Respondents: 71		

A.4 Imperial Avenue Preferred Concept

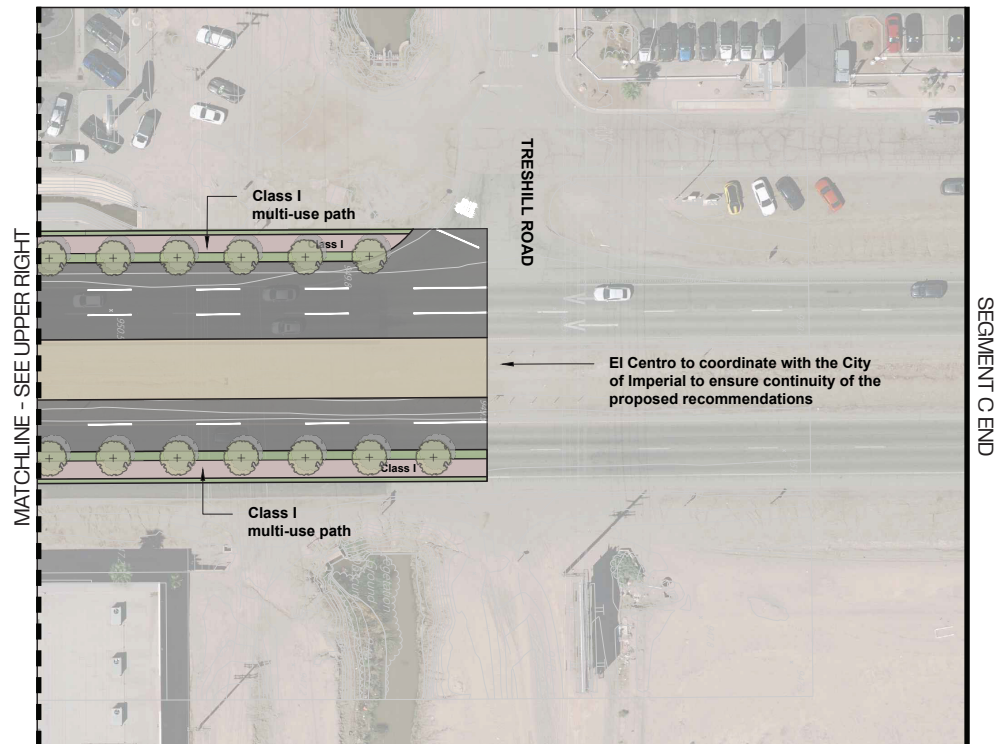
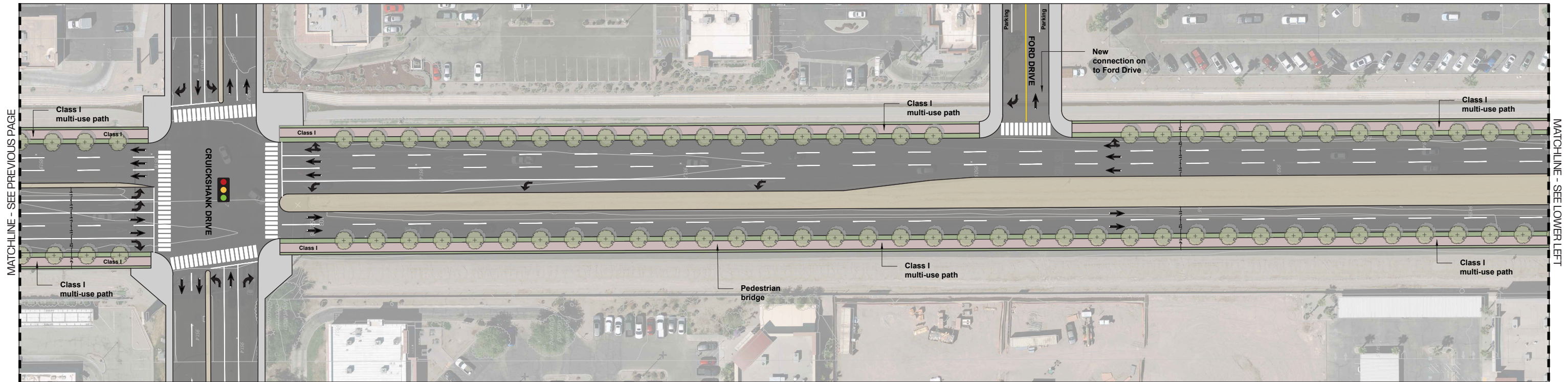




