



**AGENDA
CITY OF EL CENTRO
CITY COUNCIL
TUESDAY, FEBRUARY 4, 2025**

City Hall

Regular Meeting

4:00 PM

**CITY HALL
COUNCIL CHAMBERS
1275 MAIN STREET
EL CENTRO, CA 92243**

The public may attend in person. Any member of the public attending in person and wishing to make a comment is asked to complete a speaker slip and follow the instructions below regarding "Notice to the Public". 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 CityClerk@cityofelcentro.org or call 760-337-4515 by February 4, 2025.

COUNCIL MEMBERS, STAFF AND THE PUBLIC MAY ATTEND VIA ZOOM.

To participate and make a public comment in person, via Zoom or telephone, please raise your hand, speak up and introduce yourself.

Join Zoom Meeting:

<https://us06web.zoom.us/j/85185359843?pwd=MfbCBVaUm6KELLbz6Eo4ANgjUr38aQ.1>

Optional dial-in number: (669) 900-6833

Meeting ID: 851 8535 9843 Passcode: 729762

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

Mayor and Council Members may be reached at (760) 336-8989

Mayor:

Mayor Pro-Tem:

Council Members:

Tomás Oliva

Sonia Carter

Sylvia Marroquin

Claudia Camarena

Marty Ellett

Interim City Manager: Daniel Paramo

City Attorney: Elizabeth Martyn Evans

City Clerk: Norma Wyles

4:00 PM CLOSED SESSION - CONFERENCE ROOM "A":

ROLL CALL (Open Session)

CLOSED SESSION PUBLIC COMMENT:

Any member of the public wishing to address the City Council on any matter appearing on the closed session may do so at this time. Unless the Mayor extends the time limit, remarks shall be limited to three (3) minutes. Additional opportunities for Public Comments will be given during and at the end of the meeting.

CITY COUNCIL ADJOURNS INTO CLOSED SESSION:

CITY COUNCIL CLOSED SESSION:

REAL PROPERTY NEGOTIATIONS

Closed Session Pursuant to Govt. Code Section 54956.8 - Closed Session with Negotiator Regarding Real Property Transactions.

Property Address: 1415 Ross Avenue and related properties

Negotiating with: IVHD and UCSD representatives

Under negotiation: Terms and Conditions

POSSIBLE LITIGATION AGAINST THE CITY

Closed session pursuant to Govt. Code section 54956.9(b)(2)-potential litigation against the City - 2 items

CLOSED SESSION PURSUANT TO GOVT. CODE SECTION 54957

Closed Session pursuant to Govt. Code Section 54957 - Public Employee Appointment
City Manager Recruitment

6:00 PM - OPEN SESSION:

NOTICE TO THE PUBLIC

This is a public meeting. If there is an item on the agenda on which you wish to be heard, you are asked to complete a blue speaker slip and submit it to the City Clerk prior to the start of the meeting. **Persons wishing to address the Council are not required to identify themselves (Gov't Code § 54953.3); however, this information assists the Mayor by ensuring that all persons wishing to address the Council are recognized and also assists the City Clerk in preparing the City Council meeting minutes.** When the item is announced and your name is called by the Mayor, please step to the podium and state your name for the record. Unless the Mayor extends the time, there is a three (3) minute time limit for each public presentation. If you wish to address the Council concerning any other matter not appearing on the agenda, you may do so during the public comment portion of the agenda. **However, you may not show a visual presentation without review of that material. If you do so, you will be considered out of order.**

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

CALL TO ORDER:

ROLL CALL BY CITY CLERK:

PLEDGE OF ALLEGIANCE:

INVOCATION:

CITY ATTORNEY REPORT ON CLOSED SESSION:

6:10-6:15 PM - (TIME MAY VARY) PUBLIC COMMENTS:

The City Council welcomes your input. At this time, members of the public may address the City Council on any matter not listed on the posted agenda. Pursuant to the Brown Act, no action will be taken on any issue brought forth under Public Comments. We ask that you please complete a "Speaker Slip" and submit it to the City Clerk prior to the start of the meeting. Although you are not required to identify yourself (Gov't Code §54953.3); this information on the "Speaker Slip" assists the Mayor that all persons wishing to address the Council are recognized and also assists the City Clerk in preparing the City Council meeting minutes. Unless the Mayor extends the time, there is a three (3) minute time limit for each public presentation. * Any information provided on the "Speaker Slip" is voluntary and will be public record.

6:15-6:20 PM - PRESENTATIONS AND ANNOUNCEMENTS BY MAYOR:

1. Certificate of Recognition - El Centro Little League District 22 - Section 7 Champs.

6:20-6:25 PM - CONSENT AGENDA (ITEMS 2-3):

2. Adopt Resolution No. 25- , RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CENTRO APPROVING AN AGREEMENT WITH AVIAT U.S., INC. AND AUTHORIZING THE PURCHASE OF EQUIPMENT FOR THE POLICE STATION PROJECT.
3. Approval of City Council meeting minutes of January 21, 2025.

6:25-6:55 PM - PUBLIC HEARINGS:

4. Public hearing to consider the recommendation of the Planning Commission approving an Addendum to the Final Environmental Impact Report for the Willow Bend Tentative Subdivision Map.

Presentation: Angel Hernandez, Community Development Director

Recommendation:

Adopt Resolution 25- , A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CENTRO ADOPTING AN ADDENDUM TO EIR 05-05.

PROJECT: Willow Bend Tentative Subdivision Map, consisting of an approximately 38-acre site north of McCabe Road, generally located west of South 4th Street (Highway 86) and 630 feet south of Horne Road.

5. Public hearing to consider the recommendation of the Planning Commission Amending Resolution 07-17 Revising and Updating Conditions for the Willow Bend Subdivision.

Presentation: Angel Hernandez, Community Development Director

Recommendation:

Adopt Resolution No. 25- A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CENTRO AMENDING RESOLUTION 07-17 REVISING AND UPDATING CONDITIONS FOR THE WILLOW BEND SUBDIVISION.

6. Public hearing to consider amending the Zoning Map of the City of El Centro pertaining to Annexation EC 1-24 (Willow Bend Subdivision Annexation).

Presentation: Angel Hernandez, Community Development Director

Recommendation:

Adopt Ordinance NO. 25- ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EL CENTRO AMENDING THE ZONING MAP OF THE CITY OF EL CENTRO PERTAINING TO EC 1-24 (WILLOW BEND SUBDIVISION ANNEXATION).

7. Public hearing to consider a resolution approving Annexation EC 1-24 (Willow Bend Subdivision Annexation).

Presentation:

Recommendation:

Adopt Resolution No. 25- A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CENTRO APPROVING ANNEXATION EC 1-24 (WILLOW BEND SUBDIVISION ANNEXATION).

6:55 -7:15 PM - NEW BUSINESS:

8. Discussion and any necessary action regarding the Imperial Avenue Complete Streets Plan.

Presentation: Angel Hernandez, Community Development Director

Recommendation:

Adopt the Imperial Avenue Complete Streets Plan.

9. Work Truck Purchase for Parks Division.

Presentation: Adriana Nava, Community Services Director

Recommendation:

Adopt Resolution No. 25- , RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CENTRO APPROVING AND AUTHORIZING THE PURCHASE OF A WORK TRUCK FOR PARKS DIVISION BASED UPON INFORMAL BIDS.

LEGISLATIVE ACTION:

INFORMATIONAL ITEMS:

7:15-7:45 PM - TASK FORCE REPORTS AND MAYOR - COUNCIL MEMBER REPORTS:

7:45-7:55 PM - CITY MANAGER REPORT:

ADJOURNMENT:

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet will be available for public inspection at the Office of the City Clerk, 1275 Main Street, El Centro, California 92243, Monday-Friday 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 office of the City Clerk at (760)337-4515. Notification at least 48 hours prior to the meeting will enable the City to make reasonable arrangement to assure accessibility to this meeting.



City Council of the City of El Centro

1275 W. Main Street
El Centro, CA 92243

SUBMITTED

ACTION ITEM (ID # 2025-29)

Item: 1.

Meeting: 2/4/2025 4:00 PM

Department: City Clerk

Category: Presentation

Prepared by: Norma Wyles, City Clerk

Department Head: Tomás Oliva

DOC ID: 2025-29

Certificate of Recognition - El Centro Little League District 22 - Section 7 Champs.

CITY MANAGER'S RECOMMENDATION:

FISCAL IMPACT:

N/A

STRATEGIC PLANNING PROGRAM 2022-2027 RELATION:

DUE DILIGENCE CHECK FOR CONTRACTORS/CONSULTANTS: DID THE DEPARTMENT VERIFY CURRENT EL CENTRO BUSINESS LICENSE, CONTRACTOR'S LICENSE, REFERENCE CHECKES, INSURANCE, ETC.:

N/A

BACKGROUND:

N/A

DISCUSSION:

N/A

CONCLUSION:

N/A

ATTACHMENTS:

None



City Council of the City of El Centro

1275 W. Main Street
El Centro, CA 92243

SUBMITTED

ACTION ITEM (ID # 2024-241)

Item: 2.

Meeting: 2/4/2025 4:00 PM

Department: Public Works

Category: Resolution

Prepared by: Catherine Gutierrez,
P.W. Analyst

Department Head: Abraham Campos

DOC ID: 2024-241

Adopt Resolution No. 25- , RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CENTRO APPROVING AN AGREEMENT WITH AVIAT U.S., INC. AND AUTHORIZING THE PURCHASE OF EQUIPMENT FOR THE POLICE STATION PROJECT.

CITY MANAGER'S RECOMMENDATION:

Adopt Resolution No. 25- , RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CENTRO APPROVING AN AGREEMENT WITH AVIAT U.S., INC. AND AUTHORIZING THE PURCHASE OF EQUIPMENT FOR THE POLICE STATION PROJECT.

FISCAL IMPACT:

There will be no impact on the General Fund. The proposed \$146,112 contract will be funded by Measure P bond funds and is within the project budget.

STRATEGIC PLANNING PROGRAM 2022-2027 RELATION:

Environmental Sustainability & Infrastructure

DUE DILIGENCE CHECK FOR CONTRACTORS/CONSULTANTS: DID THE DEPARTMENT VERIFY CURRENT EL CENTRO BUSINESS LICENSE, CONTRACTOR'S LICENSE, REFERENCE CHECKES, INSURANCE, ETC.:

Although not required as it's an equipment purchase only, staff verified Aviat's status in the California Secretary of State website, which is active and in good standing.

BACKGROUND:

The construction of the new El Centro Police Station is ongoing. The existing communication system between ECPD and ICSO is obsolete and nontransferable to the new building.

DISCUSSION:

Aviat is a preferred vendor for communication systems by Imperial Valley Emergency Communication Agency, IVECA, and the City. The proposed contract provides for Aviat to provide and install a radio system to communicate between the new police building and the Imperial County Sheriff's Office, ICSO. The scope generally includes a new wall-mounted antenna to be installed in the new building and at the ICSO location, together with supporting infrastructure.

The new system replaces the old and obsolete communication infrastructure at the existing police station tower.

CONCLUSION:

Adopt Resolution No. 25- , RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CENTRO APPROVING AN AGREEMENT WITH AVIAT U.S., INC. AND

AUTHORIZING THE PURCHASE OF EQUIPMENT FOR THE POLICE STATION
PROJECT

ATTACHMENTS:

1. FINAL RESOLUTION 00079358
2. FINAL 00079018 BM 122424 Jan 2025 CLEAN FINAL CG 012825 w. Exhibits

RESOLUTION NO. 25-

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CENTRO APPROVING AN AGREEMENT WITH AVIAT U.S., INC. AND AUTHORIZING THE PURCHASE OF EQUIPMENT FOR THE POLICE STATION PROJECT

WHEREAS, the City of El Centro (the “City”) Police Station existing radio equipment must be replaced as part of the ongoing new Police Station Project; and

WHEREAS, pursuant to City Code Section 2-177 (a) (5), no competitive bidding is required for the purchase of such computer equipment and software; and

WHEREAS, upon request on behalf of the City, Aviat U.S., Inc. submitted a proposal/statement of work NA220510-75600 in the amount of one hundred forty-six thousand one hundred twelve dollars and zero cents (\$146,112.00); and

WHEREAS, it is necessary for the City Council to approve an Agreement and authorize the purchase of such equipment for the Police Station Project; and

WHEREAS, the City Council finds that its approval of the purchase is in the best interest of the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EL CENTRO, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

1. That the foregoing is true, correct and adopted.
2. That the City Council does hereby approve the Agreement and purchase.
3. That the City Manager is hereby authorized to sign the Agreement on behalf of the City, a copy of which is on file in the Office of the City Clerk and to take any and all necessary action to implement the provisions of this Resolution.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of El Centro, California held on the day of , 2025.

CITY OF EL CENTRO

By _____
Tomás Oliva, Mayor

ATTEST:

By _____
Norma Wyles, City Clerk

APPROVED AS TO FORM:
Office of the City Attorney

By _____
Elizabeth L. Martyn, City Attorney

STATE OF CALIFORNIA)
COUNTY OF IMPERIAL) ss
CITY OF EL CENTRO)

I, Norma Wyles, City Clerk of the City of El Centro, California, do hereby certify that the forgoing Resolution No. 25-_____ was duly and regularly adopted at a regular meeting of the City Council of the City of El Centro, California, held on the _____ day of _____, 2025, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAINED:

By _____
Norma Wyles, City Clerk

AGREEMENT FOR EQUIPMENT PURCHASE RELATED TO THE POLICE STATION PROJECT

THIS AGREEMENT is made and effective as of the last signature date below ('Effective Date') between City of El Centro, a municipal corporation ("City") and, Aviat U.S., Inc. ("Vendor"). In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

1. **TERM**

This Agreement shall be effective on the Effective Date and shall terminate on December 31, 2026.

2. **SERVICES**

Subject to the terms of this Agreement, Vendor shall perform the scope of work described in Proposal/Statement of Work No. NA220510-75600 dated November 1, 2024, attached hereto and incorporated herein as Exhibit A. This includes but is not limited to providing all services necessary for City. If there is any conflict between Exhibit "A" or "Exhibit B" and this Agreement, the provisions of this Agreement shall prevail.

3. **PERFORMANCE**

Vendor shall employ, at a minimum, generally accepted standards and practices utilized by persons engaged in providing similar services as are required of Vendor hereunder in meeting its obligations under this Agreement.

4. **MANAGEMENT**

The City's Public Works Director or designee shall represent City in all matters pertaining to the administration of this Agreement and shall review and approve all services submitted by Vendor. The City Manager is authorized to execute all necessary documents.

5. **INDEPENDENT CONTRACTOR**

A. City and Vendor agree and represent this Agreement is entered into with the understanding Vendor is not an employee of City and is intended, for all purposes, to have the status of independent contractor under Labor Code Section 2776.

In the event the City determines a legal, judicial, or administrative determination has a material effect upon the status of Vendor as an independent contractor, the City shall have the right, with or without notice, to automatically terminate the Agreement. In the City's sole discretion, the City may propose modification of the Agreement's terms to permit Vendor's continued provision of services. Such

modification of the Agreement's terms shall be by written modification and agreed to by the parties.

B. Vendor is and shall at all times remain as to the City a wholly independent contractor. Vendor shall be free from control and direction of the City in connection with the performance of duties, and Vendor retains exclusive discretion in how to perform duties, subject to other terms and conditions of this Agreement. The personnel performing the services under this Agreement on behalf of Vendor shall at all times be under Vendor's exclusive direction and control. Neither City nor any of its officers, employees, or agents shall have control over the conduct of Vendor or any of Vendor's officers, employees, or agents, except as set forth in this Agreement.

C. Vendor shall not at any time or in any manner represent that it or any of its officers, employees, or agents are in any manner officers, employees, or agents of the City. Vendor shall not incur or have the power to incur any debt, obligation, or liability whatsoever against City, or bind City in any manner.

D. No employee benefits shall be available to Vendor in connection with the performance of this Agreement. Except for the fees paid to Vendor as provided in the Agreement, City shall not pay salaries, wages, or other compensation to Vendor for performing services hereunder for City. City shall not be liable for compensation or indemnification to Vendor for injury or sickness arising out of performing services hereunder.

6. **PAYMENT**

(a) The City agrees to pay Vendor within thirty (30) days of invoice date and in accordance with the payment rates and terms and the schedule of payment as set forth in Vendor's proposal, Exhibit "B", attached hereto and incorporated herein by reference as if fully set forth herein.

(b) Vendor shall not be compensated for any services rendered in connection with its performance of this Agreement, which are in addition to those set forth herein, unless such additional services are authorized in advance and in writing by the City Manager or City Council, as applicable; provided, however, the City Manager or designee may approve additional work not to exceed ten percent (10%) of the amount of the Agreement but not to exceed ten-thousand dollars (\$10,000). Vendor shall not be compensated for any additional services in the amounts greater than that authorized herein unless agreed to by the City Manager or City Council, depending upon the amount.

(c) Vendor will submit invoices for services based on the schedule of payment as set forth in Exhibit "B". Invoices shall be submitted on a monthly basis for services provided. If the City disputes any of Vendor's fees it shall give written notice to Vendor within two (2) weeks of receipt of an invoice of any disputed fees set forth on the invoice.

(d) Title and risk of loss of equipment shall transfer to the City upon delivery to City's designated delivery point.

7. **SUSPENSION OR TERMINATION OF AGREEMENT WITHOUT CAUSE**

(a) The City may at any time, for any reason, with or without cause, suspend or terminate this Agreement, or any portion hereof, by serving upon the Vendor at least thirty (30) days prior written notices. Upon receipt of said notice, the Vendor shall immediately cease all work under this Agreement, unless the notice provides otherwise. If the City suspends or terminates a portion of this Agreement such suspension or termination shall not make void or invalidate the remainder of this Agreement.

(b) In the event this Agreement is terminated pursuant to this Section, the City shall pay the Vendor for services up to the date of termination based on the schedule of payment as set forth in Exhibit "B". Upon termination of the Agreement pursuant to this Section, the Vendor will submit an invoice to the City pursuant to Section 5.

8. **DEFAULT OF VENDOR**

(a) The Vendor's failure to comply with the provisions of this Agreement shall constitute a default. In the event that Vendor is in default for cause under the terms of this Agreement, City shall have no obligation or duty to continue compensating Vendor for any work performed after the date of default and can terminate this Agreement immediately by written notice to the Vendor. If such failure by the Vendor to make progress in the performance of work hereunder arises out of causes beyond the Vendor's control, and without fault or negligence of the Vendor, it shall not be considered a default.

(b) If the City determines that the Vendor is in default in the performance of any of the terms or conditions of this Agreement, City shall cause to be served upon the Vendor a written notice of the default. The Vendor shall have ten (10) days after service upon it of said notice in which to cure the default by rendering a satisfactory performance or provide City with a plan to cure the default within a reasonable period of time. In the event that the Vendor fails to cure its default within such period of time, the City shall have the right, notwithstanding any other provision of this Agreement, to terminate this Agreement without further notice and without prejudice to any other remedy to which it may be entitled at law, in equity or under this Agreement.

9. **INDEMNIFICATION**

Vendor shall indemnify, defend, and hold harmless the City, and its officers, employees and agents, from and against any and all causes of action, claims, liabilities, obligations, judgments, or damages, including reasonable legal counsels' fees and costs of litigation ("claims"), arising out of the Vendor's performance of its obligations under this Agreement or out of the operations conducted by Vendor, including the City's active or passive negligence, except for

such loss or damage arising from the sole negligence or willful misconduct of the City. In the event the City indemnitees are made a party to any action, lawsuit, or other adversarial proceeding arising from Vendor's performance of this Agreement, the Vendor shall provide a defense to the City indemnitees or at the City's option, reimburse the City indemnities their costs of defense, including reasonable legal fees, incurred in defense of such claims.

Payment by City is not a condition precedent to enforcement of this indemnity. In the event of any dispute between Vendor and City, as to whether liability arises from the sole negligence of the City or its officers, employees, or agents, Vendor will be obligated to pay for City's defense until such time as a final judgment has been entered adjudicating the City as solely negligent. Vendor will not be entitled in the absence of such a determination to any reimbursement of defense costs including but not limited to attorney's fees, expert fees and costs of litigation.

10. **NON-LIABILITY OF CITY OFFICERS AND EMPLOYEES**

No officer or employee of City will be personally liable to Vendor, in the event of any default or breach by the City or for any amount that may become due to Vendor.

11. **INSURANCE**

Without limiting Vendor's indemnification of City, and prior to commencement of Work, Vendor shall obtain, provide and maintain at its own expense during the term of this Agreement, policies of insurance of the type and amounts described below and in a form that is satisfactory to City.

General liability insurance. Vendor shall maintain commercial general liability insurance with coverage at least as broad as Insurance Services Office form CG 00 01, in an amount not less than \$1,000,000 per occurrence, \$2,000,000 general aggregate, for bodily injury, personal injury, and property damage. The policy must include contractual liability that has not been amended. Any endorsement restricting standard ISO "insured contract" language will not be accepted.

Automobile liability insurance. Vendor shall maintain automobile insurance at least as broad as Insurance Services Office form CA 00 01 covering bodily injury and property damage for all activities of the Vendor arising out of or in connection with Work to be performed under this Agreement, including coverage for any owned, hired, non-owned or rented vehicles, in an amount not less than \$1,000,000 combined single limit for each accident.

Workers' compensation insurance. Vendor shall maintain Workers' Compensation Insurance (Statutory Limits) and Employer's Liability Insurance (with limits of at least \$1,000,000).

Vendor shall submit to City, along with the certificate of insurance, a Waiver of Subrogation endorsement in favor of City, its officers, agents, employees and volunteers.

Other provisions or requirements

Proof of insurance. Vendor shall provide certificates of insurance to City as evidence of the insurance coverage required herein, along with a waiver of subrogation endorsement for workers' compensation. The certificate of insurance shall be endorsed to provide thirty (30) days prior written notice of cancellation (except for nonpayment for which a ten (10) day notice is required) or nonrenewal of coverage for each required coverage. Insurance certificates and endorsements must be approved by City's Risk Manager prior to commencement of performance. Current certification of insurance shall be kept on file with City at all times during the term of this contract. City reserves the right to require complete, certified copies of all required insurance policies, at any time.

Duration of coverage. Vendor shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property, which may arise from or in connection with the performance of the Work hereunder by Vendor, his agents, representatives, employees or sub-vendors.

Primary/noncontributing. Coverage provided by Vendor shall be primary and any insurance or self-insurance procured or maintained by City shall not be required to contribute with it. The limits of insurance required herein may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of City before the City's own insurance or self-insurance shall be called upon to protect it as a named insured.

City's rights of enforcement. In the event any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced, City has the right but not the duty to obtain the insurance it deems necessary and any premium paid by City will be promptly reimbursed by Vendor or City will withhold amounts sufficient to pay premium from Vendor payments. In the alternative, City may cancel this Agreement.

Acceptable insurers. All insurance policies shall be issued by an insurance company currently authorized by the Insurance Commissioner to transact business of insurance or is on the List of Approved Surplus Line Insurers in the State of California, with an assigned policyholders' Rating of A- (or higher) and Financial Size Category Class VII (or larger) in accordance with the latest edition of Best's Key Rating Guide, unless otherwise approved by the City's Risk Manager.

Waiver of subrogation. All insurance coverage maintained or procured pursuant to this Agreement shall be endorsed to waive subrogation against City, its elected or appointed officers, agents, officials, employees and volunteers or shall specifically allow Vendor or others providing insurance evidence in compliance

with these specifications to waive their right of recovery prior to a loss. Vendor hereby waives its own right of recovery against City and shall require similar written express waivers and insurance clauses from each of its sub-vendors.

Enforcement of contract provisions (non estoppel). Vendor acknowledges and agrees that any actual or alleged failure on the part of the City to inform Vendor of non-compliance with any requirement imposes no additional obligations on the City nor does it waive any rights hereunder.

Requirements not limiting. Requirements of specific coverage features or limits contained in this Section are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only as it pertains to a given issue and is not intended by any party or insured to be all inclusive, or to the exclusion of other coverage, or a waiver of any type. If the Vendor maintains higher limits than the minimums shown above, the City requires and shall be entitled to coverage for the higher limits maintained by the Vendor. Any available insurance proceeds in excess of the specified minimum limits of insurance and

Additional insured status. General liability policies shall provide or be endorsed to provide that City and its officers, officials, employees, and agents shall be additional insureds under such policies. This provision shall also apply to any excess/umbrella liability policies.

Prohibition of undisclosed coverage limitations. None of the coverages required herein will be in compliance with these requirements if they include any limiting endorsement of any kind that has not been first submitted to City and approved of in writing.

Separation of insureds. A severability of interests provision must apply for all additional insureds ensuring that Vendor's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the insurer's limits of liability. The policy(ies) shall not contain any cross-liability exclusions.

Pass through clause. Vendor agrees to ensure that its sub-vendors, sub-contractors, and any other party involved with the project who is brought onto or involved in the project by Vendor, provide the same minimum insurance coverage and endorsements required of Vendor. Vendor agrees to monitor and review all such coverage and assumes all responsibility for ensuring that such coverage is provided in conformity with the requirements of this section. Vendor agrees that upon request, all Agreements with Vendors, sub-vendors, and others engaged in the project will be submitted to City for review.

Self-insured retentions. Any self-insured retentions must be declared to and approved by City. City reserves the right to require that self-insured retentions be

eliminated, lowered, or replaced by a deductible. Self-insurance will not be considered to comply with these specifications unless approved by City.

Timely notice of claims. Vendor shall give City prompt and timely notice of claims made or suits instituted that arise out of or result from Vendor's performance under this Agreement, and that involve or may involve coverage under any of the required liability policies.

Additional insurance. Vendor shall also procure and maintain, at its own cost and expense, any additional kinds of insurance, which in its own judgment may be necessary for its proper protection and prosecution of the Work.

12. **NOTICES**

Any notices which either party may desire to give to the other party under this Agreement must be in writing and may be given either by (i) personal service, (ii) delivery by a reputable document delivery service, such as but not limited to, Federal Express, which provides a receipt showing date and time of delivery, or (iii) mailing in the United States Mail, certified mail, postage prepaid, return receipt requested, addressed to the address of the party as set forth below or at any other address as that party may later designate by notice:

To City:	City of El Centro Attention: City Clerk Norma Wyles 1275 W. Main Street, El Centro CA 92243
----------	--

To Vendor	Aviat U.S., Inc. Attention: Legal Department 200 Parker Drive, Suite C100 A Austin, Texas 78728
-----------	--

13. **ASSIGNMENT**

The Vendor shall not assign the performance of this Agreement, nor any part thereof, nor any monies due hereunder, to any sub-Vendor without prior written consent of the City. Such written consent shall not be unreasonably withheld.

14. **LICENSES**

At all times during the term of this Agreement, Vendor shall have in full force and effect, all licenses required of it by law for the performance of the services described in this Agreement.

15. **CITY BUSINESS LICENSE**

In addition to any other permits or licenses, Vendor shall obtain, maintain and comply with the requirements for a current City business license during the term of this Agreement.

16. **PREVAILING WAGES AND REGISTRATION REQUIREMENTS - Installation**

When any of the services described herein are considered “public works” as defined by California Labor Code Section 1720 et seq., prevailing wage rates shall apply to that portion of the project. California State Prevailing Wage information is available through the California Department of Industrial Relations (DIR) websites below.

- Prevailing Wage FAQ
website: www.dir.ca.gov/OPRL/FAQ_PrevailingWage.html
- Prevailing Wage Determination
website: <http://www.dir.ca.gov/oprl/DPreWageDetermination.htm>

Wage rates for this project shall be in accordance with the “General Wage Determination made by the Director of Industrial Relations Pursuant to California Labor Code, Part 7, Chapter 1, Article 2, Sections 1770, 1773 and 1773.1”, for Imperial County.

The following Labor Code sections are hereby referenced and made a part of this Agreement:

1. Section 1775 – Penalty for Failure to Comply with Prevailing Wage Rates.
2. Section 1777.4 – Apprenticeship Requirements.
3. Section 1777.5 - Apprenticeship Requirements.
4. Section 1813 – Penalty for Failure to Pay Overtime.
5. Section 1810 and 1811 – Working Hour Restrictions.
6. Section 1775 – Payroll Records.
7. Section 1773.8 – Travel and Subsistence Pay.
8. Section 1776 – Payroll Records.

CONTRACTOR must be registered with the Department of Industrial Relations (DIR) of the State of California in order to be eligible to work on public works projects. CONTRACTOR must ensure registration with the DIR is active and in good standing.

This project is subject to compliance monitoring and enforcement by the Department of Industrial Relations.

17. **GOVERNING LAW**

The City and Vendor understand and agree that the laws of the State of California shall govern the rights, obligations, duties, and liabilities of the parties to this Agreement and also govern the interpretation of this Agreement. Any litigation concerning this Agreement shall take place in the municipal, superior, or federal district court with jurisdiction over the City of El Centro.

18. **ENTIRE AGREEMENT**

This Agreement contains the entire understanding between the parties relating to the obligations of the parties described in this Agreement. All prior or contemporaneous agreements, understandings, representations, and statements, oral or written, are merged into this Agreement and shall be of no further force or effect. Each party is entering into this Agreement based solely upon the representations set forth herein and upon each party's own independent investigation of any and all facts such party deems material.

19. **SEVERABILITY**

The invalidity in whole or in part of any provision of this Agreement shall not void or affect the validity of the other provisions of this Agreement.

20. **CONTENTS OF PROPOSAL**

Vendor is bound by the contents of the proposal submitted by the Vendor, Exhibits "A" and "B" hereto.

21. **ATTORNEY'S FEES**

If any action at law or suit in equity, including an action for declaratory relief, is brought by either party with respect to this Agreement, the prevailing party shall be entitled to reasonable attorney's fees, in addition to any other relief to which it may be entitled, and such amount may be added to, and made a part of, such judgment.

22. **AUTHORITY TO EXECUTE THIS AGREEMENT**

The person or persons executing this Agreement on behalf of Vendor warrants and represents that he/she has the authority to execute this Agreement on behalf of the Vendor and has the authority to bind Vendor to the performance of its obligations hereunder.

23. **WAIVER**

The waiver by either party of a breach by the other of any provision of this agreement shall not constitute a continuing waiver or a waiver of any subsequent breach of either the same or a different provision of this agreement.

24. **AMENDMENTS**

This Agreement may be modified or amended only by a written document executed by both Vendor and the City and approved as to form by the City Attorney. Such document shall expressly state that it is intended by the parties to amend the terms and conditions of this Agreement.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed on the date first written above.

CITY OF EL CENTRO

AVIAT U.S., INC.

By: _____
Daniel Paramo, Interim City Manager

By: _____
William Hauze, VP Finance

ATTEST:

By: _____
Norma Wyles, City Clerk

APPROVED AS TO FORM:

Elizabeth L. Martyn, City Attorney

Statement of Work

CITY OF EL CENTRO
El Centro PD Relocation
NA220510-75600
Project Services

Release 3.0
11/01/2024



Issue Releases

Issue Number	Issue Release Date	Changes	Preparer
1.0	05/31/2022	Initial Release Services	G. Galvan
2.0	10/29/2024	Update to 1+1 HSB	G. Galvan
3.0	11/01/2024	Update Customer and Decom	G. Galvan

TABLE OF CONTENTS

1.	EXECUTIVE SUMMARY	4
1.1.	Purpose of Document	4
1.2.	Project Scope	4
1.3.	Supporting Documents	5
1.4.	System Summary	7
1.5.	MPLS Design Scope for Projects with this Feature	8
1.6.	Validity of Quote	8
1.7.	Period of Performance	8
1.8.	Specific Personnel and/or Field Crew Request	8
1.9.	Field Crew Mobilization	8
1.10.	Onsite Meetings.....	8
1.11.	Towers and Antenna Structures.....	8
1.12.	Water Tank Antenna Mounts	8
1.13.	Construction, Site and Civil Drawings.....	8
1.14.	Battery Storage and Charging for projects that include batteries	8
2.	PLANNING AND DESIGN SERVICES AND RESPONSIBILITIES	10
2.1.	Project Management	10
2.2.	Microwave Network Design	11
2.3.	Microwave Path Design	12
2.4.	Project Engineering	13
3.	INSTALLATION, INTEGRATION & TESTING	15
3.1.	Installation Services	15
3.2.	Integration Services	15
3.3.	Testing Services	15
3.4.	Installation, Integration, & Testing Responsibilities.....	15
3.5.	Aviat Networks Installation, Integration, & Testing Deliverables.....	19
4.	EQUIPMENT DECOMMISSION	20
4.1.	Decommission Services	20
5.	APPENDIX A: PROJECT MANAGEMENT	21
6.	APPENDIX B: NETWORK ENGINEERING.....	23
7.	APPENDIX C: TRANSMISSION ENGINEERING	24
8.	APPENDIX D: PROJECT ENGINEERING	29
9.	APPENDIX E: INSTALLATION, INTEGRATION & TESTING	30
10.	APPENDIX F: ASSUMPTIONS & EXCLUSIONS.....	32
11.	APPENDIX G: FIELD CHANGE ORDER PROCEDURE.....	33
12.	STATEMENT OF WORK SIGN-OFF.....	35
13.	PROJECT COMPLETION SIGN-OFF	36
14.	AVIAT STANDARD DRAWINGS.....	37

1. EXECUTIVE SUMMARY

1.1. Purpose of Document

This Statement of Work ("SOW") specifies the deliverables and defines the responsibilities and other relevant terms applicable to the planning and delivery of microwave and associated products from Aviat U.S., Inc. ("Aviat Networks" or "Aviat") and its partners, as well as the professional services required to engineer and implement the proposed solution for CITY OF EL CENTRO ("Customer").

Execution of the services listed in this SOW is governed by Aviat's standard terms and conditions ("Agreement"). Neither party is obligated to provide any services until the Agreement is executed by both parties and an order has been placed for services by CITY OF EL CENTRO and accepted by Aviat Networks. Where the terms of the Agreement differ from the terms of the SOW, the terms in the SOW shall control. Any capitalized term not defined herein shall have the meaning ascribed to it in the Agreement.

1.2. Project Scope

This SOW applies to El Centro PD Relocation project proposed by Aviat Networks and cannot be extended to other projects. Aviat Networks will provide the following services to CITY OF EL CENTRO:

- | | |
|--|---|
| ☒ Project Management | ☒ Network Engineering |
| ☒ Transmission Engineering | ☒ Project Engineering |
| ☒ Configuration Engineering/Drafting | ☐ MPLS Network Services |
| ☒ Factory Integration and Testing | ☒ Antenna & Line Installation |
| ☒ Radio Installation and Testing | ☐ Network Integration |
| ☐ Radio Decommission | ☐ Antenna System Decommission |
| ☐ DC Power System Installation and Testing | ☐ DC Power System Decommission |
| ☐ Civil Construction | ☐ Field Technical Support |

Prevailing Wages: Yes

Freight Terms: Destination

☐ Other: _____

Any required services or material not specified in this SOW will be provided by CITY OF EL CENTRO and will not be considered part of Aviat Networks' responsibilities. Aviat Networks reserves the right to quote and perform services not specified in this SOW in accordance with the terms and conditions of the Agreement. Once Aviat Networks approves the new services, the new services will be added to this SOW in a mutually signed amendment to this SOW and the release of a new services purchase order. For a full list of Aviat provided equipment, please refer to the project equipment list.

CITY OF EL CENTRO and Aviat Networks acknowledge that meeting the planned project completion date requires the cooperation of the parties. Any changes requested by CITY OF EL CENTRO before the design freeze date stated in Appendix B will be considered part of the design finalization phase of the project and not subject to a formal change order, if at Aviat Networks' sole discretion, the requested change falls within the original scope and hours of the project. Any changes requested by CITY OF EL CENTRO after the design freeze date will be subject to review by Aviat Networks and may, at Aviat Networks' sole discretion, result in a change order fee and/or a delay in delivery to the field. See Appendix B for more detail on the design freeze.

Completion and accuracy of all deliverables are subject to the integrity of the information provided by CITY OF EL CENTRO. Aviat Networks is not responsible for validating the accuracy of the information provided by CITY OF EL CENTRO. Any changes resulting from incorrect information provided by CITY OF EL CENTRO or any third party associated with Customer, will be charged to CITY OF EL CENTRO as a billable change order.

CITY OF EL CENTRO furthermore agrees that any delays caused by inadequate site readiness for which CITY OF EL CENTRO was responsible for may prohibit Aviat Networks from meeting the project completion date, and Aviat Networks may adjust the completion date. Unless otherwise agreed to in a mutually signed amendment to this SOW, any cost impact such delays might have on this SOW will be charged to CITY OF EL CENTRO as a billable change order. In the event of such delays, Aviat Networks and CITY OF EL CENTRO will make a reasonable effort to resolve the issue and mutually agree on new project milestones.

Documents, deliverables, and work submitted by Aviat Networks to CITY OF EL CENTRO shall be reviewed and approved in ten (10) working days from the date of receipt. If the documents, deliverables, or work submitted by Aviat Networks include equipment

production or OEM ordering, Customer shall not review, approve, or comment on the documents, deliverables, or work, and the documents deliverables, or work shall, at Aviat's option, either be (i) placed on hold or (ii) deemed accepted.

Aviat shall invoice Customer for equipment upon shipment of the equipment. Aviat shall invoice Customer for services upon completion of the services. Customer shall pay all invoices issues by Aviat within thirty (30) days of Aviat's issuance of the invoice. If Customer does not pay an invoice within thirty (30) days of issuance of the invoice, Aviat shall assess a late penalty of the lesser of one-and-a-half percent (1.5%) or the greatest amount allowed by law.

Project Summary

Number of Hops	1	Number of Sites	2
Number of parallel RF Channels	NA	Number of Sites	NA
Radio Equipment Families	IRU/ODU 600	Frequency Band	11 GHz
Link Capacity	200 Mbps	Protection Type	MHSB
Traffic Type	Ethernet	Project Locations (States)	CA

1.3. Supporting Documents

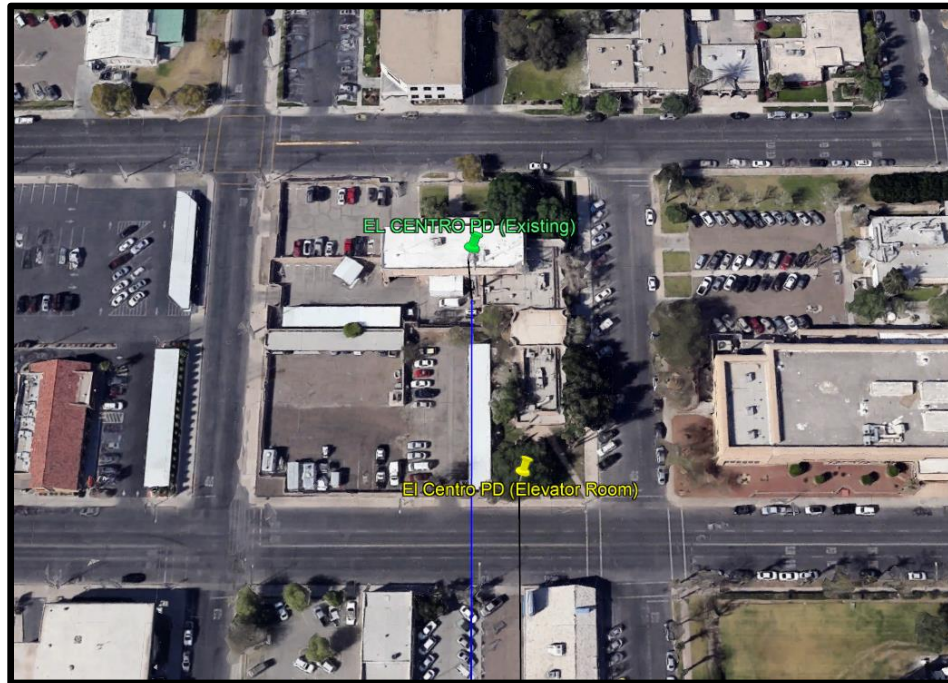
The following documents will be provided by Aviat Networks in support of this project and must be accepted by CITY OF EL CENTRO as part of the project completion. It is CITY OF EL CENTRO's responsibility to provide signed copies of the documents to Aviat Networks before the final project completion.

	<u>Document</u>	<u>Master Document</u>	<u>Requires Customer Acceptance/Sign-off?</u>
Planning	Project Schedule	Project Schedule	Yes
	Statement of Work	This document	Yes
	Statement of Work Sign-off	This document	Yes
Design	DC Power calculations	Design Freeze Package	No
	Design Freeze Package	Design Freeze Package	Yes
	Equipment List	Equipment List	No
	Frequency Datasheets	Path Survey Report	No
	Floor Plan	Installation Specifications	Yes
	IP Plan	Design Freeze Package	Yes
	NMS Plan	Design Freeze Package	Not Quoted
	Path Calculations and Path Profiles	Path Survey Report	No
	Path Survey Report	Path Survey Report	Yes
	Rack Profiles and Wiring Diagrams	Installation Specifications	No
	Site Survey Report	Site Survey Report	Yes
	Synchronization Plan	Design Freeze Package	No
	System Layout	Design Freeze Package	No
	Traffic Plan	Design Freeze Package	Yes
Implementation			
	Antenna Installation Checklist	Installation Specifications	No
	Antenna Mounting Design	Installation Specifications	No
	Antenna System Audit Form	Installation Specifications	No
	As Built Record Sets	As Build Records	Yes
	Change Order Form	This document	Yes
	Equipment Installation Checklist	Installation Specifications	Yes
	Field Acceptance Test Plan	Installation Specifications	Yes
	Installation Specifications	Installation Specifications	No
	Injury and Illness Prevention	Installation Specifications	No
	Project Completion Sign-off	This document	Yes
	Punch List Completion Report	Installation Specifications	Yes
	Site Installation Completion Report	Installation Specifications	Yes

	Traffic Cutover Plan	Installation Specifications	Not Quoted
	RF Cutover Plan	Installation Specifications	Not Quoted

1.4. System Summary

Aviat Networks is pleased to present its proposal for the El Centro PD Relocation. The new El Centro antenna location will be installed on the dispatch building elevator equipment room parapet wall @ 48ft AGL.



The proposed radio configuration will be:

El Centro:

- New ODU600 radio (split-type) with new coaxial cable transmission line to due cable route on the building
- New Eclipse INUe (Microwave Intelligent Nodal Unit)
- New relay rack
- New 3ft antenna
- Wall mounted antenna pipe mount
- New AC to DC converter. AC input protected by UPS

ICSO:

- New IRU600 radio (All Indoor) with new waveguide transmission line
- New Eclipse INUe (Microwave Intelligent Nodal Unit)
- New relay rack
- New 3ft antenna
- New dehydrator
- Standard antenna mount

Spares:

Set of spares is included on the proposal

Warranty:

Standard City of El Centro 7 years warranty is included

1.5. MPLS Design Scope for Projects with this Feature

MPLS is not included on this proposal

1.6. Validity of Quote

A Quote is an invitation for an offer and a notice to Customer of these Conditions which automatically expires after one hundred and eighty (180) days from the date of Quote, (i) if Customer has not issued Aviat US a purchase order or (ii) if the Quote is not signed by Customer and returned to Aviat US within such time frame.

1.7. Period of Performance

This project Period of Performance is 20 weeks After Receipt of Order (ARO), any delays beyond Aviat's control will be addressed as a change order to CITY OF EL CENTRO, this includes any changes to the design, field implementation and coordination requiring additional hours for Network Engineer, Configurations Engineer, Drafter, Transmission Engineer, Program Manager, Project Engineer, and field crews.

1.8. Specific Personnel and/or Field Crew Request

None.

Aviat will make every effort possible to utilize requested personnel. However, if schedule and resource constraints arise demanding the use of alternate personnel, Aviat will communicate such resource plans with the client in a timely manner to allow for proper negotiations.

1.9. Field Crew Mobilization

Aviat has included 1 field crew mobilization(s) for the duration of field implementation phase, additional mobilizations will be billed on a time-and-expenses basis. Reference Appendix E: Installation, Integration & Testing section.

1.10. Onsite Meetings

Aviat did not quote any onsite meetings for this proposal.

1.11. Towers and Antenna Structures

Aviat assume all towers are climbable and antennas can be installed without the need of cranes or lifts; if after the site survey it is determined that a crane or lift is required, this will address as a change of scope with a change order to the customer to cover the additional cost.

1.12. Water Tank Antenna Mounts

Aviat is providing standard antenna mounts for this project. Customer is responsible for providing antenna mounting structure at all water tanks. Customer is responsible for providing tie-back points at all water tanks.

1.13. Construction, Site and Civil Drawings

Aviat is only providing the standard drawing package for the microwave equipment proposed for this proposal, reference section 14 of this document for reference. Customer is responsible for all other drawings required for this project.

1.14. Battery Storage and Charging for projects that include batteries

Storage Location

If the battery is not to be installed at the time of receipt, it is recommended that it be stored indoors in a cool [77°F (25°C) or less], clean, dry location. Do not stack pallets or cell terminal damage may occur.

The storage interval from the date of battery shipment to the date of installation and initial charge should not exceed six (6) months. If extended storage is necessary, the battery should be charged at regular intervals until installation can be completed and float charging can be initiated. When in extended storage, it is advised to mark the battery pallets with the date of shipment and the date of every charge. If the battery is stored at 77°F (25°C) or below, the battery should be given a freshening charge

within 6 months of the date of shipment and receive a freshening charge at 6-month intervals thereafter. Storage at elevated temperatures will result in accelerated rates of self-discharge. For every 18°F (10°C) temperature increase above 77°F (25°C), the time interval for the initial freshening charge and subsequent freshening charges should be halved. Thus, if a battery is stored at 95°F (35°C), the maximum storage interval between charges would be 3 months (reference Appendix B). Storage beyond these periods without proper charge can result in excessive sulphation of plates and positive grid corrosion which is detrimental to battery performance and life. Failure to charge accordingly may void the battery's warranty. Initial and freshening charge data should be saved and included with the battery historical records.

2. PLANNING AND DESIGN SERVICES AND RESPONSIBILITIES

2.1. Project Management

2.1.1. Project Management Services Provided by Aviat

Assigns an Aviat Networks Project Manager to manage the project

☒ Yes

☐ No

2.1.2. Project Management Responsibilities

Planning:		
	Develop project schedule for Aviat engineers	Yes
	Develop project schedule for CITY OF EL CENTRO's supporting vendors	Customer
	Establish an action register	Aviat
	Establish a communications plan	Aviat and Customer
	Establish a change management plan	Aviat and Customer
	Establish a risk management strategy	Aviat
	Provide quality standards and procedures document	Aviat
	Establish a resource management plan for Aviat resources	Aviat
	Develop a responsibility matrix, detailing principal team members by function	Aviat
	Provide details of CITY OF EL CENTRO's principal team members by function	Customer
	Provide details of CITY OF EL CENTRO's single point of contact for Aviat	Customer
Execution:		
	Act as primary point of contact for CITY OF EL CENTRO	Aviat
	Finalize project terms and scope with CITY OF EL CENTRO	Aviat
	Chair meetings to assign tasks, evaluate progress and address issues	Aviat
	Coordinate Aviat Networks' day-to-day activities through to project signoff	Aviat
	Coordinate CITY OF EL CENTRO's supporting vendors' day-to-day activities	Customer
	Monitor progress against the agreed-upon project milestones	Aviat
	Report on progress as agreed to in the communications plan	Aviat
	Manage project risk through risk identification, quantification and mitigation	Aviat
	Ensure the terms and conditions of the contract are complied with	Aviat
Closeout:		
	Manage project close-out activities	Aviat
	Sign off on close-out activities and final deliverables	Customer

2.1.3. Aviat Networks Project Management Deliverables

- | | |
|--|--|
| ☒ Project Schedule | ☒ Action Register |
| ☐ Risk Management Strategy | ☒ Communication Plan |
| ☒ Change Management Plan | ☒ Progress Reports (as required) |

Refer to **Appendix A** for further details regarding the Project Manager's role.

2.2. Microwave Network Design

Copies of equipment datasheets/user manuals	Aviat
---	-------

2.2.1. Network Design Responsibilities

Planning:		
	Microwave system requirements	Customer
	Existing traffic, IP and NMS plans	Customer
	Anticipated channel plan requirements	Customer
	Preliminary system design during or after initial proposal	Aviat
	Preliminary path calculations for selected Aviat Networks radios	Aviat
Design:		
	Final equipment list	Aviat
	Final path calculations and path profiles	Aviat
	Site specific diagram (RP's and wiring diagrams)	Aviat
	DS0 traffic plans	Customer
	DS1/DS3/OC3 traffic plans	Not Quoted
	IP traffic plans	Aviat
	NMS plan	Not Quoted
	Synchronization plan	Customer
	DC power calculations	Aviat
	Traffic cut-over plan and method of procedure	Not Quoted
	Field acceptance test plan	Aviat
Sign-off:		
	CITY OF EL CENTRO sign-off on final network design (design freeze)	Customer

2.2.2. Aviat Networks Design Deliverables

- ☒ Equipment List
- ☒ Design Freeze Package

Refer to **Appendix B** for further details regarding the network design.