 City of El Centro 1275 Main St El Centro, CA 92243	 KTU+A 3916 Normal St San Diego, CA 92103	 Michael Baker International MBI 9635 Granite Ridge Drive San Diego, CA 92123	City of El Centro Imperial Avenue Complete Streets Plan	Conceptual Plan Imperial Avenue from Scott Ave to Lincoln Ave	Scale: 1" = 80'-0" January 2025	 Sheet 1 of 1
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 City of El Centro 1275 Main St El Centro, CA 92243	 KTU+A 3916 Normal St San Diego, CA 92103	 MBI 9635 Granite Ridge Drive San Diego, CA 92123	City of El Centro Imperial Avenue Complete Streets Plan	Conceptual Plan Imperial Avenue from Lincoln Ave Treshill Ave	Scale: 1" = 80'-0" January 2025	 Sheet 1 of 2
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 City of El Centro 1275 Main St El Centro, CA 92243	 KTU+A 3916 Normal St San Diego, CA 92103	 MBI 9635 Granite Ridge Drive San Diego, CA 92123	City of El Centro Imperial Avenue Complete Streets Plan	Conceptual Plan	Scale: 1" = 80'-0"	 Sheet 2 of 2
				Imperial Avenue from Lincoln Ave Treshill Ave	January 2025	



PLANNING COMMISSION
City Hall
1275 W. Main Street
El Centro, CA 92243
SCHEDULED

Item: 4.
Meeting: 1/14/2025 5:30 PM
Category: Presentation
NON-ACTION INFORMATION ITEMS

COMMUNITY DEVELOPMENT DEPARTMENT REPORT

BACKGROUND & PROJECT DESCRIPTION

Service Area Plan Update – Approved by the City Council on December 17, 2024. Pending completion of FY 22/23 audit before LAFCo schedules it for approval. Audit is expected to be completed by the end of January 2025

Imperial Avenue Complete Streets Plan –Scheduled for Planning Commission review on January 14, 2025 and City Council adoption at the February 4, 2025 meeting.

MyGov Online Plan Review and Payment Update – Building and Engineering staff will attend trainings in January 2025. Expected to be ready by the end of January 2025.

Mobile Food Facility Ordinance - Staff is preparing revisions to the Mobile Food Facility ordinance. A draft ordinance is expected to be submitted to the Planning Commission for review on February 11, 2025 and followed by City Council on March 4, 2025.

Caltrans Transportation Planning Grant - Staff is working with staff from the Institute of Local Government (ILG) to submit a grant application to fund a Downtown Master Plan. Grant application is due on January 22, 2025.

ATTACHMENTS:

1. Planning & Zoning Project Report

Planning and Zoning Projects

Owner	Project name	Status Summary	Project Type	Status	Description	MyGov ID
Sara Silva	LLA/LM 20-03 Ainza Lot Merger 1560 Pepper Dr.	Applicant preparing recordation documents on 06/23/2022. Staff is waiting for applicant to provide an update on project.	LLA/LM	Paused	Lot Merger at 1560 Pepper Drive	20-000001
Andrea Montañó	TPM 20-03 Menvielle 1571 Dogwood Ave	A 6 month extension was granted to the applicant which expired on December 2, 2024.	TPM	Canceled	Subdivision of parcel at SWC of Dogwood and Imperial	20-000002
Sara Silva	LLA/LM 21-02 Lot Merger at Western Motel_1266 Adams Ave	Applicant submitted documents with new surveyor 4/9/24. Applicant is working on notarizing the closing packet as of 12/02/24.	LLA/LM	Paused	Merger of lots at 1266 Adams Avenue	21-000001
Andrea Montañó	Chelsea Apartments at NEC 6th Street and Spear Avenue	Staff received TSM Completeness Check comments from the Engineering Division and provided them to the Applicant on October 2, 2023. As of January 8, 2025 there has been no resubmittal.	CEQA TSM COZ GPA	Paused	288 unit apartment complex. Zone Change from CT to R3. Subdivision of 12.9 acre parcel.	22-000001
Andrea Montañó	TSM 22-03, CEQA 22-02, COZ 22-03, GPA 22-02, CUP 22-04 Town Center Single-Family/Industrial Subdivision	This project has been paused by the applicant until further notice.	CEQA COZ CUP GPA TSM	Paused	Planned Unit Development for Single Family Residential and Light Industrial Development.	22-000002
Andrea Montañó	GPA 22-05, COZ 22-05, Vasquez Apartments at 1275 Pico Avenue	Staff last met with the applicant on October 11, 2024 to discuss the plans. This item was resubmitted on 12/22/2024 and staff will begin reviewing for completeness.	CEQA GPA	Paused	Change of zone from R1 to R3 and environmental review.	22-000006
Angel Hernandez	Countryside South Subdivision Map Amendment	Applicant reviewing proposed revisions to COA. Planner contacted applicant on 6/25/2024 requesting the status. Followed up with applicant representative on 9/4/2024	TSM	Paused	Modifications of COA for Countryside South TSM	22-000007
Andrea Montañó	TSM Willow Bend Subdivision Map Amendment	Project was recommended for approval by the Planning Commission on December 10, 2024, and is anticipated to go before City Council on February 4, 2025.	TSM	In Progress	Amendment to Conditions of Approval of the Willowbend TSM..	22-000008
Angel Hernandez	MND 17-02, GPA 17-02, COZ 17-02,Dogwood and Villa Annexation	Project approved at City Council meeting on 4/4/2023. Pending approval of the SAP.	Annexation CEQA	Paused	Annexation of 320 Acre parcel	23-000006
Sara Silva	TPM 17-02 ICOE McCabe and Sperber	Project placed on hold per applicant in December 2024.	TPM	Paused	Subdivision of 80 acre property to create two parcels.	23-000007
Sara Silva	LLA/LM 23-01 Lot Line Adjustment Dahm 1425 Cypress Drive	Applicant was provided with corrections on 11/20/23. On 9/17/24 applicant contacted staff that they are waiting on a document. 12/18/24, planner left applicant a voicemail requesting an update.	LLA/LM	Paused	Adjust lots between two residential parcels	23-000009
Andrea Montañó	LLA/LM 23-02 Lot Merger CR&R Dogwood and Ross	The surveying consultants are reviewing the Lot Merger and Right of Way acquisition recording documents.	LLA/LM	In Progress	Lot Merger required for the Construction and operation of waste transfer station per the Subdivision Map Act	23-000010
Sara Silva	LLA/LM 23-03 Maruti Cons. Lot Line Adjustment WS Imperial Avenue b/t I-8 and Danenberg	As of 12/16/24 applicant has resumed project. Staff is waiting for applicant to provide an updated preliminary report.	LLA/LM	In Progress	Lot line adjustment of parcels.	23-000021