2.3. Microwave Path Design

Path reliability	99.9995	%
BER	☐ 10 ⁻³	☒ 10 ⁻⁶
CITY OF EL CENTRO exempt from FCC license fee	☒ Yes	☐ No

2.3.1.Path Design Services Provided by Aviat

RF interference paper study	Aviat
RF field measurements	Not Quoted

2.3.2.Path Design Responsibilities

Planning:		
	Documents relating to tower or structural analysis and drawings	Customer
	Documents relating to previous path surveys and frequency coordination	Customer
	Historical path performance details on a per link basis	Customer
	Path clearance objective for each path	Customer
	Federal registration number (FRN) and username and password	Customer
Design:		
	Path surveys to confirm path reliability objectives	Aviat
	Site elevation and coordinates	Customer
	Existing antenna mounting structure description and information (tower type)	Aviat
	Existing building description and information	Aviat
	Site plan (drawing with major landmarks for location purposes)	Customer
	Final path calculations and path profiles for each hop	Aviat
	Identify locations of possible sources of spectral reflection	Aviat
	Information concerning possible obstructions or obstacles	Aviat
	Recommend antenna size, type, and mounting height	Aviat
	Radio frequency coordination	Aviat
	Tower permit application	Customer
	Prepare and submit FCC license application (where applicable – Form 601)	Aviat
	Prepare and submit environmental impact data	Customer
	Provide required environmental approvals or permits	Customer
	File FCC construction completion notice	Aviat
Sign-off:		
	Approve recommended antenna size, type and mounting height	Customer
	CITY OF EL CENTRO sign-off on final path design	Customer

2.3.3.Aviat Networks Path Design Deliverables

- ☒ Microwave Path Survey Report
- ☒ Frequency Datasheets

Refer to **Appendix C** for further details regarding the path design.

2.4. Project Engineering

2.4.1. Project Engineering Services Provided by Aviat

Floor plan for Aviat installation scope	Aviat
Traffic cutover plan	Not Quoted
RF cutover plan	Not Quoted
Field acceptance test plan	Aviat
Installation specifications	Aviat
Manage civil construction	No
Manage field installation	Aviat

2.4.2. Project Engineering Responsibilities

Planning:	
Documents relating to tower or structural analysis and drawings	Customer
Site access policies and procedures	Customer
Site access as required	Customer
Building/shelter/enclosure access as required	Customer
Design:	
Site surveys	Aviat
Existing tower description and information (tower type)	Aviat
Existing building description and information	Aviat
Site plan (drawing with major landmarks for location purposes)	Customer
Environmental data (if required)	Customer
Flooring, ceiling, racking data, and requirements to mount new hardware	Customer
All power, existing and future, with breaker assignments	Customer
Recommendation for placement of new equipment	Aviat and Customer
Identify and define antenna mounting hardware	Aviat
Identify any grounding issues and recommend improvements	Aviat
Identify demarcation types and location between new and existing equipment	Customer
Existing waveguide dehydrator information and their associated cabling	Aviat
All structural information regarding power generator	Customer
Recommendation for any site or shelter upgrades	Customer
Recommendation for tower upgrades	Customer
Execution:	
Coordinate day-to-day field install activities through to project signoff	Aviat
Monitor field installation progress against the agreed-upon project milestones	Aviat
Report on field installation progress as agreed to in the communications plan	Aviat
Ensure proper site readiness prior to the install start date	Customer
Coordinate Aviat change orders until project completion	Aviat
Coordinate system acceptance and project completion	Aviat
Coordinate finalization of project close-out drawings and documents	Aviat
Review quality checklists and photos for defects	Aviat

2.4.3.Aviat Networks Project Engineering Deliverables

- ☒ Microwave Site Survey Report
- ☐ Traffic Cutover Plan
- ☐ RF Cutover Plan
- ☒ Field Acceptance Test Plan
- ☒ Installation Specification
- ☒ Project Closeout Package

Refer to **Appendix D** for further details regarding Project Engineering.

3. Installation, Integration & Testing

3.1. Installation Services

Tower installation	Customer
Antenna system installation	Aviat
Transmission line installation	Aviat
Shelter installation	Customer
Indoor equipment and rack installation	Aviat
AC power equipment	Customer
DC power equipment	Not Quoted
Ground installation	Customer
Antenna alignment	Aviat

3.2. Integration Services

Microwave equipment integration	Aviat
Dehydrator integration	Aviat
NMS integration	Not Quoted

3.3. Testing Services

Station test	Aviat
Hop test	Aviat
System test	Aviat
Traffic cutover	Not Quoted
RF cutover	Not Quoted

3.4. Installation, Integration, & Testing Responsibilities

General project responsibilities:		
	Obtain all necessary environmental and public agency approvals/documentation	Customer
	Obtain all necessary construction permits and documentation	Customer
	Access to sites in accordance with the project schedule	Customer
	Normal road access for all project related vehicles	Customer
	Transport of Aviat Networks supplied equipment to Customer warehouse	Aviat
	Transport of Aviat Networks supplied equipment to sites	Aviat
	Transport of Aviat Networks personnel to and from sites	Aviat
	Safety and first aid material and supplies to Aviat Networks personnel	Aviat
Site & civil services:		
	Leasing, zoning, permits and inspections	Customer
	Soil analysis or provide report	Customer
	Foundation design for tower/shelter	Customer
	Site construction (demolition, grading, erosion control, drainage, etc.)	Customer
	Civil documentation for existing shelters and towers	Customer
	Structural design package required to support proposed antenna system	Customer
	Structural analysis report for the existing and new antenna system	Customer
	Site layout drawings, plot plans or applicable architectural blueprints	Customer
	Locate and mark all site boundaries and features	Customer

	Secure storage for all equipment including radios, antennas and racks	Customer
	Standard equipment packaging	Aviat
	Unpack Aviat Networks equipment and remove packing material from site	Aviat
	Verify packing list to specifications	Aviat
Installation services:		
	Tower installation:	
	Antenna system support structures: towers, monopoles and tripods	Customer
	Ground resistivity measurements and report of newly installed ground system	Customer
	Install tower foundation	Customer
	Tower painting	Customer
	Provide and install tower lights	Customer
	Provide and install safety climb and safety climb ladder	Customer
	Provide and install lightning rod	Customer
	Provide and install platform	Customer
	Provide and install footing hardware and penetrations for structure on rooftops	Customer
	Adequate earth ground in accordance with EIA/TIE standard 222G	Customer
	Connect tower ground to site ground, in accordance with EIA/TIA standard 222G	Customer
	Provide and install standard tower leg pipe mounts	Aviat
	Provide and paint antennas to match structure or specific color	Not Quoted
	Provide and paint lines to match structure or specific color	Not Quoted
	Provide and install tower or rooftop pole mounts	Customer
	Provide and install any required steel support members for side braces	Aviat
	Provide and install specialized antenna mounts	Not Quoted
	Provide and install standard face mounts	Not Quoted
	All RF/microwave antenna mounting brackets	Aviat
	Antenna feeder window/bridge and cable tray supports	Customer
	Antennas and radomes at specified centerlines	Aviat
	Ice shields at specified locations	Not Quoted
	Cranes, man lifts, snowmobiles, ATV's, or special hoisting equipment	TBD after Surveys
	Transmission line installation:	
	Waveguide ladders	Customer
	Waveguide bridges	Customer
	Rooftop sleepers for transmission lines and ground plates	Customer
	Provide and install cable trays	Customer
	Provide and install transmission lines	Aviat
	Provide and install hanger kits and ground kits	Aviat
	Penetrate building walls or roof and install waveguide ports and entry plates	Customer
	Provide and install waveguide or coax boots at entry plates	Aviat
	Provide and install lightning protector at entry points	Aviat
	Provide and install conduit	Customer
	Terminate and label waveguide or coax runs	Aviat
	Shelter installation:	
	Provide shelters, cabinets or enclosures	Customer
	Provide and install shelter foundation	Customer

	Shelter installation	Customer
Indoor equipment and rack installation:		
	Provide and install cable ladders or trays	Customer
	Provide and install new racks in specified locations	Aviat
	Provide and install bracing supports	Aviat
	Provide and install pressurization equipment	Aviat
AC/DC power equipment and/or ground installation:		
	Perform electrical (underground conduits, trenching, AC power source, etc.)	Customer
	Provide and install ground ring	Customer
	Provide and install generator and fuel tank	Customer
	Provide and install AC circuit breakers to support Aviat Networks equipment	Customer
	Provide and install AC feeds from AC distribution to charger or UPS equipment	Customer
	Provide and install DC circuit breakers to support Aviat Networks equipment	Aviat
	Provide and install charger racks	Not Quoted
	Provide and install battery into charger rack or on floor as required	Not Quoted
Field integration services		
	Integrate Aviat Networks microwave equipment	Aviat
	Integrate rack ground to ground distribution in shelter	Aviat
	Integrate DC wiring to specified distribution panels	Aviat
	Integrate payload wiring to designated demarcation	Aviat
	Integrate Ethernet wiring to designated demarcation	Aviat
	Integrate alarm contacts to designated demarcation	Aviat
	Integrate battery wiring to designated chargers	Not Quoted
	Connect radio antenna ports to waveguide flex sections	Aviat
	Set dehydrator pressure to 4psi	Aviat
	Install and integrate NMS software into Customer's radio network	Not Quoted
	Customize NMS alarm designations	Not Quoted
Testing services:		
	Review and approve Aviat field acceptance test plan	Customer
Station test:		
	Perform grounding inspection	Customer
	Perform equipment inspection	Customer
Hop test:		
	Perform antenna system test	Aviat
	Measure return loss and distance-to-fault of waveguide terminated at antenna within antenna frequency range	Aviat
	Verify airtightness, by turning pressurization valve off for 4 hours and measuring pressure drop on each line (<0.5 PSI)	Aviat
	Perform DC power system test	Not Quoted
	Measure charger floating/equalization voltages	Not Quoted
	Measure voltages on each battery cell	Not Quoted
	Verify charger/battery switching	Not Quoted
	Perform microwave equipment test	Aviat
	Perform transmit power output test	Aviat
	Perform receive signal level test	Aviat

	Perform receiver threshold (fade margin) test	Aviat
	Perform transmitter/receiver switching test	Aviat
	Perform Layer 1 link aggregation test	Not Quoted
	Perform Layer 2 link aggregation test	Not Quoted
	Perform adaptive modulation test	Not Quoted
	Perform Ethernet test	Aviat
	Perform AUX alarm/data card test	Aviat
	Perform channel bank test	Customer
	Verify VF continuity/level at 1KHz	Customer
	Verify operation of E/M signaling	Customer
	Perform multiplexer test	Not Quoted
	Perform IP phone test	Not Quoted
	Perform dehydrator test	Aviat
	Perform 1-hour BER test on primary radio and 1-hour BER test on standby radio	Aviat
System test:		
	Perform ring wrapping or Ethernet Ring Protection (ERP) tests	Not Applicable
	Perform IP phone test	Not Quoted
	Perform network continuity test	Not Applicable
	Perform provision element manager test	Not Quoted
	Perform 12-hour BER test on primary side	Aviat
	Perform 12-hour BER test on standby side	Aviat
Traffic/RF cutover:		
	Provide technical personnel familiar with existing equipment and cutover plan	Customer
	Schedule cutover of all complete traffic immediately following installation	Not Quoted
	Transfer circuit wiring	Not Applicable
	Verify integrity of circuits being cutover	Not Quoted
	Perform RF cutover	Not Quoted
	Perform traffic cutover	Not Quoted
Final site acceptance procedure:		
	Notify all parties involved of site completion	Aviat
	Perform site installation inspection	Customer
	Complete indoor quality checklist	Aviat
	Complete tower quality checklist	Aviat
	Submit final punch list of all deficiencies to be corrected to Aviat	Customer
	Identify all critical punch list items	Customer
	Review, agree and sign off on final punch list	Aviat and Customer
	Sign off on Aviat Networks site installation checklist form	Customer
Final system acceptance procedure		
	Sign off on Aviat Networks field acceptance test results	Customer
	Resolution of Customer vendor issues affecting completion or project	Customer
	Sign off on Aviat Networks installation completion report	Customer
	Sign off on project acceptance based on acceptance criteria of project	Customer
	Issue final invoice for services upon acceptance of the system	Aviat



	Provide as-built drawings for Aviat provided equipment	Aviat
--	--	-------

3.5. **Aviat Networks Installation, Integration, & Testing Deliverables**

- ☒ Site Installation Completion Report
- ☒ Quality Checklists
- ☒ System Installation Completion Report
- ☒ Field Acceptance Test Report (completed)
- ☒ Punch List Completion Report
- ☒ As-built Record Sets

Refer to **Appendix F** for further details regarding the installation, integration, and testing services.

4. Equipment Decommission

4.1. *Decommission Services*

Tower	Not Quoted
Antenna system (ICSO only)	Aviat
Transmission line (ICSO only)	Aviat
Pipe mount	Not Quoted
Radio rack	Not Quoted
DC charger rack	Not Quoted
Battery	Not Quoted
Leave decommissioned equipment at the site	Not Quoted
Transport decommissioned equipment to customer warehouse	Not Quoted
Dispose decommissioned equipment	Not Quoted

5. APPENDIX A: PROJECT MANAGEMENT

Responsibilities

Aviat Networks will assign an Aviat representative to be the primary point of contact for this SOW ("Project Manager") for the duration of the project. The Project Manager will work with CITY OF EL CENTRO to facilitate effective resource management, escalations, approval processes, scheduling, communication, and reporting with Aviat engineers and other designated vendors as needed. The Project Manager is responsible for maintaining control of the project and assuring compliance with the project and Customer specifications. Aviat Networks will not be responsible for the resolution of CITY OF EL CENTRO vendor issues affecting the completion of the project. Any documentation and standards not listed in this SOW will default to Aviat Networks standards, where applicable.

Although face-to-face communication and on-site meetings with CITY OF EL CENTRO are essential elements of the service, some activities that do not require face-to-face contact will be performed in the Project Manager's Aviat Networks office in order to reduce travel and living costs. These activities are at the discretion of the Project Manager. Refer to section 2.1.2 for a full list of Project Management responsibilities.

Project Schedule

The project schedule for Aviat engineers, Aviat sub-contractors, and for CITY OF EL CENTRO's supporting vendors will be developed (or updated if a schedule is included with this proposal) and maintained in Microsoft Project and will identify project deliverables, key milestones, resource assignments, and track project progress against each milestone. CITY OF EL CENTRO and Aviat Networks agree to collaboratively review and agree to the project milestones and deliverable dates prior to the execution of any services on the project. A copy of the project schedule will be available upon request in .pdf or .mpp format.

It will be the responsibility of CITY OF EL CENTRO to track and deliver against all CITY OF EL CENTRO internal (including CITY OF EL CENTRO sub-contractors) milestones. The overall project plan generated by the Aviat Networks Project Manager will show major deliverable milestones, but not internal milestones of CITY OF EL CENTRO or their contractors. Tracking of CITY OF EL CENTRO and CITY OF EL CENTRO's contractor internal milestones will remain the responsibility of the CITY OF EL CENTRO.

Communications Plan

Establishment of a communications plan will be done in accordance with the principles of project management established by the Project Management Institute (PMI®) unless otherwise agreed to. The plan will involve representatives from Aviat Networks and CITY OF EL CENTRO and any other entities as mutually agreed between the parties for project kickoff meetings, periodic progress meetings, or problem escalations as needed. The plan will include the location and frequency of any such meetings, the format for formal communication and meeting minutes, attendee or distribution lists with contact details, methods of communication, and escalation and management level lists.

CITY OF EL CENTRO will make appropriate staff available for regular consultation and meetings with the Aviat Networks Project Manager. Customer's failure to attend regular meetings or respond to Aviat Networks questions in a timely manner could result in a delay of the project deliverables and a billable change order.

Change Management Plan

Establishment of a change management plan will be done in accordance with the principles of project management established by the Project Management Institute (PMI®) and will include confirmation from Aviat Networks and CITY OF EL CENTRO's understanding of the process. Each party will work closely with the other to manage any scope changes through the term of the project and understand their impact on the project performance from a cost, quality, and schedule perspective. Any such change may be subject to a change order fee and will be communicated to CITY OF EL CENTRO prior to the implementation of the change. Any change order approvals will be submitted in writing. Refer to section 1.2 and Appendix B for more details on change orders.

Quality Standards and Procedures

Quality standards and procedures documents will be provided by CITY OF EL CENTRO prior to execution of this SOW. If no documentation is provided by CITY OF EL CENTRO prior to execution of this SOW, the standards and procedures will default to Aviat Networks best practices guide.

Resource Management Plan

Establishment of a resource management plan will be done in accordance with the principles of project management established by the Project Management Institute (PMI®), identifying principle team members by function, including backup resources (if required).

Closeout Activities

During the project closeout, all quality photos will be reviewed, completion documents will be signed with no exceptions, RMA completed, and final billing and invoicing released. It is recommended that CITY OF EL CENTRO provide Aviat Networks with performance feedback during this time to promote continuous improvement within Aviat Networks.

CITY OF EL CENTRO Responsibilities

CITY OF EL CENTRO shall:

- Provide details of CITY OF EL CENTRO's principle team members by function during the project kickoff meeting.

- Provide details of CITY OF EL CENTRO's single point of contact for Aviat during the project kickoff meeting.
- Provide all other relevant documentation or resources to assist in gathering information not stated in this SOW.
- Provide access to sites, shelters, buildings, enclosures, facilities or any other areas as required.
- Provide updates as necessary of any site readiness issues to be resolved prior to start of work. This includes, and is not limited to, permitting, leasing, zoning, insurance, etc.
- Provide security clearances and/or escorts as required for field survey and installation activities.
- Provide access to pertinent databases, planning requirements, including strategic plans, expansion scenarios, growth projections, introduction of new services and wireless technology.

Deliverables

Refer to section 2.1.3 for a full list of Aviat Networks project management deliverables.

6. APPENDIX B: NETWORK ENGINEERING

Microwave System and Network Design

The Aviat Networks representative who oversees the network ("Network Engineer") will provide the overall technical direction of the system design and will work with CITY OF EL CENTRO to insure system integrity, verify that all sub-systems and Aviat Networks furnished OEM equipment is compatible, and that the desired performance of the system is realized.

The network design portion of the project consists of three phases:

1. Preliminary design
2. Final design
3. Design freeze

Preliminary Design Phase

During the preliminary design phase, the Network Engineer will gather data to establish the design criteria and any special Customer requirements that need to be incorporated into the final design. The Network Engineer will review and translate the system configuration into specific hardware requirements. Equipment selection will be based on the requirements, input and requests from CITY OF EL CENTRO, functionality of the equipment, and recommendations from the Network Engineer. Aviat Networks will provide CITY OF EL CENTRO with a summary of the preliminary system design prior to commencing field surveys. All preliminary designs are subject to change. Changes can include, but are not limited to changes based on:

- Survey results.
- Vendor shortages or long lead times.
- Customer requests.
- Engineering recommendations.

Design Finalization Phase

After receipt of the order and the project kickoff meeting, Aviat Networks and CITY OF EL CENTRO enter into the design finalization phase. During this phase, the Network Engineer will incorporate any required changes stemming from the path and/or site surveys into the design and confirm the final design details. Changes can include but not limited to:

- Antennas (types, sizes, models, quantities, and mounts).
- Waveguide (types and lengths), waveguide accessories and dehydrators.
- Power systems, cabling, and other material that could not be finalized prior to conducting the field surveys.

During this phase, CITY OF EL CENTRO may also request changes to the system design if the changes fall within the original scope and hours of the projects. Any changes outside of the original scope or agreed schedule are subject to review and acceptance by Aviat Networks to determine the impact and cost on the overall project.

Aviat Networks will provide a formal submission detailing the final system design and equipment list and highlight changes needed to the preliminary design. CITY OF EL CENTRO shall review the data and schedule a meeting, if necessary, to discuss any concerns. If no concerns are noted, it is CITY OF EL CENTRO's responsibility to approve the final design in writing (email is acceptable) before the design is frozen and equipment is placed on order (unless otherwise agreed to in this SOW or with the Project Manager). Any delay in the approval of the final design could result in a delay in material delivery to the field. This might require a review by CITY OF EL CENTRO and Aviat Networks of the project schedule and deadlines.

Design Freeze Phase

As part of the Design Finalization Phase, a date will be set for the design freeze at which the final design and all changes must be approved and accepted by both parties. Following the design freeze, the Bill of Materials and documentation will be submitted to Aviat's factory and the system will be scheduled for manufacturing. The Network Engineer will concurrently review all design documents and finalize any traffic plans, NMS plans, synchronization plans, traffic cutover requirements, as well as any special factory and field acceptance testing requirements for the project. During the Design Freeze Phase, the design is frozen and no further changes to the system design will be accepted without a formal change order and reevaluation of the project and delivery schedules. Refer to the project schedule for details on the planned start and finish dates for each of these phases.

Deliverables

Refer to section 2.2.3 for a full list of Aviat Networks design deliverables.

- The equipment list refers to the final bill of material ("BOM").
- The design freeze package refers to the final path calculations, path profiles, rack profile and system drawings, traffic plans, IP plans, NMS plans, synchronization plans, and/or DC power calculations.

7. APPENDIX C: TRANSMISSION ENGINEERING

Microwave Path Design

The Aviat Networks representative who oversees transmission (“Transmission Engineer”) ensures the delivery of the best possible network solution by providing the technical direction for the over-the-path RF performance of Aviat Networks system implementation. All microwave paths designs are preliminary, pending final path surveys and frequency coordination. This includes:

- Antenna selections, antenna centerlines, and antenna mounts.
- Total transmission line lengths.
- Path calculations and profiles.
- The size, type, quantity and configuration of each component.

Equipment proposals are simply a reflection of these preliminary designs and subject to change. It is further understood that any changes to existing or proposed antenna centerlines could justify the need for tower stress analysis or, if modification is impractical, construction of a new tower. Any such requirements will be the responsibility of CITY OF EL CENTRO unless otherwise stated in the Agreement.

In the event that CITY OF EL CENTRO elects not to use Aviat Networks to perform path surveys, the performance of the microwave system will not be guaranteed by Aviat Networks and it will be up to CITY OF EL CENTRO to resolve any path reliability or obstruction issues. Refer to the [Warranty of Path Engineering Services](#) section below for further detail.

In the event that Customer selects Aviat Networks to perform the path surveys, a formal submission detailing the results of the path survey and highlight changes needed to the preliminary design will be submitted to CITY OF EL CENTRO. It is expected that CITY OF EL CENTRO review the path survey data and schedule a meeting, if necessary, to discuss any concerns or alternate means of providing path continuity/system reliability. If no feedback is received from CITY OF EL CENTRO before the final system design approval, Aviat Networks will assume CITY OF EL CENTRO's acceptance of the survey data, and will immediately proceed with frequency coordination (if applicable).

Microwave Path Survey, Frequency Planning and Licensing

The microwave path survey shall include the following services:

- Identify geographical location of sites and antenna, waveguide length and tower requirements.
- Verify path clearance objectives for each of the paths from existing or new tower locations.
- Document obstruction, critical points, and reflection points in each of the paths.
- Verify tower coordinates and site elevations.
- Establish coordinates and height requirements for new towers, as needed for governmental agency registration and licenses filed by CITY OF EL CENTRO.
- Confirm antenna centerlines and waveguide length requirements. Catalog antennas on the existing structures noting any space limitations in the survey report. An Aviat engineer will review the tower for new antenna design space limitations specific to this project only but will not perform a complete tower audit.
- Perform frequency coordination based on available FCC records to reduce the potential for interference between internal or external radio sources on a given system or network.
- Aviat Networks, upon receipt of CITY OF EL CENTRO's authorization, will prepare the FCC License Application Form 601 with the appropriate technical data. Information such as site location, radio type, and frequency will be listed. Aviat Networks will complete and submit the Construction Complete Form 601 on line via FCC Universal Licensing System (“ULS”).
- File Antenna Structure Registration (“ASR”) form for towers over 200 feet.

The results of the survey will be utilized by Aviat Networks for preparation of final performance calculations, frequency coordination, government licensing, and tower registration requirements. In the event where Aviat Networks will not be performing the path survey, CITY OF EL CENTRO shall provide all the documents needed for Aviat Networks to complete the frequency coordination, licensing, and final system design. Aviat Networks will not be held accountable for validating the accuracy of the information provided by CITY OF EL CENTRO and assumes no responsibility in any inaccuracies of any part of the path engineering based on the information provided by CITY OF EL CENTRO or any contact affiliated with CITY OF EL CENTRO. Any corrective action required as a result of this will be billed to CITY OF EL CENTRO as a billable change order.

Survey Procedures

Preliminary path profiles are drawn based on the supplied site coordinates and contour information extracted from the best available topographic mapping. A field site survey is conducted to verify site coordinates and elevations based on North American Datum 1983 (“NAD83”) and gather information related to the proposed radio equipment and antenna locations, site access, and site development constraints. A field path survey is then conducted to verify path profile elevations, measure all natural and manmade potential obstructions and assess the reflective potential of all natural and manmade surfaces. Antenna centerline heights were calculated for the proposed frequency band by applying suitable clearance criteria based on the propagation characteristics of the geographic area. The path survey report is considered to be a representation of the information gathered in the field and as such, reflects a snap-shot in time at the time of the survey. It is not intended to show the final as-built configuration if any of the parameters were changed or updated after the survey report has been released.

Path calculation sheets are then generated for each hop, based upon the recommended centerline heights. Antenna sizes and the choice of propagation protection diversity are chosen to meet the required fade margin and the desired path propagation reliability. Propagation outage and reliability calculations are based on the Vigants model (ref. "Space Diversity Engineering", BSTJ, 1/75).

Design Criteria

Path clearance criteria must be established for each path on the basis of total system performance objectives, economic considerations, and careful analysis of local atmospheric conditions derived from published climatological data, where available, and reported microwave transmission experience pertinent to the area. Antenna heights much greater than actually needed cause an unwarranted increase in system cost, and on paths with significant ground reflections, this can increase the exposure to multipath and ground reflection signal fading. It is desirable to locate the antennas high enough so that even under severe super-standard atmospheric refractive conditions (surface ducting) there is adequate clearance such that signal entrapment does not significantly degrade the fade margin of the path or generate excessive multipath fade activity. The choice of clearance criteria for a microwave path is a balance between cost and performance.

The path clearance criterion as applied to a given geographic area is a function of the degree and direction of atmospheric beam bending and can conveniently be defined by the equivalent earth radius K factor:

$$K = \frac{\text{Effective Earth's Radius}}{\text{Actual Earth's Radius}}$$

The median propagation value of $K = 4/3$ allows the normal microwave horizon to be slightly extended when compared to the optical horizon; however, under certain meteorological conditions (for example, during nighttime super-refractivity usually associated with temperature inversions) the value of K increases to 2 or greater for periods of several minutes to several hours. This increases the path clearance and results in the heavy multipath fade activity seen on some reflective paths and antenna decoupling power fading on others.

Clearance Criteria

The criteria used to design a radio path in regions where the C-factor is equal to or less than 1:

- Main to Main:
 - 100% first Fresnel zone radius over $K=4/3$, or
 - 60% first Fresnel zone radius over $K=1$, whichever is greater
- Main to Diversity:
 - 60% first Fresnel zone radius over $K=4/3$ (Not Applicable)

The criteria used to design a radio path in regions where the C-factor is greater than 1:

- Main to Main:
 - 100% first Fresnel zone radius over $K=4/3$, or
 - 30% first Fresnel zone radius over $K=2/3$, whichever is greater
- Main to Diversity:
 - 60% first Fresnel zone radius over $K=4/3$ (Not Applicable)

Microwave path performance calculations and warranties

The microwave path design models most frequently employed within the industry (e.g., Vigants, and ITU-R P-530) provide a reasonably accurate (and therefore usually guaranteed) estimate of the cumulative time a path will be out of service due to random atmospheric multipath fading under normal atmospheric conditions. **These models do not (and cannot) accommodate abnormal, unusual, anomalous, or otherwise unpredictable conditions of weather or atmospheric refractivity.**

Microwave frequency engineering/inter-system interference analysis

Aviat Networks will partner with Comsearch, a CommScope company, to provide cost-effective frequency planning and FCC licensing services for radio communications systems (if required). The planning software used, considers specific operating parameters of both the proposed microwave system and the environment microwave systems (license and proposed) to properly consider the interference potential of the new path or system. Parameters and data elements incorporated into the modeling include, but are not limited to:

- Antenna type, antenna height, elevation, antenna radiation pattern
- Receiver filter performance
- Terrain
- Radio modulation
- Path orientation
- Receiver threshold

These elements are required to accurately predict specific interfering levels into and from the existing microwave systems. The accuracy of the calculations is ensured by real-time maintenance of the Comsearch point-to-point microwave, earth station, radio equipment, antenna, interference objective, and contact database.

Microwave frequency selection

The interference analysis performed on the microwave system identifies available frequencies considering existing and proposed systems found in the Comsearch database. When applicable, an analysis of the systems in the adjacent bands can be done to ensure the microwave system does not receive unwanted threshold degradation. In bands shared with satellite systems, an analysis of potential interference with earth stations and with the geo-stationary satellite orbit can also be done. Additionally, co-located or nearby transmitters already licensed in the required frequency band can be identified in order to reduce the possibility of “bucking” an existing high/low frequency plan that could increase the possibility of receiver overload or reflective interference from a nearby system.

Microwave frequency coordination and FCC licensing

The majority of microwave bands subject to FCC Rule Part 101 require prior coordination with existing licensees. Aviat Networks will partner with Comsearch to perform the frequency coordination and FCC licensing on behalf of the Customer (if required). The procedure will include notification of the technical parameters of the proposed system to all existing and proposed licensees in the area and frequency band of operation. Frequency coordination will also be performed with Canadian and Mexican authorities in border areas when necessary. By FCC rule, recipients are given 30 days to respond, or in some cases an expedited response can be requested.

Upon completion of the prior coordination process, documentation required to satisfy FCC Rule Part 101.103 (d) can be prepared on behalf of the Customer. This will include any necessary exhibits, including supplemental showings required upon submittal of the requested license application. The FCC filing process includes:

- Filing of the FCC Form 601 microwave application upon written approval from Customer and providing an electronic copy of the application to Customer via email.
- Tracking the status of the application until the license is granted by the FCC. Amendments will be handled expeditiously on behalf of Customer for any questions or concerns from the FCC.
- Email notifications to the licensee when the license is granted by the FCC.
- Filing of the required completion of construction notification with the FCC upon written approval from the licensee and notification of the filing via email.

Special Considerations

On all microwave radio paths traversing urban areas there exists the possibility of multiple on- and off-path structural reflections which generate long-delayed echoes, as well as terrain scatter RF intra- and inter-system interference. Long delayed, low-level echoes have no effect on digital radio performance; however, the terrain scatter mechanism cannot be accurately predicted nor precisely measured without an extensive and expensive field trial. Consequently, this mechanism is specifically excluded from all current industry-wide path survey and frequency coordination performance guarantees.

The structure supporting the microwave antenna can take many forms. The antenna is most often mounted on a tower but can be mounted on a variety of structures such as roof tripods, penthouse wall, wooden telephone pole, or metal monopole. It is recommended that Customer conduct a structural analysis of the support structure to determine if the structure will support the additional loading imposed by the antenna and its mount. The structure must also meet the twist and sway requirements per EIA/ANSI 222G.

Site Access

Access to work sites will be made available by CITY OF EL CENTRO for a minimum of 10 hours per day, 5 days per week or per the agreed schedule in the project plan. All roads leading to work sites shall not require more than a 4-wheel drive vehicle unless stated otherwise and agreed to by both CITY OF EL CENTRO and Aviat Networks. Any delays or additional cost caused by poor road conditions or site access issues not discussed prior to the start of the surveys will be billed to CITY OF EL CENTRO as a billable change order and could have a negative impact on the project completion schedule.

FCC Rules for Filing Accuracy

CFR 47, Part 1.929 specifies that filing accuracy for site coordinates shall be (+/-) 1” latitude and longitude, and for ground elevation (+/-) 1 meter (3.28 ft.). Part 1.929(k) (covering modification of FCC licenses) specifies that any change in site coordinates >5” latitude or longitude shall require prior authorization and re-coordination. Therefore, wherever our survey results deviate more than (+/-) 5” latitude or longitude, or more than +3.28 ft. site elevation, frequency re-coordination will be recommended.

Terms and Conditions

When Aviat Networks performs reliability calculations or path studies (path profiles from mapping or digitized data only) based solely on information supplied by or on behalf of the Customer, these calculations and studies are provided solely for budgetary purposes and shall not be construed as or be used for an installable design.

When conducting a path survey, Aviat Networks will verify site coordinates and ground elevations, and record trees and man-made fixed obstructions on the path. This information will be recorded on the profile for that particular path. Aviat Networks will assign an appropriate growth factor to tree heights.

When Aviat Networks performs frequency planning based, in part or its totality, on data provided by the Customer at the time of the study, Aviat Networks will not be responsible for any interference case that might arise due to errors or omissions in such data. As the usage of microwave bands increase and there is more sharing with satellite services, it may be necessary to perform frequency

interference studies and additional path surveys (to determine blockage) to alleviate the possibility of interference from satellite earth stations.

Warranty of Path Engineering Services

Aviat Networks warrants that the installed radio communication path will conform to Customer's multipath performance reliability objectives when Aviat Networks has performed the path survey, recommended the path design, and implemented such recommendations. This warranty is for a period of fifteen (15) months from the date of the survey or one (1) year from the date of installation of the microwave path, whichever expires first. All Aviat Networks field activities and path propagation analysis will utilize current hardware, software, engineering practices and judgment with the goal of meeting normal Path Loss, as defined in TIA/EIA Standard RS-252-A.

Aviat Networks is not responsible for paths that it does not survey, nor for changes in path design beyond those specifically allowed in the path survey report or in writing after the field survey is completed, including but not limited to:

- Any change in path design;
- Any movement in site locations;
- Any building or other structure built on-path after date of survey;
- Any disturbance of the terrain which may cause blockage or reflection;
- Any additional frequency interference source;
- Any change of available antenna mounting space on tower.

Any one of these changes listed will nullify the warranty, and the Customer shall in such case bear the total cost of determining that such change was the cause.

Aviat Networks will not be responsible for degraded path performance when such degradation is due to such anomalous propagation conditions as:

- Long-term loss of fade margin due to antenna decoupling misalignment caused by widely-varying k-factor changes;
- Long-term loss of fade margin due to atmospheric boundary layering ("ABL") causing wave front defocusing (beam spreading), signal entrapment (blackout fading), ducting, and other such occurrence.
- Excessive rain outage rates beyond the published crane and/or chart data used in the calculation;
- Degradation resulting from certain types of multipath interference attributed to unidentifiable off-path terrain features or structures;
- Any other technological or atmospheric condition not foreseeable through the exercise of prudent engineering knowledge and judgment.

Additionally, Aviat Networks will not be responsible for degraded path performance when:

- Non-Aviat Networks radio equipment is installed on a surveyed path;
- Aviat Networks radio equipment is not installed by Aviat Networks;
- Existing antenna and waveguide system is used without test and inspection performed by Aviat Networks.

Aviat Networks designs the microwave path based upon engineering practices and standards common to the industry. When path loss or reliability objectives are not achieved, Customer's sole remedy, and Aviat Networks' exclusive liability in connection with path engineering, shall be that Aviat Networks will provide incremental labor and material to optimize the antenna system to meet the requirements created during initial installation.

Where anomalous propagation is suspected in an installed microwave path, Aviat Networks will work with the Customer to obtain reasonable evidence that such condition exists. The total retroactive costs for such study shall be the responsibility of the Customer, and Aviat Networks will provide in-office engineering support at Customer's expense. The cost of relocating towers, antennas, passive reflectors, or other measures required to remedy this type of problem shall solely be the responsibility of the Customer.

Deliverables

Refer to section 2.3.3 for a full list of Aviat Networks path design deliverables.

Limitations

THE LIMITED WARRANTY CONTAINED IN THIS SOW CONSTITUTES AVIAT NETWORKS' SOLE AND EXCLUSIVE LIABILITY HEREUNDER AND CUSTOMER'S SOLE AND EXCLUSIVE REMEDY FOR DEFECTIVE OR NON-CONFORMING EQUIPMENT, SERVICES, AND SOFTWARE MEDIA OR LICENSED PROGRAMS. THE FOREGOING WARRANTIES ARE IN LIEU OF ALL OTHER WARRANTIES (EXCEPT AS TO TITLE), WHETHER ORAL, WRITTEN, EXPRESS, IMPLIED, OR STATUTORY, INCLUDING, BUT NOT LIMITED TO, ANY IMPLIED WARRANTY OR CONDITION OF MERCHANTABILITY, ANY IMPLIED WARRANTY OR CONDITION OF FITNESS FOR A PARTICULAR PURPOSE, OR ANY WARRANTY OR CONDITION ARISING OUT OF COURSE OF DEALING, COURSE OF PERFORMANCE, OR CUSTOM OR USAGE OF TRADE. CUSTOMER AGREES THAT NO CIRCUMSTANCE CAUSING CUSTOMER'S EXCLUSIVE AND LIMITED REMEDIES TO FAIL IN THEIR ESSENTIAL PURPOSE SHALL INCREASE OR EXTEND ANY AVIAT NETWORKS WARRANTY. THE TOTAL LIABILITY OF AVIAT NETWORKS AND ITS LICENSORS UNDER THIS WARRANTY SHALL IN ANY EVENT BE SUBJECT TO THE LIMITATIONS IN THIS SOW.

ANY WARRANTY CLAIM NOT SENT TO AVIAT NETWORKS IN WRITING DURING THE APPLICABLE WARRANTY PERIOD IS WAIVED BY CUSTOMER. REPLACEMENT EQUIPMENT, SERVICES, SOFTWARE MEDIA AND LICENSED AVIAT NETWORKS PROGRAMS ARE WARRANTED ONLY FOR THE BALANCE OF THE UNEXPIRED PORTION OF THE ORIGINAL WARRANTY PERIOD, IF ANY.

CUSTOMER IS EXPRESSLY NOTIFIED THAT UNDER NO CIRCUMSTANCES SHALL AVIAT NETWORKS BE LIABLE FOR (A) ANY SPECIAL, INDIRECT, INCIDENTAL, PUNITIVE OR CONSEQUENTIAL DAMAGES OF ANY PARTY, INCLUDING THIRD PARTIES, EVEN IF SUCH DAMAGES ARE FORESEEABLE, OR (B) LOSS OF REVENUE, LOSS OF PROFITS, LOSS OF BUSINESS, LOSS OF USE, LOST SAVINGS, OR LOST OR CORRUPTED DATA, OR (C) LOSSES RESULTING FROM SYSTEM SHUTDOWN, FAILURE TO ACCURATELY TRANSFER, READ OR TRANSMIT INFORMATION, FAILURE TO UPDATE OR PROVIDE CORRECT INFORMATION, SYSTEM INCOMPATIBILITY OR PROVIDING INCORRECT COMPATIBILITY INFORMATION OR BREACHES IN SYSTEM SECURITY EVEN IF AVIAT NETWORKS HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. THIS LIMITATION SHALL APPLY TO ANY CLAIM OR CAUSE OF ACTION WHETHER IN CONTRACT OR TORT (INCLUDING NEGLIGENCE, STRICT LIABILITY OR BREACH OF WARRANTY).

IN NO EVENT SHALL AVIAT NETWORKS' TOTAL LIABILITY TO CUSTOMER OR ANY PARTY CLAIMING THROUGH CUSTOMER EXCEED THE LESSER OF ONE HUNDRED THOUSAND UNITED STATES DOLLARS (\$100,000.00 USD) OR THE ACTUAL SALES PRICE PAID BY CUSTOMER FOR ANY EQUIPMENT, SOFTWARE OR SERVICES SUPPLIED UNDER THIS SOW.

THIS SECTION SHALL SURVIVE THE TERM OR EXPIRATION OF THE AGREEMENT. CUSTOMER AGREES TO INDEMNIFY, DEFEND, AND HOLD HARMLESS AVIAT NETWORKS AGAINST ALL LOSS OR LIABILITY FROM CLAIMS BY CUSTOMER OR A THIRD PARTY ARISING OUT OF OR RELATING TO CUSTOMER'S INSTALLATION, OPERATION, OR MISUSE OF THE EQUIPMENT OR LICENSED PROGRAMS, WHETHER ON ACCOUNT OF NEGLIGENCE OR OTHERWISE.

8. APPENDIX D: PROJECT ENGINEERING

Microwave Site Design

The Aviat representative overseeing implementation ("Project Engineer") will perform field site surveys to verify that telecommunications equipment can be installed, powered and commissioned effectively at each site, antennas, waveguide and accessories can be connected to radios (towers, shelters and buildings), and Customer traffic, alarms and dehydrator lines are fully engineered.

Microwave Site Survey

The microwave site survey is intended to gather data and identify the gap(s) between the site's present state and the site readiness for equipment installation, document any visible issue with the existing infrastructure and equipment that would pose a quality or safety issue during installation, gather environmental data and requirements for telecommunication equipment to function properly (including but not limited to HVAC, temperature, humidity, the general state of the facility as well as seismic evaluation and compliance if required), record flooring, ceiling, racking data and requirements to mount new equipment (including floor plans, relay rack profiles, aisle numbering plans, and ceiling hangers, ladders, and anchor materials required to meet quality and safety standards.

The survey is also intended to record AC, DC, grounding (as is and to be), and breaker assignments and ensure power and grounding standards are met, identify demarcation types and location between new and existing equipment as well as the type of termination and the details required to terminate to the Customer provided equipment, identify existing radio equipment (fixed and mobile) as well as their operating frequencies, record existing waveguide, dehydrator component and their associated cabling, identify all required or existing tower structures, mounting structures, antenna mounting types, waveguide ladder systems, entryway into telecom shelters, and energy sources.

The results of the survey will be published and released in a site survey report and will be utilized by Aviat Networks for preparation of final power calculations, waveguide requirements, field OEM requirements, installation specifications, field test plans, and traffic cutover plans. In the event where Aviat Networks will not be performing the site survey, CITY OF EL CENTRO shall provide all the documents needed to Aviat Networks to complete the site engineering and final system design. Aviat Networks will not be responsible for validating the accuracy of the information provided by CITY OF EL CENTRO and assumes no responsibility in any inaccuracies of any part of the site engineering and microwave site design when such design is based on the information provided by CITY OF EL CENTRO or any contact affiliated with CITY OF EL CENTRO. Any corrective action required as a result of this will be billed to CITY OF EL CENTRO as a billable change order.

Site Access

Access to work sites will be made available by CITY OF EL CENTRO for a minimum of 10 hours per day, 5 days per week or per the agreed schedule in the project plan. All roads leading to work sites shall not require more than a 4-wheel drive vehicle unless stated otherwise in this SOW and agreed to by both CITY OF EL CENTRO and Aviat Networks. Any delays or additional cost caused by poor road conditions or site access issues not discussed prior to the start of the surveys will be billed to CITY OF EL CENTRO as a billable change order and may have a negative impact on the project completion schedule.

Field Installation Management

Aviat Networks will manage the day-to-day activities of the field installation with support from CITY OF EL CENTRO to ensure the project remains on schedule as per the agreed project schedule.

Deliverables

Refer to section 2.4.3 for a full list of Aviat Networks site design deliverables.

9. APPENDIX E: INSTALLATION, INTEGRATION & TESTING

The installation, integration, and testing services include design-supported methodologies, product expertise, and field-proven processes to help ensure a quality installation and testing of critical system paths and hardware so that the network performs according to its design. Aviat Networks will designate a primary point of contact to answer any CITY OF EL CENTRO questions, provide guidance, and address issues specific to this service.

This SOW is based on an Aviat Networks standard installation schedule of 10-hour days, 5 days per week. Aviat Networks will adjust this SOW for work week schedules outside of Aviat Networks' standard. Installation work performed during maintenance windows is not included in this SOW unless specifically identified. All work will be done in accordance with Aviat Networks' best practices guide.

Scope

Delivery of this service will utilize the design documentation developed as part of the planning and design phase. Field crews will utilize this documentation to:

- Install antenna systems
- Install transmission lines
- Install indoor microwave equipment, racks and components
- Perform antenna alignment
- Perform system integration
- Perform system testing

System implementation is predicated upon completion of civil construction and complete site readiness. Antenna, waveguide and equipment installation activities will be performed at the same time on a per-site basis. As part of the delivery of this service, Aviat Networks may choose to integrate equipment at the manufacturer's location to minimize onsite installation time and provide a common point for quality assurance inspections. If staging areas are utilized as part of the project, equipment and materials will be delivered from these facilities to site by the installation crews. ***It is recommended that CITY OF EL CENTRO provide maintenance technicians during any service affecting work.***

The successful completion of all installation, integration, and testing services are based on uninterrupted, contiguous-site installation and testing. Additional mobilizations are not included in the pricing and project schedule. If installation is delayed due to inclement weather, inaccessible sites(s), incomplete site preparation, or construction, the following charges may apply and will be billed to CITY OF EL CENTRO as a billable change order:

- Standby time for antenna installation teams will be charged at a rate of \$950 per person per day.
- Standby time for radio teams will be charged at a rate of \$1,250 per person per day.
- If re-mobilization of the installation crew is necessary, then a two-week advance notice is required.
- Re-mobilization will be billed on a time-and-expenses basis.
- Service costing assumes use of 4-wheel drive vehicles for all project related vehicles. Additional requirements such as ATVs may require additional service costs.
- If the field crew(s) is required to work out of contiguous sequence due to conditions beyond the control of Aviat Networks, a charge equal to one day for each crew person will be assessed to the Customer for each occurrence.

Site Access

Access to work sites will be made available by CITY OF EL CENTRO for a minimum of 10 hours per day, 5 days per week or per the agreed schedule in the project plan. All roads leading to work sites shall not require more than a 4-wheel drive vehicle unless stated otherwise in this SOW and agreed to by both CITY OF EL CENTRO and Aviat Networks. Any delays or additional cost caused by poor road conditions or site access issues not discussed prior to the start of the installation, integration or testing services will be billed to CITY OF EL CENTRO as a billable change order and could have a negative impact on the project completion schedule.

Site Services

All work permits, public agency approvals, leasing agreements, zoning permits or inspections required at each site, soil analysis, foundation design, civil documentation for existing shelters or towers, architectural blueprints, plot plans, structural analysis for new or existing antenna systems, location of all site boundaries and features (including locating and marking tower location, true North, property boundaries, paved areas, landscaping, fences and any other underground/overhead obstruction which could interfere with construction and access), and/or other related documentation for this project will be obtained, conducted, completed and made available to all parties involved prior to the start of any installation, integration or testing services. All other construction and installation work will be conducted in accordance with local city, county, state, and government laws and regulations.

All equipment including radios, antennas and racks will be stored by Customer in a secure location at the site or at a designated location. CITY OF EL CENTRO shall be responsible for the loss of any equipment, tools, or personal belongings from any secured location provided or monitored by CITY OF EL CENTRO.

Installation

CITY OF EL CENTRO shall verify that each site is ready for installation and commissioning activities, including CITY OF EL CENTRO supplied equipment installation and power up prior to the start of any such services and shall be responsible for any delay caused or cost incurred due to sites not being ready, as stated in the project scope of this SOW.

An inspection will be performed with CITY OF EL CENTRO after completing the physical installation. Workmanship deficiencies will be noted on a punch list for immediate correction. This inspection is not intended to verify operation of the new system or suitability of components, but rather to inventory and document that all equipment and materials from the schedule of values are installed to acceptable workmanship quality standards. Site drawings will be reviewed and red-lined to reflect the installed condition.

Testing

Test crews will begin work immediately after installation is complete. Testing, based on a standard set of Aviat Network test cases, will be performed on all provided equipment to confirm configuration, operation and manufacturer's specifications. Test data will be recorded on field test sheets, by technical field personnel who will also be responsible for documenting test results and any changes made to the design documentation.

The test crews will be trained on the equipment and utilize test equipment to perform all tests. Test equipment will have valid calibration certifications, which can be verified prior to commencing any tests. It is recommended that CITY OF EL CENTRO take the opportunity to have their maintenance technicians witness or participate in field commissioning testing to gain on-the-job training and experience on the new system components.

Commissioning tests will consist of a set of standard Aviat Networks test cases and include turn-up and performance verification tests and circuit tests to verify end-to-end continuity and equipment operation as well as any other tests documented in the field acceptance test plan. The field acceptance test plan shall be approved and agreed to by Aviat Networks and CITY OF EL CENTRO prior to test execution. Test results will be recorded on field test data sheets and submitted to CITY OF EL CENTRO. Refer to the field acceptance test document for details on the test to be performed.