Planning and Zoning Projects

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Andrea Montañó	COZ 23-01, TSM 23-01, SP 23-01 Galey Kennedy Investment Parkview Single Family Subdivision 1526 Clark	The project applicant received the formal comment letter on July 29, 2024. Staff received resubmittal of the tentative subdivision map on 12/20/2024. Staff will begin drafting the comment letter. Staff received the draft Specific Plan on January 8, 2025 and will begin review. The applicant is pending selection of the CEQA Consultant.	CEQA TSM COZ Specific Plan SP	In Progress	The Parkview project proposes a Tentative Map, Specific Plan, Pre-Zoning and Annexation to allow for subdividing the approximately 26-acre project into 114 lots for development with single family homes.	23-000028
Andrea Montañó	SPR 23-21 - 2712 S. 4th Mobile Home Community	The plans have been deemed incomplete and the applicant has received notice on January 11, 2024. Staff spoke with the applicant who said he was going to resubmit plans by January 20, 2025.	SPR	Paused	SPR 23-21 Title-25 pre-manufactured homes	23-000049
Sara Silva	LLA 24-03 LC Engineering Consultants, INC_ Hyundai Dealership-2202 Merrill Center Dr.	Project has been approved by consultant surveyor on 4/2/24 . Staff is awaiting applicant to prepare documents for recording. On 12/18/24 Planner sent applicant an email requesting an update.	LLA/LM	In Progress	Merge two properties into one.	24-000006
Andrea Montañó	SPR 24-04 Jaqueline Rodriguez- Duplex House Dwelling- 182 W. State	Applicant resubmitted plans on December 10, 2024 and staff met with applicant. Corrections are expected by 12/31/2024.	SPR	Paused	Build a new 1250 sq ft duplex house dwelling.	24-000022
Sara Silva	TPM 24-01 FUSCOE ENGINEERING_ SUBDIVISION OF PARCEL 2 AT IV COMMONS	Staff finished review of project. Expected to go to Planning Commission on 02/11/25.	TPM	In Progress	TENTATIVE PARCEL MAP OF PARCEL 2 AT IMPERIAL VALLEY COMMONS.	24-000032
Sara Silva	SPR 24-08 Alfredo Hernandez- 25 Unit Apt. Complex at 1998 Barbara Worth Dr.	Staff sent a letter to the applicant to close the file due to inactivity on 11/20/24. Applicant stated on 12/18/24 they will be continuing with the project.	SPR	Paused	Proposing a new 25-unit apartment complex.	24-000033
Andrea Montañó	SPR 24-10 Dubose Design Group, Inc- El Centro Shopping Center	A application incompleteness notice was provided to the applicant on June 28, 2024. Staff met with the applicant on July 25, 2024 to discuss next steps. As of January 7, 2025, the applicant has not resubmitted plans.	SPR	Paused	New Commercial/Retail Development with Restaurant Fast Food pads along South of Imperial between Wake & Danenberg Rd. 140,358 square feet. Retail and Fast Food Buildings 3500 sq. ft.	24-000039
Sara Silva	TPM 24-02 Efrain Espinosa_Subdivide to sell parcel at 280 E. Aurora Dr.	Staff sent first review comments to applicant on 12/23/24. Project expected to go to Planning Commission on 02/11/25.	TPM	In Progress	Subdivide to sell parcel	24-000040
Andrea Montañó	TSM 24-01 Dubose Design Group, Inc._ Courtyard Villas Subdivision	The first round of comments was completed, and the applicant received a comment letter on August 27, 2024. The CEQA consultants are finalizing the draft documents and are expecting to submit a draft for review by January 17, 2025.	TSM	In Progress	Vacant property that had an approved tentative map that expired Request re-approval for 50 single family lots in a R-1 zoned parcel. Layout is the same as the previous TM approved, including 2.38 ac. Retention Basin and 10.57ac, Park that will be next to an existing park in Desert Village West #5.	24-000041
Sara Silva	SPR 24-12 Pink Hats Inc_56 Apartment Complex-898 Pico Rd.	Staff has placed project on hold as of 7/24/24. Applicant is making revisions to the application.	SPR	Paused	56 Apartment Complex	24-000044