System tests will be performed on a logical section/loop of the system. The system tests will be designed to demonstrate performance and functionality of system features as-well as end-to-end operation of individual circuits/services. System test results will establish benchmark system performance and operation prior to cut-over and acceptance. The test data sheets prepared during commissioning and system testing will become the base line document for maintenance and performance evaluation of the system over an extended period of time. CITY OF EL CENTRO will be required to review the commissioning and acceptance testing and results and red-lined drawings and provide approval of the data and authorization to proceed with cut-over activities.

Traffic Cut-over

All cut-over activities will be the responsibility of CITY OF EL CENTRO

Safety

The health and safety of all individuals, whether in the field, plant or office, takes precedence over all other concerns. Management's goal is to prevent accidents and to reduce personal injury and occupational illness and comply with all safety and health standards. A code of safe conduct is important to the efficiency of operations. To the greatest degree possible, CITY OF EL CENTRO will provide physical safeguards required for personal safety and health in keeping with the highest standards. Aviat Networks requires a written report from Customer for all accidents and incidents, no matter how small.

Safety and first aid material and supplies will be provided to all Aviat Network construction and installation personnel or made available at each site for the duration of this project. All safety and first aid material will be stocked at acceptable levels and will have not exceeded the expiration dates where applicable. CITY OF EL CENTRO will be responsible for providing Aviat Networks with the location and phone numbers of all local emergency agencies.

Deliverables

Refer to section 4.5 for a full list of Aviat Networks installation, integration, & testing deliverables.

10. APPENDIX F: ASSUMPTIONS & EXCLUSIONS

The following assumptions will govern the delivery of the project management service:

- This SOW and associated pricing is based on CITY OF EL CENTRO completing all items set forth in this SOW as being CITY OF EL CENTRO responsibility to ensure site readiness.
- Any inaccuracies in FCC data may drive additional services costs during field implementation. In addition, any other troubleshooting tasks related to frequency interference issues that are not directly attributable to Aviat Networks are subject to additional service fees at rates defined in this SOW.
- All equipment interconnections or termination points, unless specified otherwise, are estimated to be fifty (50) feet. This project does not include any cabling between buildings, rooms, or floors, unless specifically identified in this SOW.
- Customer provided construction drawings will have sufficient details for Aviat engineering to order antenna mounting or any other related material required. Any re-engineering to provide correct mounts or material required by Aviat Networks may increase cost to CITY OF EL CENTRO.

Unless otherwise stated in this SOW, the services provided by Aviat in this SOW shall be subject to the following terms:

- Aviat shall not be responsible for managing CITY OF EL CENTRO project responsibilities and deliverables.
- This SOW is a listing of roles and responsibilities to be provided by Aviat Networks. Aviat Networks shall not be responsible for the condition of existing equipment or the deficiencies of non-Aviat Networks provided labor. Only the labor addressed in this SOW shall be provided by Aviat Networks.
- On-site technicians will decline any CITY OF EL CENTRO request for work outside the scope of work defined and agreed upon in this SOW unless it is addressed in a change order.
- Aviat Networks proprietary documentation used by service delivery teams to perform this service is not available to CITY OF EL CENTRO.
- Aviat shall not provide proprietary information on methods, procedures, or tools to perform the services in this SOW.
- Aviat shall not perform any and services that are not specifically described within this SOW as being provided by Aviat Networks.
- Aviat Networks will not be responsible for the resolution of other vendor issues affecting the completion of the cutover. Aviat Networks can provide guidance and support to CITY OF EL CENTRO in resolving interoperability issues, where applicable.
- Aviat shall not repair equipment not in the engineering drawings. Equipment requiring repair that is not included in the engineering drawings but is still under warranty must follow Aviat's repair and return procedures.
- Additions or changes to ironwork, cable racks, or fiber ducts are not included and can be quoted separately after site visit information is collected.
- AC power drop wiring within three (3) feet of DC power plants is excluded, unless specifically quoted.

11. APPENDIX G: FIELD CHANGE ORDER PROCEDURE

Any change to the proposed system configuration, the number of sites, type of equipment, type of services or project responsibilities, or any other change to this SOW will be considered as a change in scope and will be subject to the following process:

- The Customer or Aviat Networks identifies a change of project scope of work.
- Aviat Networks Project Manager or Network Engineer will submit a proposed field change order authorization or an amendment to this SOW containing documentation of the proposed additional activity and an additional cost.
- An authorized Customer representative shall review and approve the field change order authorization or the amendment to this SOW in writing prior to changes to the scope of work being started.

860 N McCarthy Blvd., Suite 200
Milpitas, CA 95035
408-941-7100

CHANGE ORDER FORM

CITY OF EL CENTRO
El Centro PD Relocation
NA220510-75600

This amendment hereby modifies and amends the Statement of Work ("SOW") between Aviat, U.S., Inc. ("Aviat Networks") and CITY OF EL CENTRO ("Customer") entered into on [insert SOW effective date here] as follows:

The following products **and** services are hereby **<added/deleted>** to the SOW at the specified prices. All other terms and conditions of the SOW remain unchanged.

Customer:	CITY OF EL CENTRO	Contract #:	
Phone:		Contract Date:	
Fax:		Change Order #:	
Email:		Aviat SO #:	

Line #	Description	QTY +/-	Unit Price	Ext Price +/-
1				
2				
3				
4				
5				
6				
7				
8				
9				
			Subtotal Booking	\$
			Tax (as applicable)	\$
			Freight	\$
			Other	\$
			TOTAL THIS CHANGE	\$

Aviat U.S., Inc.		CITY OF EL CENTRO	
Approved By:		Approved By:	
Print Name:		Print Name:	
Title:		Title:	
Date:		Date:	

12. STATEMENT OF WORK SIGN-OFF

CITY OF EL CENTRO
El Centro PD Relocation
NA220510-75600

Aviat Networks and CITY OF EL CENTRO agree that this SOW will govern the scope, roles, and responsibilities associated with the delivery of this project.

The parties also agree that material changes to the project scope or deviations from the assignment of responsibilities between Aviat Networks and CITY OF EL CENTRO shall require a change order or amendment to the project schedule.

Aviat U.S., Inc.		CITY OF EL CENTRO	
Approved By:		Approved By:	
Print Name:		Print Name:	
Title:		Title:	
Date:		Date:	

13. PROJECT COMPLETION SIGN-OFF

Complete one page for every site.

CITY OF EL CENTRO
El Centro PD Relocation
NA220510-75600
 <Site Name>

Equipment:

The Aviat Networks supplied microwave equipment has been completely installed and tested and has been accepted for traffic use with the following exceptions:

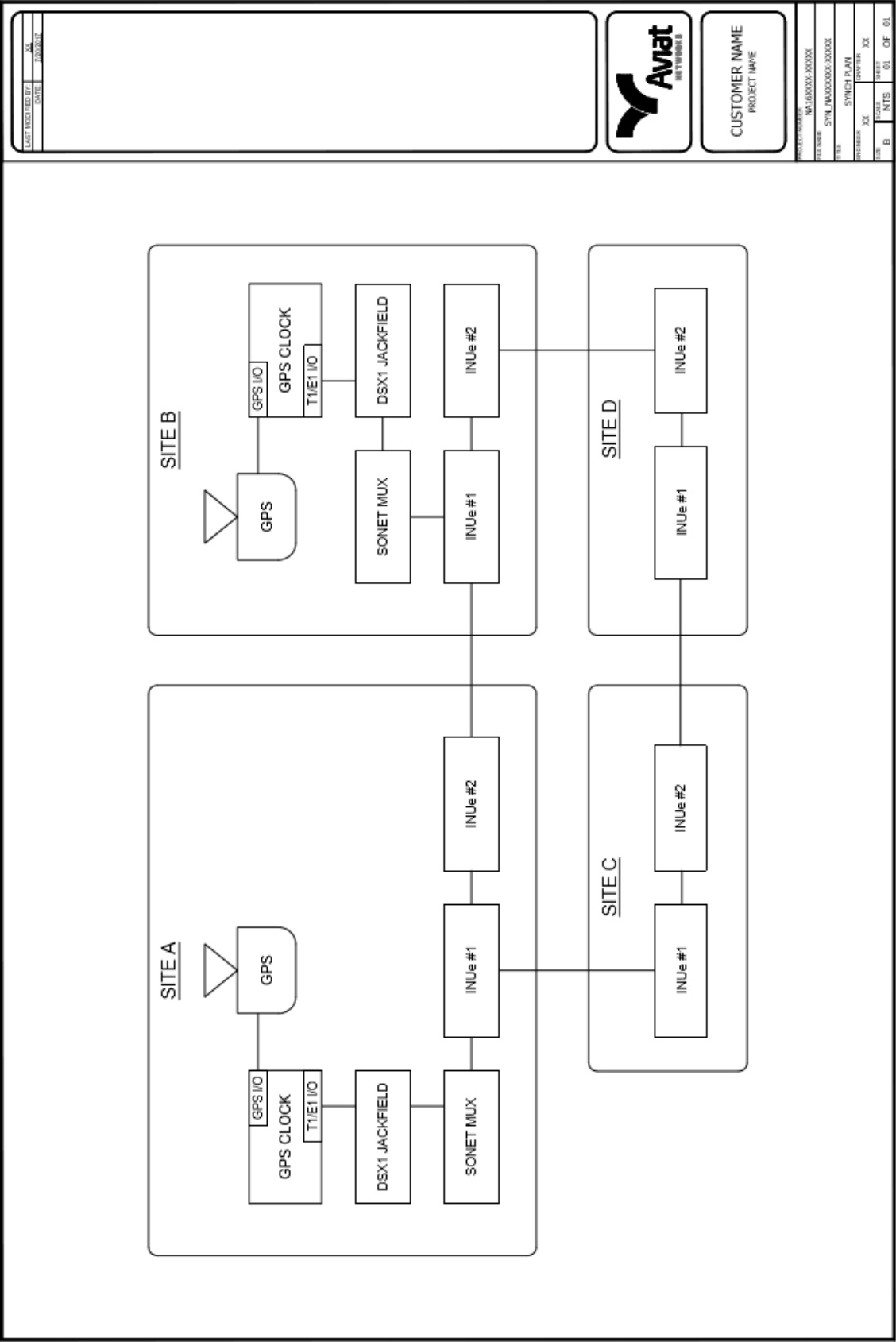
Exceptions (use additional sheets if required):

Please call Aviat's customer service hotline at 1-800-227-8332 for service, equipment repair, training or miscellaneous sales or visit Aviat's customer service website at <http://www.aviatnetworks.com>.

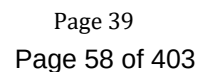
Aviat U.S., Inc.		CITY OF EL CENTRO	
Approved By:		Approved By:	
Print Name:		Print Name:	
Title:		Title:	
Date:		Date:	

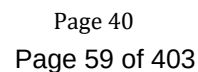
14. Aviat Standard Drawings

 Synch Plan









Network Engineer: M. Del Fierro

Site Name: Princeton

Total AMPS @ 48Vdc: 3.90 A

Additional AMPS @ 48Vdc:	0.00 A
--------------------------	--------

NOTE: Dehydrators operate with AC power

Hours Reserve	2	4	6	8	12	24		
Amp-Hour multiplier	2.8	4.7	6.4	8.0	10.9	19.3		
Temperature F(Deg)	0	10	20	40	60	70	77	
Correction Factor	2.0	1.85	1.59	1.3	1.11	1.04	1.0	
Battery Size (Min)	=	Station Load	X	Amp-Hour Multiplier	X	Correction Factor		
Charger Size (Min)	=	(1.15 X Battery Size	/	Recharge Time)	+	Station Load		

Sample IP Plan

EQUIPMENT			ACCESS & CONFIGURATION										Additional Radio			DATES			STATUS								
SITE NAME	Site Address	Vendor	Component	Telnet	SSH	HTTP	HTTPS	Web Service	Device Ethernet IP Address	Device Ethernet Subnet Mask	HostID (A/B/C)	Enable Secret (A/B/C)	Access Info (A/B/C)	System Name (A/B/C)	Read Write Privilege String	Write Write Privilege String	Peer Site Name Radio A (Far End)	Peer Site Name Radio B (Far End)	Display Name (Program Name)	Device Mgmt Date	Provision Mgmt Date	Launch Date	Element Update Date	Element Status	Current SW Revision	Radio in Provision	
Princeton		Aviat	Edge	NA	Yes	Yes	Yes	Yes	NA	10.0.0.1	255.255.255.240 (/28)	default	default	default	terminal	terminal	Turquoise	Tennessee Pass		11/20/2014	11/20/2014				N/A	N/A	
Turquoise		Aviat	Edge	NA	Yes	Yes	Yes	Yes	NA	10.0.0.17	255.255.255.240 (/28)	default	default	default	terminal	terminal	Pink				11/20/2014	11/20/2014				N/A	N/A
Turquoise		Aviat	SiteBoss S550-6	NA	Yes	Yes	Yes	Yes	NA	10.0.0.18	255.255.255.240 (/28)	default	default	default	terminal	terminal	private				11/20/2014	11/20/2014				N/A	N/A
Tennessee Pass		Aviat	Eclipse	NA	NA	NA	Yes	Yes	NA	10.0.0.33	255.255.255.240 (/28)	default	default	default	terminal	terminal	Turquoise				11/20/2014	11/20/2014				N/A	N/A
Tennessee Pass		Avantia	SiteBoss S550-6	NA	NA	Yes	Yes	Yes	NA	10.0.0.34	255.255.255.240 (/28)	default	default	default	terminal	terminal	private				11/20/2014	11/20/2014				N/A	N/A

Exhibit B

[illegible]



City Council of the City of El Centro

1275 W. Main Street
El Centro, CA 92243

SUBMITTED

ACTION ITEM (ID # 2025-21)

Item: 3.

Meeting: 2/4/2025 4:00 PM

Department: City Clerk

Category: Action Item

Prepared by: Norma Wyles, City Clerk

Department Head: Norma Wyles

DOC ID: 2025-21

Approval of City Council meeting minutes of January 21, 2025.

CITY MANAGER'S RECOMMENDATION:

Approval of the City Council meeting minutes of January 21, 2025.

FISCAL IMPACT:

N/A

STRATEGIC PLANNING PROGRAM 2022-2027 RELATION:

DUE DILIGENCE CHECK FOR CONTRACTORS/CONSULTANTS: DID THE DEPARTMENT VERIFY CURRENT EL CENTRO BUSINESS LICENSE, CONTRACTOR'S LICENSE, REFERENCE CHECKES, INSURANCE, ETC.:

N/A

BACKGROUND:

N/A

DISCUSSION:

N/A

CONCLUSION:

N/A

ATTACHMENTS:

1. 01-21-2025 Regular CC Minutes

**REGULAR MEETING
EL CENTRO CITY COUNCIL
CITY HALL, COUNCIL CHAMBERS
1275 MAIN STREET, EL CENTRO, CA
TUESDAY, JANUARY 21, 2025, 4:00 P.M.**

The El Centro City Council met in a regular session on Tuesday, January 21, 2025 at 4:05 p.m. in Conference Room A, El Centro City Hall, 1275 W. Main Street, El Centro, California for the purpose of closed session.

PRESENT: Council: Ellett, Carter, Oliva, Marroquin, Camarena
City Clerk Wyles, Interim City Manager Paramo, City Attorney Martyn Evans

CLOSED SESSION PUBLIC COMMENT

None

CITY COUNCIL CLOSED SESSION

Moved by Marroquin, second by Carter, to adjourn into closed session for:

Closed Session Pursuant to Govt. Code Section 54957

Public Employment
Non-Interim City Manager

Closed Session Pursuant to Govt. Code Section 54956.8 – Closed Session with Negotiators Regarding Real Property Transactions.

Property Address: 1415 Ross Avenue and related properties
Negotiating with: IVHD and UCSD representatives
Under Negotiations: Terms and Conditions

Closed Session Pursuant to Govt. Code Section 54956.9(b)(2) – potential litigation against the City.

Motion unanimously carried.

Closed Session concluded at 5:50 p.m. (all present)

City Council recessed to 6:00 p.m.

OPEN SESSION

The El Centro City Council met in a regular session on Tuesday, January 21, 2025 at 6:00 p.m. in Council Chambers, El Centro City Hall, 1275 Main Street, El Centro, California.

PRESENT: Council: Ellett, Carter, Oliva, Marroquin, Camarena
City Clerk Wyles, Interim City Manager Paramo, City Attorney Martyn Evans

Pledge of Allegiance to the flag of the United States of America was led by Council Member Camarena and Invocation was given by Mayor Pro-Tem Carter.

CITY ATTORNEY REORT ON CLOSED SESSION:

None

PUBLIC COMMENTS:

No public comments were received.

CONSENT AGENDA (ITEMS 1-7):

Moved by Marroquin, second by Carter, approving consent items (# 1-7).

1. Approval of Warrant Registers for the Month of December 2024.
2. Approval of Payroll Registers for the Month of December 2024.
3. Approval of Treasurer's Report for the Month of December 2024.
4. Approval of city council minutes of December 3, 2024, December 9, 2024, December 12, 2024, December 13, 2024, December 17, 2024, December 20, 2024 and January 7, 2025.
5. Adoption of **Resolution No. 25-01**, RESOLUTION OF THE CITY COUNCIL AUTHORIZING THE EL CENTRO POLICE DEPARTMENT TO ACCEPT THE UNITED STATES DEPARTMENT OF JUSTICE, EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT PROGRAM FOR FISCAL YEAR 2024 IN AN AMOUNT NOT TO EXCEED \$10,123.
6. Approval of Award of Task Order to Nicklaus Engineering, Inc. for Engineering Services related to the TAG Grant Alleyway Improvement Project.
7. Approval of PD Project for Balfour Beatty Construction, LLC Contract Amendment No. 1.

AYES: Ellett, Carter, Oliva, Marroquin, Camarena

NOES: None

ABSENT: None

ABSTAINED: None

Items #15 was taken out of order

DEPARTMENT PRESENTATION:

15. Sidewalk trip hazard reduction efforts presentation. Presentation only.

NEW BUSINESS:

8. Presentation by Dulce Bedolla, Human Resource Director, appointment of Interim City Manager. Moved by Carter, second by Marroquin, adoption of **Resolution No. 25-02**, RESOLUTION OF THE CITY OF EL CENTRO ESTABLISHING THE COMPENSATION AND EMPLOYMENT TERMS FOR DANIEL PARAMO TO FILL THE POSITION OF INTERIM CITY MANAGER.

AYES: Carter, Oliva, Marroquin

NOES: Ellett

ABSENT: None

ABSTAINED: Camarena

9. Presentation by Abraham Campos, Public Works Director/City Engineer, approval of Change Order 3 to Rove Engineering related to the Southern Pump Station Project. Council members had questions regarding this change order. Mr. Campos addressed all the questions.
Moved by Marroquin, second by Ellett, authorize budget as requested and authorize Change Order 3 to Rove Engineering as presented.

AYES: Ellett, Carter, Oliva, Marroquin, Camarena
NOES: None
ABSENT: None
ABSTAINED: None

10. Presentation by Adriana Nava, Community Services Director, approval of resolutions to update the designated individual authorized to execute the following for the Permanent Local Housing Allocation (PLHA) Program: the program applications, the PLHA Standard Agreement, any subsequent amendments or modifications to the agreement, and any other related documents.
Moved by Carter, second by Marroquin, adoption of **Resolution No. 25-03**, CITY OF EL CENTRO, CALIFORNIA – AUTHORIZING RESOLUTION OF CITY COUNCIL OF THE CITY OF EL CENTRO, CALIFORNIA – AUTHORIZING THE APPLICATION AND AMENDING THE PLHA PLAN FOR THE PERMANENT LOCAL HOUSING ALLOCATION PROGRAM.

AYES: Ellett, Carter, Oliva, Marroquin, Camarena
NOES: None
ABSENT: None
ABSTAINED: None

11. Presentation by Adriana Nava, Community Services Director, approval of resolutions to update the designated individual authorized to execute the following for the Permanent Local Housing Allocation (PLHA) Program: the program applications, the PLHA Standard Agreement, any subsequent amendments or modifications to the agreement, and any other related documents.
Moved by Marroquin, second by Camarena, adoption of **Resolution No. 25-04**, CITY OF EL CENTRO, COLONIAS, CALIFORNIA AUTHORIZING RESOLUTION OF CITY COUNCIL OF THE CITY OF EL CENTRO COLONIAS, CALIFORNIA AUTHORIZING THE APPLICATION AND AMENDING THE PLHA PLAN FOR THE PERMANENT LOCAL HOUSING ALLOCATION PROGRAM.

AYES: Ellett, Carter, Oliva, Marroquin, Camarena
NOES: None
ABSENT: None
ABSTAINED: None

12. Presentation by Mayor Oliva, appointment of a Delegate and Alternate representatives for SCAG (Southern California Association of Governments).
Moved by Marroquin, second by Camarena, appointment of Delegate: Mayor Tomás Oliva; and Alternate: Mayor Pro-Tem Sonia Carter, as the SCAG representatives.

AYES: Ellett, Carter, Oliva, Marroquin, Camarena
NOES: None
ABSENT: None
ABSTAINED: None

13. Authorization for Mayor Oliva to write a letter to IID requesting a presentation (or town hall meetings) regarding the proposed rate increases.

Moved by Ellett, second by Carter, authorize the mayor to write a letter to IID, requesting a presentation (or town hall meetings) regarding proposed rate increases, with a full explanation of the increases and the need.

AYES: Ellett, Carter, Oliva, Marroquin, Camarena
NOES: None
ABSENT: None
ABSTAINED: None

14. Moved Carter, second by Camarena, adoption of **Resolution No. 25-05, RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CENTRO, CALIFORNIA, REVISING THE TIME AND PLACE FOR THE REGULAR MEETINGS OF THE CITY COUNCIL.**

Public comment was received by Peter Rodriguez.

AYES: Ellett, Carter, Oliva, Marroquin, Camarena
NOES: None
ABSENT: None
ABSTAINED: None

DEPARTMENT PRESENTATION

15. * Item taken out of order.

LEGISLATIVE

None

TASK FORCE AND MAYOR & COUNCIL MEMBERS REPORTS

Mayor and Council Members reported on their activities since last City Council meeting and upcoming events.

CITY MANAGER REPORT

Reported on activities.

ADJOURNMENT

With no further business, the meeting was adjourned at 7:24 p.m.

Norma Wyles, City Clerk

APPROVED BY:

Tomás Oliva, Mayor



City Council of the City of El Centro

1275 W. Main Street
El Centro, CA 92243

SUBMITTED

ACTION ITEM (ID # 2024-234)

Item: 4.

Meeting: 2/4/2025 4:00 PM

Department: Community Development

Category: Resolution

Prepared by: Angel Hernandez,

Community Development Director

Department Head: Angel Hernandez

DOC ID: 2024-234

**Public hearing to consider the recommendation of the Planning Commission
approving an Addendum to the Final Environmental Impact Report for the Willow
Bend Tentative Subdivision Map.**

CITY MANAGER'S RECOMMENDATION:

Adopt Resolution 25- , A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CENTRO ADOPTING AN ADDENDUM TO EIR 05-05.

PROJECT: Willow Bend Tentative Subdivision Map, consisting of an approximately 38-acre site north of McCabe Road, generally located west of South 4th Street (Highway 86) and 630 feet south of Horne Road.

FISCAL IMPACT:

Not Applicable

STRATEGIC PLANNING PROGRAM 2022-2027 RELATION:

Environmental Sustainability & Infrastructure

Economic Opportunity

**DUE DILIGENCE CHECK FOR CONTRACTORS/CONSULTANTS: DID THE
DEPARTMENT VERIFY CURRENT EL CENTRO BUSINESS LICENSE,
CONTRACTOR'S LICENSE, REFERENCE CHECKS, INSURANCE, ETC.:**

Not Applicable

BACKGROUND:

In 2007, the El Centro City Council approved several entitlements for the Willow Bend Tentative Subdivision Map project. The proposal included a 131-lot single-family subdivision on approximately 38 acres of land adjacent to the southern city limits, within unincorporated county territory. However, due to market conditions and changes in property ownership, the project was never initiated, nor was the site annexed into the City of El Centro.

In 2022, Martin D. Coyne of Willow Bend Homes, LLC submitted an application to amend the existing Tentative Subdivision Map (TSM) and its associated conditions of approval. The proposed amendments include modifications to the subdivision layout, a reduction in the number of single-family lots from 131 to 120, and revisions to conditions related to roadway improvements near the project site. A summary of these changes is provided in Attachment A – Conditions of Approval Changes. Many of the amended conditions pertain to the construction and funding of traffic improvements.

When the project was initially reviewed before 2007, several large developments were planned, which were expected to significantly impact the roadway network. However, those projects never materialized, and the anticipated demand did not occur. Additionally,

the City and other agencies have since implemented various infrastructure improvements, including lane additions and restriping.

The project's Final Environmental Impact Report (SCH 2005101128), approved in 2007, requires an addendum to evaluate the proposed changes and ensure compliance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines (Attachment B – EIR Addendum). RECON Environmental and Linscott, Law & Greenspan were commissioned to assist in preparing the EIR addendum and updating transportation impact studies. The addendum concluded that the proposed modifications would not result in any new significant environmental effects or substantially increase the severity of previously identified impacts.

On December 10, 2024, the project was presented to the Planning Commission during a duly noticed public hearing. Following review, the Commission unanimously adopted a resolution recommending approval of the project.

DISCUSSION:

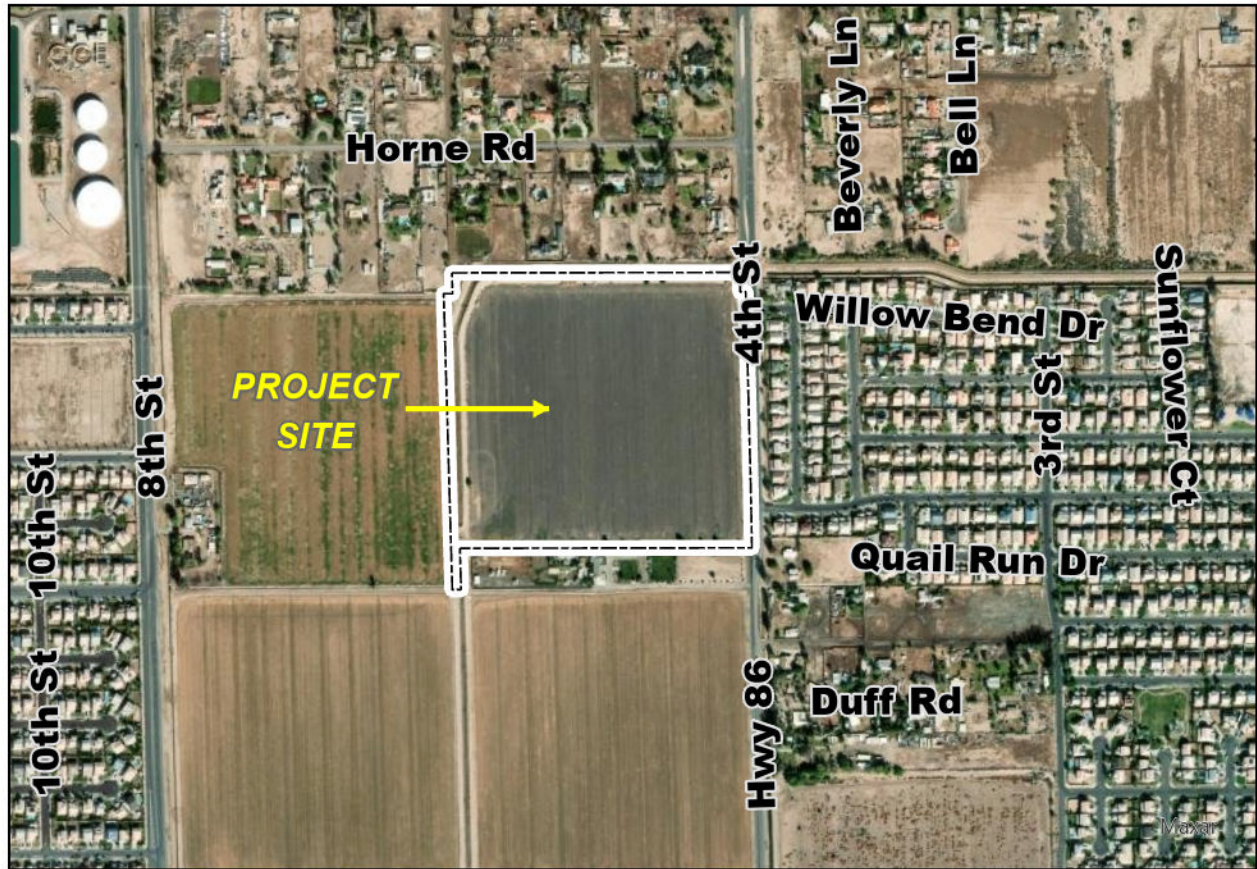
PROJECT DESCRIPTION AND LOCATION

The Willow Bend project proposes the development of 120 single-family homes, a 1.37-acre park, and a 1.4-acre retention basin on approximately 38 acres. The project site is located north of McCabe Road, west of South 4th Street (Highway 86), and 630 feet south of Horne Road, adjacent to the southern city limits. The site, identified as APN 054-370-012, is currently used for agricultural purposes and is surrounded by residential developments to the north and east, with agricultural land to the west and south. The proposed tentative subdivision map is included as Attachment C.

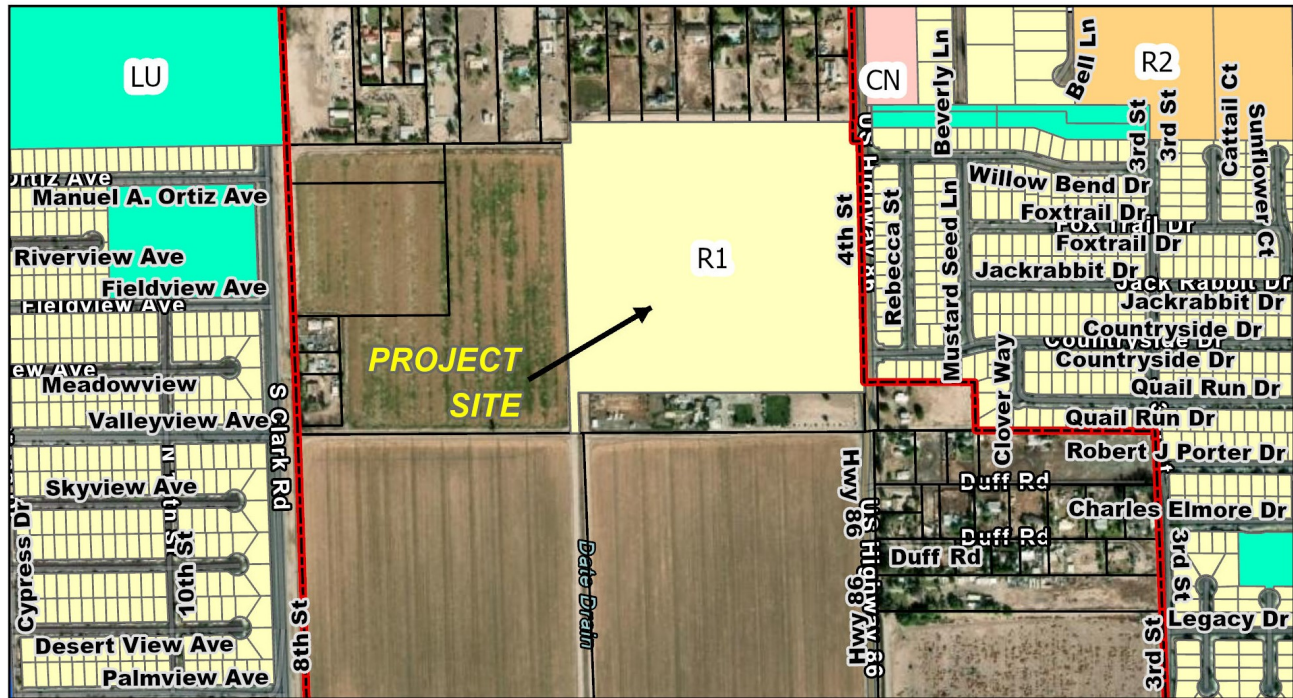
Project approval would require the following actions by the City Council:

- Approval of the Addendum to the 2007 EIR (SCH#205101128).
- Approval of amendments to the 2007 conditions of approval for the Willow Bend Tentative Subdivision Map.
- Approval of Pre-Zoning the project site to R-1 Single-Family Residential.
- Approval of annexation into the City of El Centro.

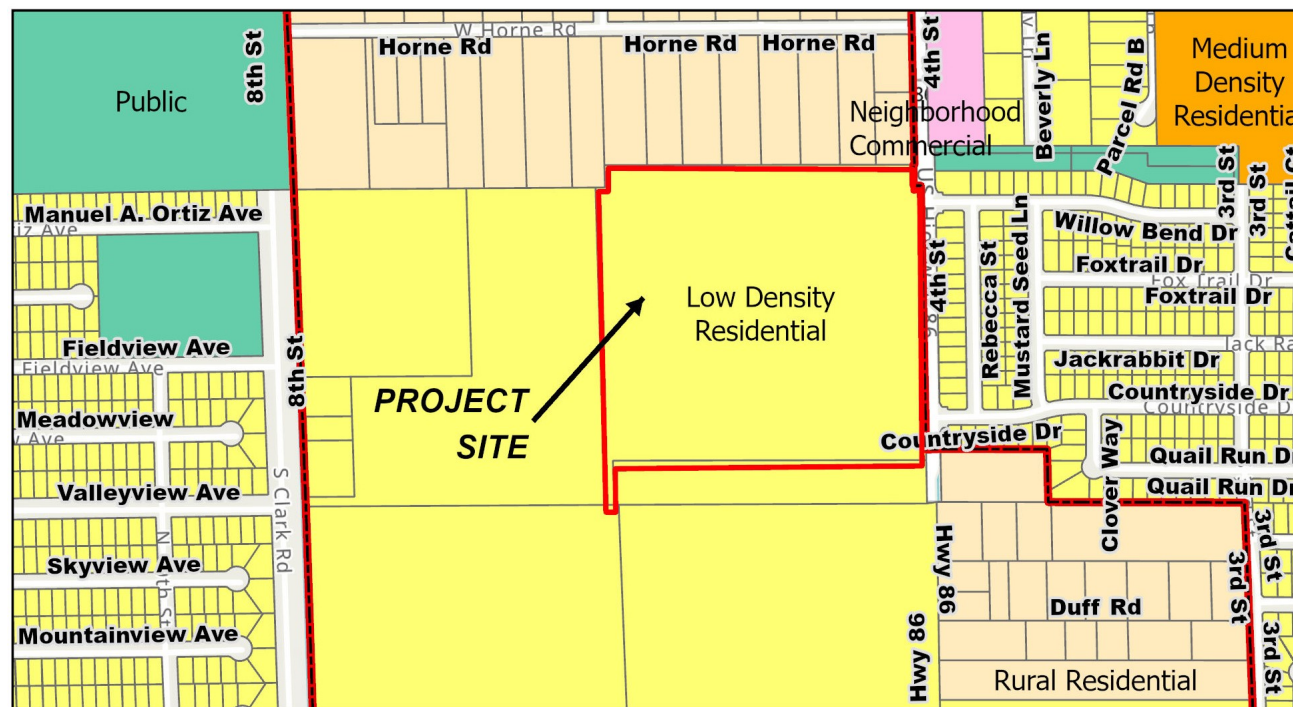
Additionally, the project requires approval by the Local Agency Formation Commission to annex the property into the City of El Centro. A map of the project site and its vicinity is below.



The subject property is designated as Low-Density Residential under the General Plan and would be pre-zoned to R-1 Single-Family Residential, allowing for the development of detached single-family homes at densities consistent with the proposed project. The site serves as a transitional area between agricultural uses to the west and south and established residential neighborhoods to the north and east. SR-86 (S. 4th Street) borders the project to the east, while the Date Drain runs along the north and west.



Proposed Zoning Map



General Plan Land Use Map

Vicinity	Land Use Designation	Zoning	Current use
Subject Property	Low Density Residential	Pre-Zoned to R-1 Single Family Residential	Agricultural Land
North	Rural Residential	Not in City Limits	Single Family Homes
East	Low Density Residential	R-1 Single Family Residential	Single Family Homes
South	Low Density Residential	Not in City Limits	Agricultural Land
West	Low Density Residential	Not in City Limits	Agricultural Land in

ANALYSIS

Zoning and Land Use - The proposed amendments are consistent with applicable land use policies and development regulations. The modifications reduce potential environmental impacts by lowering residential density and remain within the thresholds identified in the 2007 Final Environmental Impact Report (EIR). The revised project aligns with the City's objectives of promoting sustainable, livable, and well-integrated residential communities.

Homes will be constructed on lots no smaller than 6,000 square feet, will be single-story, and will include garages and landscaped front yards. The subdivision design ensures compatibility with surrounding residential land uses by maintaining a low-density character and incorporating design elements that blend seamlessly with adjacent neighborhoods. Meandering sidewalks and landscaping will enhance pedestrian connectivity and match the aesthetic of the neighboring Countryside Subdivision to the east.

Water and Sewer - Water and sewer services will be extended from existing City infrastructure along SR-86. Water service will connect via 12-inch mains located on Willow Bend Drive and Countryside Drive. Interior water distribution will adhere to city standards and will allow for future westward expansion. Sanitary sewer will connect to an existing lift station at Willow Bend Drive and SR-86, and be designed to connect to the Southern Lift Station improvement project currently under construction. A new 15-inch sewer line will be installed along Carl Street to facilitate future development south of the site. Additionally, the sewer line along Countryside Drive will be designed to accommodate future growth to the west. Improvements are consistent with the City's water and sewer master plans.

Stormwater Management - A retention basin will be installed on the northern boundary, connecting to the Date Drain. Stormwater will be conveyed via surface flow and underground drainage pipes. The basin will not be open to the public and will be secured with a wrought iron fence.

Date Drain - The current conditions of approval required undergrounding the Date Drain and installing a linear park over it. The amended conditions allow the drain to remain open while securing it from vehicle access using a three-rail wooden fence along S. Sixth Street. This fence permits maintenance by the Imperial Irrigation District while deterring public access. A section of the drain will be pipelined to accommodate the crossing of Countryside Drive to the west. As this crossing is City-wide in significance, facilitating future roadway development and sewer and water expansion, staff recommends a reimbursement agreement of approximately \$325,000 between the City and the applicant to fund this system-wide improvement.

Transportation and Circulation - Access to the subdivision will be provided by two entrances from 4th Street (SR-86). Countryside Drive will provide full access to the subdivision, allowing full turning movements for vehicles entering and exiting the project site. Willow Bend Drive will provide limited access with turning movements restricted to right-in/right-out movements only. All interior roadways, except Countryside Drive, will be designed as local roadways. Countryside Drive is designated as a two-lane arterial and will eventually provide east-west connectivity between 4th Street and 8th Street. Improvements to Countryside Drive include two travel lanes, parking lanes, a landscaped parkway, and a crossing over the Date Drain bounding the site to the west. All roads will built to design standards as denoted in the Mobility Element of the General Plan.

A Traffic Impact Study (TIS) was conducted in July 2006 for the 2007 Final Environmental Impact Report (EIR) by Katz, Okitsu & Associates, which identified no significant transportation or traffic impacts but included nine conditions of approval to address nearby intersections and roadway segments. These conditions required fair-share contributions or construction of improvements such as roadway widening, turn lanes, and signalization. In 2024, a subsequent review by LLG reevaluated these conditions based on updated traffic forecasts and near-term operating conditions.

The updated analysis concluded that several of the original conditions, including payments of fair-share

fees for roadway widening, additional turn lanes, and signalization at various SR-86 intersections, were unnecessary due to acceptable levels of service under near-term conditions. Specific improvements, such as the widening of SR-86 between I-8 and Wake Avenue, additional lanes at the SR-86/I-8 ramps, and various turn lane modifications, were deemed unnecessary. Further improvements include the widening of 4th Street (SR-86) along the project frontage and modifications at the intersections of SR-86 and Countryside Drive and Willow Bend Drive. Improvements to the intersection of 4th Street (SR-86) and Countryside Drive will occur before the issuance of the 60th certificate of occupancy, with all conditioned improvements limited to the project frontage.

A Caltrans Intersection Control Evaluation Study for SR-86/Countryside Drive, based on 2045 traffic forecasts, identified both a roundabout and an all-way stop as feasible configurations, replacing the condition requiring a traffic signal, pending review and approval by Caltrans at a later date. The revised recommendations ensure that necessary improvements align with current and projected traffic needs, maintain compliance with applicable standards, and avoid imposing excessive or redundant mitigation measures. The modifications to the conditions of approval do not introduce new or more severe traffic impacts than those identified in the 2007 Final EIR, ensuring the project remains consistent with the City's. (See Attachment D - Transportation Impact Studies)

Parks - The amended project is proposing a centrally located park. The developer would be responsible to construct and dedicate a 1.37 acre park to the City. Park improvements include a multi-use grass field, park lighting, hard surface ball court, and playground area. The park would prior to the completion of 50% of the lots.

Aesthetics - The proposed amendments to the Willow Bend Subdivision enhance the project's aesthetic integration with the surrounding environment through the inclusion of a 1.37-acre centrally located park, which provides visual relief and serves as a unifying design element. The updated subdivision layout ensures compatibility with adjacent land uses, maintaining a cohesive visual transition between residential and agricultural areas. The incorporation of landscaping, streetscape enhancements, and retention basin design complies with the City's development standards. This includes requiring landscaping along frontages of 4th Street, and street side yards of the subdivision. Maintenance will be conducted as part of a Landscape and Lighting Maintenance District that will be established for the site. Wrought iron fencing will also be installed along the street frontages of the proposed retention basin.

ENVIRONMENTAL COMPLIANCE AND PUBLIC NOTICING

Public Noticing - This project requires a public hearing before the City Council to approve the proposed changes to the Tentative Subdivision Map, Amendments to revise and update conditions, and the addendum to the 2007 EIR. A public hearing notice was published in the Imperial Valley Press, a newspaper of general circulation, and mailed to all property owners within a 500 foot radius on January 15, 2025. As of the date of preparation of this staff report, no comments or questions were received by staff.

Environmental Review - The original Environmental Impact Report for this project was approved on February 7, 2007. The amendment to the 2007 Willow Bend Project necessitated an addendum to the original Environmental Impact Report which does not require recirculation of the report. As such this project has been deemed by the Planning Director to be in compliance with CEQA requirements.

FINDINGS

Tentative subdivision map - The Willow Bend Tentative Subdivision Map amendments have been reviewed by staff and the required findings of approval are outlined below:

1. The proposed map is consistent with the City's General Plan.

The proposed Willow Bend Subdivision is consistent with the City of El Centro General Plan, as it aligns with the Low-Density Residential designation by developing single-family homes at an appropriate density while incorporating open space and recreational amenities. The project also supports the General Plan's goals for orderly growth, infrastructure connectivity, and compatibility with surrounding land uses, ensuring cohesive and sustainable community development.

2. The design or improvement of the proposed subdivision is consistent with the General Plan.

The design and improvements of the proposed Willow Bend Subdivision are consistent with the City of El Centro General Plan by incorporating a central park, meandering sidewalks, and landscaped streetscapes that align with the plan's emphasis on creating livable and visually cohesive residential neighborhoods.

3. The site is physically suitable for the type of development.

The 38-acre site is relatively flat and currently in agricultural use, with no known topographical, geological, or environmental constraints that would preclude the construction of single-family homes. Additionally, the site's proximity to existing infrastructure, including water, sewer, and road connections, ensures its capacity to support the proposed residential development in compliance with City standards and General Plan policies.

4. The site is physically suitable for the proposed density of development.

The Willow Bend subdivision is designed with a density consistent with the Low-Density Residential designation in the City of El Centro General Plan and the site's R-1 Single-Family Residential zoning. The proposed reduction to 120 single-family units further ensures compatibility with the surrounding land uses and infrastructure capacity, maintaining the appropriate balance between housing development and open space to align with the City's vision for orderly and sustainable growth.

5. The design of the subdivision of the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

The project site is currently in agricultural use and is surrounded by residential and agricultural development, with no identified sensitive habitats or species within the project area. The environmental analysis conducted in the 2007 Final Environmental Impact Report (EIR) determined that potential impacts to biological resources were less than significant, and the proposed amendments do not introduce new or more severe impacts. Compliance with applicable mitigation measures and regulatory requirements further ensures the protection of environmental resources.

6. That the design of the subdivision or type of improvements is not likely to cause serious public health problems.

The project complies with the City of El Centro's General Plan, zoning regulations, and the current California Building Code, ensuring that infrastructure, utilities, and residential construction meet all safety and health standards. Additionally, the 2007 Final Environmental Impact Report (EIR) concluded that the project would not result in significant public health impacts, and the proposed amendments do not introduce new or increased risks.

7. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision. The design of the subdivision and the proposed improvements will not conflict with easements acquired by the public at large for access or use of property within the proposed subdivision. All public easements for utilities, drainage, and access have been incorporated into the subdivision's design to ensure continuity and compliance with applicable regulations. The project will maintain existing public rights-of-way and provide necessary roadway improvements, such as connections to SR-86 and Countryside Drive, to support public access and circulation consistent with City standards and the 2007 Final Environmental Impact Report (EIR).

Zone Change (Pre-Zone) - The Willow Bend subdivision is proposed to be pre-zoned to R-1 Single Family Residential subject to successful completion of the annexation. The following are the required findings for approval:

1. **The proposed amendment or zone change shall be in conformity with the general plan map and text, and other development policies of the city.**

The proposed Willow Bend subdivision has been previously designated in the General Plan as Low Density Residential. Pre-zoning the project site to R1- Single-Family Residential would be consistent with the general plan map and text, and other development policies of the city.

2. **The proposed amendment or zone change is appropriate for the property or properties which will be affected by such action, with consideration given to access, size of parcel(s), relationship to similar or related uses, and other considerations deemed relevant by the commission and council.**

The proposed pre-zone is appropriate for the property. The project is planned to have proper access, proper utilities, and will have lot sizes consistent with the R-1 Zoning Ordinance. The Willow Bend will be consistent with other single family residential subdivisions in the area such as the Countryside Subdivision to the east and the Buena Vista Subdivision to the west.

3. **The proposed amendment or zone change is necessary and property at this time and is not likely to be detrimental to property or residents affected by such action.**

The proposed pre-zone is necessary to be designated at this time and is not likely to be detrimental to the property affected in order to ensure the property is properly zoned when the annexation is properly completed and recognized.

CONCLUSION:

Adopt Resolution 25- , A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CENTRO ADOPTING AN ADDENDUM TO EIR 05-05.

PROJECT: Willow Bend Tentative Subdivision Map, consisting of approximately 38-acre site north of McCabe Road, generally located west of South 4th Street (Highway 86) and 630 feet south of Horne Road.

ATTACHMENTS:

1. Attachment A- Proposed Amendments
2. Attachment B - EIR Addendum
3. Attachment C - Tentative Subdivision Map
4. Attachment D - Traffic Impact Studies
5. Attachment E - Resolution

	Original Condition	Proposed Condition
1	The project shall include the development of a maximum of 134 single-family residential lots with average minimum of lot sizes of 7,200 square feet. The residences located on lots 129-134 shall be limited to a single story.	The project shall include the development of a maximum of 120 single-family residential lots with an average minimum lot size of 6,000 square feet. Comments: The condition was modified due to a reduction in the number lots proposed by the applicant.
2	Building permits shall not be issued for any new construction related to the project until verification from the elementary and high school districts is received, certifying that the State mandated school impact mitigation fees have been paid or addressed as otherwise provided or authorized by law.	Building permits shall not be issued for any construction related to the project until verification from the elementary and high school districts is received, certifying that the State mandated school impact mitigation fees have been paid or addressed as otherwise provided or authorized by law. Comments: No changes.
3	Prior to the recordation of the final map, the applicant shall either pay the City a fair share payment (4.9%), or provide the appropriate Traffic Impact Fee(TIF), towards the provision of a westbound right-turn lane and a second northbound left-turn lane at the westbound ramp of Highway 86 and Interstate 8.	Removed Comments: Since the project was first approved, a westbound right-turn lane was constructed. This condition may be removed as a traffic study determined the level of service at the intersection is acceptable without the construction of a second northbound left-turn lane.
4	Prior to the recordation of the final map, the applicant shall either pay the City a fair share payment(4.6%), or provide the appropriate Traffic Impact Fee (TIF), towards the provision of two eastbound right-turn lanes and a second southbound left-turn lane at the eastbound ramp of Highway 86 and Interstate 8.	Removed Comments: This condition may be removed as a traffic study determined the level of service at the intersection is acceptable without the construction two eastbound right-turn lanes and a second southbound left-turn lane.
5	Prior to the recordation of the final map, the applicant shall either pay the City a fair share payment (4.7%), or provide the appropriate Traffic Impact Fee (TIF), towards the construction of a second eastbound left-turn lane at the intersection of Highway 86 and Wake Avenue.	Removed Comments: The second eastbound turn lane was installed by the City of El Centro in 2024.

	Original Condition	Proposed Condition
6	Prior to the recordation of the final map, the applicant shall construct a raised median for full turning movement with southbound acceleration and deceleration lanes with a left turn in pocket and left turn at Highway 86 and Horne Road. (as per attached Exhibit A-1), subject to a credit for other traffic impact fees or reimbursement from other benefited projects in the area, at the City's option.	Removed Comments: The traffic study determined levels of service would be acceptable and the condition to construct the raised median and reconfigure the lane may be removed.
7	Prior to the recordation of the final map, the applicant shall either pay the City a fair share payment (13.8%), or provide the appropriate Traffic Impact Fee (TIF), towards the construction of a right turn in/right turn out island from Willow Bend Drive at Highway 86.	Removed Comments: The condition may be removed since a median island was already installed that restricts turning movements to right turn in/right turn out for the project's access/egress.
8	Prior to the recordation of the final map, the applicant shall pay the City a fair share payment (1.5%), or provide the appropriate Traffic Impact Fee (TIF), towards the signalization of the Highway 86 and west McCabe Road intersection as well as the provision of a dedicated eastbound and westbound left turn pockets.	Removed Comments: Since the project was first approved in 2007 the intersection has been signalized. The condition may be removed since the traffic study determined levels of service would be acceptable, without the installation of dedicated eastbound and westbound turn pockets.
9	Prior to the recordation of the final map, the applicant shall pay the City a fair share payment (5.6%), or provide the appropriate Traffic Impact Fee (TIF), towards the widening of Highway 86 between Wake Avenue and Interstate 8 to six lanes.	Removed Comments: This condition was removed as acceptable levels of service were calculated under near term conditions. Furthermore, Condition 10 now includes the widening of SR-86 (4th Street) to four-lane arterial standards along the property frontage consistent with the General Plan.

	Original Condition	Proposed Condition
10	Prior to the recordation of the final map, the applicant shall either pay the City a fair share payment (2. 7%), or provide the appropriate Traffic Impact Fee (TIF), towards the widening of Highway 86 between McCabe Road and the project site to four lanes along the project frontage.	Prior to the recording of the first final map, the applicant shall complete or provide security for the widening of Highway 86 (4th Street) to a four-lane right-of-way width along the project frontage prior to recording of the first final map. The widening, including any required deceleration and acceleration lanes north and south of the development frontage, shall be completed prior to the issuance of the 60th certificate of occupancy, as determined by the approved Caltrans transportation study or other Caltrans requirements. The No. 2 southbound lane shall merge into the No. 1 southbound lane such that the Countryside Drive and Highway 86 intersection transitions to a single southbound lane at the intersection. Comments: Traffic analysis of this segment determined that widening may be removed from the project access between Countryside Drive and McCabe Road. Widening is still required between Willow Bend Drive and Countryside Drive. The modification was required to provide additional detail of the work provided and a timeframe of when improvements should be completed.
11	Prior to the recordation of the final map, the applicant shall either pay the City a fair share payment (5. 7%), or provide the appropriate Traffic Impact Fee (TIF), towards the widening of Highway 86 between Danenberg Drive and Wake Avenue to four lanes.	Removed Comments: This condition has been removed as the traffic study calculated acceptable levels of service under near-term conditions without widening SR-86.

	Original Condition	Proposed Condition
12	Prior to the issuance of the first certificate of occupancy, the applicant shall signalize the Highway 86 and Countryside intersection.	Prior to the issuance of the 1st certificate of occupancy, and contingent upon approval by Caltrans, the applicant shall complete improvements to the intersection at Highway 86(4th Street) and Countryside Drive to provide full directional access to the development. Final intersection improvements shall be designed and constructed in accordance with the results of the Caltrans transportation study and shall be completed no later than the issuance of the 60th certificate of occupancy, or as determined by the approved Caltrans Transportation Study. Comments: Highway 86 (4th Street) is under the jurisdiction of Caltrans and requires additional review to determine the final intersection design. The modification was required to provide alternatives to the intersection design and a timeframe of when improvements should be completed.
13	Prior to issuance of a grading permit, the applicant shall provide construction contracts which specify that all construction equipment shall be equipped with mufflers and other suitable noise attenuation devices.	Prior to the issuance of a grading permit, the applicant shall provide construction contracts to the Community Development Director that specify that all construction equipment shall be equipped with mufflers and other suitable noise attenuation devices. Comments: No changes.
14	Prior to issuance of a grading permit, the applicant shall notify residents within 100 feet of the project site regarding the construction schedule of the proposed project. All notices shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.	Prior to the issuance of a grading permit, the applicant shall notify residents within 100 feet of the project's site regarding the construction schedule of the proposed project. All notices shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints. Comments: No changes.

	Original Condition	Proposed Condition
15	Prior to issuance of a grading permit, the applicant shall erect a sign, legible at a distance of 50 feet, posted at the construction site. The sign shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.	Prior to issuance of a grading permit, the applicant shall erect a sign, legible at a distance of 50 feet, posted at the construction site. The sign shall indicate the dates and durations of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints. Comments: No changes.
16	Prior to the recordation of the final map the applicant shall be required to enter into an agreement with the City for the payment of a fair share cost to mitigate the operation and maintenance impacts to fire and police services caused by the approval of the project. The description of the security for the agreement and the method of payment shall be included in the agreement.	The applicant agrees to pay standard Police and Fire Impact fees as part of building permit issuance unless deferred as approved by the City of El Centro. Comments: This condition was modified to allow for the payment of impact fees to be deferred, consistent with City's development impact and capacity fee deferral program.
17	Prior to the first final inspection, the existing Date Drain abutting the western boundary of the project site shall be pipelined, undergrounded and landscaped in accordance with the specifications of the Imperial Irrigation District (IID). In addition, the private delivery canal located along the southern boundary of the project site shall be removed.	Access to the Date Drain by the public shall be secured with a four-foot high three rail wood fence along the western project site boundary. Fencing shall be installed prior to the completion of Grass Street/6th Street. The applicant shall coordinate with the Imperial Irrigation District for maintenance access requirements. Comments: The modification to this condition is needed as the requirement to underground the Date Drain is no longer needed. Additional details on how to control public access are included in the modified condition.

	Original Condition	Proposed Condition
18	Prior to the issuance of building permits, a trunk sewer line shall be provided along the eastern boundary of the project adjacent to Highway 86 (outside Caltrans' right-of-way) extending to the southern boundary, as per city standards.	Prior to the issuance of the first certificate of occupancy, a trunk sewer line shall be installed on Carl Street to connect to the existing lift station at Highway 86 (4th Street) and Willow Bend Drive. The trunk sewer line may be constructed within the right-of-way within the development (Carl Street) or adjacent to Highway 86 (4th Street). The Countryside Drive sewer line shall be sized and placed to allow connection from the development at the west. The developer shall be reimbursed for any additional costs incurred due to upsizing by the development to the west. Comments: The modification provides an alternative route for the trunk sewer line and also requires the upsizing Countryside Drive sewer line to accommodate future development to the west.
19	A six (6') foot high solid decorative block/masonry or stucco wall shall be provided along the eastern boundary of lots 1-14 and 129, the western boundary of lots 32 and 134, and the northern boundary of lots 129-134.	A six (6) foot high solid decorative block/masonry wall shall be provided along the western Highway 86 right-of-way line (eastern boundary of lots 1-14) and along the property lines abutting the park (eastern boundary of lots 81 and 72 and western boundary of lots 82 and 71). A vinyl or composite fencing shall be installed along the southern project boundary (southern boundary of lots 14-32 and western boundary of lot 32). Comments: The modification was required as the original tentative subdivision map's lot numbers have change. It also provides alternative fencing material for certain areas of the subdivision.
20	The proposed storm water retention basin for the project site shall be developed in accordance with the City's design standards for retention basins.	The proposed stormwater retention basin for the project site shall be developed in accordance with the City's design standard for retention basins. This requires a wrought iron fence with pilasters along the perimeter of the basin abutting and visible from the public right of way. Comments: The modification provides more detail for design standards of the retention basin.

	Original Condition	Proposed Condition
21	Prior to the close of the sale of the thirteenth lot, applicant shall establish a Lighting/Landscaping Maintenance Assessment District for the project in order to pay for the maintenance of any lighting, landscaping, and Park/Recreation facilities, including graffiti abatement, within the public right-of-way, IID easements, retention basin, park and multi-use trail.	Prior to the issuance of the thirteenth certificate of occupancy, the applicant shall establish a Lighting and Landscape Maintenance District (LLMD) for the project. The LLMD shall pay for the maintenance of any lighting, landscaping, park, and recreation facilities, including graffiti abatement, within the public right-of-way, IID easement, retention basin and the park. Comments: Modifications to this condition were incorporated to provide a timeline of when the LLMD needed to be established.
22	Prior to grading permit, the applicant and City of El Centro shall be required to conduct a preconstruction survey no more than 30 days-prior to ground disturbing activity to ensure that owl burrows have not become established within the impact area. Should a burrowing owl move into the area prior to construction then mitigation should consist of passive relocation with a one-way door to avoid direct impacts to any burrowing owl on site. Passive relocation should be conducted during the non-breeding season (Sep 1-Jan 31) to ensure active nests are not lost as a result of owl exclusion. The methodology for owl relocation should follow the guidelines set forth in the CDFG Staff Report on Burrowing Owl Mitigation.	Prior to the grading permit, the applicant and the City of El Centro shall be required to conduct a preconstruction survey no more than 30 days prior to ground disturbing activity to ensure that owl burrows have not become established within the impact area. Should a burrowing owl move into the area prior to construction then mitigation should consist of passive relocation within a one-way door to avoid direct impacts to any burrowing owl on site. Passive relocation should be conducted during the non-breeding season (Sep.1-Jan.31) to ensure active nests are not lost as results of owl exclusion. The methodology for owl relocation should follow the guidelines set forth in the CDFG Staff Report on Burrowing Owl Mitigation. Comments: No changes.
23	In the event of the discovery of buried cultural resources, project activities in the vicinity of the resources shall be temporarily halted. A qualified archaeologist shall be consulted to assess the significance of the resource and to provide proper management recommendations (e.g., resource avoidance or data recovery excavations).	In the event of the discovery of buried cultural resources, project activities in the vicinity of the resources shall be temporarily halted. A qualified archaeologist shall be consulted to access the significance of the resource and to provide proper management recommendations (e.g., resource avoidance or data recovery excavation). Comments: No changes.

	Original Condition	Proposed Condition
24	Prior to issuance of building permit and during construction, if human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resource Code Section 5097.98. The County Coroner shall be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner shall notify the NAHC, which would determine and notify and Most Likely Descendent (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.	Prior to issuance of building permit and during construction, if human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resource Code Section 5097.98. The County Coroner shall be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner shall notify the NAHC, which determine and notify and Most Likely Descendent (MLD). With the permission of the landowner of his/her authorized representative, the MLD may inspect the site of the discovery. The MLD may recommend scientific removal and nondestructive analysis of human and items associated with Native American burials. Comments: No changes.
25	The project shall be required to comply with regional rules, including the ICAPCD Rule VIII - Fugitive Dust Rules as well as ICAPCD CEQA Handbook Measures for Construction equipment and Fugitive PM10 control, that assist in reducing short-term air pollutant emissions. Applicable dust suppression techniques are summarized below. Implementation of these dust suppression techniques will reduce the fugitive dust generation (and thus the PM10 component).	The project shall be required to comply with regional rules, including the ICAPCD Rule VIII - Fugitive Dust Rules as well as ICAPCD CEQA Handbook Measures for Construction equipment and Fugitive PM10 control, that assist in reducing short-term air pollutant emissions. Applicable dust suppression techniques are summarized below. Implementation of these dust suppression technique will reduce the fugitive dust generation (and thus the PM 10 component). Comments: No changes.
26	The applicant shall be responsible for any costs associated with right-of-way acquisition, if necessary. In the event the acquisition of right-of-way is needed, applicant shall enter into an agreement with the City prior to the approval of the final map to pay for the costs of acquiring off-site real property interests and to complete the improvements required herein at such time as the City acquires an interest in the real property that will permit the improvements to be made by the applicant.	The applicant shall be responsible for any costs associated with right-of-way acquisition for the purposes of ingress or egress to the project site along Willow Bend Drive and Countryside Drive, if necessary to accommodate required off-site improvements. Comments: Modifications to this condition were incorporated to condense the language that was previously approved.

	Original Condition	Proposed Condition
27	Prior to the approval of the final subdivision map, grading plan or implementing permit, a site specific drainage study and retention basin design shall be conducted by a registered civil engineer and submitted for review and approval by the City.	Prior to the approval of the final subdivision map, grading plan, or permit issuance, a site-specific retention basin design shall be conducted by a registered civil engineer and submitted for review and approval by the City. Comments: No changes.
28	Relocation and underground plans for canals and drains shall be designed to maintain existing flow rates and structure capacity to the satisfaction of the City and Imperial Irrigation District.	The construction of Countryside Drive crossing over the IID Date Drain must be completed prior to the issuance of the 80th certificate of occupancy. The threshold for this condition may be extended prior to the issuance of the 100th certificate of occupancy if circumstances beyond the applicant's control occur that delay this improvement, as approved by the City Engineer and the Community Development Director. The road crossing shall consist of two travel lanes, with no parking lanes, and shall include curb, gutter, and sidewalks on each side. City participation on all costs related to the IID drain construction and Countryside Drive improvements will be three hundred twenty-five thousand dollars, through a reimbursement agreement between City and applicant. Comments: Modifications to this condition were made since only the segment where Countryside Drive crosses the Date Drain will be undergrounded. Additional details and a timeframe of when improvements should be completed were also included.

	Original Condition	Proposed Condition
29	The project shall provide a 1.6 acre park in accordance with City's specifications. In-lieu park fees shall be paid for any park area located within the IID easement.	The applicant shall construct or provide security for a 1.3-acre improved park. The park shall include a multi-use grass field, park lighting, hard surface court, multi-use path, picnic, and playground area. The park is to be completed prior to 50% of the certificates of occupancy are issued. The developer shall provide park renderings and construction plans and cost estimates to the City of El Centro for review prior to filing of the first final map. Park development impact fees shall be waived by the City if park costs are higher than the subdivisions' park development impact fees to the satisfaction of the Community Development Director. Comments: Originally there was potential to incorporate a park area over the IID Drain underground. As that is no longer the plan, a dedicated park area was included in the new subdivision map.
30	The project shall provide the following minimum building setbacks: front yard, twenty (20') feet; side yards, five (5 ') feet on one side and ten (10') feet on the other side; exterior side yard, fifteen (15') feet; and rear yard, five (5') feet for single story and twenty-five (25') feet for two story.	The project shall provide the minimum building setbacks in accordance with the R1-Single Family Residential Zone development standards. Comments: Minor modifications were included to reflect the Residential Zone Development standards at the time of construction.
31	Prior to the first final inspection of each phase of development, all street dedications and off-site improvements (curb, gutter, sidewalk, and paving) shall be provided in accordance with the City's Subdivision Ordinance including parkways not less than 6.5 feet wide, measured from the face of the curb to the outside edge of the sidewalk.	Prior to the issuance of the first certificate of occupancy of each phase of development, all street dedications and off-site improvements (curb, gutter, sidewalk, and paving) for each phase shall be provided in accordance with the City's Subdivision Ordinance. Comments: Minor modification were included to simplify the original condition.

	Original Condition	Proposed Condition
32	Utilities shall be provided in accordance with the City's Master Water/Sewer Plan. The applicant may enter into a reimbursement agreement with the City for any oversizing of water or sewer lines that may be required.	Utilities shall be provided in accordance with the City's Master Water/Sewer Plan. The applicant may enter into reimbursement agreement with the City for any oversizing of water or sewer lines that may be required. Comments: No changes.
33	Prior to the first final inspection, the applicant shall provide a minimum of two trees per lot within the parkway strip. Said trees shall be selected from the City's tree list and consist of a variety of trees. Street themes shall be provided.	Prior to the issuance of the certificate of occupancy of each residence, the applicant shall provide a minimum of one tree within the parkway strip on Countryside Drive only and one tree within the front yard landscaped area per lot. Said trees shall be selected from the City's list and consist of variety of trees. The remaining lots shall provide two trees in the front yard. Comments: Minor modifications were included to change the language from final inspection, to certificate of occupancy. In addition, language was incorporated to specify location of tree's in areas with a parkway and areas without parkways.
34	Prior to the issuance of each building permit, the applicant shall pay the appropriate development impact and sewer/water capacity fees.	Prior to the issuance of each building permit, the applicant shall pay the appropriate development impact and sewer and water capacity fees unless deferred to prior to the issuance of a certificate of occupancy in compliance with Ordinance 21-03 and subject to the approval of the City Manager. Payment must clear prior to the issuance of a certificate of occupancy. Comments: Modifications were made to the condition to defer fee's until the issuance of a certificate of occupancy.

	Original Condition	Proposed Condition
35	Fire hydrants markers and water mains shall be provided in accordance with the Fire Department's specifications. All fire hydrants shall be on a looped water system and shall be in service before any combustible construction begins.	Fire hydrants markers and water mains shall be provided in accordance with the Fire Department's specifications. Fire hydrants shall be on a looped water system. Any combustible construction shall not begin until a fire hydrant is in service within 150 feet of construction activity. Applicant shall provide a phasing plan to the Engineering Division showing compliance with this condition prior to the issuance of the certificate of compliance. Comments: Modifications were made to this conditions to provide more descriptive language and require a phasing plan of when work will be completed.
36	Grading and drainage plans shall be submitted to the City for review and approved prior to approval of the final map.	Grading and drainage plans shall be submitted to the City for review and approval prior to the approval of the final map. Comments: No changes.
37	The project shall comply with all applicable provisions of the California Code of Regulations Title 24 (ADA).	The project shall comply with all applicable provisions of the California Code of Regulations Title 24 (ADA). Comments: No changes.
38	Developer shall coordinate project flood protection improvements with current efforts of the Imperial Irrigation District and other public agencies to provide regional flood protection facilities, if applicable.	The developer shall work directly with IID to obtain an encroachment permit for project related improvements on IID system facilities. Comments: Modifications were made to update on current IID efforts.

	Original Condition	Proposed Condition
39	Pursuant to Section 66474.9 of the California Government Code, the applicant shall defend, indemnify, and hold harmless the City of El Centro, its agents, officers and employees to attack, set aside, void, or annul, the approval of the Planning Commission concerning the tentative subdivision map, which action is brought within the time period provided for in California Government Code Section 66499.3 7. However, the City of El Centro shall promptly notify the applicant/subdivider of any claim, action, or proceeding and that the City shall cooperate fully in defense.	Pursuant to Section 66474.9 of the California Government Code, the applicant shall defend, indemnify, and hold harmless the City of El Centro, its agents, officers and employees to attack, set aside, void, or annul, the approval of the Planning Commission concerning the tentative subdivision map, which action is brought within the time period provided for in California Government Code Section 66499.37. However, the City of El Centro shall promptly notify the applicant/subdivider of any claim, action or proceeding and that the City shall cooperate fully in defense. Comments: No changes.
40	Except as noted above, all conditions shall be met prior to the recordation of the final map.	Except as specified herein, all conditions applicable to a final map phase, as determined by the City Engineer, shall be met before its last certificate of occupancy is issued unless otherwise noted. Comments: Modifications were made to this condition to change language for meeting conditions to prior to certificate of occupancy to be consistent with changes made to other conditions.
41	The project shall comply with applicable staff comments labeled Exhibit A of the Planning Commission staff report and all other applicable Federal, State and local codes, ordinances and resolutions.	Applicable offsite improvements shall be completed or secured to the satisfaction of the City Engineer prior to the recordation of each final map. Comments: Condition modifications were incorporated to simplify the language of the condition.
42	The project shall provide a 20" foot multi-use trail with a split rail fence at its center along the northern boundary and a 10-foot multi-use trail along the western boundary of the project site.	Removed Comments: This condition was removed as a dedicated park area will be constructed.

	Original Condition	Proposed Condition
43		Public landscaping improvements shall be installed along the northern side of Willow Bend Drive, West side of Carl Street, South of lot 13, North side of Lot 1, and West and East side of Grass (6th) Street in the side yards of the noted locations and homes. Public landscaping improvements shall be included in the lighting and landscape maintenance district. Comments: This condition was added to specify publicly maintained landscaped areas of the project.
44		A school bus loading area shall be installed in front of the park area, unless otherwise determined by the school districts that the location would be unfeasible for a school bus loading area. Comments: This condition was added to account for the relocation of the community park.



Addendum to the
Final Environmental Impact Report for the
Zone Change 05-05 and Tentative Subdivision
Map Willow Bend
El Centro, California

Prepared for
City of El Centro
1275 W. Main Street
El Centro, CA 92243

Prepared by
RECON Environmental, Inc.
3111 Camino del Rio North, Suite 600
San Diego, CA 92108
P 619.308.9333

RECON Number 9938
December 2, 2024

TABLE OF CONTENTS

Acronyms and Abbreviations.....	ii
1.0 Introduction	1
2.0 Project Description	1
3.0 Zone Change 05-05 and Tentative Subdivision Map Willow Bend EIR.....	12
4.0 Environmental Impacts of Proposed Project.....	13
4.1 Agriculture and Forestry Resources	13
4.2 Air Quality.....	14
4.3 Biological Resources	15
4.4 Cultural Resources	16
4.5 Geology and Soils	16
4.6 Hazards and Hazardous Materials	17
4.7 Noise	18
4.8 Public Services and Utilities.....	19
4.9 Transportation and Traffic.....	19
5.0 Conclusion.....	23
6.0 Sources Consulted.....	23

FIGURES

1 Regional Location	2
2: Project Location on USGS Map	3
3: Project Location on Aerial Photograph	4
4: Approved Tentative Subdivision Map.....	5
5: Proposed Tentative Subdivision Map.....	6

ATTACHMENT

- 1: Willow Bend Project – Transportation Assessment (LLG Engineers)
- 2: Intersection Control Evaluation – SR-86 / Countryside Drive Intersection (LLG Engineers)

Acronyms and Abbreviations

Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
Final EIR	City of El Centro Zone Change 05-05 and Tentative Subdivision Map Willow Bend Final Environmental Impact Report (SCH# 2005101128)
I-8	Interstate 8
ICAPCD	Imperial County Air Pollution Control District
ICE	Intersection Control Evaluation
IID	Imperial Irrigation District
LLG	Linscott, Law & Greenspan, Engineers
LLMD	Lighting and Landscape Maintenance District
NOP	Notice of Preparation
SR-86	State Route 86
TIF	Traffic Impact Fee
TIS	Traffic Impact Study
TM	Tentative Subdivision Map

1.0 Introduction

This document is an Addendum to the City of El Centro Zone Change 05-05 and Tentative Subdivision Map Willow Bend Final Environmental Impact Report (SCH# 2005101128; hereafter referred to as the Final EIR or 2007 Final EIR). The Addendum analyzes the environmental effects of the proposed changes to the Final EIR from 2007, which analyzed potential environmental impacts associated with the development of the Willow Bend project. The Addendum has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970 (as amended) and the State CEQA Guidelines.

According to Section 15164 of the State CEQA Guidelines, an addendum to a previously certified EIR or Negative Declaration is the appropriate environmental document in instances when “only minor technical changes or additions are necessary” and when the new information does not involve new significant environmental effects beyond those identified in the previous EIR.

This Addendum describes the details of the updated Tentative Subdivision Map (TM) for the Willow Bend project in the City of El Centro and compares its impacts to those identified in the Final EIR. The analysis herein demonstrates that the proposed addendum involves only minor technical changes to the Final EIR that was adopted in February 2007 and would not result in any new or increased severity significant environmental effects beyond those identified in the Final EIR. As such, an addendum is the appropriate environmental document under CEQA.

2.0 Project Description

The City of El Centro proposes to amend the 2007 Willow Bend TM which was addressed in a Final EIR. The Final EIR is a comprehensive environmental document that reviewed potential environmental impacts associated with the development of the Willow Bend housing project. The currently approved Final EIR would allow for 131 single-family residences, a 1.67-acre park, and a 3.02-acre retention basin on a subdivision of 38 acres.

The project site is located north of McCabe, east of South Clark Road, and west of State Route 86 (SR-86) in the southern part of the city of El Centro (Figures 1-3). The proposed project site remains in agricultural production and is surrounded by residential development to the north and east, and agricultural land to the west and south. Access to the project site would be provided from SR-86 by two driveways, Willow Bend Drive and Countryside Drive. The proposed project would amend the approved TM (Figure 4) and update the original conditions of approval that were included in the Final EIR.

The addendum compares the impacts from the proposed project with the impacts presented in the 2007 Final EIR for the adopted project. The proposed project would allow for 120 units in comparison to 131 single-family residences approved in the Final EIR. The proposed 11-unit reduction in the number of residential units results in an 8% decrease from the original map. A comparison of Figure 4 (Approved TM) and Figure 5 (Proposed TM) shows that the 11-unit decrease allows for the accommodation of an on-site 1.37-acre park in the center of the site. The on-site retention basin under the revised proposal would be 1.452 acres compared to the 3.02 acres for the original map.

Figure 1: Regional Location

Figure 2: Project Location on USGS Map

Figure 3: Project Location on Aerial Photograph

Figure 4: Approved Tentative Subdivision Map

Figure 5: Proposed Tentative Subdivision Map

Unlike the original TM approval, the Date Drain No. 3 would be unaffected by project grading under the revised TM. Additionally, the addendum addresses the applicant's requested changes and updates to the original project conditions of approval as they apply to issue areas (e.g., traffic conditions of approval). The applicant-requested changes are described below.

List of Applicant-Requested Changes to Original Conditions of Approval

Proposed Amendments to Conditions

Condition 1: The project shall include the development of a maximum of 134 single-family residential lots with average minimum lot sizes of 7,200 square feet. The residences located on lots 129-134 shall be limited to a single story.

Change to: The project shall include the development of a maximum of 120 single-family residential lots with an average minimum lot size of 6,000 square feet.

Condition 10: Prior to the recordation of the final map, the applicant shall either pay the City a fair share payment (2.7%) or provide the appropriate Traffic Impact Fee (TIF), towards the widening of Highway 86 between McCabe Road and the project site to four lanes along the project frontage.

Change to: Prior to the recording of the first final map, the applicant shall complete or provide security for the widening of Highway 86 (4th Street) to a four-lane right-of-way width along the project frontage prior to recording of the first final map.

The widening, including any required deceleration and acceleration lanes north and south of the development frontage, shall be completed prior to the issuance of the 60th certificate of occupancy, as determined by the approved Caltrans [California Department of Transportation] ICE [Intersection Control Evaluation] Study or other Caltrans requirements.

The No. 2 southbound lane shall merge into the No. 1 southbound lane such that the Countryside Drive and Highway 86 intersection transitions to a single southbound lane at the intersection.

Condition 12: Prior to the issuance of the first certificate of occupancy, the applicant shall signalize the Highway 86 and Countryside intersection.

Change to: Prior to the issuance of the 1st certificate of occupancy, and contingent upon approval by Caltrans, the applicant shall complete improvements to the intersection at Highway 86 (4th Street) and Countryside Drive to provide full directional access to the development. Final intersection improvements shall be designed and constructed in accordance with the results of the Caltrans Intersection Control Evaluation (ICE) and shall be completed no later than the issuance of the 60th certificate of occupancy, or as determined by the approved Caltrans ICE Study.

Condition 16: Prior to the recordation of the final map, the applicant shall be required to enter into an agreement with the City for the payment of a fair share cost to mitigate the operation and maintenance impacts to fire and police services caused by the approval of the project. The

description of the security for the agreement and the method of payment shall be included in the agreement.

Change to: The applicant agrees to pay standard Police and Fire Impact fees as part of building permit issuance unless deferred as approved by the City of El Centro.

Condition 17: Prior to the first final inspection, the existing Date Drain abutting the western boundary of the project site shall be pipelined, undergrounded and landscaped in accordance with the specifications of the Imperial Irrigation District (IID). In addition, the private delivery canal located along the southern boundary of the project site shall be removed.

Change to: Access to the Date Drain by the public shall be secured with a four-foot-high, three-rail wood fence along the western project site boundary. Fencing shall be installed prior to the completion of Grass Street/6th Street. The applicant shall coordinate with the Imperial Irrigation District for maintenance access requirements.

Condition 18: Prior to the issuance of building permits, a trunk sewer line shall be provided along the eastern boundary of the project adjacent to Highway 86 (outside CalTrans' right-of-way) extending to the southern boundary, as per city standards.

Change to: Prior to the issuance of the first certificate of occupancy, a trunk sewer line shall be installed on Carl Street to connect to the existing lift station at Highway 86 (4th Street) and Willow Bend Drive. The trunk sewer line may be constructed within the right-of-way within the development (Carl Street) or adjacent to Highway 86 (4th Street). The Countryside Drive sewer line shall be sized and placed to allow connection from the development at the west. The developer shall be reimbursed for any additional costs incurred due to upsizing by the development to the west.

Condition 19: A six (6') foot high solid decorative block/masonry or stucco wall shall be provided along the eastern boundary of lots 1-14 and 129, the western boundary of lots 32 and 134, and the northern boundary of lots 129-134.

Change to: A six (6) foot high solid decorative block/masonry wall shall be provided along the western Highway 86 right-of-way line (eastern boundary of lots 1-14) and along the property lines abutting the park (eastern boundary of lots 81 and 70 and western boundary of lots 80 and 71). A vinyl or composite fencing shall be installed along the southern project boundary (southern boundary of lots 14-31 and western boundary of lot 31).

Condition 20: The proposed storm water retention basin for the project site shall be developed in accordance with the City's design standards for retention basins.

Change to: The proposed stormwater retention basin for the project site shall be developed in accordance with the City's design standard for retention basins. This requires a wrought iron fence with pilasters along the perimeter of the basin abutting and visible from the public right-of-way.

Condition 21: Prior to the close of the sale of the thirteenth lot, the applicant shall establish a Lighting/Landscaping Maintenance Assessment District for the project in order to pay for the maintenance of any lighting, landscaping, and Park/Recreation facilities, including graffiti abatement, within the public right-of-way, IID easements, retention basin, park and multi-use trail.

Change to: Prior to the issuance of the thirteenth certificate of occupancy, the applicant shall establish a Lighting and Landscape Maintenance District (LLMD) for the project. The LLMD shall pay for the maintenance of any lighting, landscaping, park, and recreation facilities, including graffiti abatement, within the public right-of-way, IID easement, retention basin and the park.

Condition 26: The applicant shall be responsible for any costs associated with right-of-way acquisition, if necessary. In the event the acquisition of right-of-way is needed, applicant shall enter into an agreement with the City prior to the approval of the final map to pay for the costs of acquiring off-site real property interests and to complete the improvements required herein at such time as the City acquires an interest in the real property that will permit the improvements to be made by the applicant.

Change to: The applicant shall be responsible for any costs associated with right-of-way acquisition for the purposes of ingress or egress to the project site along Willow Bend Drive and Countryside Drive, if necessary to accommodate required off-site improvements.

Condition 28: Relocation and underground plans for canals and drains shall be designed to maintain existing flow rates and structure capacity to the satisfaction of the City and Imperial Irrigation District.

Change to: The construction of Countryside Drive crossing over the IID Date Drain must be completed prior to the issuance of the 80th certificate of occupancy. The threshold for this condition may be extended prior to the issuance of the 100th certificate of occupancy if circumstances beyond the applicants control occur that delay this improvement, as approved by the City Engineer and the Community Development Director.

The road crossing shall consist of two travel lanes, with no parking lanes, and shall include curb, gutter, and sidewalks on each side. City participation on all costs related to the IID drain construction and Countryside Drive improvements will be three hundred twenty-five thousand dollars, through a reimbursement agreement between City and applicant.

Condition 29: The project shall provide a 1.6 acre park in accordance with the City's specifications. In-lieu park fees shall be paid for any park area located within the IID easement.

Change to: The applicant shall construct or provide security for a 1.3-acre improved park. The park shall include a multi-use grass field, park lighting, hard surface court, multi-use path, picnic, and playground area. The park is to be completed prior to 50% of the certificates of occupancy are issued. The developer shall provide park renderings and construction plans and cost estimates to the City of El Centro for review prior to filing of the first final map. Park development impact fees shall be waived by the City if park costs are higher than the subdivisions' park development impact fees to the satisfaction of the Community Development Director.

Condition 30: The project shall provide the following minimum building setbacks: front yard, twenty (20') feet; side yards, five (5') feet on one side and ten (10') feet on the other side; exterior side yard, fifteen (15') feet; and rear yard, five (5') feet for single story and twenty-five (25') feet for two story.

Change to: The project shall provide the minimum building setbacks in accordance with the R1-Single Family Residential Zone development standards.

Condition 31: Prior to the first final inspection of each phase of development, all street dedications and off-site improvements (curb, gutter, sidewalk, and paving) shall be provided in accordance with the City's Subdivision Ordinance including parkways not less than 6.5 feet wide, measured from the face of the curb to the outside edge of the sidewalk.

Change to: Prior to the issuance of the first certificate of occupancy of each phase of development, all street dedications and off-site improvements (curb, gutter, sidewalk, and paving) for each phase shall be provided in accordance with the City's Subdivision Ordinance.

Condition 33: Prior to the first final inspection, the applicant shall provide a minimum of two trees per lot within the parkway strip. Said trees shall be selected from the City's tree list and consist of a variety of trees. Street themes shall be provided.

Change to: Prior to the issuance of the certificate of occupancy of each residence, the applicant shall provide a minimum of one tree within the parkway strip on Countryside Drive only and one tree within the front yard landscaped area per lot. Said trees shall be selected from the City's list and consist of a variety of trees. The remaining lots shall provide two trees in the front yard.

Condition 34: Prior to the issuance of each building permit, the applicant shall pay the appropriate development impact and sewer/water capacity fees.

Change to: Prior to the issuance of each building permit, the applicant shall pay the appropriate development impact and sewer and water capacity fees unless deferred to prior to the issuance of a certificate of occupancy in compliance with Ordinance 21-03 and subject to the approval of the City Manager. Payment must clear prior to the issuance of a certificate of occupancy.

Condition 35: Fire hydrants, markers, and water mains shall be provided in accordance with the Fire Department's specifications. All fire hydrants shall be on a looped water system and shall be in service before any combustible construction begins.

Change to: Fire hydrants markers and water mains shall be provided in accordance with the Fire Department's specifications. Fire hydrants shall be on a looped water system. Any combustible construction shall not begin until a fire hydrant is in service within 150 feet of construction activity. Applicant shall provide a phasing plan to the Engineering Division showing compliance with this condition prior to the issuance of the certificate of compliance.

Condition 38: Developer shall coordinate project flood protection improvements with current efforts of the Imperial Irrigation District and other public agencies to provide regional flood protection facilities, if applicable.

Change to: The developer shall work directly with IID to obtain an encroachment permit for project related improvements on IID system facilities.

Condition 41: The project shall comply with applicable staff comments labeled Exhibit A of the Planning Commission staff report and all other applicable Federal, State and local codes, ordinances and resolutions.

Change to: Applicable off-site improvements shall be completed or secured to the satisfaction of the City Engineer prior to the recordation of each final map.

Proposed New Conditions

Condition 43: Public landscaping improvements shall be installed along the northern side of Willow Bend Drive, West side of Carl Street, South of lot 13, North side of lot 1, and West and East side of Grass (6th) Street in the side yards of the noted locations and homes. Public landscaping improvements shall be included in the lighting and landscape maintenance district.

Condition 44: A school bus loading area shall be installed in front of the park area, unless otherwise determined by the school districts that the location would be unfeasible for a school bus loading area.

Proposed Conditions of Approval Requested to be Eliminated

Condition 3: Prior to the recordation of the final map, the applicant shall either pay the City a fair share payment (4.9%), or provide the appropriate Traffic Impact Fee (TIF), towards the provision of a westbound right-turn lane and a second northbound left-turn lane at the westbound ramp of Highway 86 and Interstate 8.

Condition 4: Prior to the recordation of the final map, the applicant shall either pay the City a fair share payment (4.6%), or provide the appropriate Traffic Impact Fee (TIF), towards the provision of a two eastbound right-turn lanes and a second southbound left-turn lane at the eastbound ramp of Highway 86 and Interstate 8.

Condition 5: Prior to the recordation of the final map, the applicant shall either pay the City a fair share payment (4.7%), or provide the appropriate Traffic Impact Fee (TIF), towards the construction of a second eastbound left-turn lane at the intersection of Highway 86 and Wake Avenue.

Condition 6: Prior to the recordation of the final map, the applicant shall construct a raised median for full turning movement with southbound acceleration and deceleration lanes with a left turn in pocket and left turn at Highway 86 and Horne Road. (As per attached Exhibit A-1, subject to a credit for other traffic impact fees or reimbursement from other benefited projects in the area, at the City's option.

Condition 7: Prior to the recordation of the final map, the applicant shall either pay the City a fair share payment (13.8%), or provide the appropriate Traffic Impact Fee (TIF), towards the construction of a right turn in/right turn out island from Willow Bend Drive at Highway 86.

Reasoning: This improvement has already been completed.

Condition 8: Prior to the recordation of the final map, the applicant shall either pay the City a fair share payment (1.5%), or provide the appropriate Traffic Impact Fee (TIF), towards the signalization of the Highway 86 and west McCabe Road intersection as well as the provision of a dedicated eastbound and westbound left turn pockets.

Reasoning: This signal light has already been installed.

Condition 9: Prior to the recordation of the final map, the applicant shall either pay the City a fair share payment (5.6%), or provide the appropriate Traffic Impact Fee (TIF), towards the widening of Highway 86 between Wake Avenue and Interstate 8 to six (6) lanes.

Reasoning: Work improvements have already been completed.

Condition 11: Prior to the recordation of the final map, the applicant shall either pay the City a fair share payment (4.6%), or provide the appropriate Traffic Impact Fee (TIF), towards the widening of Highway 86 between Danenberg Drive and Wake Avenue to four (4) lanes.

Reasoning: Condition can take place when other neighboring frontage properties are developed.

Condition 42: The project shall provide a 20-foot multi-use trail with a split rail fence at its center along the northern boundary and a 10-foot multi-use trail along the western boundary of the project site.

Reason: No longer part of the project.

Potential environmental impacts associated with development according to the General Plan were evaluated in the Final EIR, which is incorporated herein by reference and available at El Centro City Hall and on the City's website.

3.0 Zone Change 05-05 and Tentative Subdivision Map Willow Bend EIR

The City of El Centro prepared an EIR for the Willow Bend project in accordance with the requirements of CEQA and the State CEQA Guidelines. A Notice of Preparation (NOP) was filed with the California Office of Planning and Research and distributed to public agencies and interested parties for a 30-day public review period. The Draft EIR was circulated for a 45-day public review period that ran from August 9, 2006, to September 22, 2006. The Final EIR was certified in February 2007 by the City Council of the City of El Centro.

As noted previously, the EIR addresses the potential environmental effects associated with the development of the Willow Bend project, which includes annexation to the City of El Centro and residential subdivision of 131 single-family residences. The scope of the EIR includes environmental issues determined to be potentially significant based on the Initial Study and responses to the NOP. The following issues are addressed in detail in the EIR:

- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Noise
- Public Services and Utilities
- Transportation and Traffic

The Final EIR identifies significant and unavoidable impacts related to agriculture resources and air quality.

4.0 Environmental Impacts of Proposed Project

This section addresses each of the environmental issues discussed in the Final EIR to determine whether or not the proposed project has the potential to create new significant impacts or a substantial increase in the significance of a previously identified significant impact as compared to what was identified in the Final EIR.

4.1 Agriculture and Forestry Resources

2007 Final EIR

The Final EIR states that the project site is considered to contain Farmland of Statewide Importance. Table 5.1-3 of the Final EIR includes a soils summary for the acreage of the project site. The Final EIR concluded that the conversion of agricultural land to urban use would constitute a significant loss of Prime Farmland or Farmland of Statewide Importance, and potential impacts would be significant and unavoidable.

As noted in the Final EIR, the Imperial County Assessor's office indicated that no active Williamson Act contracts encumber the project site. Therefore, no impacts Williamson Act contract lands were identified. Additionally, the Final EIR identified the surrounding area to be composed of residential and agricultural uses. The proposed project would conflict with agricultural land use to the west and south of the site; however, the eventual conversion of the lands to urban uses was analyzed in the Final EIR and potential impacts were disclosed and mitigated where feasible. Therefore, impacts would be less than significant.

Proposed Project

Housing development under the proposed Willow Bend Project would continue to occur on land that is designated as Farmland of Statewide Importance, as shown in the Final EIR and California Important Farmland Finder. The project could contribute to the significant impact associated with the General Plan Update by converting sites containing designated farmlands to residential use. However, because the project does not include any land use designation changes beyond those included in the Final EIR, it would not result in any new significant impact identified in the Final EIR.

Because the City and Sphere of Influence (SOI) include no Williamson Act contracts or agriculturally zoned land, the Project would similarly have no conflict related to Williamson Act contracts. The project site is designated as a Low Density Residential land use in the Land Use Map in the City of El Centro General Plan 2040. Thus, it would not result in any new significant impact or increased severity of a previously identified significant impact.

4.2 Air Quality

Consistency with Applicable Air Quality Plan

2007 Final EIR

The Final EIR determined that the proposed project was not consistent with the Imperial County Air Quality Attainment Plan (Attainment Plan) and the State Implementation Plan for PM₁₀ in the Imperial Valley due to the proposed project resulting in a higher density and generating more vehicle trips. Therefore, impacts would be considered significant and unavoidable.

Proposed Project

The incremental decrease in the number of units associated with the project (11 units) would not affect the conclusions presented in the Final EIR. Impacts would remain significant and unavoidable.

Cumulative Increase in Emissions

2007 Final EIR

Tables 5.2-3 and 5.2-4 in the Final EIR provide an analysis of both short-term construction emissions and long-term emissions, respectively. Analysis in the Final EIR found that without mitigation measures, all short-term construction emissions were considered to have significant impacts. Mitigation measures AQ 5.2-1 through AQ 5.2-9 were included in the Final EIR in respect to short-term construction emissions. These measures would reduce the project-related emissions to levels less than significant.

Long-term emissions as a result of the proposed project were found to be below the Imperial County Air Pollution Control District (ICAPCD) thresholds of significance. Therefore, long-term impacts as a result of the project were considered less than significant.

Proposed Project:

The proposed project would contribute to the significant and unavoidable air quality impacts identified in the Final EIR by accommodating additional housing throughout the City, but would not accommodate any housing development beyond that noted in the City's General Plan. Additionally, all development under the project would be subject to applicable ICAPCD requirements as well as mitigation measures AQ 5.2-1 through AQ 5.2-9 from the Final EIR. As such, both construction and operational emission impacts associated with development under the project would remain significant and unavoidable.

Odors Impacts

2007 Final EIR

The Final EIR notes that the project presented the potential for the generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site during construction. However, the emissions would rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. The Final EIR cites the ICAPCD *CEQA Air Quality Handbook*, which provides screening level distances for potential odor impacts. According to the handbook, if a project is proposed within one mile of a wastewater treatment plant, sanitary landfill, composting station, feedlot, asphalt batching plant, painting/coating operation, or rendering plant, a potential odor problem may result. The project site is approximated one-quarter mile north of a horse stable and the ICAPCD was contacted at the time of the Final EIR to request if any odor complaints were lodged in the project area. The ICAPCD indicated that no odor complaints were submitted within the last year at the time of the request. Due to this result, the Final EIR concluded that the project would not subject a substantial amount of people to objectionable odors.

Proposed Project

The proposed project does not include heavy industrial or agricultural uses that are typically associated with objectionable odors. The project would involve the use of diesel-powered equipment during construction which may be noticeable at adjacent properties; however, construction activities would be temporary, and the odors would dissipate quickly in an outdoor environment. There is no evidence that the project would require a major change to the 2007 Final EIR. Therefore, the project would not result in any new or increased severity significant odor impact beyond that identified in the Final EIR.

4.3 Biological Resources

2007 Final EIR

A field survey and literature review were conducted for the Final EIR in 2005 by Michael Brandman Associates. The Final EIR determined that there would be construction-related, temporary impacts to sensitive wildlife species including the burrowing owl and Cooper's hawk, when nesting. In regards to impacts to the burrowing owl, the field survey concluded that owls were utilizing the IID's drains in the survey area, and would be adversely impacted on a short-term basis during construction

activities to underground the drains. Construction activities would include potential direct fatalities to the owls, and result in displacement of owls and burrows.

Additionally, long-term indirect impacts would occur as a result of the residential development. The impacts would include increased recreational use of the berms, and the overall impact would include increased harassment of owls due to human activity and pets utilizing the berms. Development of the project site was determined to result in long-term permanent impacts to 38 acres of burrowing owl foraging, dispersing, and nesting habitat. Mitigation measures BR 5.3-1 through BR 5.3-8 were included in the Final EIR in respect to burrowing owls and nesting birds to reduce impacts to a level less than significant.

Proposed Project

As described in the 2007 Final EIR, the proposed project also has the potential to result in direct impacts to nesting birds (including the burrowing owl) within the project area if vegetation removal occurs during the typical bird breeding season. Direct impacts to nesting birds would be considered significant and require mitigation. As conditions have not changed on the site, the proposed project would be subject to the mitigation measures established in the Final EIR, BR 5.3-1 through BR 5.3-8. The project would not result in a new significant impact, nor would a substantial increase in the severity of impacts occur from that described in the 2007 Final EIR.

4.4 Cultural Resources

2007 Final EIR

The Final EIR included a cultural resource survey prepared by Michael Brandman Associates in February 2006. The analysis concluded that there was a low potential for impacts to prehistoric cultural resources. However, if in the event that prehistoric cultural resources are accidentally discovered, the potential impacts would be mitigated by the implementation of measures CR 5.4-1 and CR 5.4-2 and considered less than significant.

Proposed Project

The proposed project could contribute to potential significant impacts to historical resources as identified in the Final EIR. Since there is always the potential for undiscovered resources to be uncovered, the mitigation measures from the 2007 Final EIR would continue to apply. The impacts would remain potentially significant and mitigated.

4.5 Geology and Soils

2007 Final EIR

Section 5.5 of the Final EIR provides an analysis of the geology and soils impacts associated with the project. The Final EIR determined that the project site does not lie within a State of California Alquist-Priolo Earthquake Fault Zone; however, there is still potential for seismic activity that could produce moderate to strong ground motion from earthquakes in the region. Structures would be

required to incorporate earthquake-reducing design with the latest Uniform Building Code and California Building Code and the appropriate seismic design criteria. As discussed in Section 5.5.1, Existing Conditions of the Final EIR, the project site is not anticipated to be impacted by landslides, volcanic hazards, tsunamis, seiches, or flooding. In addition, the Final EIR found that the potential for liquefaction induced settlements to occur on the project site is low and impacts were considered to be less than significant.

The Final EIR also found that critically expansive soils were present around the project site; thus, there is the potential for soils to have high potential for expansion. Additionally, the EIR states that groundwater was encountered at a level of eight feet below ground surface during the geotechnical investigation. Soils encountered below three feet have the potential to pump groundwater under heavy construction wheel loads due to the silty conditions in the near surface soils. Therefore, light earthmoving equipment should be anticipated for use on the project site during construction activities to reduce the potential for groundwater pumping. The Final EIR included measures GS 5.5-1 through GS 5.5-6 to address these impacts. After implementation of the measures, geology and soils impacts would be reduced to less than significant.

Proposed Project

A site-specific geotechnical investigation was not conducted for the currently proposed project as conditions have not changed. There is no evidence that the project would require a major change to the 2007 Final EIR. The proposed project would be subject to all mitigation measures GS 5.5-1 through GS 5.5-6 from the Final EIR. The project would not result in a new significant impact, nor would a substantial increase in the severity of impacts occur from that described in the 2007 Final EIR.

4.6 Hazards and Hazardous Materials

2007 Final EIR

Section 5.6 of the Final EIR details the analysis of the hazards and hazardous materials associated with the project. A Phase I Environmental Site Assessment was prepared for the project site prior to the completion of the Final EIR.

a. Short-Term Impacts:

The Final EIR states that grading and construction activities may involve the limited transport, storage, usage, or disposal of hazardous materials such as the fueling and/or servicing of construction equipment. Such activity is subject to federal, state, and local health and safety requirements. It is likely that the construction phase of the project will generate hazardous waste such as paint, therefore the project would be subject to the Conditionally Exempt Small Quantity Generator Program. Contractors would be required to employ a licensed hazardous waste hauler to obtain and transport such waste. This requirement would ensure that no significant short-term impacts would occur.

b. Long-Term Impacts:

The Final EIR found that there was the potential for previously unknown hazardous materials to be encountered during project development from historical use of the project site. Long-term impacts were identified and mitigation measures HM 5.6-1 and HM 5.6-2 were included to reduce project-related hazardous material impacts to less than significant.