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Andrea Montañó	CUP 24-03 Kimley-Horn_Walmart Fuel Station at 2150 N. Waterman Ave.	Item is pending a Traffic Study to proceed to Planning Commission Hearings. Comments from the departments were received by October 16, 2024.	CUP	In Progress	The proposed project is a Walmart fuel station with 12 fuel dispensers and an overhead canopy, and a convenience store. Work includes pavement, landscape and associated utilities	24-000051
Andrea Montañó	SPR 24-15 DuBose Design Group, LLC_New Commercial Development-Corner of Imperial & Wake (053-807-007)	The applicant received comments on October 25, 2024.	SPR	Paused	Retail Commercial of 131,000 square feet of building space with 2 fast food pads for a total of 7,500 square feet.	24-000053
Andrea Montañó	LLA/LM 24-04 BJ Engineering & Surveying_Separate 1690 W. Euclid and 436 W. Euclid	This lot line adjustment was sent to consultant surveyor 12/17/2024.	LLA/LM	In Progress	Separate residence from mobile home park.	24-000054
Sara Silva	LLA/LM 24-05 T.Reilly & Associates_Lot Merger_2215 S. 4th Street	Lot Line Adjustment exhibits have been approved by Engineering Division 12/16/24. Staff is finalizing recording packet.	LLA/LM	Paused	Lot merger only. No proposed use or construction at this time.	24-000057
Andrea Montañó	TUP 24-19 Stiizy_Community Events_3009 S. Dogwood Ave.	The conditions of approval letter was completed prior to the event. However, the applicant failed to correct the code enforcement issues regarding the landscaping.	TUP	Paused	Two events one for October 26, 2024 from 3:30 PM to 8:30 PM and the next event for April 20, 2025.	24-000058
Sara Silva	SPR 24-16 Retail Store_460 State St.	Staff is preparing determination letter.	SPR	Paused	1356 sq. ft. first floor being improved to be used as a retail store.	24-000059
Sara Silva	ZVL 24-09 Partner Assessment Corporation_1204 Poplar Dr	Zoning Verification Letter sent 12/10/2024	ZVL	Done	Zoning Verification Letter for 1204 Poplar Dr. APN: 053-511-003	24-000062
Sara Silva	ZVL 24-10 Partner Assessment Corporation_1455 Pepper Drive	Zoning Verification Letter sent 12/10/2024	ZVL	Done	Zoning Verification Letter for 1455 Pepper Drive. APN: 053-502-002	24-000063
Sara Silva	ZVL 24-11 Partner Assessment Corporation_1285 Poplar Drive	Zoning Verification Letter sent 12/10/2024	ZVL	Done	Zoning Verification Letter for 1285 Poplar Drive. APN: 053-501-025	24-000064
Sara Silva	ZVL 24-12 Partner Assessment Corporation_1295 Poplar Drive	Zoning Verification Letter sent 12/10/2024	ZVL	Done	Zoning Verification Letter for 1295 Poplar Dr. APN: 053-501-024	24-000065
Sara Silva	ZVL 24-13 Partner Assessment Corporation_1215,1225,1243,1251,1271 Ross Ave.	Zoning Verification Letter sent 12/10/2024	ZVL	Done	Verification Letter for 1215,1225,1243,1251, 1271 Ross Ave.	24-000066
Sara Silva	ZVL 24-14 Partner Assessment Corporation_1415 Ross Ave.	Zoning Verification Letter sent 12/10/2024	ZVL	Done	Zoning Verification Letter for 1415 Ross Ave.	24-000067
Sara Silva	ZVL 24-15 Partner Assessment Corporation_1272 Poplar Drive	Zoning Verification Letter sent 12/10/2024	ZVL	Done	Zoning Verification Letter for 1272 Poplar Drive	24-000068
Andrea Montañó	SPR 24-18 Akbar Zadeh_Self Storage_044-220-110	Staff is preparing comment letter.	SPR	In Progress	Self Storage: 2 buildings: 104 & 375 square feet, 1500 square feet office, 34 parking, and 29 covered RV parking.	24-000071
Sara Silva	TUP 24-21 Toy Drive_December 14, 2024 _ 950 N. Imperial	Staff send approval letter on 12/12/2024	TUP	Done	Toy Drive on 11/14/2024 from 11AM- 4PM	24-000072
Sara Silva	CUP 24-05 Duggins Construction_Humane Society Project_S. Hope Ave.	Staff has sent project out for inter-departmental review on 12/17/24. Comments are due by 12/30/24. Project expected to go to Planning Commission on 02/11/25.	CUP	In Progress	New 7,724 square feet building (2,051 square feet for office and 5,673 square feet for kennels) with landscaping, parking lot and site improvements.	24-000073
Sara Silva	SPR 24-19 Kevin Khanis_Assisted Living for Elderly_1203 Driftwood Dr.	Notice of project was sent to surrounding property owners on 12/19/24.	SPR	In Progress	Assisted Living for the elderly offers 24 hr. board and care for elderly, Also assistance with activities of daily living (ADL)	24-000074
Andrea Montañó	ZVL 24-18_NV5 Company_ 3351 S. Dogwood Dr.	Staff is preparing item for completion.	ZVL	In Progress	Zoning Verification Letter for 3351 S. Dogwood Dr.	24-000075

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Andrea Montañó	ZVL 24-19_ Zoning Verification Letter for 1850 Bradshaw Dr.	Zoning verification letter was sent on 12/23/24.	ZVL	Done	Zoning verification letter for 1850 Bradshaw Dr. Use-commercial, single story building 19,168 square feet per site plan.	24-000076
Sara Silva	PCN 24-02 The Acuna and Meza Entertainment Company	Memo of project description was sent to the Police Department on 12/26/24.	PCN	In Progress	Remodel and Modernize "Tommy's Bar" into sports Bar with multiple TV's and non-Gambling entertainment game stations.	24-000077
Sara Silva	AC 24-03 Best S.T.E.P Forward Mural_260 E. Main	Staff is reviewing completeness of application.	Administrative Review	Not started	Create a mural that can inspire all living with special needs, support inclusion and the arts.	24-000079
Sara Silva	SPR 25-01 Veronica Acevedo_New Unit & 2 detached ADU_ 505 Hamilton Ave.	Staff is reviewing completeness of application.	SPR	Not started	Built a new unit and 2 detached ADUs.	25-000001