Proposed Project

If grading of the project site were to encounter any hazardous materials within the soil under the project site, the project would be required to comply with policies contained in the Final EIR, and regulations imposed by federal, state, and local agencies, including the U.S. Environmental Protection Agency, California Department of Health Services, Imperial County Waste Management Department, Regional Water Quality Control Board – Colorado River Basin Region, Salton Sea Air Basin Air Pollution Control District, and the City of El Centro Fire Department. Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the 2007 Final EIR. The proposed project would follow the mitigation measures presented in the Final EIR. The project would not result in a new significant impact, nor would a substantial increase in the severity of impacts from that described in the Final EIR occur.

4.7 Noise

2007 Final EIR

Section 5.7 of the 2007 Final EIR analyzed noise impacts based on the noise assessment prepared for the proposed project by VRPA Technologies, Inc. in March 2006. The Final EIR identified short-term noise impacts during construction and included mitigation measure N 5.7-1 to ensure that noise level standards are met.

Proposed Project

The proposed project would involve construction and operational noise nearly identical to that identified in the 2007 Final EIR. The project would produce short-term noise impacts associated with construction due to noise generating vehicles and construction operations. Impacts would remain potentially significant, however; mitigation measure N 5.7-1 from the Final EIR would apply to development under the project. The proposed project would not create any new significant impact related to short-term construction noise, nor would there be a substantial increase in the severity of impacts from that described in the 2007 Final EIR.

The proposed project would contribute to traffic on the local roadways, however there is no evidence that the proposed project would not increase the severity of this already identified significant impact or result in any new significant impact related to traffic noise.

4.8 Public Services and Utilities

2007 Final EIR

The Final EIR addressed fire protection services, police protection services, public education, libraries, parks and recreational services and facilities, potable water services, wastewater, solid waste, energy, and telecommunications. Fire and police protection impacts were determined to be potentially significant due to the project having the potential to increase demands for both services which would have an adverse impact on response times and staffing ratios. The Final EIR included mitigation measures PSU 5.8-1 and 5.8-2 that required the applicant to enter into an agreement that will mitigate operational impacts to fire and police services caused by the approval of the project. Additionally, the Final EIR included mitigation measure T 5.8-1 which would mitigate the operational impacts to the Imperial Valley Telecommunications Authority. Potential impacts on schools, library services, parks and recreation, potable water, solid waste, energy, and telecommunications were deemed less than significant.

Proposed Project

The proposed project would include the development of 120 single-family homes and would not result in a need for any new or expanded public services. In addition, the project would not result in a need for a new or expanded fire, police, school, library, park or other public facility. The project would continue to be subject to mitigation measures PSU 5.8-1 and 5.8-2 from the Final EIR as they relate to fire and police services. Therefore, the project would not create any new significant impacts, nor would there be a substantial increase in the severity of impacts from that described in the 2007 Final EIR.

In regards to utilities, the proposed project would extend water service connections from IID, and would connect to the existing sewer line. Due to the proposed homesite lots being accounted for in the 2007 Final EIR, there is no evidence that the project would require a major change to the Final EIR. The proposed project would be subject to the mitigation in the Final EIR for telecommunications, T 5.8-1. The project would not create any new significant impacts, nor would there be a substantial increase in the severity of impacts from that described in the 2007 Final EIR.

4.9 Transportation and Traffic

2007 Final EIR

A Traffic Impact Study (TIS) was prepared for the Final EIR by Katz, Okitsu & Associates in July 2006. The TIS and Final EIR did not identify any significant impacts due to transportation and traffic issues; however, there were nine conditions of approval for nine different intersections and roadway segments near the project site when the Final EIR was adopted that would be implemented throughout phases of the project (TT 6-1 through TT 6-2).

Proposed Project

A Transportation Assessment for the proposed project was prepared by Linscott, Law & Greenspan, Engineers (LLG) on June 27, 2022. The assessment is included as Attachment 1. The assessment provided analysis to determine which of the original conditions of approval for the approved Willow Bend Project are still necessary given the current traffic situation surrounding the project site. The assessment reviewed 10 conditions of approval. Specifically, the analysis focused on whether the following 10 improvements are still necessary:

1. SR-86 between Interstate 8 (I-8) eastbound ramps and Wake Avenue – contribute a fair-share to widen to six lanes.
2. SR-86/I-8 westbound ramp – contribute a fair-share to construct a westbound right-turn lane and a second northbound left-turn lane.
3. SR-86/I-8 eastbound ramp – contribute a fair-share to construct two eastbound right-turn lanes and a second southbound left-turn lane.
4. SR-86/Wake Avenue – contribute a fair-share to construct a dedicated eastbound left-turn lane.
5. SR-86/Horne Road – construct a raised median for full turning movement with southbound acceleration and deceleration lanes with a left turn in pocket and left turn at SR-86 and Horne Road. Subject to a credit from other traffic impact fees or reimbursement from other benefited projects in the area, at the City's option.
6. SR-86/Willow Bend Drive – contribute a fair-share to construct a right-in/right-out island from the project driveway.
7. SR-86/Countryside Drive – signalize the intersection.
8. SR-86/McCabe Road – contribute a fair-share to signalize the intersection and construct dedicated eastbound and westbound left-turn pockets.
9. SR-86 between Project Access and McCabe Road – contribute a fair-share to widen to four lanes including along the Project frontage.
10. SR-86 between Wake Avenue and Danenberg Drive – contribute a fair-share to widen to four lanes.

The LLG report concluded that only a few of the original conditions of approval are deemed necessary to be implemented. Their report concluded the following:

1. SR-86 between I-8 eastbound ramps and Wake Avenue – Prior to the recordation of the final map, the applicant shall pay the City a fair-share payment or provide the appropriate Traffic Impact Fee (TIF), towards the widening of SR-86 between I-8 and Wake Avenue to six lanes.

Based on the analysis for this street segment, acceptable levels of service are calculated under near-term conditions. Therefore, the condition to widen this street segment to six lanes can be removed.

2. SR-86/I-8 westbound ramp – Prior to the recordation of the final map, the applicant shall pay the City a fair-share payment or provide the appropriate Traffic Impact Fee (TIF), towards the provision of a westbound right-turn lane and a second northbound left-turn lane at the westbound ramp of SR-86 and I-8.

It should be noted that this intersection already has a westbound right-turn lane. Based on the analysis for this intersection, acceptable levels of service are calculated during the AM and PM peak hours under near-term conditions. Therefore, the remaining condition to construct a second northbound left-turn lane can be removed.

3. SR-86/I-8 eastbound ramp – Prior to the recordation of the final map, the applicant shall pay the City a fair-share payment or provide the appropriate Traffic Impact Fee (TIF), towards the provision of two eastbound right-turn lanes and a second southbound left-turn lane at the eastbound ramp of SR-86 and I-8.

Based on the analysis for this intersection, acceptable levels of service are calculated during the AM and PM peak hours under near-term conditions. Therefore, the condition to construct two eastbound right-turn lanes and a second southbound left-turn lane can be removed.

4. SR-86/Wake Avenue – Prior to the recordation of the final map, the applicant shall pay the City a fair-share payment or provide the appropriate Traffic Impact Fee (TIF), towards the provision of a dedicated eastbound left-turn lane at the intersection of SR-86 and Wake Avenue.

Based on the analysis for this intersection, an unacceptable level of service is calculated during the PM peak hour under near-term conditions. However, the City will be conducting a roadway maintenance project at the end of 2022 and will stripe a dedicated eastbound left-turn lane as part of that work. Therefore, this condition can be removed.

5. SR-86/Horne Road – Prior to the recordation of the final map, the applicant shall construct a raised median for full turning movement with southbound acceleration and deceleration lanes with a left turn in pocket and left turn at SR-86 and Horne Road. Subject to a credit for other traffic impact fees or reimbursement from other benefited projects in the area, at the City's option.

Based on the analysis for this intersection, acceptable levels of service are calculated during the AM and PM peak hours under near-term conditions. Therefore, the condition to construct a raised median and reconfigure the lane geometry at this intersection can be removed.

6. SR-86/Willow Bend Drive – Prior to the recordation of the final map, the applicant shall pay the City a fair-share payment or provide the appropriate Traffic Impact Fee (TIF), towards the construction of a right turn in/right turn out island from Willow Bend Drive at SR-86.

It should be noted that this intersection currently has an island that allows for a southbound left-turn movement to enter Willow Bend Drive on the east leg. Based on the analysis for this intersection, acceptable levels of service are calculated during the AM and PM peak hours under near-term conditions. Since this intersection already has an island that only allows right-in/right-out at the project driveway, the conditions for this intersection can be removed. However, it is recommended that a northbound left-turn pocket is constructed to allow for an inbound access at this driveway from the south.

7. SR-86/Countryside Drive – Prior to the issuance of the first certificate of occupancy, the applicant shall signalize the SR-86 and Countryside Drive intersection.

Based on the analysis for this intersection, acceptable levels of service are calculated during the AM and PM peak hours under near-term conditions. Therefore, the condition to signalize this intersection can be removed. An ICE was completed for the SR-86/Countryside Drive intersection based on Year 2045 (Horizon Year) forecast traffic volumes in conjunction with traffic generated by the proposed project. The ICE is included as Attachment 2. The ICE determined that both an All-Way Stop Control configuration and a roundabout configuration would operate at acceptable levels of service in the Year 2045 (Horizon Year) scenario. Caltrans will determine which of these two configurations will be selected for the SR-86/Countryside Drive intersection.

8. SR-86/McCabe Road – Prior to the recordation of the final map, the applicant shall pay the City a fair-share payment or provide the appropriate Traffic Impact Fee (TIF), towards the signalization of the SR-86 and west McCabe Road intersection as well as the provision of a dedicated eastbound and westbound left-turn pockets.

It should be noted that this intersection is already signalized. Based on the analysis for this intersection, acceptable levels of service are calculated during the AM and PM peak hours under near-term conditions. Therefore, the condition to provide dedicated eastbound and westbound left-turn pockets can be removed.

9. SR-86 between Project Access and McCabe Road – Prior to the recordation of the final map, the applicant shall pay the City a fair-share payment or provide the appropriate Traffic Impact Fee (TIF), towards the widening of SR-86 between the project site and McCabe Road to four lanes along the project frontage.

Based on the analysis for this street segment, acceptable levels of service are calculated under near-term conditions. Therefore, the condition to widen this street segment to four lanes can be removed between the Project Access at Countryside Drive and McCabe Road. However, the condition to widen should still be implemented between Willow Bend Drive and Countryside Drive fronting the Project site.

10. SR-86 between Wake Avenue and Danenberg Drive – Prior to the recordation of the final map, the applicant shall pay the City a fair-share payment or provide the appropriate Traffic Impact Fee (TIF), towards the widening of SR 86 between Wake Avenue and Danenberg Drive to four lanes.

Based on the analysis for this street segment, acceptable levels of service are calculated under near-term conditions. Therefore, the condition to widen this street segment to four lanes can be removed.

As described above, the SR-86/Wake Avenue location was calculated to operate at unacceptable levels of services; however, the City will be conducting a roadway maintenance project at the end of 2022 and will stripe a dedicated eastbound left-turn lane as a part of their work. Once completed, the original condition for this location can be removed. Also, with implementation of the adjustments to improvements described above to improvements 6, 7, and 9, the project would not create any new significant impact, nor would a substantial increase in the severity of impacts occur from that described in the 2007 Final EIR.

5.0 Conclusion

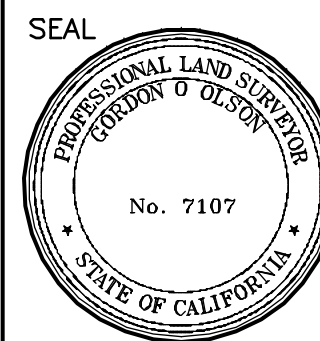
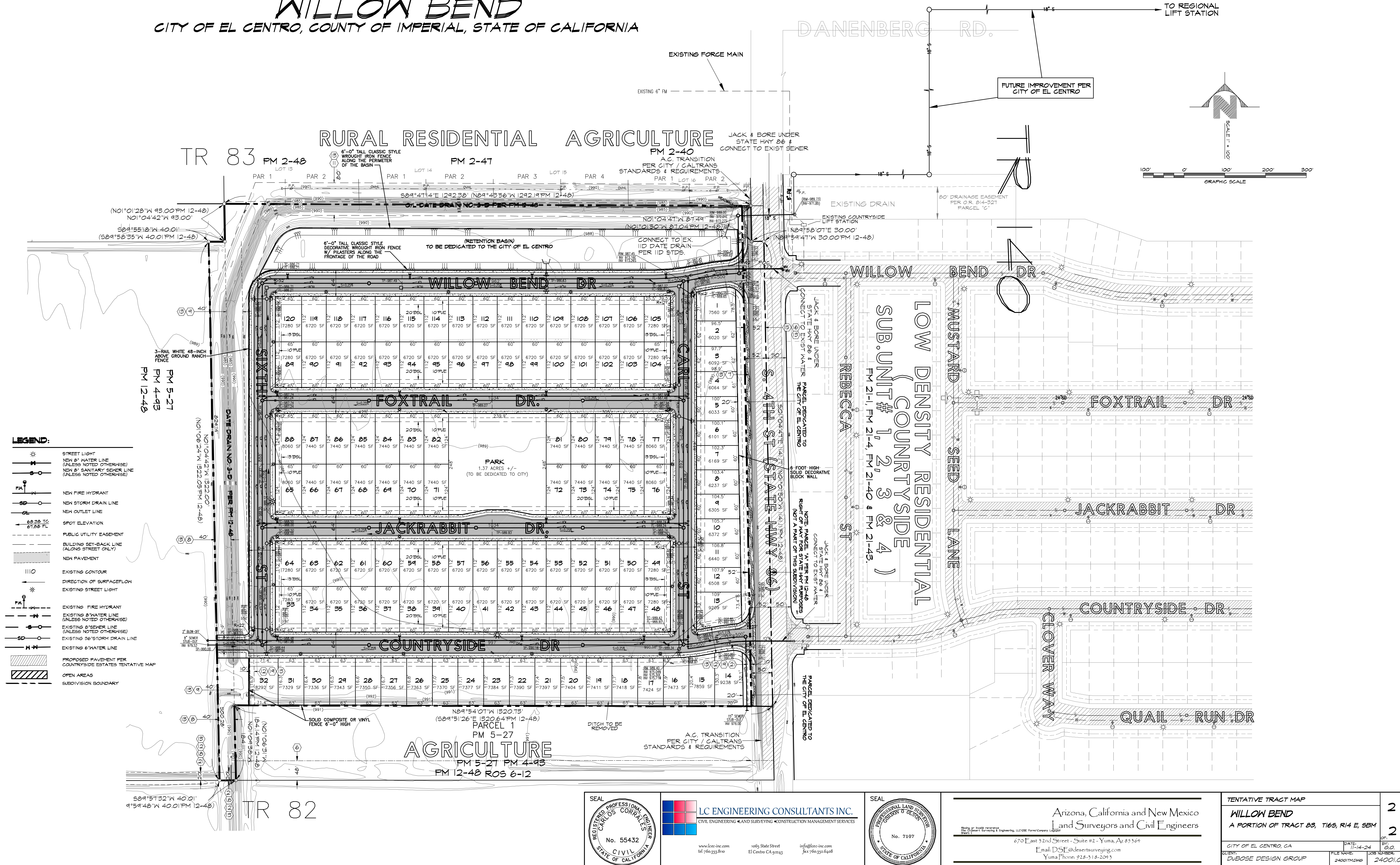
The proposed revised project is consistent with the Willow Bend Final EIR that the City of El Centro adopted in 2007 and would not result in any new significant impacts or increased severity significant impacts beyond those identified in the El Centro General Plan Update Final EIR. Therefore, this Addendum is the appropriate environmental document under CEQA.

6.0 Sources Consulted

El Centro, City of

- 2021 El Centro General Plan Update Draft Program Environmental Impact Report. March.
- 2021 El Centro General Plan Update Final Program Environmental Impact Report. June.
- 2021 El Centro General Plan Update. June.
- 2021 Draft El Centro Housing Element Update. September.

TENTATIVE SUBDIVISION MAP
WILLOW BEND
CITY OF EL CENTRO, COUNTY OF IMPERIAL, STATE OF CALIFORNIA



Arizona, California and New Mexico
Land Surveyors and Civil Engineers
670 East 32nd Street - Suite #2 - Yuma, AZ 85364
Email: DSE@desertsurveying.com
Yuma Phone: 928-318-2043

TENTATIVE TRACT MAP			
WILLOW BEND			
A PORTION OF TRACT 83, T16S, R14 E, S8M			
CITY OF EL CENTRO, CA		DATE	11-14-24
CLIENT: DUBOSE DESIGN GROUP		FILE NAME:	240011.DWG
		JOB NUMBER:	24001.0
		BY:	60
		CHECKED:	60

INTERSECTION CONTROL EVALUATION
SR-86 / COUNTRYSIDE DRIVE INTERSECTION
El Centro, California
December 3, 2024

LLG Ref. 3-23-3841

Prepared by:
Narasimha Prasad
Senior Transportation Engineer

Under the Supervision of:
John Boarman, P. E.
Principal

**Linscott, Law &
Greenspan, Engineers**
4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 T
858.300.8810 F
www.llgengineers.com

TABLE OF CONTENTS

SECTION	PAGE
1.0 Introduction.....	1
2.0 Existing Traffic Conditions.....	4
2.1 Existing Traffic Conditions.....	4
2.2 Existing Traffic Volumes.....	4
2.3 Safety Review - Existing Traffic Collision History.....	5
2.4 Natural Habitat and Visual Impacts.....	5
3.0 Near-Term and Long-Term Year 2045 Traffic Volumes.....	8
3.1 Proposed Willow Bend Project.....	8
3.2 Existing Traffic Volumes With Willow Bend Project.....	8
3.3 Year 2045 Volumes Forecast.....	10
4.0 Planning-level Screening Analysis.....	14
4.1 Unsignalized Operations Evaluation.....	14
4.2 Signal Operations Evaluation	15
4.3 Roundabout Operations Evaluation	16
5.0 Intersection Analysis.....	17
5.1 Analysis Scenarios	17
5.2 Intersection Analysis.....	17
5.2.1 Existing	17
5.2.2 Existing With Willow Bend Traffic.....	18
5.2.3 Year 2045.....	18
5.3 Queue Analysis	18
5.3.1 Existing	18
5.3.2 Existing With Willow Bend Project	18
5.3.3 Year 2045.....	18
6.0 Intersection Alternatives Discussion	22
6.1 Minor-Street Stop Control Alternative	22
6.1.1 Safety Considerations	23
6.1.2 Right-of-Way Easement Impacts.....	23
6.1.3 Environmental Impacts	23
6.2 All-Way Stop Control Alternative.....	23
6.2.1 Safety Considerations	24
6.2.2 Right-of-Way Easement Impacts.....	24
6.2.3 Environmental Impacts	24
6.3 Traffic Signal Alternative	24
6.3.1 Safety Considerations	25

TABLE OF CONTENTS

SECTION	PAGE
6.3.2 Right-of-Way Easement Impacts	25
6.3.3 Environmental Impacts	25
6.4 Roundabout Alternative	25
6.4.1 Safety Considerations	26
6.4.2 Right-of-Way Easement Impacts	29
6.4.3 Environmental Impacts	30
7.0 Signal Warrant Analysis	36
7.1 Near-Term Conditions	37
7.2 Long-Term (Year 2045) Conditions	45
7.3 Summary of Warrants Satisfied	46
8.0 Project Costs	47
8.1 Construction Cost	47
8.2 Operation and Maintenance Cost	47
9.0 Summary of Findings	50

APPENDICES

APPENDIX
A. Existing Traffic Collision Data
B. Intersection and Queue Analysis Worksheets – Existing
C. Intersection and Queue Analysis Worksheets – Existing With Willow Bend
D. Intersection and Queue Analysis Worksheets – Year 2045 With Willow Bend
E. Figure 4C-103(CA), MUTCD

LIST OF FIGURES

SECTION—FIGURE #	PAGE
Figure 1–1 Vicinity Map	2
Figure 1–2 Project Area Map	3
Figure 2–1 Existing Conditions.....	6
Figure 2–2 Existing Volumes.....	7
Figure 3–1 Willow Bend Project Site Plan.	11
Figure 3–2 Existing With Willow Bend Project Traffic Volumes.....	12
Figure 3–3 Year 2045 Traffic Volumes	13
Figure 6–1 Conceptual Plan – Two-Way Stop Control	31
Figure 6–2 Conceptual Plan – All-Way Stop Control.....	32
Figure 6–3 Conceptual Plan – Signal Control.....	33
Figure 6–4 Conceptual Plan – Roundabout Control (I-Lane)	34
Figure 6–5 Conceptual Plan – Roundabout Control (2-Lane)	35

LIST OF TABLES

SECTION—TABLE #	PAGE
Table 3–1 Willow Bend Project Trip Generation	9
Table 4–1 Suggested Intersection Control Strategies by Total ADT Entering.....	14
Table 4–2 LOS Descriptions.....	15
Table 4–3 Intersection Level of Service (LOS) & Delay Ranges	15
Table 4–4 LOS Criteria for Roundabout Intersections	16
Table 5–1 Intersection Analysis.....	19
Table 5-2 Queue Analysis.....	20
Table 7–1 Warrant 1: Eight - Hour Vehicular Volume: Existing 70% Criteria	37
Table 7–2 Warrant 1: Traffic Volume Data: Existing With Willow Bend Traffic 70% Criteria	38
Table 7–3 Warrant 2, Four-Hour Vehicular Warrant: Existing with Willow Bend Traffic	40
Table 7–4 Warrant 3: Peak - Hour: Existing	42
Table 7–9 Signal Warrant Analysis Summary.....	46
Table 8–1 Alternatives Construction Costs	47
Table 8–2 20-Year Stop-Control Condition Maintenance Costs (Intersection Lighting).....	48
Table 8–3 20-Year Traffic Signal Maintenance Costs	48
Table 8–4 20-Year Roundabout Maintenance Costs (Intersection Lighting).....	49
Table 9–1 Alternatives Performance Summary Table.....	52

INTERSECTION CONTROL EVALUATION
SR-86 / COUNTRYSIDE DRIVE
Imperial County, California
December 3, 2024

1.0 INTRODUCTION

Linscott, Law and Greenspan, Engineers (LLG) has prepared the following report to detail our assessment, findings, and conclusions of the Intersection Control Evaluation (ICE) at the intersection of SR-86 / Countryside Drive, a Caltrans-maintained intersection located in El Centro.

LLG conducted an ICE analysis to objectively evaluate and screen intersection control alternatives at the subject intersection. The intersection traffic control options which were assessed are minor-street stop, all-way stop, signalization, and roundabout control. The intersection control alternatives were analyzed using Year 2045 (Horizon Year) forecast traffic volumes including traffic generated by the planned Willow Bend project.

Figure 1–2 depicts the Vicinity Map and **Figure 1–3** depicts the area of the subject intersection in greater detail.

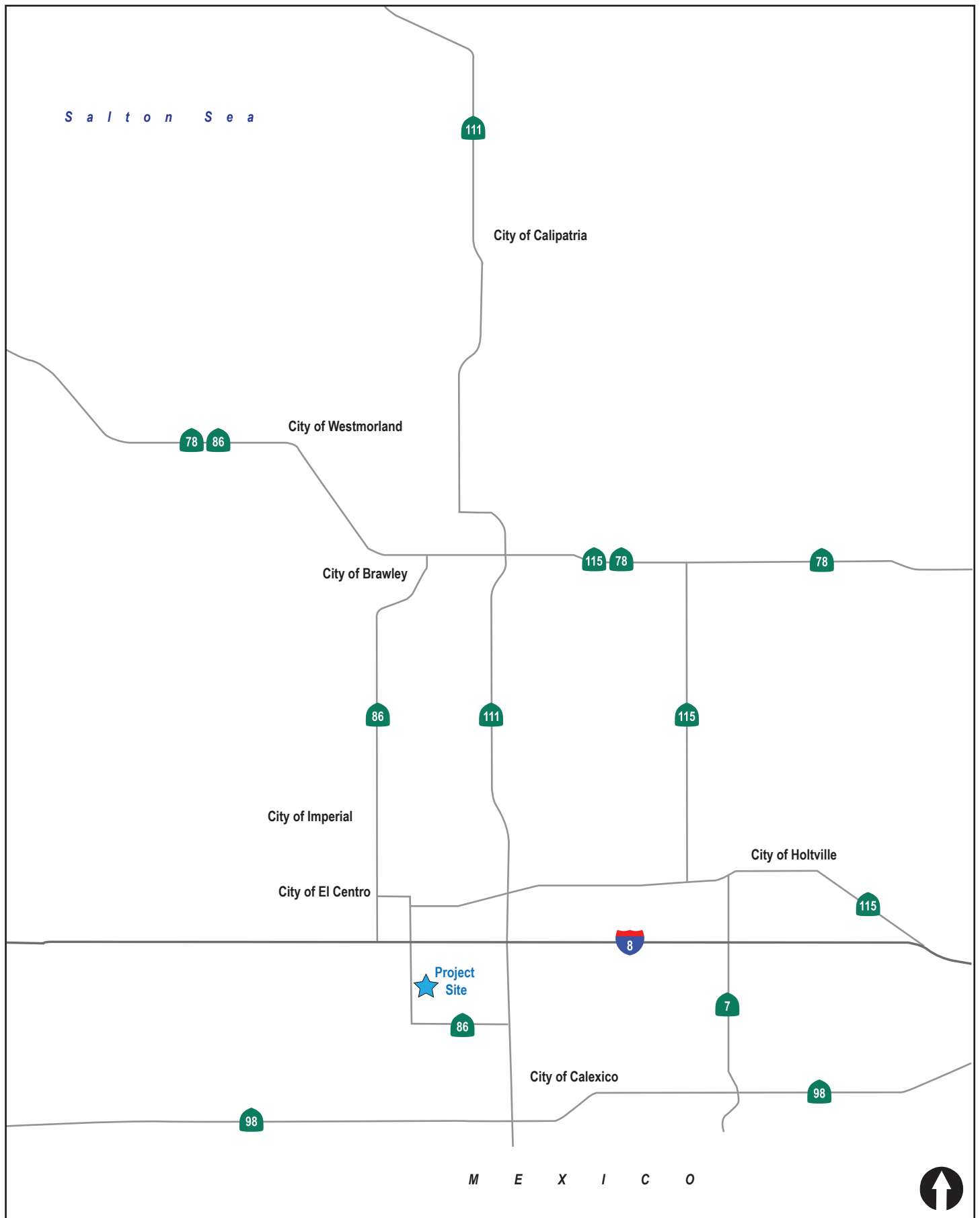


Figure 1-1

Vicinity Map



Figure 1-2
Intersection Location

2.0 EXISTING TRAFFIC CONDITIONS

2.1 Existing Traffic Conditions

Following is a description of the two subject roadways:

SR-86

As described in the *Circulation and Scenic Highways Element*, Imperial County, January 29, 2008, State Route 86 is generally a north-south route and begins near the community of Heber in the south as a two-lane conventional highway and continues into Riverside County line in the north as a four-lane expressway.

Near the SR-86/Countryside Drive intersection, SR-86 is built as 3-Lane Road to the north of Countryside Drive up to Dannenberg Road, with a raised median, two lanes northbound and one lane southbound. South of Countryside Drive to McCabe Road, SR-86 is a two-lane undivided road. Curb, gutter, and sidewalks are not provided. Bike lanes and bus stops are not provided, and the speed limit is posted at 55 mph.

The Willow Bend Project will build the second southbound through Lane on SR 86 along its frontage between just north of Willow Bend Drive and just south of Countryside Drive.

Countryside Drive

Countryside Drive is a two-lane residential street east of SR-86. Curb, gutter, and non-contiguous sidewalks are provided on Countryside Drive. Countryside Drive ends at SR-86 and does not continue west of SR-86.

The Willow Bend Project, which is planned on the westside of SR 86 between just north of Willow Bend Drive and just south of Countryside Drive will extend Countryside Drive to the west of SR 86. This new west leg of the SR 86/ Countryside Drive intersection will provide access to the site.

Existing conditions are depicted graphically on **Figure 2-1**.

The SR-86/Countryside Drive intersection is currently a three-leg intersection, with stop control on westbound Countryside Drive. Currently, the west leg does not exist. Hence, the existing intersection geometry is as follows:

- Southbound: One left-turn lane and one through lane
- Westbound: One shared left / right lane
- Northbound: One through lane and one shared through / right lane

2.2 Existing Traffic Volumes

Existing traffic volume counts were obtained from the Caltrans Traffic Census Website. **Figure 2-2** depicts the existing peak hour volumes at the SR-86 / Countryside Drive intersection.

2.3 Safety Review - Existing Traffic Collision History

A total of one (1) collision occurred on SR-86 at Countryside Drive based on accident data provided by the Statewide Integrated Traffic Records System (SWITRS) over a six-year period from January 1, 2016, through December 31, 2021. This collision involved a vehicle and an object with injury to one person. There are no fatalities reported at this location.

Appendix A contains the Collision data.

2.4 Natural Habitat and Visual Impacts

The affected right of way is comprised primarily of disturbed soils within the existing right-of-way (ROW). West of SR-86, agricultural land and overhead electrical distribution line poles are present both the north and south side of Countryside Drive. An irrigation canal runs north/south on the east side of SR-86 and provides a delivery point to the farmlands west of SR-86, south of Countryside Drive. East of SR-86 are single-family residences, with a sub-division generally north of Countryside Drive and larger single-family lots south of Countryside Drive. There are no scenic resources occurring within this area.

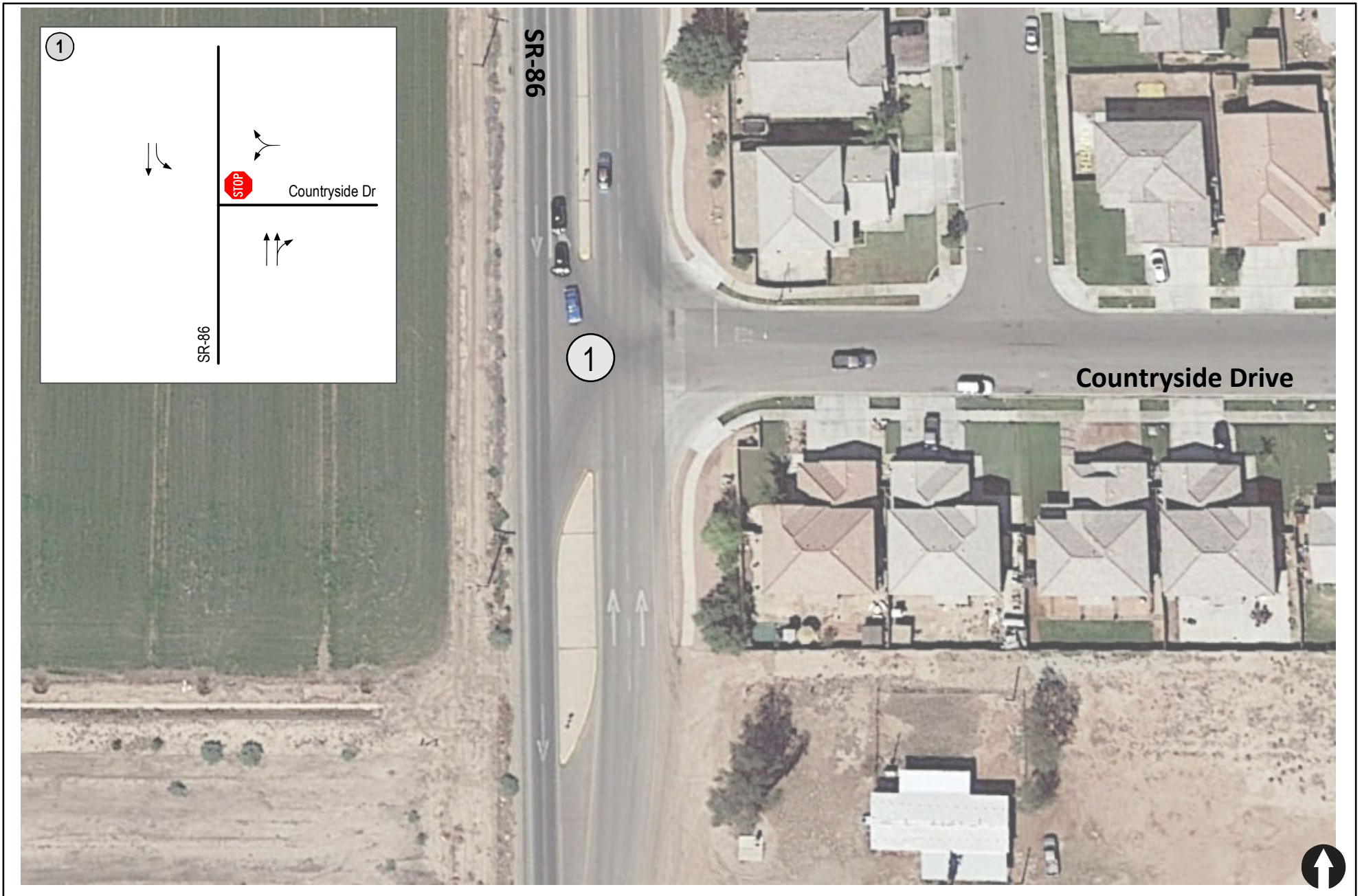


Figure 2-1
Existing Conditions Diagram

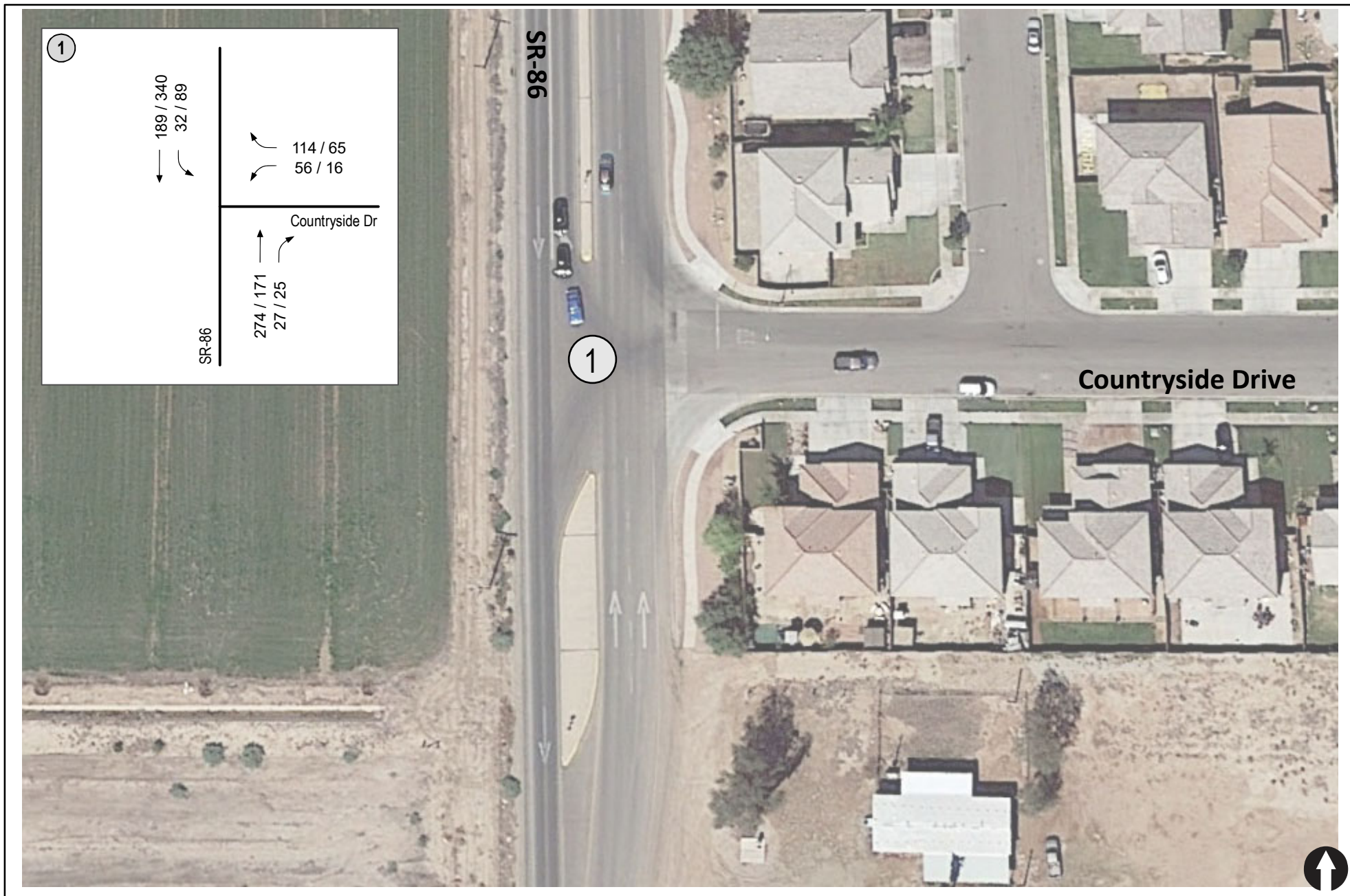


Figure 2-2

Existing Traffic Volumes

3.0 NEAR-TERM AND LONG-TERM YEAR 2045 TRAFFIC VOLUMES

The impetus for this analysis is the proposed reconfiguration and control of the SR-86 / Countryside Drive intersection. Currently, this is a T-intersection with no west leg. The fourth (west) leg will be provided at this intersection and will provide direct access to the proposed Willow Bend project. The following intersection geometry is proposed at the SR-86 / Countryside Drive intersection:

- Southbound: One left turn lane, one through lane and one shared through /right lane. The No.2 SB lane may be a dedicated right turn lane in the interim, awaiting development south of the project.
- Westbound: One left turn lane and one shared through / right-turn lane
- Northbound: One left turn lane, one through lane and one shared through /right lane
- Eastbound: One left turn lane and one shared through / right-turn lane (new west leg)

3.1 Proposed Willow Bend Project

The Willow Bend residential project (Project) is proposed on the west side of SR-86 between Willow Bend Drive and Countryside Drive. The Willow Bend Traffic Impact Study dated March 2006 was approved by the City. Following is one of the conditions of approval:

- Prior to the issuance of the first certificate of occupancy, the applicant shall signalize the Highway 86 and Countryside intersection.

The traffic signal at this intersection was recommended in the previous March 2006 report but is no longer required as described later in this report. Since this intersection is maintained by Caltrans, an Intersection Control Evaluation (ICE) study is required.

Table 3-1 summarizes the Trip Generation for the proposed Willow Bend Project. As seen in *Table 3-1*, the Willow Bend project is calculated to generate 1,264 daily trips with 94 AM peak hour trips (24 inbound/ 70 outbound trips) and 126 PM peak hour trips (79 inbound/ 47 outbound trips).

It should be noted that after this report was completed, the number of units in the proposed Project was reduced to 120. However, since this analysis assumes 134 units, the analysis is conservative and the very small decrease in peak hour trips would not change the results of this analysis.

Figure 3-1 depicts the proposed Willow Bend project site plan.

3.2 Existing Traffic Volumes With Willow Bend Project

The traffic generated by the Willow Bend project was assigned to the SR-86 / Countryside Drive intersection. This traffic was added to the existing traffic at this intersection to obtain the Existing with Willow Bend project traffic at the SR-86 / Countryside Drive intersection.

Figure 3-2 depicts the Existing with Willow Bend project traffic volumes.

**TABLE 3-1
WILLOW BEND PROJECT TRIP GENERATION**

Land Use	Size	Daily Trip Ends (ADTs)		AM Peak Hour					PM Peak Hour				
				Rate ^a	In:Out Split ^a	Volume			Rate ^a	In:Out Split ^a	Volume		
		Rate ^a	Volume			In	Out	Total			In	Out	Total
Single-Family Detached Housing ^b	134 DU	9.43 / DU	1,264	0.70 / DU ^b	26:74	24	70	94	0.94 / DU ^b	63:37	79	47	126

Source: Table 1-1 Project Trip Generation, The *Willow Bend Traffic Impact Study*, March 2006.

Footnotes:

- a. Trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition.
- b. Rates for Single-Family Detached Housing (Land Use 210) were used.

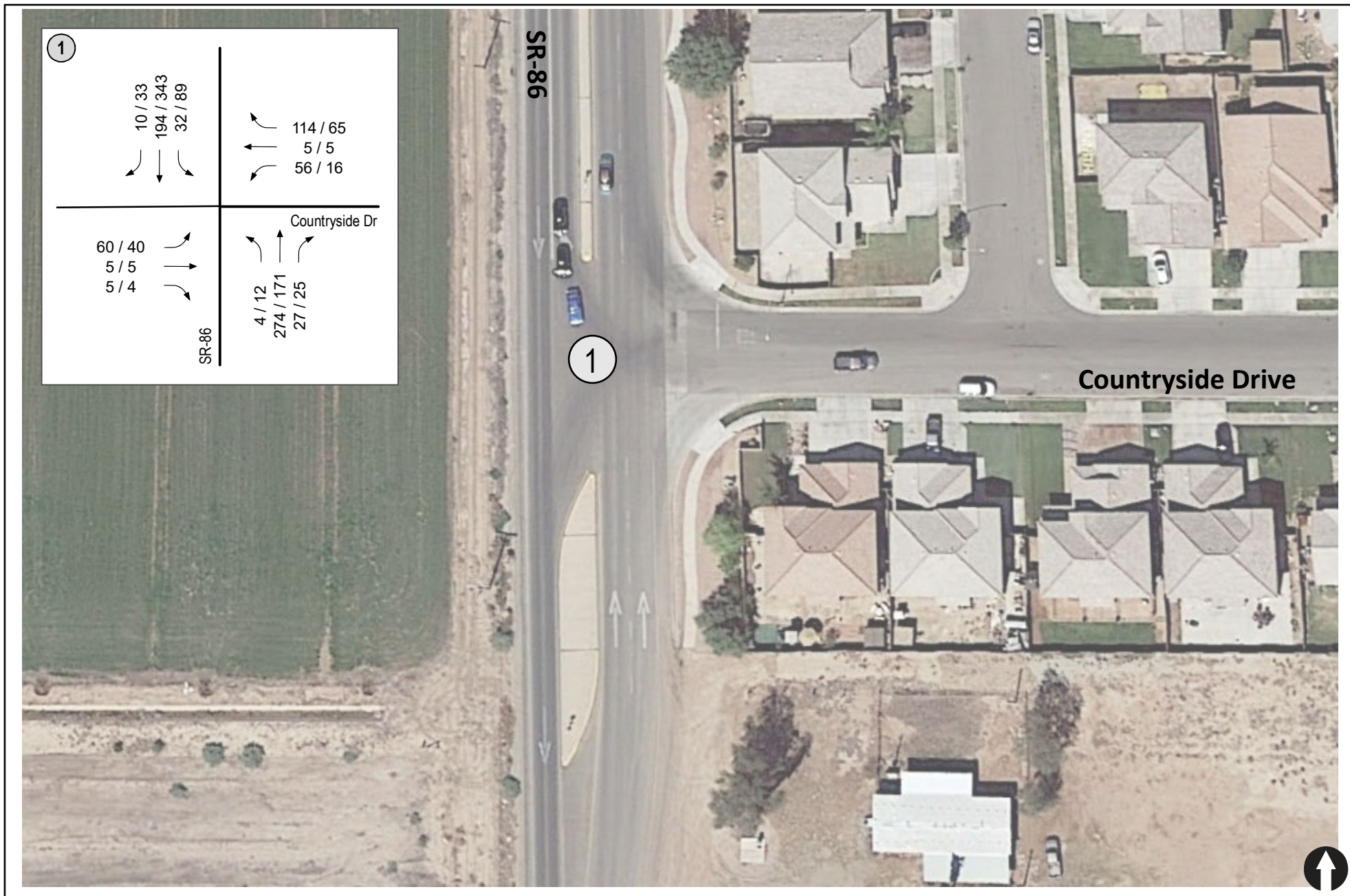
General Notes:

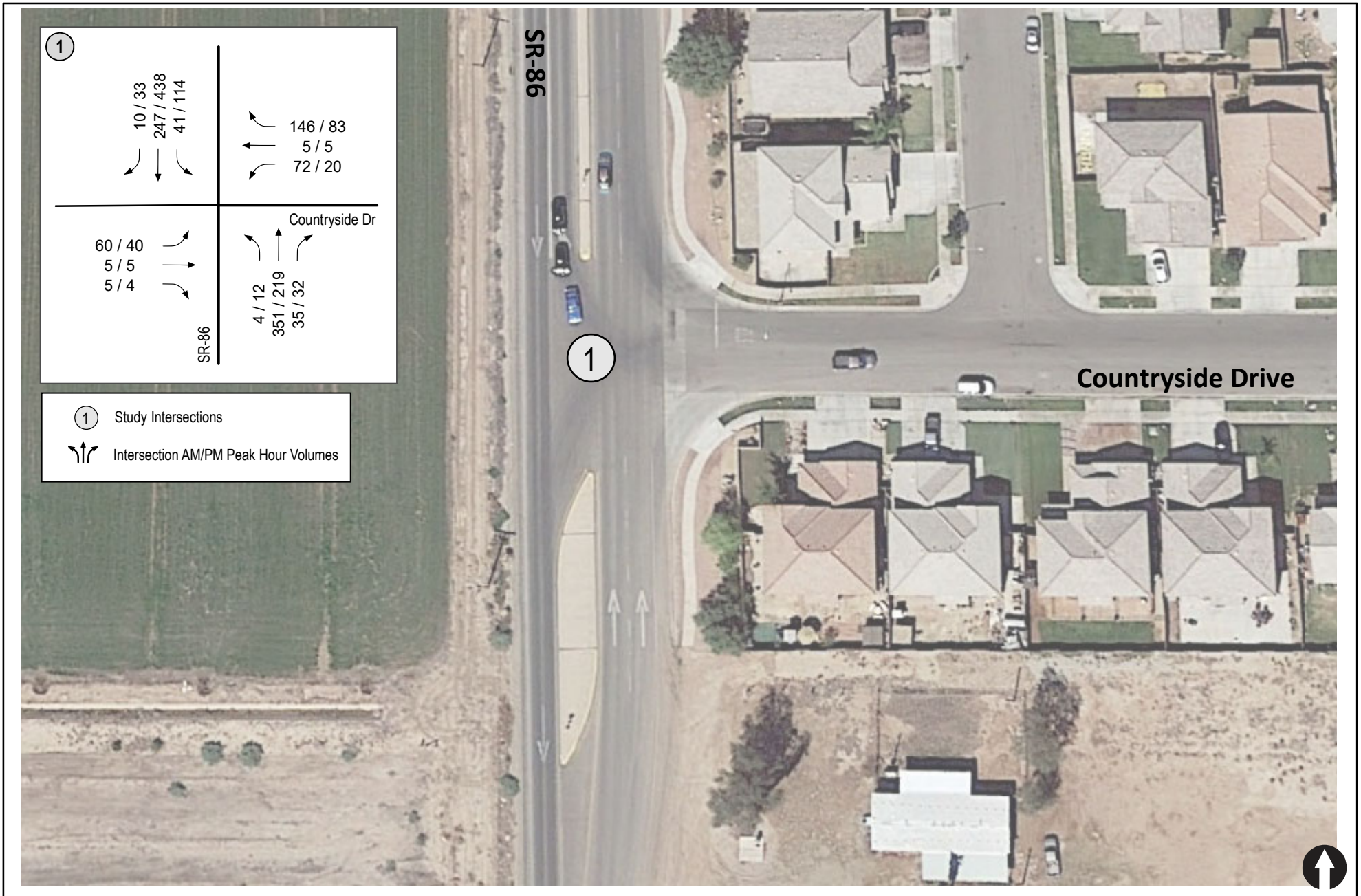
DU – dwelling units

3.3 Year 2045 Volumes Forecast

In order to obtain future ADT and peak hour volumes for the Year 2045 conditions, a growth factor was applied to the existing traffic volumes. For the purposes of this report, a growth factor of 1.28 was obtained from the approved Circulation and Scenic Highways Element report, January 2008. The growth factor was calculated between the forecasted Year 2025 and Year 2050 ADT volumes. The traffic generated by the Willow Bend project was added to the Year 2045 traffic to obtain the total Year 2045 Traffic.

Figure 3-3 depicts the Year 2045 project Traffic Volumes.





4.0 PLANNING-LEVEL SCREENING ANALYSIS

According to the ICE Process Steps & Outcomes flowchart provided in TOPD 13-02, an initial screening should be performed to eliminate options and strategies that fail to meet the established need. To facilitate this initial screening process, **Table 4–1** provides thresholds for suggested control strategies by Average Daily Traffic on the adjacent roadways. The Design Year for modeling future traffic volumes and estimated ADT is 2045 and the estimated total entering ADT at this intersection is 11,800 vehicles per day in the Year 2045. Using this ADT based screening method, grade separation can be eliminated as a rational traffic control strategy. Therefore, this study assesses Minor-Street Stop Control, the All-Way Stop Control, Signal Control and Single-Lane Roundabout Control for the design and traffic analysis process.

TABLE 4–1
SUGGESTED INTERSECTION CONTROL STRATEGIES BY TOTAL ADT ENTERING

Total Entering ADT	All-Way Stop	Signal	Yield (RBT)	Grade Separation
7,500-15,000	X		X (Single lane)	
15,000-25,000	X	X	X (Single lane)	
25,000-80,000		X	X (Multi-lane)	
>80,000				X

There are various methodologies used to analyze signalized and unsignalized intersections. The measure of effectiveness for intersections is level of service (LOS) which denotes the operating conditions which occur at a given intersection. It is a qualitative measure used to describe a quantitative analysis considering factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. LOS provides an index to the operational qualities of an intersection. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst. LOS designation is reported differently for signalized and unsignalized intersections.

Table 4–2 provides a description of the levels of service from A through F. **Table 4–3** summarizes the criteria, which are based on the average control delay for the worst minor street movement (unsignalized intersections) and overall intersection (signalized intersections).

4.1 Unsignalized Operations Evaluation

For unsignalized intersections, LOS is determined by the computed or measured control delay and is defined for each minor movement. For All-Way-Stop-controlled (AWSC) intersections, the overall intersection delay is reported. For two-way-stop-controlled (MSSC) intersections, LOS is not defined for the overall intersection, but the worst-case movement (typically the minor street left-turn) delay and LOS are reported.

4.2 Signal Operations Evaluation

Level of service (LOS) for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in addition to the stop delay. In the Highway Capacity Manual (HCM) 6th Edition, LOS for signalized intersections is defined in terms of delay. The LOS analysis provides results in seconds of delay expressed in terms of letters A through F. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time.

**TABLE 4-2
LOS DESCRIPTIONS**

LOS	Description
A	Operations with very low delay and most vehicles do not stop.
B	Operations with good progression but with some restricted movement.
C	Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines
E	Operations where there is significant delay, extensive queuing, and poor progression.
F	Operations that is unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

**TABLE 4-3
INTERSECTION LEVEL OF SERVICE (LOS) & DELAY RANGES**

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10.0	≤ 10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	≥ 80.1	≥ 50.1

Source: Highway Capacity Manual 6th Edition

4.3 Roundabout Operations Evaluation

The Highway Capacity Manual (HCM) published by the Transportation Research Board establishes procedures to evaluate highway facilities and rate their ability to process traffic volumes. The terminology "level of service" is used to provide a qualitative evaluation based on certain quantitative calculations, which are related to empirical values. NCHRP Report 1043, Guide for Roundabouts, 2023 (Roundabout Guide) provides the methodology for calculating the Level of Service (LOS) for yield-controlled roundabouts. **Table 4–4** displays the LOS thresholds for roundabouts presented in the HCM 6th Edition. If the V/C is greater than 1.0, the LOS is F.

TABLE 4–4
LOS CRITERIA FOR ROUNDABOUT INTERSECTIONS

Control Delay (seconds/vehicle)	Level of Service by Volume to Capacity Ratio
≤ 10.0	A
> 10.0 and ≤ 15.0	B
> 15.0 and ≤ 25.0	C
> 25.0 and ≤ 35.0	D
> 35.0 and ≤ 50.0	E
> 50.0	F

Source: 2010 Highway Capacity Manual, Chapter 22, Page 22-9, Exhibit 22-8.

5.0 INTERSECTION ANALYSIS

5.1 Analysis Scenarios

This section summarizes the traffic analysis results and other considerations for each intersection alternative. The following traffic control alternatives are evaluated, with detailed discussion of each alternative in this section:

1. Existing Conditions - Minor Street Stop Control (MSSC)
2. Existing Conditions (With Willow Bend Project traffic)
 - a. MSSC
 - b. All-Way Stop Control (AWSC)
 - c. Traffic Signal
 - d. Roundabout
 - i. One-Lane
 - ii. Two-Lane
3. Year 2045 (Includes Willow Bend Project)
 - a. MSSC
 - b. AWSC
 - c. Traffic Signal
 - d. Roundabout
 - i. One-Lane
 - ii. Two-Lane

These alternatives were developed to establish what the intersection configuration requirements for operations to perform at LOS C or better during both peak periods. Per Caltrans Guide for the Preparation of Traffic Impact Studies, “Caltrans endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on State highway facilities”. Additionally, providing manageable queuing lengths is another goal of the design alternatives. As these are two very different types of control strategies, there are differences in the overall intersection footprint and lane geometry needs.

5.2 Intersection Analysis

5.2.1 Existing

Currently, the minor street left-turn movement at the SR-86 / Countryside Drive intersection is calculated to operate at LOS B during the AM and PM peak hours.

Appendix B contains the Existing peak hour intersection analysis worksheets.

5.2.2 Existing With Willow Bend Traffic

With the Willow Bend Project, the fourth leg (west leg) of the SR-86 / Countryside Drive intersection will be built. **Table 5–1** shows the intersection operations for each of the four (4) intersection controls. As shown in **Table 5–1**, with the Willow Bend traffic, this intersection is calculated to operate at LOS C or better under all the traffic control alternatives listed in Section 5.1 during the AM and PM peak hours.

Appendix C contains the Existing With Willow Bend Traffic peak hour intersection analysis worksheets for all alternatives.

It was determined that up to 60 units can be built before improvements in the traffic control (AWSC) will be required.

5.2.3 Year 2045

As shown in **Table 5–1**, In the Year 2045 traffic, the subject intersection is calculated to operate at LOS D or better under all the traffic control alternatives listed in Section 5.1 during the AM and PM peak hours.

Appendix D contains the peak hour intersection analysis worksheets for all alternatives.

5.3 Queue Analysis

Table 5–2 summarizes the queues at the SR-86 / Countryside Drive intersection for all analysis scenarios. The longest queue between the AM and PM peak hours is shown for each alternative. For all alternatives, the 95th percentile queue lengths are calculated. Queue analysis worksheets are available for signalized intersections but not for unsignalized intersections. Queues for roundabouts are provided in the peak hour analysis worksheets.

5.3.1 Existing

As seen in **Table 5–2**, under Existing conditions, the queue in the southbound left-turn movement is within the available storage. Northbound and eastbound left-turn movements do not exist. In the westbound approach, the left and right movements are shared.

5.3.2 Existing With Willow Bend Project

With the Willow Bend Project, it is recommended that 75-foot-long left-turn lanes be provided in the westbound, northbound, and eastbound approaches. As seen in **Table 5–2**, with the Willow Bend Project, queues in all left-turn movements are calculated to be within the available storage.

Appendix C contains the Existing With Willow Bend queue analysis worksheets.

5.3.3 Year 2045

As seen in **Table 5–2**, in the Year 2045, queues in all left-turn movements are calculated to be within the available storage.

Appendix D contains the Year 2045 queue analysis worksheets.

**TABLE 5-1
INTERSECTION ANALYSIS**

Scenario / Control Type	Peak Hour	Delay ^a	LOS ^b
Existing MSSC ^c	AM	12.7	B
	PM	11.0	B
Existing with Willow Bend Project	AM	18.6	C
	PM	22.3	C
	AM	12.0	B
	PM	12.3	B
	AM	23.4	C
	PM	19.9	B
	AM	5.2	A
	PM	5.7	A
	AM	4.9	A
	PM	5.3	A
	AM	26.6	D
	PM	33.6	D
Year 2045 with Willow Bend Project	AM	16.1	C
	PM	17.4	C
	AM	24.8	C
	PM	20.6	C
	AM	6.2	A
	PM	6.8	A
	AM	5.7	A
	PM	6.3	A

Footnotes:

- Average delay expressed in seconds per vehicle.
- Level of Service.
- MSSC – Minor Street Stop Controlled intersection. Minor street left-turn delay, and LOS reported.
- AWSC – All Way Stop Controlled intersection. Overall delay, and LOS reported.

SIGNALIZED		UNSIGNALIZED	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

**TABLE 5-2
QUEUE ANALYSIS**

Scenario / Control Type	Movement	Storage (feet)	95 th Percentile Queue (feet) ^a	Adequate?
Existing				
MSSC	SBL	225	6	Yes
	WBL	-	-	NA
	NBL	DNE	DNE	NA
	EBL	DNE	DNE	NA
Existing With Willow Bend Project				
MSSC	SBL	225	6	Yes
	WBL	75	13	Yes
	NBL	100	0	Yes
	EBL	100	22	Yes
AWSC	SBL	225	^b	NA
	WBL	75	^b	NA
	NBL	100	^b	NA
	EBL	100	^b	NA
Signal	SBL	225	99	Yes
	WBL	75	79	Yes
	NBL	100	18	Yes
	EBL	100	83	Yes
Single-Lane Roundabout	SB	>100	2	Yes
	WB	>100	1	Yes
	NB	>100	1	Yes
	EB	>100	1	Yes
Two-Lane Roundabout	SB	>100	2	Yes
	WB	>100	1	Yes
	NB	>100	1	Yes
	EB	>100	1	Yes

TABLE 5-2 (CONTINUED)
QUEUE ANALYSIS

Scenario / Control Type	Movement	Available Storage (feet)	95 th Percentile Queue (feet) ^a	Adequate?
Year 2045 With Willow Bend Project				
MSSC	SBL	225	3	Yes
	WBL	75	25	Yes
	NBL	100	1	Yes
	EBL	100	37	Yes
AWSC	SBL	225	b	NA
	WBL	75	b	NA
	NBL	100	b	NA
	EBL	100	b	NA
Signal	SBL	225	123	Yes
	WBL	75	95	Yes
	NBL	100	19	Yes
	EBL	100	84	Yes
Single-Lane Roundabout	SB	>100	3	Yes
	WB	>100	1	Yes
	NB	>100	2	Yes
	EB	>100	1	Yes
Two-Lane Roundabout	SB	>100	3	Yes
	WB	>100	1	Yes
	NB	>100	1	Yes
	EB	>100	1	Yes

Footnotes:

- a. 95th percentile queue length in feet (25 feet per vehicle). Longest of the AM and PM peak hour queue.
b. Shared lane, queue not available.

General Notes:

MSSC – Minor Street Stop Controlled intersection
AWSC – All Way Stop Controlled intersection
DNE – Does not exist
NA – Not Applicable

6.0 INTERSECTION ALTERNATIVES DISCUSSION

The following is a detailed discussion of each alternative traffic control for the SR-86 / Countryside Drive intersection.

6.1 Minor-Street Stop Control Alternative

The minor-street stop control alternative retains the existing Stop sign traffic control on westbound Countryside Drive and assumes a stop control on (the new) eastbound Countryside Drive. Analysis was completed using HCM 7 methodology and Synchro (version 12) software.

Figure 6-1 depicts the intersection geometry for the Minor-Street-Stop-Control (MSSC) alternative. The following ultimate lane geometry with the second southbound through lane on SR 86 merging south of Countryside Drive is shown on *Figure 6-1*:

- Southbound: One left turn lane, one through lane and one shared through /right lane. As mentioned previously, the No. 2 SB may be a dedicated right turn lane for this project (future will be shared through/right lane)
- Westbound: One left turn lane and one shared through / right-turn lane
- Northbound: One left turn lane, one through lane and one shared through /right lane
- Eastbound: One left turn lane and one shared through / right-turn lane (new west leg)

The eastbound and westbound lane assignment match and the second southbound through lane matches the 2 northbound through lanes.

Currently there is a fire hydrant at the southeast corner of the SR 86 / Countryside Drive intersection and two driveways immediately adjacent. Hence there is no opportunity for parking along the south curb of Countryside Drive, east of SR 86, for a distance of approximately 110 feet east of SR 86 and the provision of two (2) westbound lanes will not impede curbside parking. Currently, the volume in the westbound direction during the AM peak hour is approximately 56 in the left-turn movement and 114 in the right-turn movement. Therefore, having a dedicated left-turn lane will provide better operations at this intersection.

The critical minor-street left-turn delay in the westbound left-turn movement is reported in *Table 5-1*. As seen, the westbound left movement is calculated to operate at an acceptable LOS C during the AM and PM peak hours with delays of 20.2 seconds and 22.8 seconds during the AM & PM peak hours respectively, with the MSSC. The calculated overall average delay for the intersection is less than five seconds, as traffic on the major street (SR-86) does not stop.

The maximum calculated queue in the left-turn movements on all approaches is approximately one (1) vehicle or less during the AM and PM peak hours. The storage provided in the left-turn movements on all approaches can accommodate the calculated queues.

Appendix C contains the Existing with Willow Bend Traffic Minor-Street Stop Control Alternative queue analysis worksheets and *Appendix D* contains the same for Year 2045 with Willow Bend traffic.

6.1.1 Safety Considerations

The most significant pedestrian conflict for MSSC intersections is pedestrians crossing the major street who have potential conflicts with through vehicles on the major street. Pedestrians crossing the minor street will encounter drivers turning into the minor street with drivers being processed through the stop sign. These drivers are focused primarily on looking for gaps in the major street traffic and may not see pedestrians.

6.1.2 Right-of-Way Easement Impacts

Within the intersection improvement limits and from available record information, there is not any recorded highway right of way along the west side SR-86, therefore it is assumed that prescriptive rights would be approximately 34 feet west of the highway centerline. Due to the required pavement widening to accommodate second southbound through lane, shoulder and drainage improvements, this alternative would require a minimum of 26 ft of additional right of way, along the west side of SR-86 from Willow Bend Drive to approximately 1,680 lineal feet south of Countryside Drive. The proposed right-of-way acquisition area would impact the existing agricultural field south of Countryside Drive. However, this will only be required when the area south of Countryside drive is developed in the future.

The land north of Countryside Drive is the proposed single family home subdivision, requiring access onto SR-86 at Countryside Drive. The widening of SR 86 is necessary only along the frontage of the Willow Bend Project and does not need to extend to McCabe Road.

Due to the proposed southbound widening, this option would require the relocation of the power poles for the length of the widening. The poles carry both electrical distribution and communications facilities; therefore, both would be impacted by the pole relocation. The anticipated relocation length would be approximately 1,900 lineal feet. The construction estimate provided in *Table 9-1*, includes known estimated utility relocation costs.

6.1.3 Environmental Impacts

Due to the proposed development, a westbound leg of Countryside Drive extended would be constructed west of SR-86, thus creating a four-way intersection. No impacts to native habitat or visual resources are expected to occur with implementation of this proposed SR-86/Countryside Drive MSSC alternative.

6.2 All-Way Stop Control Alternative

The All-Way-Stop-Control (AWSC) alternative assumes stop control on all four approaches. Analysis was completed using HCM 7 methodology and Synchro (version 12) software.

Figure 6-2 depicts recommended lane geometry proposed for the AWSC alternative. As shown on *Figure 6-2*, a flashing R1-1 is recommended on the SR 86 median in both the north and south approaches to Countryside Drive. In addition, an advanced flashing W3-1 should be provided on SR 86 in both the north and south approaches to Countryside to alert drivers approaching the intersection

at night. The second southbound through lane on SR 86 merging south of Countryside Drive is shown on *Figure 6-2*:

The overall intersection delay and LOS is reported in *Table 5-1*. As seen in *Table 5-1*, this intersection is calculated to operate at an overall LOS B during the AM and PM peak hours with delays of 12.0 seconds and 12.2 seconds during the AM & PM peak hours respectively, with AWSC.

The calculated queues in the left-turn movements on all approaches are one (1) vehicle or less during the AM and PM peak hours. The storage provided in the left-turn movements on all approaches can accommodate the calculated queues.

Appendix C the Existing with Willow Bend Traffic contains the All-Way Stop Control Alternative intersection and queue analysis worksheets and *Appendix D* Contains the same for the Year 2045 With Willow Bend traffic.

6.2.1 Safety Considerations

With the All-Way-Stop Control alternative, vehicles on all approaches will stop and proceed when clear. Pedestrian crosswalks will be provided on all approaches. This will eliminate vehicle / pedestrian conflicts since every vehicle has to stop before proceeding through the intersection. As described previously, development of the Willow Bend project is not anticipated to generate any substantial increase in pedestrian crossing demand at this location.

6.2.2 Right-of-Way Easement Impacts

The amount of widening on SR-86 for the AWSC alternative is the same as for the MSSC alternative and no additional right-of-way impacts are anticipated outside of what was discussed above. Please see the description in Section 6.1.2 above.

In addition, this alternative will have the same impacts and associated costs for the overhead utility relocations as noted in Section 6.1.2.

6.2.3 Environmental Impacts

The amount of widening on SR-86 for the AWSC alternative is the same as for the MSSC alternative and no additional environmental impacts are anticipated with this alternative. Please see the description in Section 6.1.3 above.

6.3 Traffic Signal Alternative

The traffic signal alternative assumes installation of a traffic signal with protected left-turn phasing for all approaches. Analysis was completed using HCM 7 methodology and Synchro (version 12) software.

Figure 6-3 depicts the intersection geometry for the Traffic Signal (Signal) alternative. As shown in *Figure 6-3*, it is proposed to provide the lane geometry proposed for the TWSC alternative, with the second southbound through lane merging south of Countryside Drive.

The overall intersection delay and LOS is reported in *Table 5–1*. As seen in *Table 5–1*, this intersection is calculated to operate at an overall LOS C or better during the AM and PM peak hours with delays of 22.9 seconds and 19.2 seconds during the AM & PM peak hours respectively, with signal control.

The calculated queues in the left-turn movements on all approaches are five (5) vehicles or less during the AM and PM peak hours. The storage provided in the left-turn movements on all approaches can accommodate the calculated queues.

Appendix C contains the Existing with Willow Bend Traffic Signal Alternative intersection analysis and queue analysis worksheets and *Appendix D* contains the same for Year 2045 with Willow Bend traffic.

6.3.1 Safety Considerations

Traffic signals can reduce the likelihood of pedestrian-vehicle conflicts by providing visual and audible pedestrian signal indications in coordination with compatible vehicular traffic phases. However, pedestrian conflicts can still occur due to red light running (illegal), right turns on green, left turns on green, and right turns on red (legal). The greatest left-turn volume is 10 vehicles on southbound approach for this project.

6.3.2 Right-of-Way Easement Impacts

The amount of widening on SR-86 for the Signal alternative is the same as for the MSSC alternative and no additional right-of-way impacts are anticipated outside of what was discussed above. Please see the description in Section 6.1.2 above.

6.3.3 Environmental Impacts

The amount of widening on SR-86 for the Signal alternative is the same as for the MSSC alternative and no additional environmental impacts are anticipated with this alternative. Please see the description in Section 6.1.3 above.

6.4 Roundabout Alternative

The following two roundabout options were studied:

Option 1

One-lane roundabout with one circulating lane, 140-foot outer diameter and 112 feet diameter of the central island. Single-lane approaches are proposed on all legs on SR-86 and Countryside Drive.

Figure 6–4 depicts the intersection geometry for the one-lane Roundabout Alternative

Option 2

Two-lane roundabout with two circulating lanes, 150-foot outer diameter and 86 feet diameter of the central island. Two-lane approaches on SR-86, and single lane approaches on Countryside Drive are proposed.

Figure 6–5 depicts the intersection geometry for the two-lane Roundabout Alternative.

As seen in *Figures 6-4 and 6-5*, the existing curvature at the south leg has been maintained to prevent improvements from exceeding the eastern right-of-way. A curve approach has been introduced for the north leg to enhance traffic calming as vehicles approach the roundabout. Additionally, tighter exit radii have been implemented at the east leg on Countryside Drive to avoid encroaching on existing properties. The shared path meets the minimum width requirement of 8 feet in both instances, while the single-lane roundabout provides a preferred width of 10 feet.

Analysis was completed using HCM 7 methodology and Synchro (version 12) software.

The overall intersection delay and LOS is reported in *Table 5–1*. As shown in *Table 5–1*, this intersection is calculated to operate at an overall LOS A during the AM and PM peak hours with delays of 5.2 seconds and 5.6 seconds during the AM & PM peak hours respectively, with Roundabout control.

The calculated queues in all approaches are one (1) vehicle or less during the AM and PM peak hours. The storage provided in the left-turn movements on all approaches can accommodate the calculated queues.

In general, the performance of roundabouts during off-peak periods is good compared with other intersection improvement options, requiring fewer vehicles to stop or slow, though no off-peak analysis was completed at this intersection.

Appendix C contains the Existing with Willow Bend Traffic Signal Alternative intersection analysis worksheets and *Appendix D* contains the same for Year 2045 with Willow Bend traffic. The roundabout analysis worksheets also including the queues.

6.4.1 Safety Considerations

A roundabout is one of the options contemplated for this intersection. It may be noted that per Exhibit 10.3 Common Inscribed Circle Diameter Ranges in the Roundabout Guide, shown below, the diameter for a two-lane roundabout that accommodates STAA trucks, or equivalent of WB-62 or WB-67 trucks ranges between 140 to 180 feet.

Ideally, the entry speed for a single-lane roundabout should be no more than 20 mph and for a dual-lane roundabout should be no more than 25 mph, as indicated in Table 6-3 in the Roundabout Guide. Hence the approach speed on SR 86 needs to be reduced from 50 mph to no more than 20 or 25 mph as described above. The circulatory speed within the roundabout should be 20 mph or less for both single and dual-lane roundabouts.

The diameter assumed for a roundabout at this intersection is 165 feet, approximately in the middle of the prescribed range. The purpose and result of a roundabout is to reduce the speed of traffic on the intersecting streets. In the northbound direction, due to the existing homes on the east curb of SR 86,

the center of the roundabout has to be located to the west of the intersection, providing minimum deflection at the northbound entry into the roundabout. The following conditions prevail:

- Traffic entering the roundabout from the south does not have to reduce speed since they enter and exit the roundabout at almost 90°.
- The entry angle cannot be increased as there is not sufficient Caltrans ROW. Increasing it would require major realignment of SR 86 through Countryside Drive with acquisition of a large amount of right-of-way, new easements to the IID for the relocation of the undergrounded Dogwood Lateral 2 canal and necessary eminent domain for ROW acquisition and relocation of multiple single-family homes, which would result in additional environmental impacts. ROW needs are from both the east and west of SR 86.
- Traffic entering the roundabout from the east at speeds of 15 mph or lower, has to merge with traffic traveling at almost 50 mph.
- Reducing the diameter is not ideal since, as a result, trucks will have to use the center island to negotiate the roundabout.
- A residential project is proposed at the northwest corner of the SR 86 / Countryside Drive intersection with two southbound lanes on SR 86 per the city's mobility element. This will require the two southbound lanes to merge into one lane prior to entering the one lane roundabout option. This will also require new easements to the IID for the relocation of the undergrounded Dogwood Lateral 2 canal and necessary eminent domain for ROW acquisition and relocation of multiple single-family homes, which would result in additional environmental impacts.
- Roundabouts result in an increase in single-vehicle and fixed-object crashes compared to other intersection treatments.
- Multilane roundabouts present more difficulties for individuals with blindness or low vision due to challenges in detecting gaps and determining that vehicles have yielded at crosswalks.

Exhibit 10.3. Common Inscribed Circle Diameter Ranges

Roundabout Configuration	Typical AASHTO Design Vehicle	Common ICD Range ^a
Mini-roundabout	SU-30	45 ft to 90 ft (14 m to 27 m)
Compact roundabout	BUS-40 WB-40 WB-62 or WB-67 ^b	65 ft to 120 ft (20 m to 37 m)
Single-lane roundabout (non-traversable central island)	BUS-40 WB-40 WB-62 or WB-67	90 ft to 120 ft (27 m to 37 m) 100 ft to 130 ft (30 m to 40 m) 120 ft to 180 ft (37 m to 55 m)
Multilane roundabout (2 lanes circulating) ^c	WB-40 WB-62 or WB-67	135 ft to 160 ft (41 m to 49 m) 140 ft to 180 ft (43 m to 55 m)
Multilane roundabout (3 lanes circulating) ^c	WB-62 or WB-67	190 ft to 240 ft (58 m to 73 m)

Footnotes:

- a. Assumes 90-degree angles between entries and no more than four legs. List of possible design vehicles is not comprehensive.
- b. Serving WB-62 or larger vehicles as through movements. Right turning may require other special considerations for approach and splitter island design.
- c. Common ICD ranges depend on whether the design vehicle will straddle or stay in-lane. Does not account for special vehicles or OSOWs.

- Trucks may also have to straddle the two lanes, thus disrupting the path of other vehicles through the roundabout, which is not desirable.
- The posted speed limit on SR 86 is 50 mph. The needs to slow down to 20-25 mph on the approaches to the roundabout. The reduction in speed can only be achieved by the introduction of a curve on the approaches to slow traffic speeds that would result in requiring additional right-of-way. This large reduction in the speed is not desirable and hence, a roundabout is not appropriate traffic control at this intersection.
- The center of the Roundabout is offset to the west from the SR 86 center line because of existing homes along the eastern curb of SR 86 and due to right-of-way constraints. Therefore, sufficient deflection is not provided at the entry to the roundabout from the south.

For the reasons stated above, a roundabout is not the ideal traffic control type for this intersection.

The following roundabout description of roundabouts and their functioning provided in the Roundabout Guide for, 2023 is provided for information:

Multilane roundabouts include at least two circulating lanes in at least a portion of the circulatory roadway. They include roundabouts with entries on one or more approaches that flare from one to two or more lanes that circulate through the roundabout. In some cases, the roundabout may have a different number of lanes on one or more approaches (e.g., two-lane entries on the major street and one-lane entries on the minor street). The geometric design includes raised splitter islands, a truck apron, a non-traversable central island, and appropriate entry path deflection.

Multilane roundabouts have some key differences from single-lane roundabouts. They typically have higher circulating and exiting speeds than single-lane roundabouts. This is a result of their larger ICD and wider entry and exit configurations that allow vehicles to navigate larger curve radii on their travel paths through the roundabout. Circulatory roadway widths may also vary, depending on the number of lanes and the design vehicle turning requirements. A constant width is not required throughout the entire circulatory roadway, and it is desirable to provide the minimum width necessary to serve the required lane configurations within that specific portion of the roundabout.

A multilane entry or exit also increases pedestrian crossing exposure compared with a single-lane entry or exit. Research into accessible pedestrian design has concluded that in many circumstances, additional geometric treatments, traffic control treatments, or both are needed to make the crossing accessible to all pedestrians.

Multilane roundabouts have more conflict points (16) than single-lane roundabouts (4) because of additional lanes and the associated width between curbs, as with any larger intersection.

Multilane roundabouts often do not achieve the same levels of crash reduction as their single-lane counterparts. Multilane roundabouts serve higher traffic volumes over more lanes compared with single-lane configurations. However, the severity of crashes is generally comparable at multilane and single-lane roundabouts (5, 6). The low speeds present in roundabouts compared with those of non-roundabout intersections reduce the frequency of severe crashes.

6.4.2 Right-of-Way Easement Impacts

Option 1: One-Lane Roundabout

See Section 6.1.2 for a discussion on the existing right of way along with the required highway widening outside of the roundabout footprint at SR-86 and Countryside Drive. If the proposed one-lane roundabout were implemented at the subject location, right of way would be required at the northwest and southwest quadrants of the intersection. The roundabout design concept, depicting a 140-foot inscribed diameter, will accommodate a STAA 53 design vehicle.

Since the design of the roundabout footprint would push most of the improvements to the west side of SR 86, into the proposed subdivision boundary, the developer would be required to dedicate approximately 35 feet from the edge of pavement to accommodate the roundabout improvements and necessary drainage features.

Like the prior noted alternatives, the overhead utility facilities along the west side of SR 86 will be impacted by the single lane roundabout. However, the limits of impact will be less than the other options, as the roundabout option does not require an auxiliary merge lane south of Countryside Drive. The anticipated relocation length would be approximately 900 lineal feet. The construction estimates provided in *Table 7-1* include known estimated utility relocation costs.

Option 2: Two-Lane Roundabout

See Section 6.1.2 for a discussion on the existing right of way along with the required highway widening outside of the roundabout footprint at SR-86 and Countryside Drive. If the proposed two-lane roundabout were implemented at the subject location, right of way would be required at the northwest and southwest quadrants of the intersection. The roundabout design concept, depicting a 150-foot inscribed diameter, will accommodate a STAA 53 design vehicle.

Similar to the one-lane roundabout option, since the design of the roundabout footprint would push most of the improvements to the west side of SR 86, into the proposed subdivision boundary, the developer would be required to dedicate approximately 65 feet from the edge of pavement to accommodate the roundabout improvements and necessary drainage features.

In addition, this alternative will have the same impacts and associated costs for the overhead utility relocations as noted in Option 1 above.

6.4.3 Environmental Impacts

Option 1: One-Lane Roundabout

The One-Lane Roundabout intersection improvements will require additional right of way beyond what is described in Section 6.1.3, however, all additional roundabout right of way would take away from any onsite development potential. The project does not foresee any impacts to native habitat or visual resources are expected to occur with implementation of the SR-86/Countryside Drive one-lane Roundabout option.

Option 2: Two-Lane Roundabout

The Two-Lane roundabout intersection improvements will require additional right of way beyond what is described in Section 6.1.3, however, all additional roundabout right of way would take away from any onsite development potential. The project does not foresee any impacts to native habitat or visual resources are expected to occur with implementation of the SR-86/Countryside Drive two-lane Roundabout option.

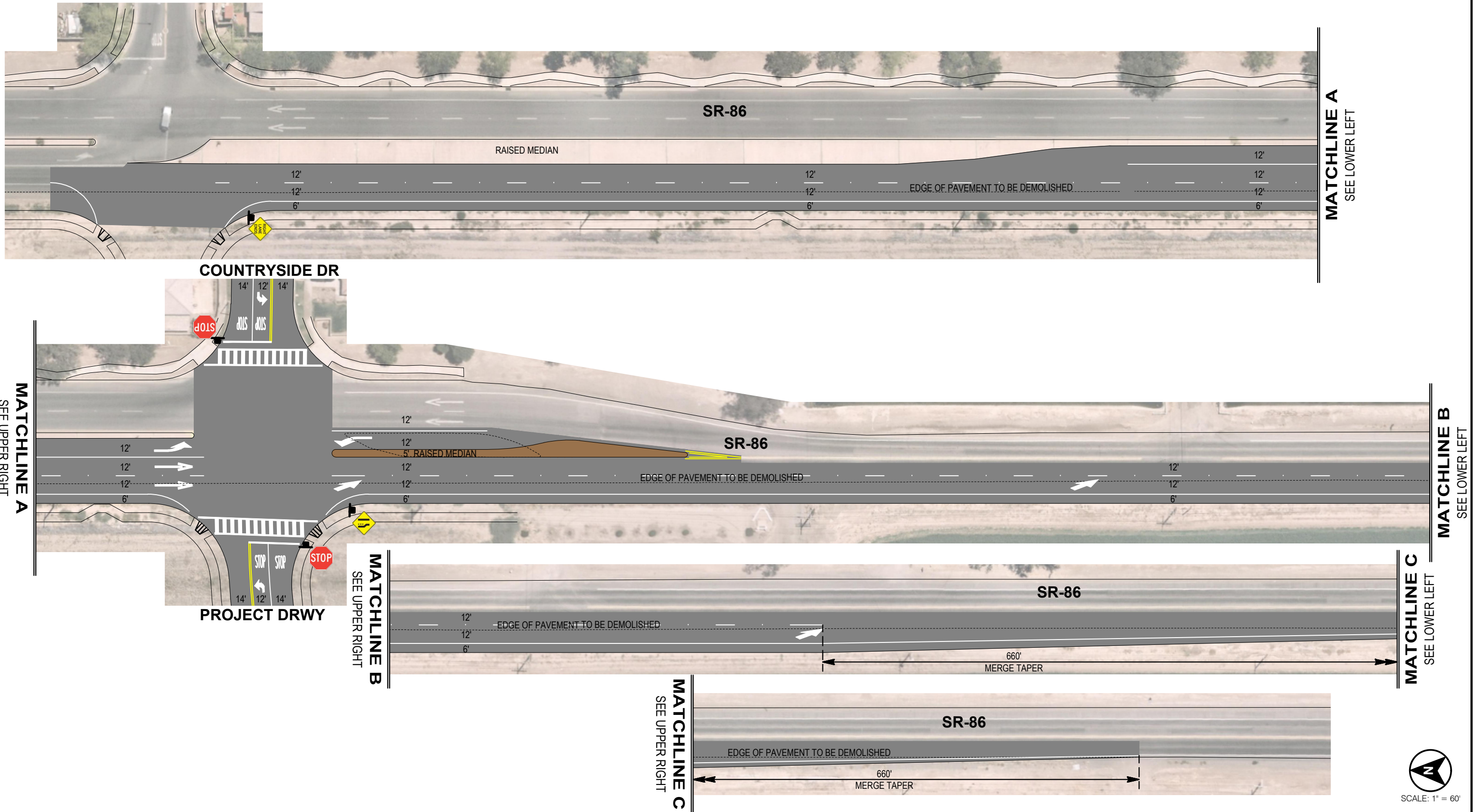


Figure 6-1

Conceptual Plan - Two-Way Stop Control

CONCEPTUAL ONLY
NOT FOR CONSTRUCTION

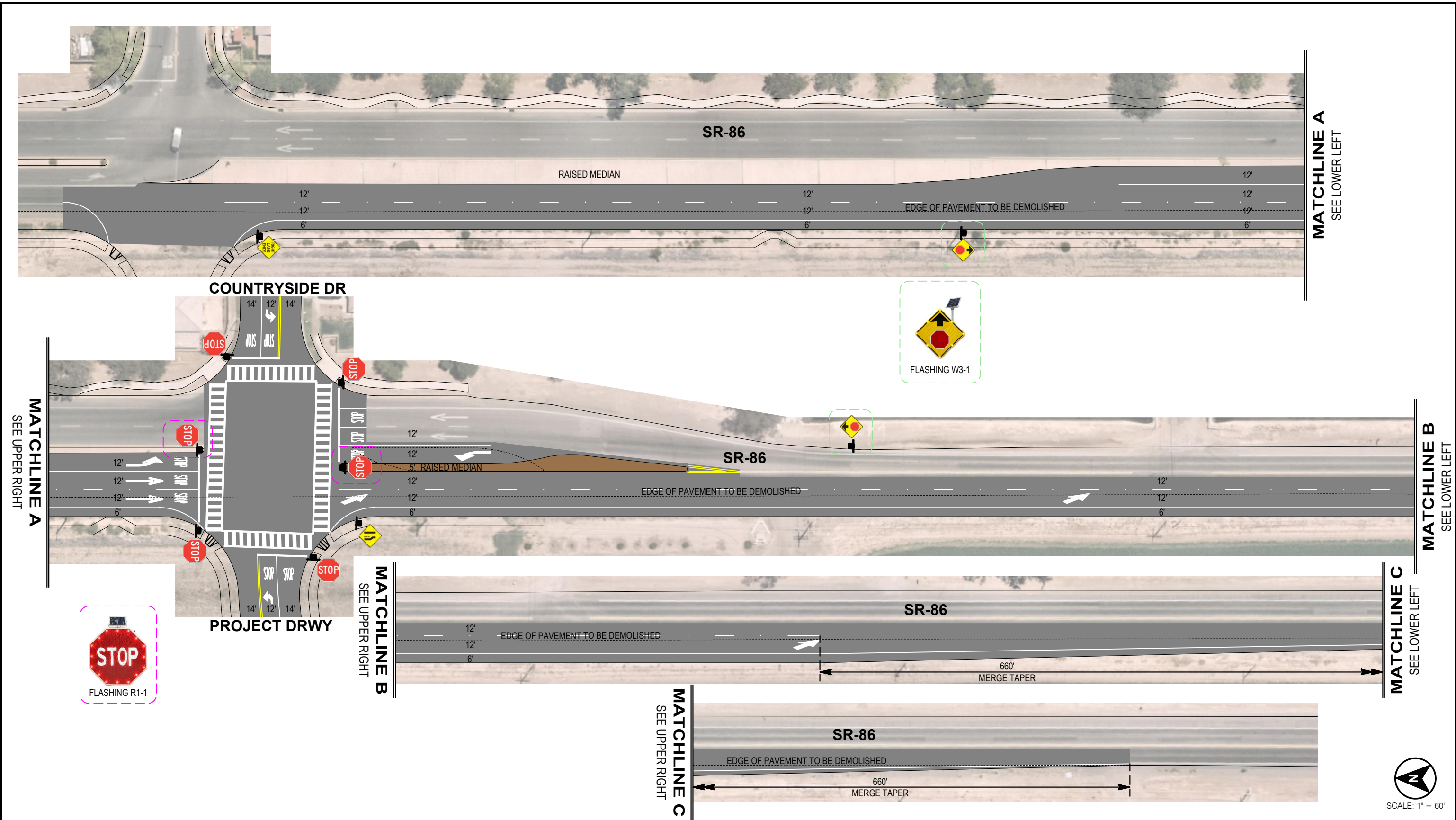


Figure 6-2

Conceptual Plan - All-Way Stop Control

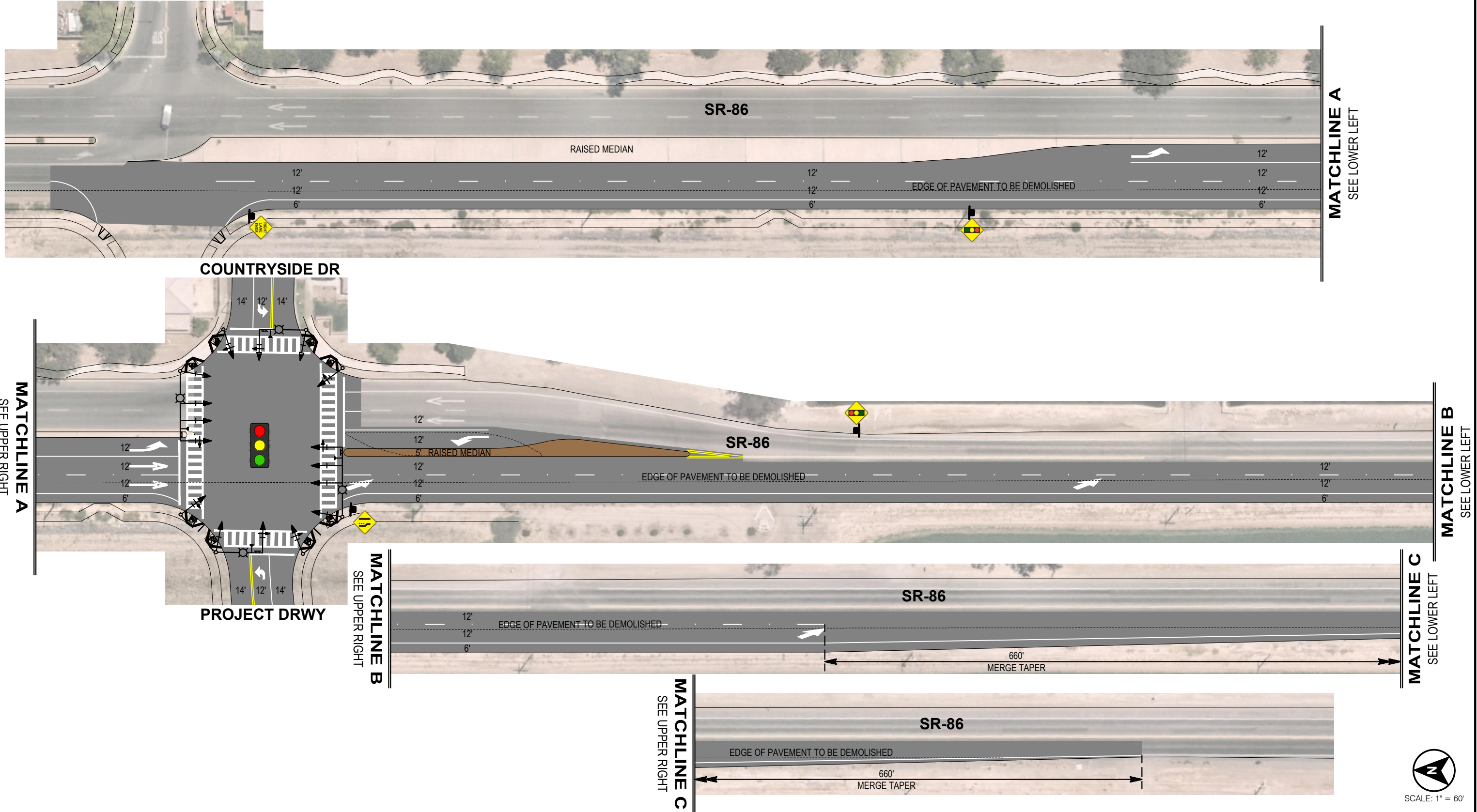
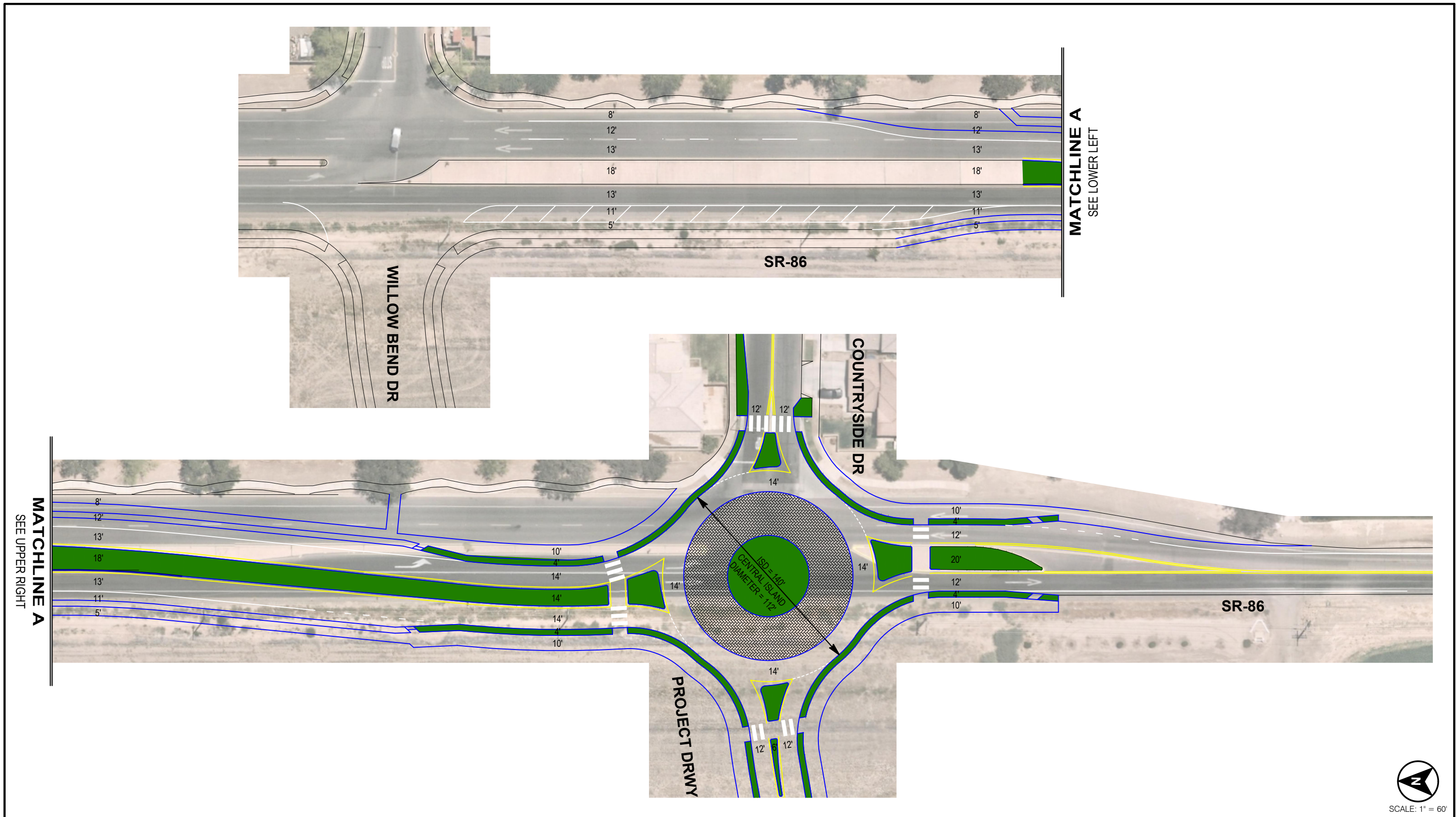
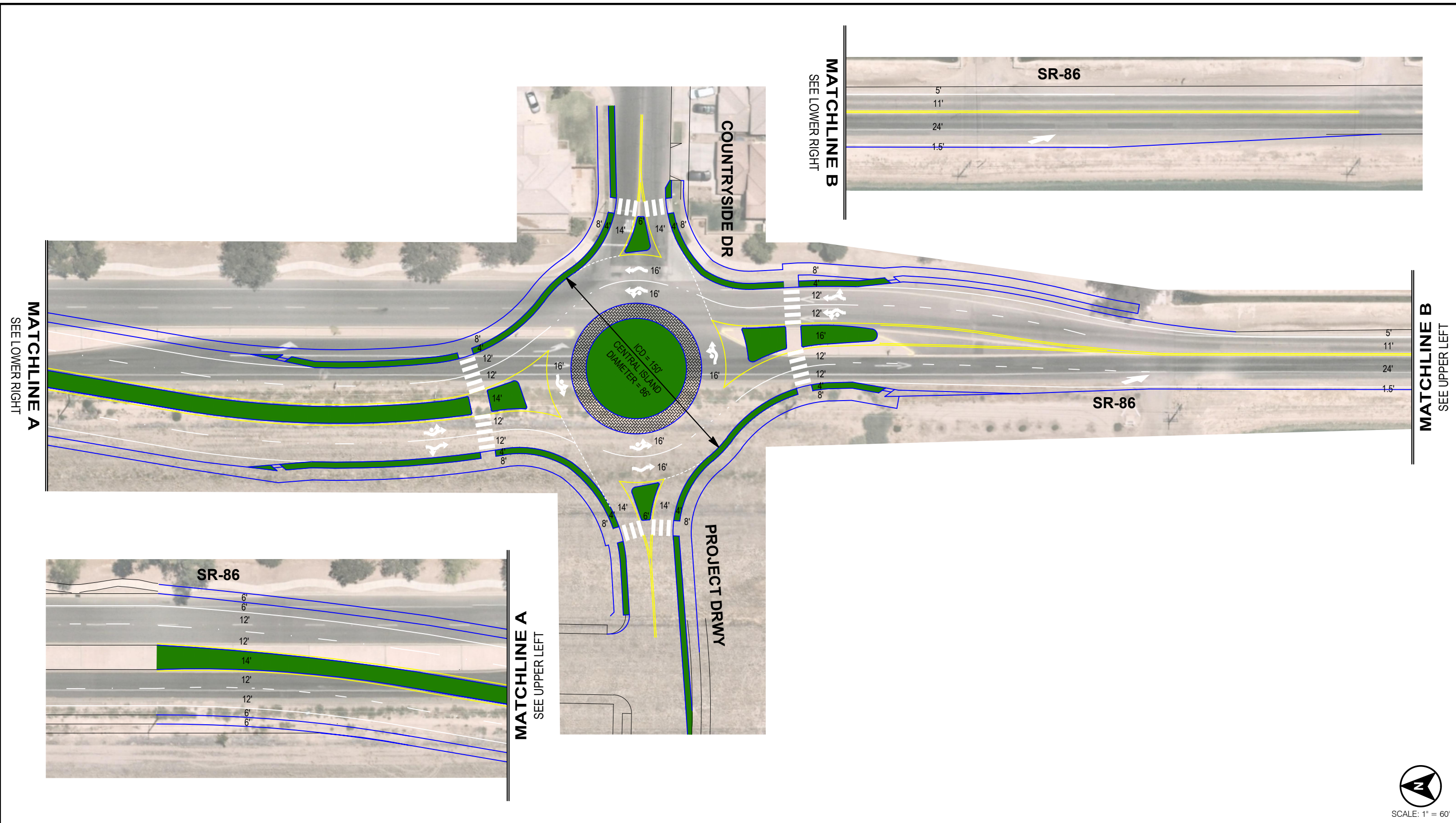


Figure 6-3

Conceptual Plan - Signal Control





7.0 SIGNAL WARRANT ANALYSIS

The following is a discussion of the various signal warrants for the SR-86 / Countryside Drive intersection for the Near-Term.

Assumptions

The SR-86 / Countryside Drive intersection is currently a three-leg intersection with no west leg. As explained in Section 3.0 Year 2045 Traffic Volumes, the Willow Bend Project will install the west leg and provide the following geometry on the Project Opening Day:

- Southbound: One left turn lane one through lane and one shared through /right lane. The No. 2 SB may be a dedicated right turn lane for this project (future will be shared through/right lane).
- Westbound: One left turn lane and one shared through / right-turn lane
- Northbound: One left-turn lane, one through and one shared through / right-turn lane
- Eastbound: One left turn lane and one shared through / right-turn lane (new west leg)

The following assumptions are made in determining the conditions at the subject intersection:

- *Approach Lanes* – One right-turn lane and one left-turn lane will be provided in the eastbound and westbound directions on Countryside Drive.

Page 847 of the California Manual On Uniform Traffic Control Devices (MUTCD) 2014 Edition states “for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left-turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles.”

At this location, the project access road is a two-lane road (one lane in each direction) with dedicated left-turn and a shared through/right lanes at the intersection and it is not considered to be possible for traffic to enter SR 86 with “minimal conflict”. The storage in the left-turn lane will not be sufficient to accommodate the entire left-turning traffic. Hence, this approach will function and is analyzed as a one lane approach.

- *Approach Volumes* – As stated in the MUTCD, “engineering judgment and rationale should be applied to a street approach with one left-turn lane plus a shared through/right lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.”

As described above, a shared through right lane and a left-turn lane is provided on the approach to SR 86, on countryside Drive. Based on the number of approach lanes and the MUTCD (previous bullet item), based on engineering judgement, a 25% reduction in right-turning traffic is assumed since this is considered a one-lane approach (see above) and right-turning traffic has to enter a 4-lane Major Road.

7.1 Near-Term Conditions

Near-Term traffic volumes include the traffic generated by the proposed Willow Bend Project.

Warrant 1 – Eight-Hour Vehicular Volume

Methodology

The need for a traffic signal shall be considered if an engineering study finds that one of the following conditions exist for each of 8 hours of an average day:

- A. The vehicles per hour given in both 100 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or
- B. The vehicles per hour given in both 100 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

In applying each condition, the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours. If the posted or statutory speed limit or the 85th percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 70% columns in Table 4C-1 may be used in place of the 100 percent columns.

The subject intersection is located in an isolated community and the posted speed limit is 50 mph. Therefore the 70% criterion was used for all warrants as applicable, in this study.

Table 7–1 shows the 70% volume thresholds for two-lane (or more) approaches on the major street and one-lane approach on the minor street.

TABLE 7–1
WARRANT 1: EIGHT - HOUR VEHICULAR VOLUME: EXISTING
70% CRITERIA

Warrant 1	Vehicles Per Hour on Major Street (Total of Both Approaches)	Vehicles Per Hour on Higher-Volume Minor-Street (One Direction Only)
Condition A	420	105
Condition B	630	53

Calculations

Table 7–2 compares the actual 24-hour volumes to the minimum volumes (*Table 7–1*) required to satisfy this warrant. As seen in *Table 7–2*, the Condition A warrant volumes are met for only one hour and hence Condition A is not satisfied. Condition B warrant volumes are met for only seven (7) hours on a typical day and hence Condition B is not satisfied.

Based on the above, Warrant 1 is not satisfied in the Existing with Willow Bend Traffic condition.

TABLE 7–2
WARRANT 1: TRAFFIC VOLUME DATA: EXISTING WITH WILLOW BEND TRAFFIC
70% CRITERIA

Hour Begin	SR-86 (Major Street)	Countryside Drive (Minor Street)	1-A	1-B
0:00	38	3	N	N
1:00	22	2	N	N
2:00	35	0	N	N
3:00	53	3	N	N
4:00	84	5	N	N
5:00	208	50	N	N
6:00	316	43	N	N
7:00	619	217	Y	Y
8:00	507	64	N	N
9:00	420	42	N	N
10:00	405	55	N	N
11:00	497	39	N	N
12:00	589	55	N	Y
13:00	358	65	N	N
14:00	611	59	N	Y
15:00	756	78	N	Y
16:00	723	68	N	Y
17:00	819	85	N	Y
18:00	559	63	N	Y
19:00	375	26	N	N
20:00	306	31	N	N
21:00	234	18	N	N
22:00	144	10	N	N
23:00	61	5	N	N
Total	8,739	1,086	1	7

Warrant 2 – Four-Hour Vehicular Volume

Methodology

The need for a traffic control signal shall be considered if an engineering study finds that, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in Figure 4C-1 for the existing combination of approach lanes, on the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours. If the posted or statutory speed limit or the 85th percentile speed on the major street exceeds 40 mph or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-2 may be used in place of Figure 4C-1.

Calculations

As explained previously, the 70% criterion applies. Therefore, Figure 4C-2 applies. **Table 7–3** summarizes the Warrant 2 calculations. As seen in Figure 4C-2 below, all hourly traffic volumes except two fall below the “2 Lane & 1 Lane” curve when plotted on Figure 4C-2 of the California MUTCD.

Based on the above, Warrant 2 is not satisfied for the Existing with Willow Bend Traffic condition.

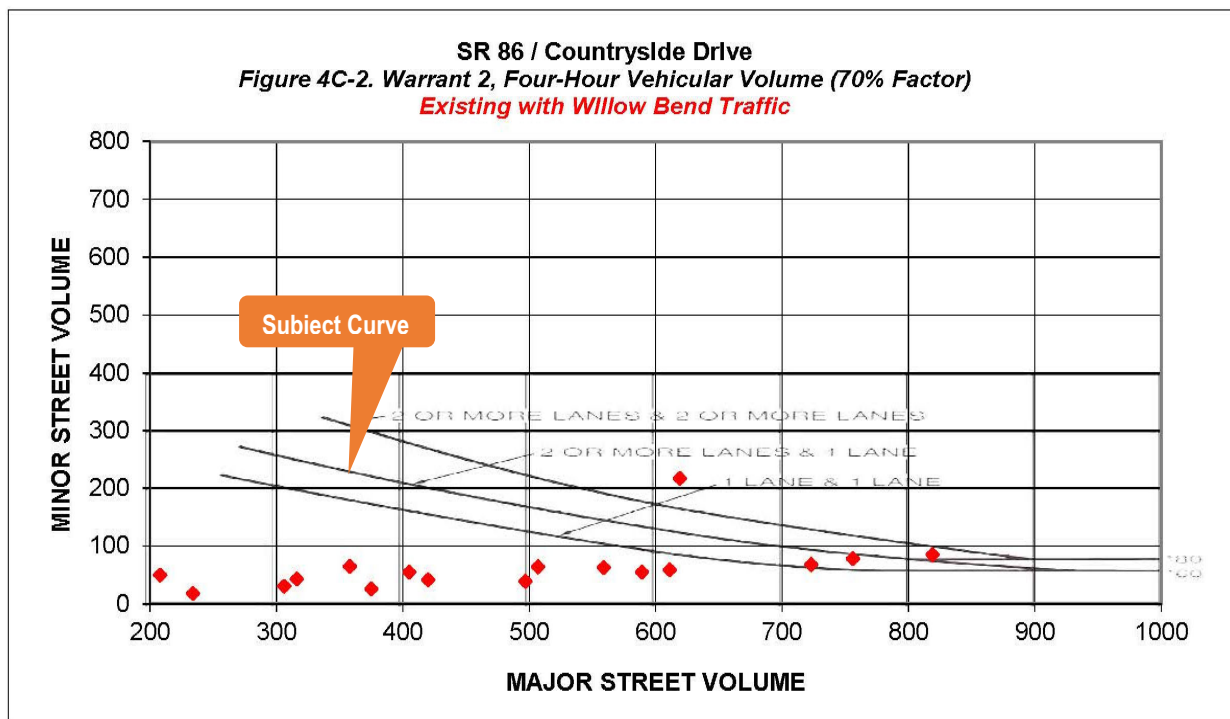


TABLE 7-3
WARRANT 2, FOUR-HOUR VEHICULAR WARRANT: EXISTING WITH WILLOW BEND TRAFFIC

Warrant 2 - Four-Hour Vehicular Warrant

Satisfied *

Yes ☐ No ☒

Approach Lanes	One	2 or More				
Both Approaches -Major Street		X				
Highest Approaches -Minor Street	X					

* All Plotted points fall above the curves in MUTCD Figure 4C-1 or 4C-2

Yes ☐ No ☒

Warrant 3 – Peak Hour

Methodology

The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

- A. If all of the three conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:
 1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds:4 Vehicles-hours for a one-lane approach; or 5 vehicle-hours for a two-lane approach, and
 2. The volume on the same-minor street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and
 3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for the intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.
- B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume on the minor – street approach (one direction only) for 1 hour (or any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-4 may be used in place of Figure 4C-3 to satisfy the criteria in the second category.

Calculations

None of the three conditions of Part A are satisfied and hence Part A is not satisfied. As explained previously, the 70% criterion applies for Part B. Therefore, the Figure 4C-4 is used in place of Figure 4C-3. **Table 7-4** summarizes Warrant 3 calculations. As seen in **Table 7-4**, peak hour traffic volumes

fall below the curve for the appropriate number of lanes when plotted on Figure 4C-4 of the California MUTCD.

The unsignalized Existing + Willow Bend peak hour intersection analysis indicates LOS C (22.9 seconds delay) during the AM peak hour and LOS B (19.2 seconds delay) during the PM peak hour. The calculated 95th percentile queue in the eastbound left-turn lane is 99 feet or approximately 4 cars length in the AM peak hour and 25 feet or approximately 1 car length in the PM peak hour. The Existing AM and PM peak hour intersection analysis worksheets are included in **Appendix D**.

Based on the above, and *Table 7-4*, Warrant 3 is not satisfied for the Existing with Willow Bend Traffic condition.

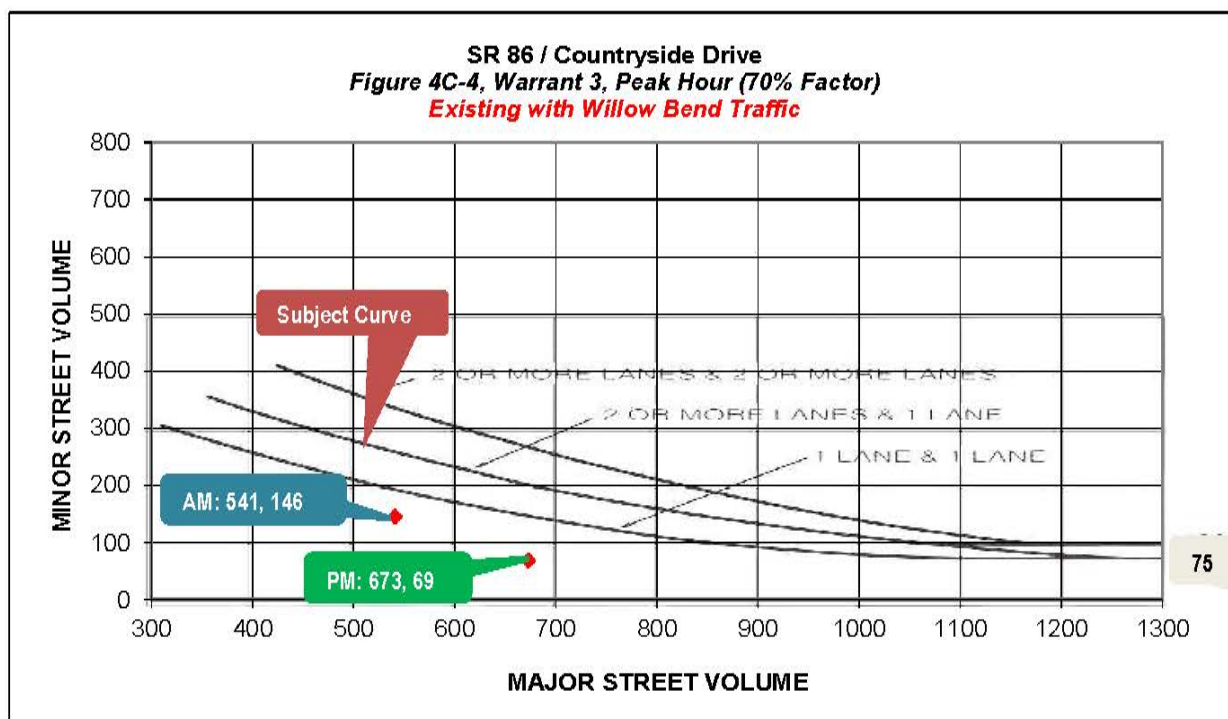


TABLE 7-4
WARRANT 3: PEAK - HOUR: EXISTING

Warrant 3 – Peak Hour

Part A or Part B Satisfied

Yes ☐ No ☒

Part A

Satisfied

Yes ☐ No ☒

(All Parts 1, 2, and 3 below must be satisfied)

1. The total delay experienced for traffic on one minor-street approach controlled by a STOP sign equal or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND
2. The volume on the same-minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND
3. The entering volume serviced during the hour equals or exceeds 800 vph for the intersections with four or more approaches or 650 vehicles per hour for intersections with three approaches.

Yes ☐ No ☒

Yes ☒ No ☐

Yes ☐ No ☒

Part B

Satisfied

Yes ☐ No ☒

Approach Lanes	One	2 or More				
Both Approaches -Major Street	X					
Highest Approaches -Minor Street	X					

The plotted points for vehicles per hour on Major streets (both approaches) and the corresponding per hour higher volume vehicle minor street approach (one direction only) for one hour (any consecutive 15-minute period) fall above the applicable curves in MUTCD Figure 4C-3 or 4C-4.

Warrant 4 – Pedestrian Volume

Methodology

The need for a traffic control signal at an intersection or midblock shall be considered if an engineering study finds that both of the following criteria are met:

- A. The pedestrian volume crossing the major street at an intersection or midblock location during an average day is 100 or more for each of any 4 hours or 190 or more during any 1 hour; and
- B. There are fewer than 60 gaps per hour in the traffic stream of adequate length to allow pedestrians to cross during the same period when the pedestrian volume criterion is satisfied. Where there is a divided street having a median of sufficient width for pedestrians to wait, the requirement applies separately to each direction of vehicular traffic.

The Pedestrian Volume signal warrant shall not be applied at locations where the distance to the nearest traffic signal along the major street is less than 300 feet unless the proposed traffic control signal will not restrict the progressive movement of traffic. If this warrant is met and a traffic control

signal is justified by an engineering study, the traffic control signal shall be equipped with pedestrian signal heads conforming to requirements set forth in Chapter 4E of the MUTCD.

Calculations

As explained previously, pedestrians are not a major factor at this intersection and therefore, Warrant 4 is not satisfied for the Existing with Willow Bend Traffic condition.

Warrant 5 – School Crossing

Methodology

The need for a traffic control signal shall be considered when an engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of school children at an established school crossing across the major street shows that the number of adequate gaps in the traffic stream during the period when the children are using the crossing less than the number of minutes in the same period (see Section 7A.03) and there are a minimum of 20 students during the highest crossing hour. Before a decision is made to install a traffic control signal, consideration should be given to the implementation of other remedial measures, such as warning signs, flashers, school speed zones, school crossing guards, or a grade-separated crossing. The School Crossing signal warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 90 m (300 ft.) unless the proposed traffic control signal will not restrict the progressive movement of traffic.

Calculations

There are no schools in the vicinity of the proposed intersection and therefore this warrant does not apply. Thus, Warrant 5 is not satisfied for the Existing with Willow Bend Traffic condition.

Warrant 6 – Coordinated Signal System

Methodology

The need for a traffic control signal shall be considered if an engineering study finds that, one of the following criteria are met:

- A. On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.
- B. On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.

Calculations

The proposed intersection will not improve coordination along the SR-86 corridor and therefore, this warrant does not apply. Thus, Warrant 6 is not satisfied for the Existing with Willow Bend Traffic condition.

Warrant 7 – Crash Experience

Methodology

The need for a traffic control signal shall be considered if an engineering study finds that, all of the following criteria are met:

- A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and,
- B. Five or more reported crashes of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and
- C. For each of 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1, or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

If the posted or statutory speed limit or the 85th percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Calculations

A total of one (1) collision occurred on SR-86 at Countryside Drive based on collision data provided by the Statewide Integrated Traffic Records System (SWITRS) over a six-year period from January 1, 2016, through December 31, 2021. This collision involved a vehicle hitting an object, causing injury to one person. There are no fatalities reported at this location. Based on this discussion, Warrant 7 is not satisfied for the Existing with Willow Bend Traffic condition.

Warrant 8 – Roadway Network

Methodology

The need for a traffic signal shall be considered if an engineering study finds that the common intersection of two or more major routes meets one or both of the following criteria:

- A. The intersection has a total existing, or immediately projected, entering volume of at least 1,000 vehicles per hour during the peak hour of a typical weekday and has 5-year projected traffic volumes based on an engineering study, that meet one or more of Warrants 1, 2, and 3 during an average weekday, or,

- B. The intersection has a total existing or immediately projected entering volume of at least 1,000 vehicles per hour for each of any 5 hours of a non-normal business day (Saturday or Sunday).

A major route as used in this signal warrant shall have one or more of the following characteristics.

- A. It is part of the street or highway system that serves as the principal roadway network for through traffic flow; or
- B. It includes rural or suburban highways outside, or traversing a City; or
- C. It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study.

Calculations

The above thresholds are not met at this intersection. Therefore, Warrant 8 is not satisfied for the Existing with Willow Bend Traffic condition.

Warrant 9, Intersection Near a Grade Crossing

Methodology

The need for a traffic control signal shall be considered if an engineering study finds that both of the following criteria are met:

- A. A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and
- B. During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the minor-street approach that crosses the track (one direction only, approaching the intersection) falls above the applicable curve in Figure 4C-9 or 4C-10 for the existing combination of approach lanes over the track and the distance D, which is the clear storage distance as defined in Section 1A.13.

Calculations

No grade crossing exists in the vicinity of this intersection. Therefore, Warrant 9 is not satisfied for the Existing with Willow Bend Traffic condition.

7.2 Long-Term (Year 2045) Conditions

Traffic counts cannot be counted at the SR 86 / Countryside Drive intersection in the Year 2045. Hence, Figure 4C-103(CA) Traffic Signal Warrants Worksheet (Average Traffic Estimate Form) based on Year 2045 ADT volumes was utilized to determine if Signal Warrants are satisfied in the Year 2045 with Willow Bend Traffic. The following three warrants are not satisfied:

- Condition A – Minimum vehicular Volume Warrant

- Condition B, Interruption of Continuous Traffic
- The combination of Conditions A & B

Therefore, signal warrants are not satisfied at the SR-86 / Countryside Drive intersection in the Existing With Willow Bend Traffic and the Year 2045 with Willow Bend Traffic conditions.

Figure 4C-103(CA) Traffic Signal Warrants Worksheet (Average Traffic Estimate Form) based on Year 2045 ADT volumes is included in *Appendix E*.

7.3 Summary of Warrants Satisfied

Table 7–9 summarizes the warrants satisfied at the proposed SR-86 / Countryside Drive intersection for the two analysis scenarios. As seen in *Table 7–9*, none of the warrants are satisfied in the Near-Term conditions. In the Long-Term (Year 2045) conditions, Warrant 1 (Eight-Hour Vehicular Volume), Warrant 2 (Four-Hour Vehicular Volume) and Warrant 3 (Peak Hour Volume) are also not satisfied.

TABLE 7–9
SIGNAL WARRANT ANALYSIS SUMMARY

Warrant	Near-Term (With Willow Bend Traffic)	Long-Term (With Willow Bend Traffic)
1. Eight-Hour Vehicular Volume	Not satisfied	Not satisfied per Figure 4C-103(CA). See <i>Appendix E</i> .
2. Four-Hour Vehicular Volume	Not satisfied	
3. Peak hour Volume	Not satisfied	
4. Pedestrian Volume	Not satisfied	
5. School Crossing	Not satisfied	
6. Coordinated Signal System	Not satisfied	
7. Crash Experience	Not satisfied	
8. Roadway Network	Not satisfied	
9. Intersection Near a Grade Crossing	Not satisfied	

8.0 PROJECT COSTS

This section will provide an analysis of the various costs associated with the four traffic control alternatives analyzed in this report.

8.1 Construction Cost

The construction cost for the four alternatives, including necessary widening to accommodate the required turn lanes, is summarized in **Table 8-1**. The project costs include costs for widening, traffic signals / stop signs, and also relocation of utilities such as gas, electric, water, sewer, stormwater, or streams of water.

There will be a cost saving in terms of right-of-way acquisition and construction for the widening of the portion of SR 86 south of Countryside Drive in the interim. However, when the area south of Countryside Drive is developed, this cost will be incurred. The cost shown accounts for the ultimate condition that includes widening for 1,680 feet south of Countryside Drive, that will occur in the future.

TABLE 8-1
ALTERNATIVES CONSTRUCTION COSTS

Alternative	Construction Cost
2-Way Stop Pavement Widening	\$1,140,000
4-Way Stop Pavement Widening	\$1,155,000
Traffic Signal w/ Pavement Widening	\$1,590,000
-Lane Roundabout w/ corners Widening	\$2,014,000
2-Lane Roundabout w/ corners Widening	\$2,478,000

For the above estimated construction costs, the overhead utility relocations for the 2-Way Stop, 4-Way Stop, and Traffic Signal were estimated at \$160,000 and both roundabout alternatives were estimated at \$70,000.

8.2 Operation and Maintenance Cost

Life cycle costs include the initial construction costs, user costs and benefits, maintenance costs and rehabilitation costs. The 20-year Stop-Control Condition, Traffic Signal Maintenance and Roundabout Costs are provided in **Tables 8-2** through **8-4**. It should be noted that the 20-year cost is determined assuming a 2% maintenance cost increase per year for 20 years.

TABLE 8-2
20-YEAR STOP-CONTROL CONDITION MAINTENANCE COSTS (INTERSECTION LIGHTING)

Cost Item	Lifespan (Years)	Replacement Cost	Cost Per Year	20-Year Cost
Electrical Costs	N/A	N/A	\$1,750	\$42,500
Maintenance	N/A	N/A	\$2,200	\$53,500
Overhead Safety Lighting Luminaires (x4)	15	\$15,000 ^a	\$1,000	\$24,300
Street Light Poles (x4)	50	\$14,000 ^a	\$280	\$6,800
Total:				\$127,100

Footnotes:

a. Denotes total cost

TABLE 8-3
20-YEAR TRAFFIC SIGNAL MAINTENANCE COSTS

Cost Item	Lifespan (Years)	Replacement Cost	Cost Per Year	20-Year Cost
Electrical Costs	N/A	N/A	\$1,750	\$42,500
Maintenance	N/A	N/A	\$2,200	\$53,500
Controller Cabinet & Equipment	20	\$44,000	\$2,200	\$53,500
Video Detection Cameras	15	\$16,500	\$1,100	\$26,700
Vehicle Detection Loops	10	\$6,800	\$680	\$16,500
Vehicle LED Indications	10	\$15,000	\$1,500	\$36,500
Pedestrian LED Indications	10	\$9,500	\$950	\$23,100
Internally Illuminated Street Name Signs (IISNS)	15	\$4,050 ^a	\$270	\$6,600
Overhead Safety Lighting Luminaires	15	\$15,000 ^a	\$1,000	\$24,300
Wiring	30	\$45,000	\$1,500	\$36,500
Signal Poles & Mast Arms	50	\$370,000 ^a	\$7,400	\$179,800
Total:				\$499,500

Footnotes:

a. Denotes total cost

TABLE 8-4
20-YEAR ROUNDABOUT MAINTENANCE COSTS (INTERSECTION LIGHTING)

Cost Item	Lifespan (Years)	Replacement Cost	Cost Per Year	20-Year Cost
Electrical Costs	N/A	N/A	\$1,750	\$42,500
Maintenance	N/A	N/A	\$2,200	\$53,500
Overhead Safety Lighting Luminaires	15	\$45,000 ^a	\$3,000	\$72,900
Street Light Poles	50	\$42,000 ^a	\$840	\$20,400
Total:				\$189,300

Footnotes:

a. Denotes total cost

9.0 SUMMARY OF FINDINGS

The purpose of the ICE process is to objectively evaluate and screen intersection control alternatives at the SR-86 / Countryside Drive intersection. As part of the screening process, three intersection control alternatives were evaluated and analyzed in addition to the existing MSSC condition, an AWSC alternative, a Traffic Signal alternative and a Dual-Lane yield controlled Roundabout alternative. The operations, safety, and right-of-way impacts were considered in each alternative.

According to the analysis results, all intersection control alternatives are forecast to operate at LOS D or better during the peak hours except with the MSSC alternative, which is calculated to operate at LOS E during the PM peak hour in the long-term. The calculated 95th percentile queue lengths can be accommodated in all traffic control alternatives.

As described previously, signal warrants are not met in the Existing with Willow Bend Traffic or in the Year 2045 with Willow Bend Traffic condition and therefore, a traffic signal is not recommended.

Even though this intersection operates with the lowest delay and LOS with the roundabout alternative and the number of conflict points are the least, the roundabout traffic control alternative is not recommended for the following reasons:

- Traffic entering the roundabout from the south does not have to reduce speed since they enter and exit the roundabout at almost 90°. This would be considered a dangerous condition.
- To achieve a reduction in the approach speed, a curved approach needs to be introduced in the north leg to ensure traffic calming as vehicles approach the roundabout. This adjustment will require additional right-of-way on the east side, on the developer's property, requiring approximately 35 feet for the single-lane roundabout and 65 feet for the dual lane roundabout from the edge of pavement. Reducing the diameter is not recommended since, trucks would need to use the center island to negotiate the roundabout.
- Trucks will have to straddle the two lanes, thus disrupting the path of other vehicles through the roundabout, which is not desirable.

The AWSC traffic control alternative adequately serves this intersection for the following reasons:

- The intersection operates at an adequate LOS C.
- All-Way-Stop-Control improvements can be made within the existing right-of-way.
- This traffic control will eliminate vehicle / pedestrian conflicts since every vehicle has to stop before proceeding through the intersection.
- The cost of the AWSC alternative is between 50% to 60% of the cost of the traffic signal and the two roundabout alternatives.
- At a STOP sign, all traffic must stop and then proceed. Thus, traffic collisions occur at low speeds, resulting in lower impact collisions.

- As mentioned previously, 60 homes can be built before improvements to the traffic control will be required.

Table 9–1 is a comparison of the various parameters for each alternative.

It is recommended that the AWSC Alternative be implemented, based on the comparison of the ICE performance measures in *Table 9–1* and the safety considerations listed above.

TABLE 9-1
ALTERNATIVES PERFORMANCE SUMMARY TABLE

Performance Measure	Minor- Street Stop Control	All-Way Stop Control	Traffic Signal	Roundabout (1-Lane)	Roundabout (2-Lane)	Comments
Traffic Analysis						
<u>Intersection Delay Analysis</u> – All approaches LOS D or better (LOS A rated at a 5, LOS E rated at a 1).						Table 5-1
<u>Queue Analysis</u> – Adequate queue storage?	Yes	Yes	Yes	Yes	Yes	Table 5-2
Traffic Safety Analysis						
<u>Vehicle Conflicts</u> ^a – The number of potential conflict points for all movements based on intersection geometry.	40	40	40	8	14	-
<u>Bicycle Conflicts</u> ^a – The number of potential conflict points for all movements based on intersection geometry.	38	38	38	8	12	-
<u>Pedestrian Conflicts</u> ^a – The number of potential conflict points for all movements based on intersection geometry.	28	28	28	8	12	-
Design						
<u>Right-of-Way (ROW)</u>	26 ft of ROW for a distance of 1,680 feet along the west side of SR-86 south of Willow Bend Drive to 1,680 feet south of Countryside Drive, which is required only in the future when the area south of Countryside Drive is developed.	26 ft of ROW for a distance of 1,680 feet along the west side of SR-86 south of Willow Bend Drive to 1,680 feet south of Countryside Drive, which is required only in the future when the area south of Countryside Drive is developed.	26 ft of ROW for a distance of 1,680 feet along the west side of SR-86 south of Willow Bend Drive to 1,680 feet south of Countryside Drive, which is required only in the future when the area south of Countryside Drive is developed.	26 ft of ROW for a distance of 1,680 feet along the west side of SR-86 south of Willow Bend Drive to 1,680 feet south of Countryside Drive and 35-foot right-of-way on the developer's property, from the edge of pavement	26 ft of ROW for a distance of 1,680 feet along the west side of SR-86 south of Willow Bend Drive to 1,680 feet south of Countryside Drive and 65-foot right-of-way on the developer's property, from the edge of pavement	Section 6

CONTINUED ON THE NEXT PAGE

TABLE 9-1 (CONTINUED)
ALTERNATIVES PERFORMANCE SUMMARY TABLE

Performance Measure	Two-Way Stop Control	All-Way Stop Control	Traffic Signal Alternative	Roundabout (1-Lane)	Roundabout (2-Lane)	Comments
CONTINUED FROM THE PREVIOUS PAGE						
<i>Non-Standard Features</i> – Based on the Highway Design Manual (HDM).	0	0	0	0	0	Figure 6-1 through Figure 6-5
<i>Truck Accommodations</i> – Serves design vehicle for all movements?	Yes	Yes	Yes	Yes	Yes	
Project Costs						
<i>Construction Cost</i>	\$1.140,000	\$1,155,000	\$1,590,000	\$2,014,400	\$2,478,000	Tables 8-1 through 8–4
<i>20-Year Operations & Maintenance Cost</i>	\$127,200	\$127,200	\$499,500	\$189,300	\$189,300	
TOTAL COST	\$1,267,200	\$1,282,200	\$2,089,500	\$2,203,700	\$2,667,300	
<i>Total Performance Measures Met</i>	No	Yes	Yes	Yes	Yes	

Footnote:

NCHRP Research Report 1043 Guide for Roundabouts.



Engineers & Planners

Traffic
Transportation
Parking

**Linscott, Law &
Greenspan, Engineers**

4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 T

www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

March 18, 2024

Mr. Angel Hernandez
City of El Centro
1275 Main Street
El Centro, CA 92243

LLG Reference: 3-23-3841

Subject: **Willow Bend Project – Transportation Assessment**
City of El Centro

Dear Angel:

1.0 INTRODUCTION

Linscott, Law & Greenspan, Engineers (LLG) has prepared this letter report to conduct an analysis to determine which of the 2006 conditions of approval for the Willow Bend Project are still necessary, given the current transportation situation. Specifically, this analysis focuses on whether the following ten (10) improvements are still necessary.

1. SR 86 between I-8 eastbound ramps and Wake Avenue – contribute a fair-share to widen to six lanes.
2. SR 86 / I-8 westbound ramp – contribute a fair-share to construct a westbound right-turn lane and a second northbound left-turn lane.
3. SR 86 / I-8 eastbound ramp – contribute a fair-share to construct two eastbound right-turn lanes and a second southbound left-turn lane.
4. SR 86 / Wake Avenue – contribute a fair-share to construct a second eastbound left-turn lane.
5. SR 86 / Horne Road – construct a raised median for full turning movement with southbound acceleration and deceleration lanes with a left turn in pocket and left turn at SR 86 and Horne Road. Subject to a credit from other traffic impact fees or reimbursement from other benefited projects in the area, at the City's option.
6. SR 86 / Willow Bend Drive – contribute a fair-share to construct a right-in/right-out island from the Project driveway.
7. SR 86 / Countryside Drive – signalize the intersection.
8. SR 86 / McCabe Road – contribute a fair-share to signalize the intersection and construct dedicated eastbound and westbound left-turn pockets.

Philip M. Linscott, PE (1924-2000)
William A. Law, PE (1921-2018)
Jack M. Greenspan, PE (Ret.)
Paul W. Wilkinson, PE (Ret.)
John P. Keating, PE (Ret.)
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE (Ret.)
Richard E. Barretto, PE
Keil D. Maberry, PE
Walter B. Musial, PE
Kalyan C. Yellapu, PE
Dave Roseman, PE

9. SR 86 between Project Access and McCabe Road – contribute a fair-share to widen to four lanes including along the Project frontage.
10. SR 86 between Wake Avenue and Danenberg Drive – contribute a fair-share to widen to four lanes.

2.0 PROJECT DESCRIPTION

The 2006 conditions of approval originated from the *Willow Bend Traffic Impact Study (dated March 2006)* prepared by KOA. The Project proposed to construct 126 single-family homes on a vacant site located on the west side of State Route 86 (SR 86), south of Intersection 8 (I-8) between Horne Road and McCabe Road. The project was calculated to generate 1,286 daily trips with 98 AM peak hour trips and 132 PM peak hour trips but was not built.

The Project plans to construct 134 single-family homes which is the basis of this analysis to determine which portion of the conditions of approval are necessary. The latest Project trips are discussed in the *Trip Generation / Trip Distribution* section.

Access to the Project site would be provided from SR86 by two driveways, Willow Bend Drive and Countryside Drive.

Figure 1 shows the Project vicinity and **Figure 2** illustrates, in more detail, the site location. **Figure 3** shows the Project site plan.

3.0 TRAFFIC VOLUMES / EXISTING CONDITIONS

3.1 Existing Street Network

The following is a description of the existing street network in the study area.

SR-86 (4th Street) north / south facility and is classified as a 4-Lane Arterial in the *City of El Centro Circulation Element*. It is currently constructed as a four-lane divided roadway, providing two travel lanes per direction between the I-8 ramps and Wake Avenue. Between Wake Avenue and Countryside Drive, the roadway is constructed as a three-lane divided roadway, providing one southbound travel lane and two northbound travel lanes. From Countryside Drive to McCabe Road, it is constructed as a two-lane undivided roadway. Sidewalks are provided on both sides of the roadway between the I-8 ramps and Wake Avenue. Sidewalks are provided on the east side between Wake Avenue and Danenberg Drive and between Willow Bend Drive and Countryside Drive. Curbside parking is not permitted. Bike lanes are not provided. The posted speed limit is 40 mph.

Wake Avenue is classified as a 2-lane Arterial in the *City of El Centro Circulation Element*. It is currently constructed as a four-lane undivided roadway with a two-way

left turn lane, providing two travel lanes per direction, west of SR-86 (4th Street). East of SR-86 (4th Street), Wake Avenue is constructed as a four-lane undivided roadway. This facility runs east-west. Sidewalks are provided on both sides of the roadway except for the south side, east of 6th Street. Curbside parking is not permitted. Bike lanes are not provided. The posted speed limit is 40 mph.

Horne Road is an unclassified roadway in the *Imperial County Circulation Element*. It is currently constructed as a two-lane undivided roadway. This facility runs east-west. Sidewalks are not provided. Curbside parking is not permitted. Bike lanes are not provided. There is no posted speed limit.

Willow Bend Drive is an unclassified roadway in the *City of El Centro Circulation Element*. It is currently constructed as a two-lane undivided roadway. This facility runs east-west. Sidewalks are provided on both sides of the roadway. Curbside parking is permitted. Bike lanes are not provided. There is no posted speed limit.

Countryside Drive is classified as a 2-lane Arterial in the *City of El Centro Circulation Element*. It is currently constructed as a two-lane undivided roadway. This facility runs east-west. Sidewalks are provided on both sides of the roadway. Curbside parking is permitted. Bike lanes are not provided. There is no posted speed limit.

McCabe Road is classified as a 2-Lane Minor Collector in the *Imperial County Circulation Element*. It is currently constructed as a two-lane undivided roadway. This facility runs east-west. Sidewalks are not provided. Curbside parking is not permitted. Bike lanes are not provided. There is no posted speed limit.

Figure 4 shows an existing conditions diagram.

3.2 Existing Traffic Volumes

The study area intersection peak hour volume counts were conducted on Thursday, March 7, 2022 with the exception of the SR 86 / Wake Avenue intersection, which was counted on Tuesday, December 14, 2021 for a traffic study recently prepared by LLG (*Wake Avenue Affordable Housing*). The study area street segment ADT volumes were obtained from the Wake Avenue Affordable Housing traffic study as well.

Figure 5 shows the Existing traffic volumes and **Attachment 1** contains the Existing count sheets.

4.0 TRIP GENERATION / TRIP DISTRIBUTION

4.1 Trip Generation

Trip generation rates were obtained from the *ITE Trip Generation Manual, 11th Edition*. It should be noted that the original 2006 Project proposed 126 single-family homes and referred to the 7th Edition. The current study will analyze 134 single-family homes and is the basis of the analysis.

Table 1 summarizes the Project trip generation calculations. As shown in **Table 1**, the Project is calculated to generate 1,264 daily trips with 94 AM peak hour trips (24 inbound/ 70 outbound trips) and 126 PM peak hour trips (79 inbound/ 47 outbound trips).

4.2 Trip Distribution / Assignment

The Project traffic was distributed along SR 86 based on the site location, access to the I-8, existing traffic patterns in the area, anticipated traffic patterns to and from the site and a review of the previously submitted traffic study for the Willow Bend Project.

Figure 6 shows the Project traffic distribution. **Figure 7** shows the Project traffic volumes. **Figure 8** shows the Existing + Project traffic volumes.

5.0 NEAR-TERM ANALYSIS

5.1 Existing Operations

INTERSECTIONS

Table 2 summarizes the peak hour intersection operations under Existing conditions in the study area. As shown in **Table 2**, the study area intersections are calculated to currently operate at LOS D or better during the AM and PM peak hours.

Attachment 2 contains the Existing intersection analysis worksheets.

STREET SEGMENTS

The street segment analysis prepared in this report reflects the roadway classification and LOS table contained in the Mobility Element adopted in Year 2021. **Table 3** summarizes the daily street segment operations under Existing conditions in the study area. As shown in **Table 3**, the study area street segments are calculated to currently operate at LOS B or better.

5.2 Existing + Project Operations

INTERSECTIONS

Table 2 summarizes the peak hour intersection operations under Existing + Project conditions in the study area. As shown in **Table 2**, the study area intersections are

calculated to continue to operate at LOS D or better during the AM and PM peak hours.

Attachment 3 contains the Existing + Project intersection analysis worksheets.

STREET SEGMENTS

Table 3 summarizes the daily street segment operations under Existing + Project conditions in the study area. As shown in *Table 3*, the study area street segments are calculated to continue to operate at LOS B or better.

5.3 Existing + Cumulative + Project Operations

INTERSECTIONS

Based on research and discussions with City staff, there are several cumulative projects within the project study area which would generate a relatively substantial amount of traffic between the date traffic counts were conducted and the Project's opening year. Eleven (11) cumulative projects were determined to add traffic within the study area and were therefore included in the analysis. In addition, in order to account for ambient growth within the study area, LLG utilized the latest available Caltrans historical traffic volume data to calculate an appropriate growth factor. Based on the growth rate calculations, an average yearly growth rate of 1.02% was obtained. To be conservative, a growth rate of 2% for three years was applied as ambient growth. These volumes were summed to obtain Cumulative projects traffic volumes. Project traffic volumes were then added to obtain Existing + Cumulative + Project traffic volumes. **Table 4** shows the list of cumulative projects included in the analysis and their descriptions and locations. *Attachment 1* contains the growth rate calculations.

Table 2 summarizes the peak hour intersection operations with the addition of cumulative projects and proposed Project traffic volumes (Existing + Cumulative + Project). As shown in *Table 2*, the study area intersections are calculated to operate at LOS D or better during the AM and PM peak hours with the exception of the following intersection:

- SR 86 / Wake Avenue – LOS F during the PM peak hour

STREET SEGMENTS

Table 3 summarizes the daily street segment operations with the addition of cumulative projects and proposed Project traffic volumes (Existing + Cumulative + Project). As shown in *Table 3*, the study area street segments are calculated to operate at LOS D or better.

Figure 9 shows the Cumulative projects traffic volumes. **Figure 10** shows the Existing + Cumulative + Project traffic volumes. **Attachment 4** contains the Existing + Cumulative + Project intersection analysis worksheets.

6.0 YEAR 2045 ANALYSIS

Per coordination with Caltrans, Year 2045 forecasted traffic volumes were analyzed in this report for informational purposes. In order to obtain future ADT and peak hour volumes for the Year 2045 conditions, a growth factor was applied to the existing traffic volumes. For the purposes of this report, a growth factor of 1.28 was obtained from the approved *Circulation and Scenic Highways Element report (dated January 2008)*. The growth factor was calculated between the forecasted Year 2025 and Year 2050 ADT volumes. As a check for accuracy of the forecasted volumes, a comparison with the existing ADT traffic volume of 23,970 vehicles (*see Figure 5*) shows a reasonable Year 2025 ADT volume in the Circulation and Scenic Highways Element report of 24,890 vehicles. Therefore, it was deemed reasonable to use the calculated growth factor.

Attachment 5 contains excerpts from the Circulation and Scenic Highways Element report.

6.1 Year 2045 Operations

INTERSECTIONS

Table 5 summarizes the peak hour intersection operations under Year 2045 conditions in the study area. As shown in *Table 5*, the study area intersections are calculated to operate at LOS D or better during the AM and PM peak hours with the exception of the following intersections:

- SR 86 / I-8 WB Ramps – LOS E during the AM and PM peak hours
- SR 86 / Wake Avenue – LOS E during the AM and LOS F during PM peak hour
- SR 86 / Horne Road – LOS E during the PM peak hour
- SR 86 / McCabe Road – LOS E during the AM and LOS F during the PM peak hour

Figure 11 shows the Year 2045 traffic volumes. **Attachment 5** contains the Year 2045 intersection analysis worksheets.

STREET SEGMENTS

Table 6 summarizes the daily street segment operations under Year 2045 conditions in the study area. As shown in *Table 6*, the study area street segments are calculated to operate at LOS D or better.

6.2 Year 2045 + Project Operations

INTERSECTIONS

Table 5 summarizes the peak hour intersection operations under Year 2045 + Project conditions in the study area. As shown in Table 5, the study area intersections are calculated to operate at LOS D or better during the AM and PM peak hours with the exception of the following intersections:

- SR 86 / I-8 WB Ramps – LOS E during the AM and PM peak hours
- SR 86 / Wake Avenue – LOS E during the AM and LOS F during PM peak hour
- SR 86 / Horne Road – LOS F during the PM peak hour
- SR 86 / McCabe Road – LOS E during the AM and LOS F during the PM peak hour

Figure 12 shows the Year 2045 + Project traffic volumes. Attachment 6 contains the Year 2045 + Project intersection analysis worksheets.

STREET SEGMENTS

Table 6 summarizes the daily street segment operations under Year 2045 + Project conditions in the study area. As shown in Table 6, the study area street segments are calculated to operate at LOS D or better.

7.0 SUMMARY OF FINDINGS

The purpose of this letter report was to determine which of the 2006 conditions of approval for the Willow Bend Project are still necessary. The following conditions of approval were reviewed.

1. **SR 86 between I-8 eastbound ramps and Wake Avenue** – Prior to the recordation of the final map, the applicant shall pay the City a fair-share payment or provide the appropriate Traffic Impact Fee (TIF), towards the widening of SR 86 between I-8 and Wake Avenue to six lanes.

Based on the analysis for this street segment, acceptable levels of service are calculated under near-term conditions. Therefore, the condition to widen this street segment to six lanes can be removed.

2. **SR 86 / I-8 westbound ramp** – Prior to the recordation of the final map, the applicant shall pay the City a fair-share payment or provide the appropriate Traffic Impact Fee (TIF), towards the provision of a westbound right-turn lane and a second northbound left-turn lane at the westbound ramp of SR 86 and I-8.

It should be noted that this intersection already has a westbound right-turn lane. Based on the analysis for this intersection, acceptable levels of service are calculated during the AM and PM peak hours under near-term conditions. Therefore, the remaining condition to construct a second northbound left-turn lane can be removed.

3. **SR 86 / I-8 eastbound ramp** – *Prior to the recordation of the final map, the applicant shall pay the City a fair-share payment or provide the appropriate Traffic Impact Fee (TIF), towards the provision of two eastbound right-turn lanes and a second southbound left-turn lane at the eastbound ramp of SR 86 and I-8.*

Based on the analysis for this intersection, acceptable levels of service are calculated during the AM and PM peak hours under near-term conditions. Therefore, the condition to construct two eastbound right-turn lanes and a second southbound left-turn lane can be removed.

4. **SR 86 / Wake Avenue** – *Prior to the recordation of the final map, the applicant shall pay the City a fair-share payment or provide the appropriate Traffic Impact Fee (TIF), towards the provision of a second eastbound left-turn lane at the intersection of SR 86 and Wake Avenue.*

Based on the analysis for this intersection, an unacceptable level of service is calculated during the PM peak hour under near-term conditions. Therefore, the second eastbound left-turn lane at this intersection would improve the operation to an acceptable level of service under near-term conditions.

5. **SR 86 / Horne Road** – *Prior to the recordation of the final map, the applicant shall construct a raised median for full turning movement with southbound acceleration and deceleration lanes with a left turn in pocket and left turn at SR 86 and Horne Road. Subject to a credit for other traffic impact fees or reimbursement from other benefited projects in the area, at the City's option.*

Based on the analysis for this intersection, acceptable levels of service are calculated during the AM and PM peak hours under near-term conditions. Therefore, the condition to construct a raised median and reconfigure the lane geometry at this intersection can be removed.

6. **SR 86 / Willow Bend Drive** – *Prior to the recordation of the final map, the applicant shall pay the City a fair-share payment or provide the appropriate Traffic Impact Fee (TIF), towards the construction of a right turn in/right turn out island from Willow Bend Drive at SR 86.*

It should be noted that this intersection currently has an island that allow for a southbound left-turn movement to enter Willow Bend Drive on the east leg.

Based on the analysis for this intersection, acceptable levels of service are calculated during the AM and PM peak hours under near-term conditions. Since this intersection already has an island that only allows right-in/right-out at the Project driveway, the conditions for this intersection can be removed.

- 7. SR 86 / Countryside Drive** – *Prior to the issuance of the first certificate of occupancy, the applicant shall signalize the SR 86 and Countryside Drive intersection.*

Based on the analysis for this intersection, acceptable levels of service are calculated during the AM and PM peak hours under near-term conditions. Therefore, the condition to signalize this intersection can be removed. However, it is recommended that a northbound left-turn pocket be provided to allow for an inbound access at this driveway from the south outside of the thru lanes.

- 8. SR 86 / McCabe Road** – *Prior to the recordation of the final map, the applicant shall pay the City a fair-share payment or provide the appropriate Traffic Impact Fee (TIF), towards the signalization of the SR 86 and west McCabe Road intersection as well as the provision of a dedicated eastbound and westbound left turn pockets.*

It should be noted that this intersection is already signalized. Based on the analysis for this intersection, acceptable levels of service are calculated during the AM and PM peak hours under near-term conditions. Therefore, the condition to provide dedicated eastbound and westbound left-turn pockets can be removed.

- 9. SR 86 between Project Access and McCabe Road** – *Prior to the recordation of the final map, the applicant shall pay the City a fair-share payment or provide the appropriate Traffic Impact Fee (TIF), towards the widening of SR 86 between the Project site and McCabe Road to four lanes along the project frontage.*

Based on the analysis for this street segment, acceptable levels of service are calculated under near-term conditions. Therefore, the condition to widen this street segment to four lanes can be removed between the Project Access at Countryside Drive and McCabe Road. However, the condition to widen should still be implemented between Willow Bend Drive and Countryside Drive fronting the Project site.

- 10. SR 86 between Wake Avenue and Danenberg Drive** – *Prior to the recordation of the final map, the applicant shall pay the City a fair-share*

payment or provide the appropriate Traffic Impact Fee (TIF), towards the widening of SR 86 between Wake Avenue and Danenberg Drive to four lanes.

Based on the analysis for this street segment, acceptable levels of service are calculated under near-term conditions. Therefore, the condition to widen this street segment to four lanes can be removed.

8.0 CONCLUSIONS

Based on the preceding analysis of the near-term scenarios for the Willow Bend Project, it was determined that only a portion of the 2006 conditions of approval is deemed necessary to be implemented. The following location is calculated to operate at unacceptable levels of service and would therefore require the previously mentioned improvement.

- SR 86 / Wake Avenue – the applicant shall pay the City a fair-share payment or provide the appropriate Traffic Impact Fee (TIF), towards the provision of a second eastbound left-turn lane.

As shown in *Table 2*, implementing the condition of approval at the above-listed location would enhance the operations to an acceptable level. **Attachment 7** contains the Existing + Cumulative + Project with mitigation intersection analysis worksheets.

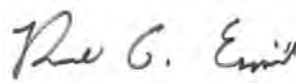
Please let us know if you have any questions. Thank you.

Sincerely,

Linscott, Law & Greenspan, Engineers



John Boarman, P.E.
Principal



Transportation Engineer III

Renald Espiritu

cc: File

FIGURES

Figure 1: Project Vicinity Map

Figure 2: Project Area Map

Figure 3: Project Site Plan

Figure 4: Existing Conditions Diagram

Figure 5: Existing Traffic Volumes
Figure 6: Project Trip Distribution
Figure 7: Project Traffic Volumes
Figure 8: Existing + Project Traffic Volumes
Figure 9: Cumulative Projects Location Map
Figure 10: Cumulative Projects Traffic Volumes
Figure 11: Existing + Cumulative + Projects Traffic Volumes
Figure 12: Year 2045 Traffic Volumes
Figure 13: Year 2045 + Projects Traffic Volumes

TABLES

Table 1: Project Trip Generation
Table 2: Near-Term Intersection Operations
Table 3: Near-Term Street Segment Operations
Table 4: Cumulative Projects Information
Table 5: Year 2045 Intersection Operations
Table 6: Year 2045 Street Segment Operations

ATTACHMENT

Attachment 1: Intersection and street segment count sheets; growth rate calculations
Attachment 2: Existing intersection analysis worksheets
Attachment 3: Existing + Project intersection analysis worksheets
Attachment 4: Existing + Cumulative + Project intersection analysis worksheets
Attachment 5: Circulation and Scenic Highways Element report excerpts and Year 2045 intersection analysis worksheets
Attachment 6: Year 2045 + Project intersection analysis worksheets
Attachment 7: Existing + Cumulative + Project with mitigation intersection analysis worksheets

TABLE 1
PROJECT TRIP GENERATION

Land Use	Size	Daily Trip Ends (ADTs)		AM Peak Hour					PM Peak Hour				
		Rate ^a	Volume	Rate ^a	In:Out Split ^a	Volume			Rate ^a	In:Out Split ^a	Volume		
						In	Out	Total			In	Out	Total
Single-Family Detached Housing	134 DU	9.43 / DU ^b	1,264	0.70 / DU ^b	26:74	24	70	94	0.94 / DU ^b	63:37	79	47	126

Footnotes:

- a. Rates are based on the trip rates provided in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*.
b. Rates for Single-Family Detached Housing (Land Use 210) was used.

General Notes:

1. DU – dwelling units

TABLE 2
NEAR-TERM INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Project		Existing + Cumulative + Project		Existing + Cumulative + Project with Improvements	
			Delay ^a	LOS ^b	Delay	LOS	Delay	LOS	Delay	LOS
1. SR 86 / I-8 WB Ramps	Signal	AM	25.2	C	26.1	C	51.5	D	—	—
		PM	22.5	C	23.6	C	40.7	D	—	—
2. SR 86 / I-8 EB Ramps	Signal	AM	20.9	C	21.3	C	37.1	D	—	—
		PM	20.8	C	21.8	C	38.2	D	—	—
3. SR 86 / Wake Ave	Signal	AM	40.5	D	40.6	D	51.7	D	—	—
		PM	50.1	D	51.0	D	81.5	F	54.4	D
4. SR 86 / Horne Rd	TWSC ^c	AM	14.8	B	15.7	C	24.0	C	—	—
		PM	17.6	C	20.1	C	34.3	D	—	—
5. SR 86 / Willow Bend Dr	TWSC	AM	9.4	A	10.9	B	11.4	B	—	—
		PM	9.5	A	11.5	B	12.1	B	—	—
6. SR 86 / Countryside Dr	TWSC	AM	13.9	B	16.3	C	18.9	C	—	—
		PM	11.7	B	21.4	C	25.8	D	—	—

TABLE 2
 NEAR-TERM INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Project		Existing + Cumulative + Project		Existing + Cumulative + Project with Improvements	
			Delay ^a	LOS ^b	Delay	LOS	Delay	LOS	Delay	LOS
7. SR 86 / McCabe Rd	Signal	AM PM	47.6	D	48.3	D	52.2	D	–	–
			43.8	D	44.5	D	51.7	D	–	–

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. TWSC – Two-Way Stop Controlled intersection. Minor street left turn delay is reported.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

TABLE 3
NEAR-TERM STREET SEGMENT OPERATIONS

Segment	Functional Classification	LOS E Capacity ^a	Existing			Existing + Project			Existing + Cumulative + Project		
			ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C	Volume	LOS	V/C
SR 86											
I-8 EB Ramps to Wake Ave	4-Ln Divided Arterial	36,000	23,970	B	0.666	24,792	B	0.689	29,984	D	0.833
Wake Ave to Danenberg Dr	3-Ln Divided Arterial ^e	27,000	14,090	A	0.522	14,975	A	0.555	17,623	B	0.653
Project Drwy to McCabe Rd	2-Ln Arterial	18,000	9,960	A	0.553	10,150	A	0.564	11,683	B	0.649

Footnotes:

- Capacities based on City of El Centro Roadway Classification & LOS table contained in the Mobility Element adopted in Year 2021.
- Average Daily Traffic
- Level of Service
- Volume to Capacity ratio
- This segment has three lanes, one in the southbound direction and two lanes in the northbound direction and a raised median. 75% of a 4-Lane Divided Arterial (with left-turn lane) capacity is assumed.

TABLE 4
CUMULATIVE PROJECTS INFORMATION

Name	Description	Location
1. Wake Avenue Affordable Housing	288 multi-family apartments	Northeast corner of the 6th Street / Spears Avenue intersection
2. Parkview Residential Subdivision	114-lot single-family subdivision	East side of 8th Street; 625 feet south of Horne Road
3. Spear & 6th Street Apartments	288 multi-family apartments	Northeast corner of 6th Street and Spear Avenue
4. La Brucherie Apartments	177 multi-family apartments	Southeast corner of La Brucherie Road and W Main Street
5. Residence Inn Hotel	104-room hotel	3409 S Dogwood
6. Jacaranda Gardens Apartments	96 multi-family apartments	1625 N Waterman Avenue
7. State Courthouse	46,810 SF State Courthouse building	650 Wake Avenue
8. California Highway Patrol Station	44,473 SF California Highway Patrol Station	2802 S 4th Street
9. Lotus Ranch	609-lot single family subdivision	West of La Brucherie Avenue, south of I-8
10. Home 2 Suites IV Mall	79-room hotel	3105 S Dogwood Road
11. Maverik Gas Station	21-pump gas station and 5,951 SF convenience store	1402 S Dogwood Avenue

TABLE 5
YEAR 2045 INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Year 2045		Year 2045 + Project	
			Delay ^a	LOS ^b	Delay	LOS
1. SR 86 / I-8 WB Ramps	Signal	AM PM	77.6 64.4	E E	78.5 65.7	E E
2. SR 86 / I-8 EB Ramps	Signal	AM PM	43.6 43.7	D D	44.3 46.2	D D
3. SR 86 / Wake Ave	Signal	AM PM	69.6 99.4	E F	69.7 107.1	E F
4. SR 86 / Horne Rd	TWSC ^c	AM PM	28.2 47.2	D E	32.4 67.1	D F
5. SR 86 / Willow Bend Dr	TWSC	AM PM	9.8 9.8	A A	11.9 12.8	B B
6. SR 86 / Countryside Dr	TWSC	AM PM	21.4 15.4	C C	23.8 31.7	C D

TABLE 5
 YEAR 2045 INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Year 2045		Year 2045 + Project	
			Delay ^a	LOS ^b	Delay	LOS
7. SR 86 / McCabe Rd	Signal	AM PM	74.7 80.4	E F	75.5 81.7	E F

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. TWSC – Two-Way Stop Controlled intersection. Minor street left turn delay is reported.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

TABLE 6
YEAR 2045 STREET SEGMENT OPERATIONS

Segment	Functional Classification	LOS E Capacity ^a	Year 2045			Year 2045 + Project		
			ADT ^b	LOS ^c	V/C ^d	Volume	LOS	V/C
SR 86								
I-8 EB Ramps to Wake Ave	4-Ln Divided Arterial	36,000	30,680	D	0.852	31,502	D	0.875
Wake Ave to Danenberg Dr	3-Ln Divided Arterial ^e	27,000	18,040	B	0.668	18,925	C	0.701
Project Drwy to McCabe Rd	2-Ln Arterial	18,000	12,750	C	0.708	12,940	C	0.719

Footnotes:

- Capacities based on City of El Centro Roadway Classification & LOS table contained in the Mobility Element adopted in Year 2021.
- Average Daily Traffic
- Level of Service
- Volume to Capacity ratio
- This segment has three lanes, one in the southbound direction and two lanes in the northbound direction and a raised median. 75% of a 4-Lane Divided Arterial (with left-turn lane) capacity is assumed.

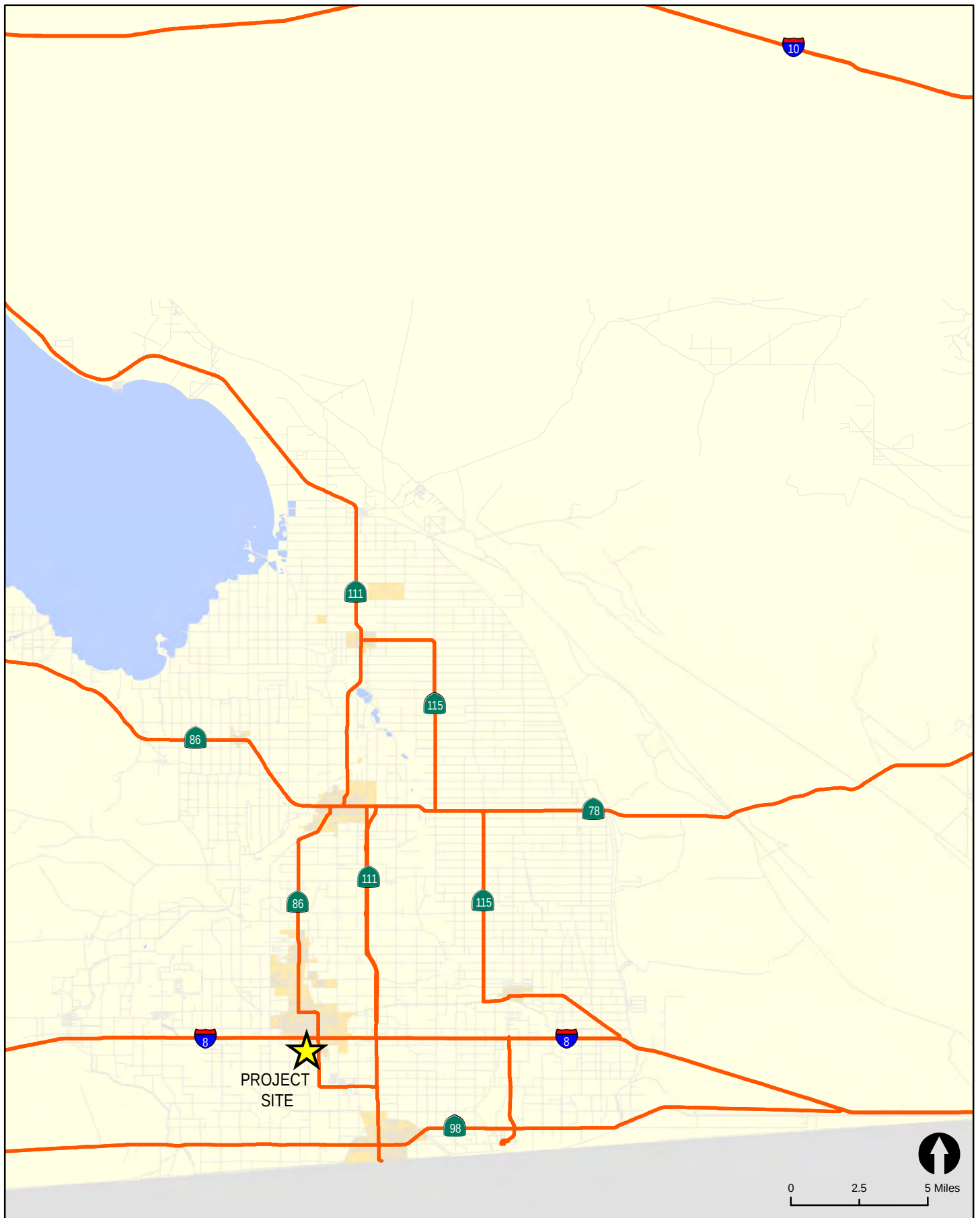


Figure 1

Project Vicinity Map



Figure 2

Project Area Map



Site Plan

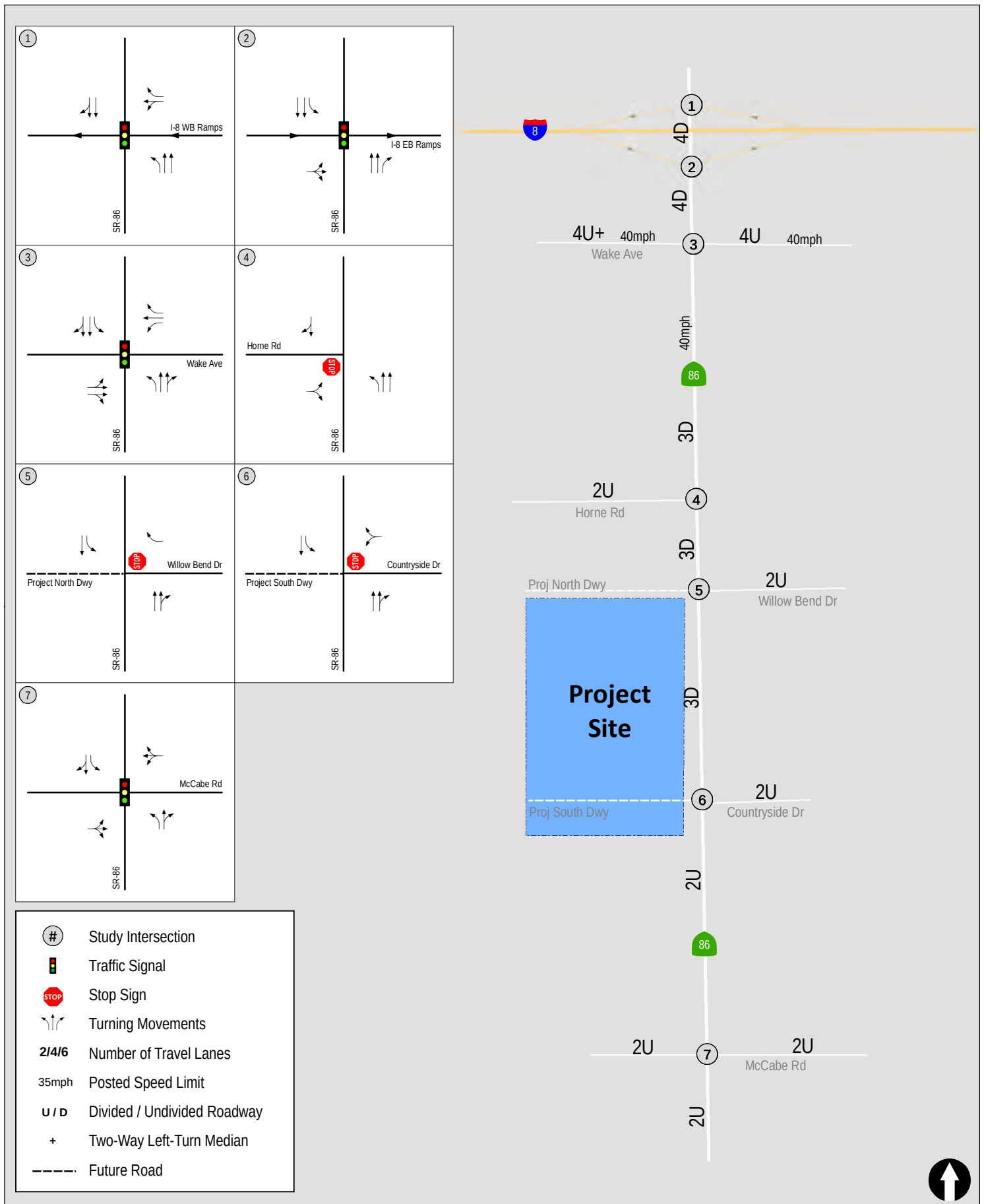
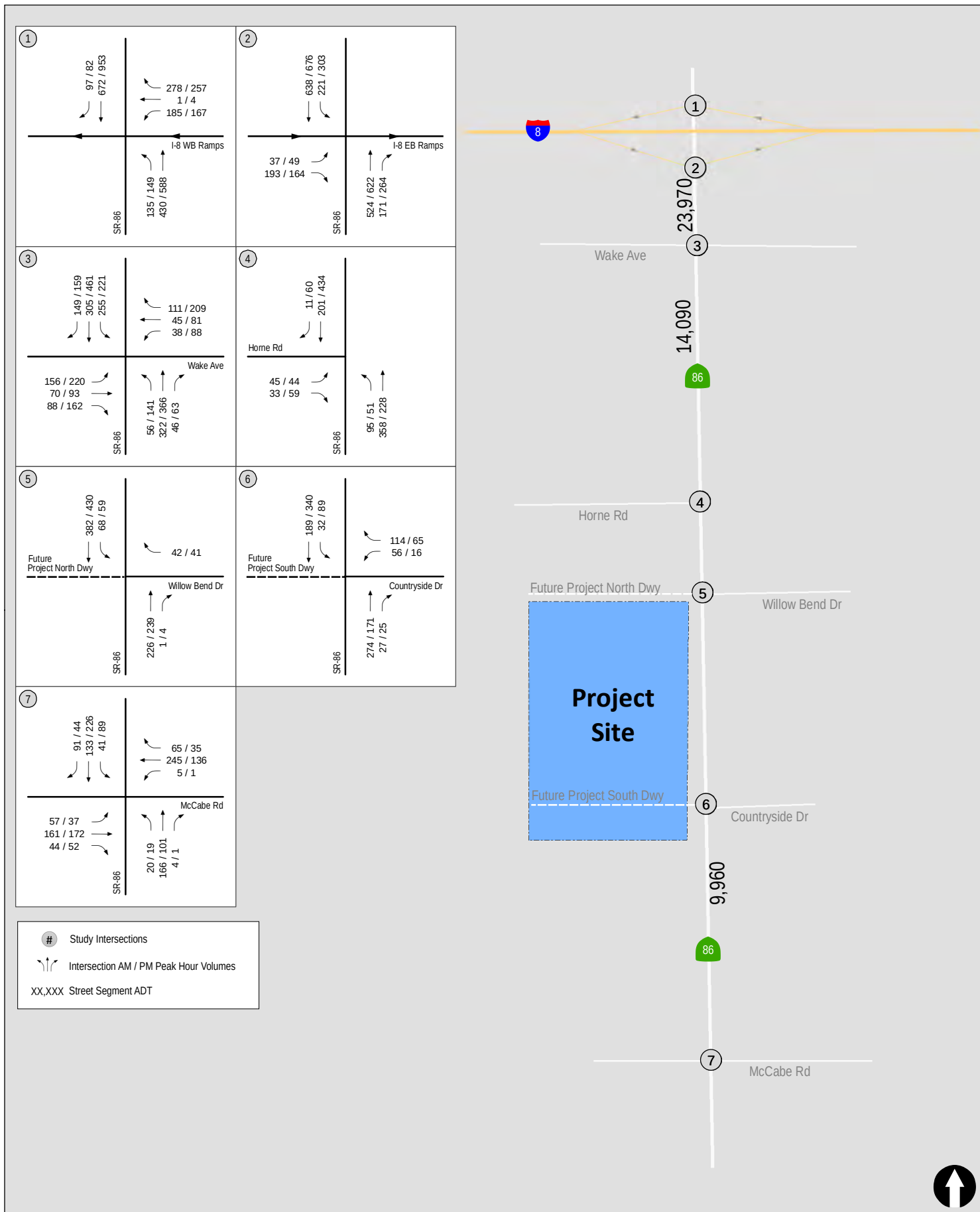


Figure 4
Existing Conditions Diagram





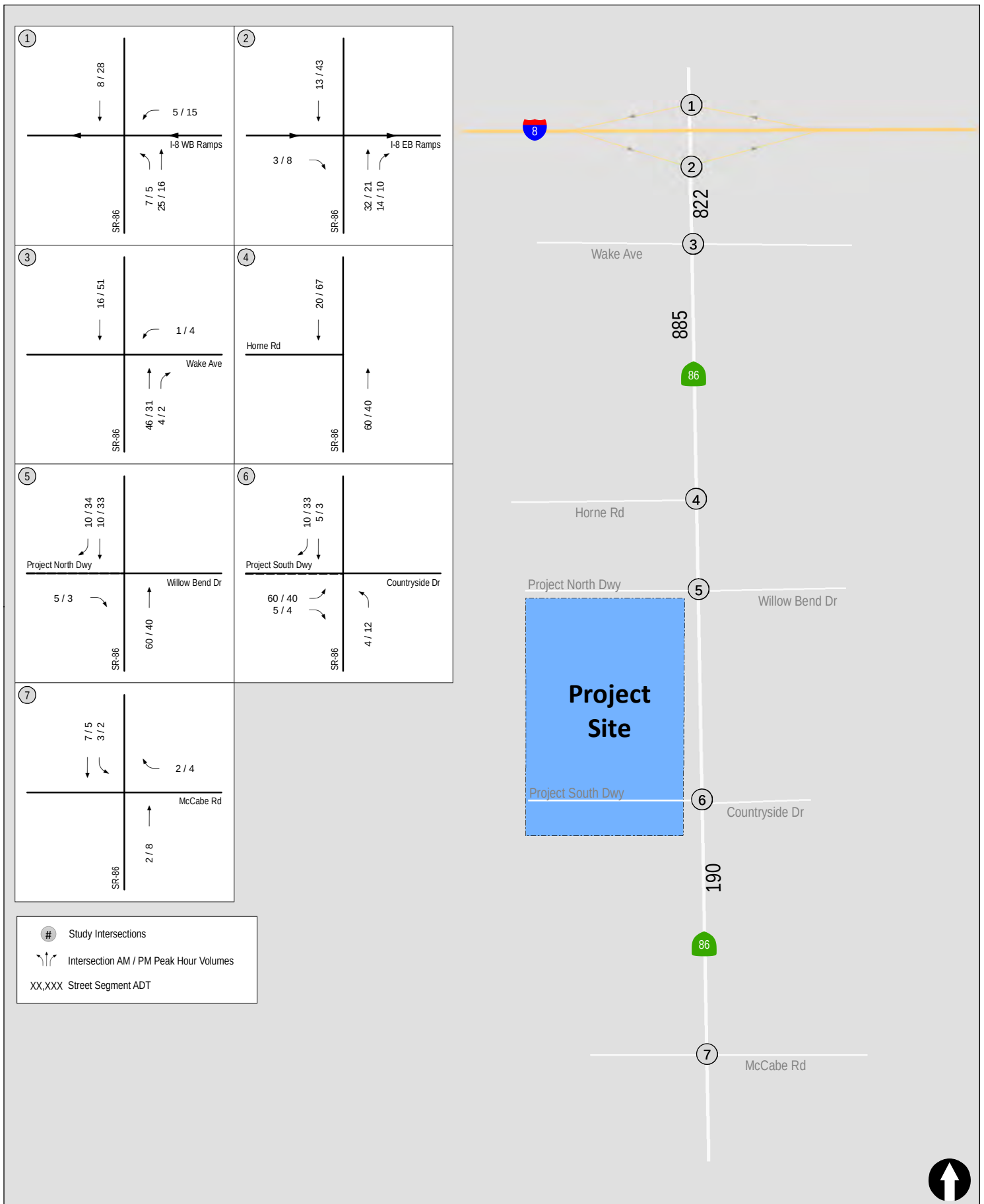
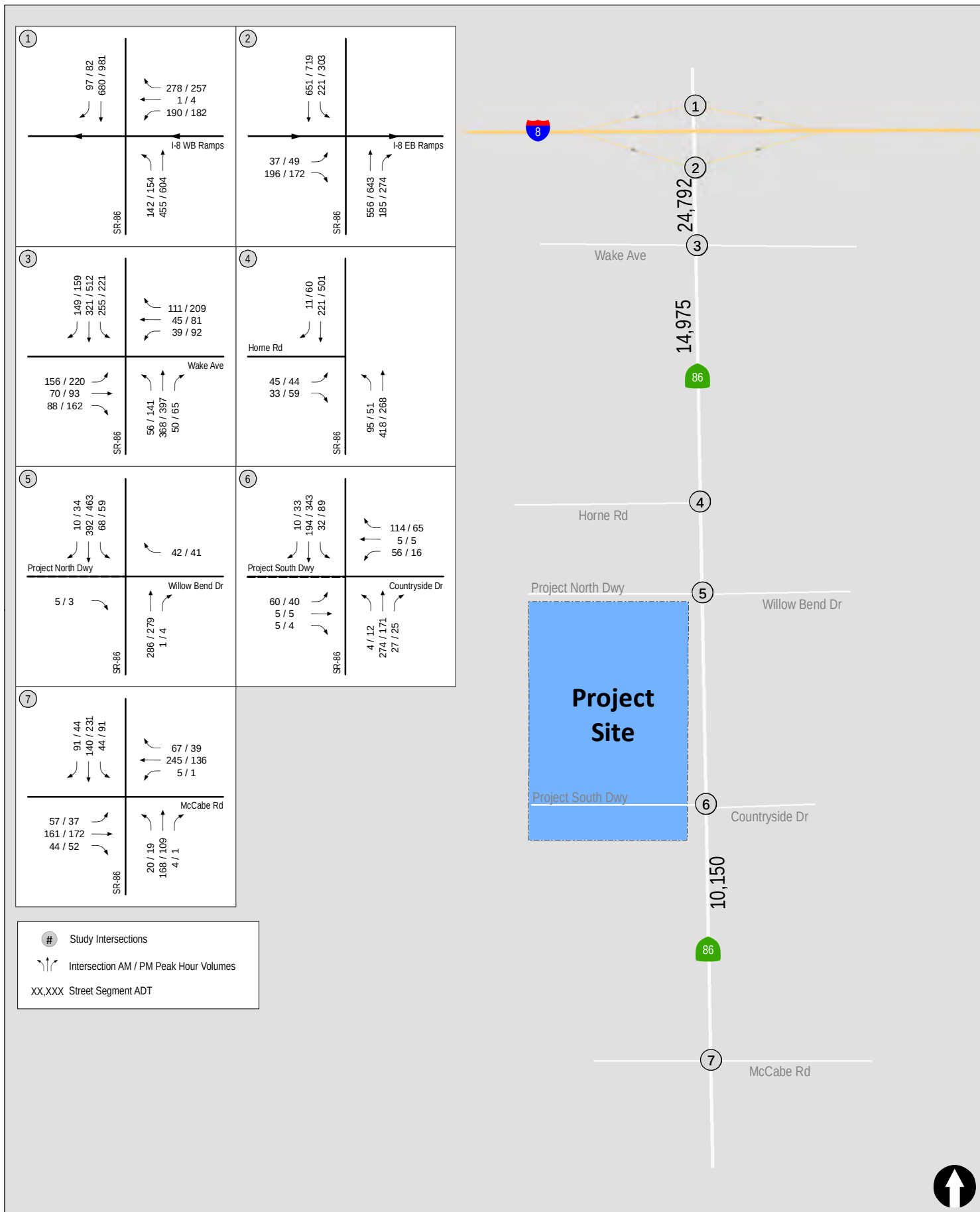
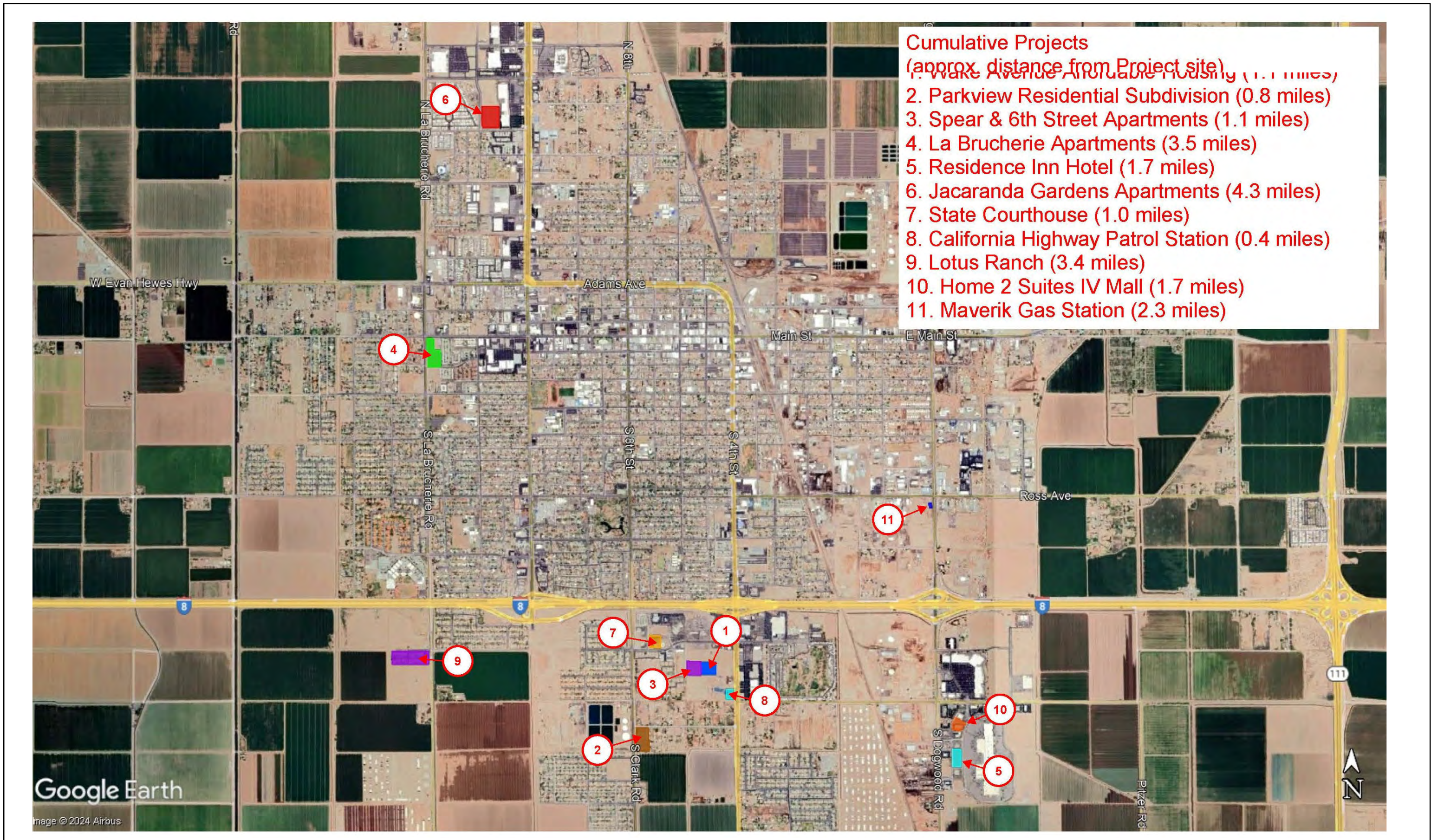


Figure 7
Project Traffic Volumes





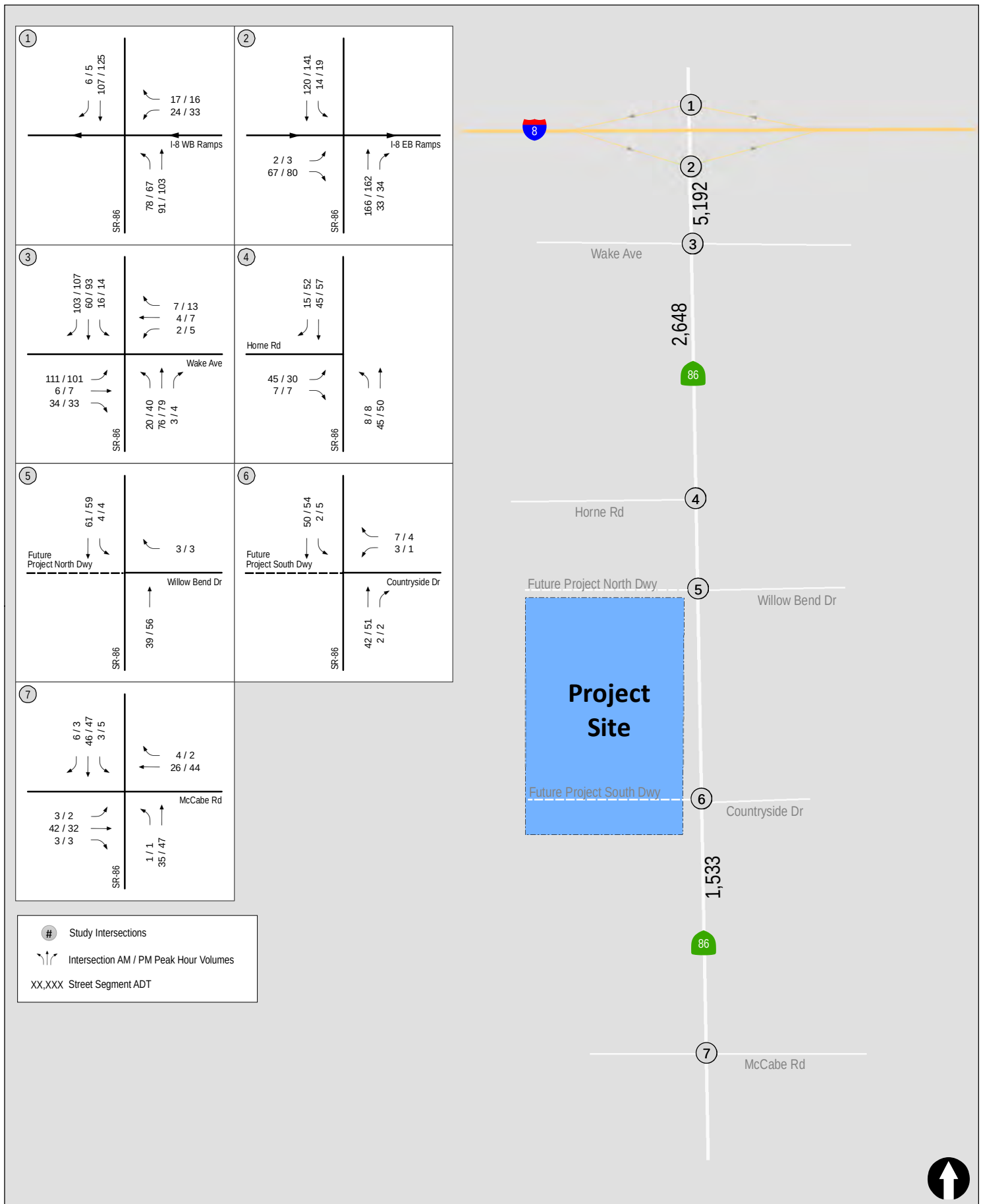


Figure 10
Cumulative Projects Traffic Volumes

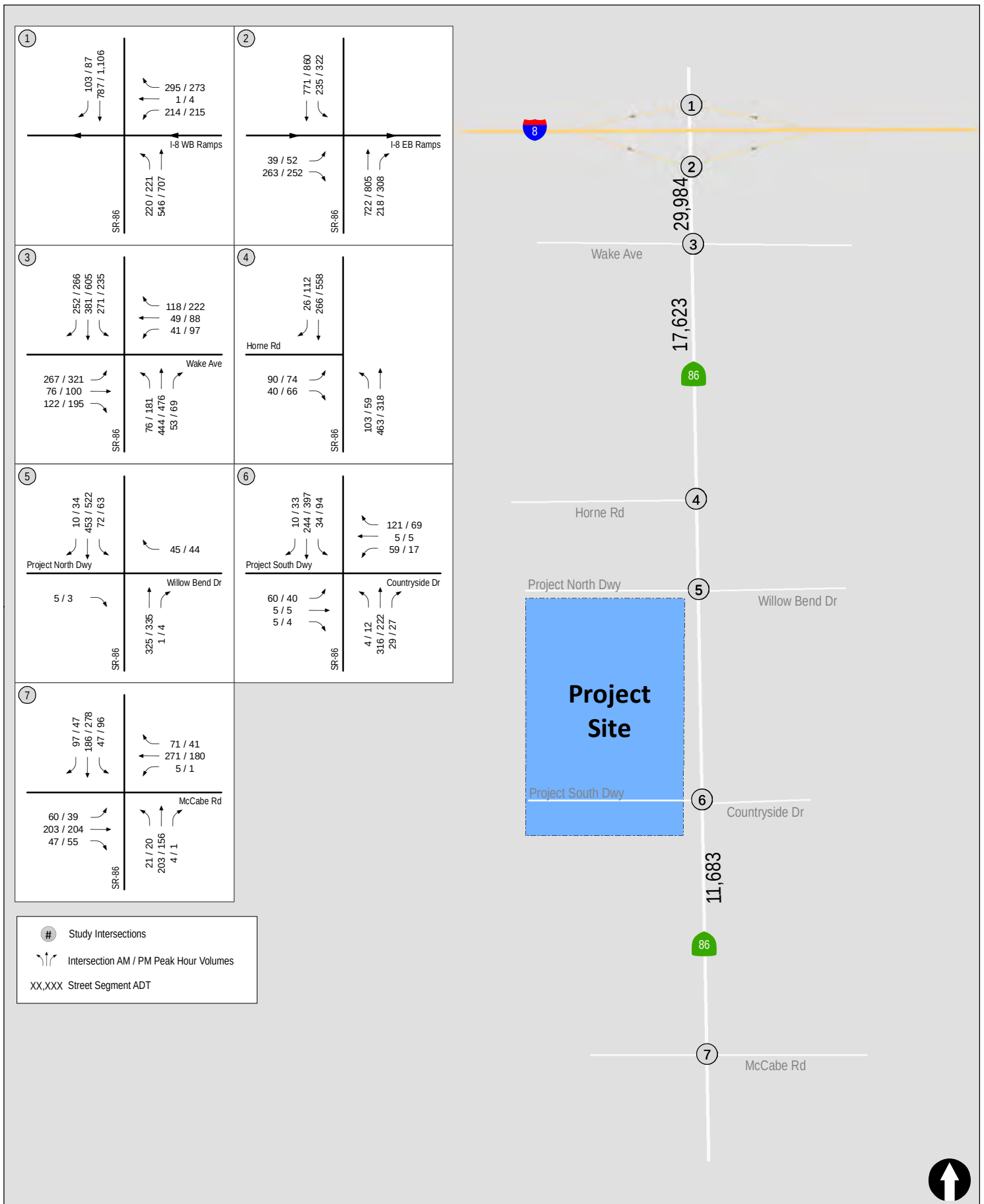


Figure 11
Existing + Cumulative + Project Traffic Volumes

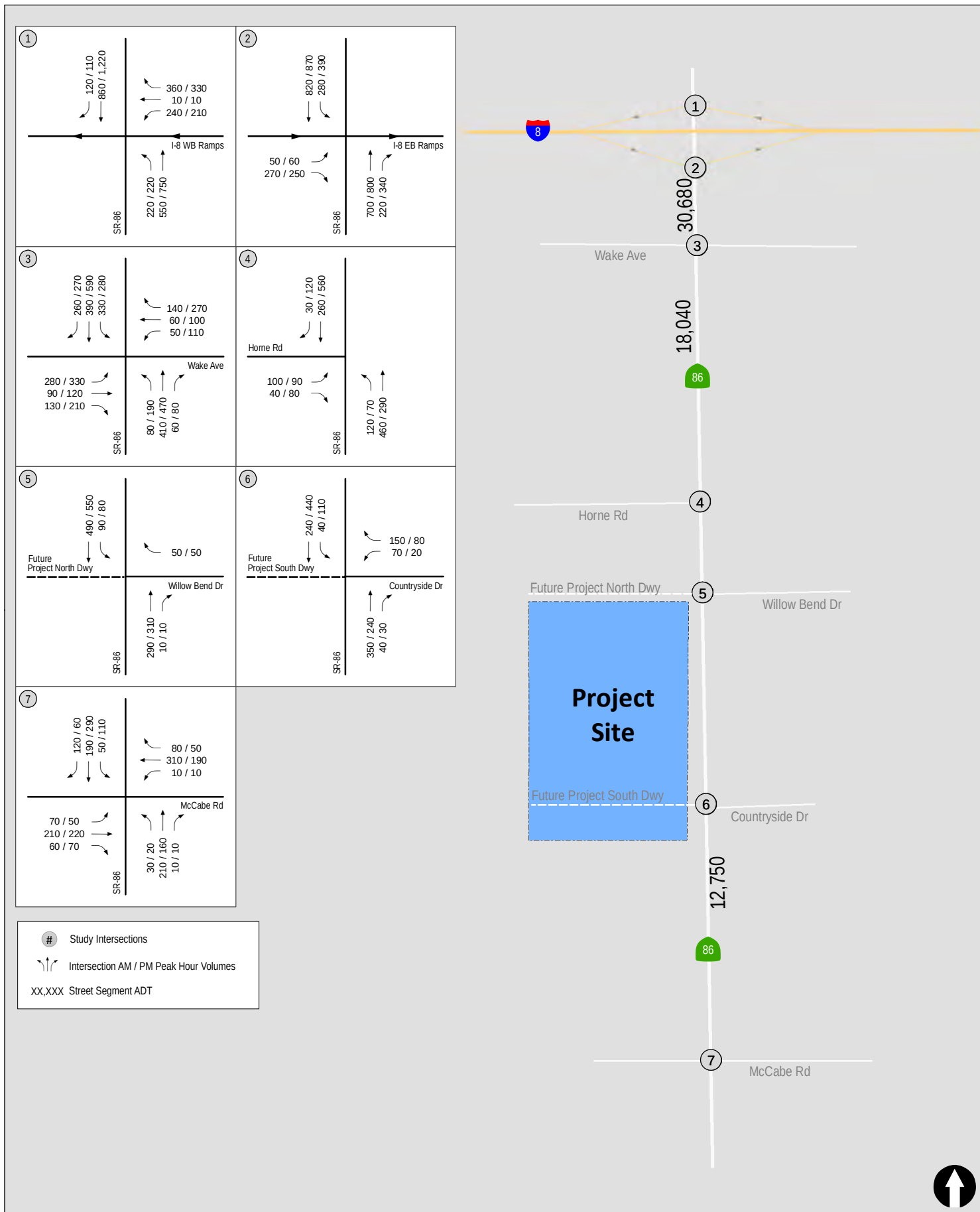
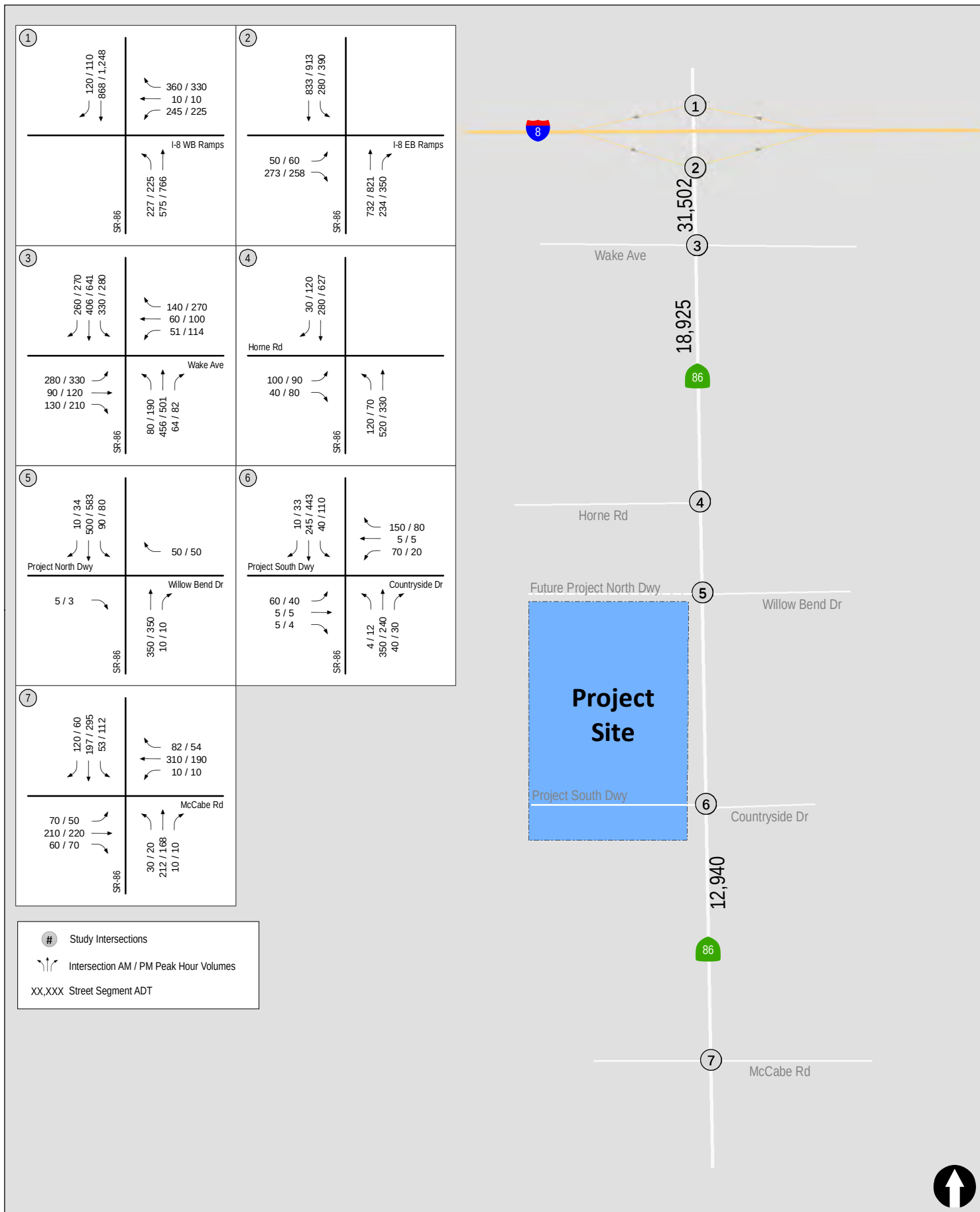


Figure 12
Year 2045 Traffic Volumes



RESOLUTION NO. 25-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
EL CENTRO ADOPTING AN ADDENDUM TO EIR 05-05

PROJECT: Willow Bend Tentative Subdivision Map, consisting of approximately 38-acre site north of McCabe Road, generally located west of South 4th Street (Highway 86) and 630 feet south of Horne Road.

WHEREAS, on or about February 7, 2007, the City Council certified EIR 05-05 for the Willow Bend Subdivision project; and

WHEREAS pursuant to the California Environmental Quality Act ("CEQA") and the CEQA Guidelines of 1970, as amended, an addendum to Environmental Impact Report 05-05 is appropriate for a project when changes to the project do not raise any environmental issues already addressed in the EIR; and

WHEREAS, on the basis of the whole record, including the Environmental Impact Report for the above- named project and comments received, the City Council has considered the Addendum along with the final EIR and determines that finds that there is no substantial evidence that the project as amended will have a significant effect on the environment, and that the Addendum to the original Environmental Impact Report along with that EIR reflect the City of El Centro, California's independent judgment and analysis; and

WHEREAS, the City Clerk and the Director of Community Development, both located at 1275 West Main Street, El Centro, California, are the custodians of the records of material which constitute the record of proceedings upon which the City Council's decision is based in this matter.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EL CENTRO, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

1. That the foregoing is true, correct and adopted.
2. That EIR 05-05 along with Addendum to Environmental Impact Report 05-05, a copy of which is on file at the Office of the City Clerk, on the above-named project is hereby adopted.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of El Centro, California, held on the 4th day of February.

CITY OF EL CENTRO

By _____

ATTEST:

Tomás Oliva, Mayor

By _____
Norma Wyles, City Clerk

APPROVED AS TO FORM
Office of the City Attorney

By _____
Elizabeth L. Martyn, City Attorney

STATE OF CALIFORNIA)
COUNTY OF IMPERIAL) ss
CITY OF EL CENTRO)

I, Norma Wyles, City Clerk of the City of El Centro, California, do hereby certify that the foregoing Resolution No. 25-_____ was duly and regularly adopted at a regular meeting of the City Council of the City of El Centro, California, held on the 4th day of February 2025, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAINED:

By _____
Norma Wyles, City Clerk



City Council of the City of El Centro

1275 W. Main Street
El Centro, CA 92243

SUBMITTED

ACTION ITEM (ID # 2025-25)

Item: 5.

Meeting: 2/4/2025 4:00 PM

Department: Community Development

Category: Resolution

Prepared by: Andrea Montano,
Associate Planner

Department Head: Angel Hernandez

DOC ID: 2025-25

**Public hearing to consider the recommendation of the Planning Commission
Amending Resolution 07-17 Revising and Updating Conditions for the Willow Bend
Subdivision.**

CITY MANAGER'S RECOMMENDATION:

Adopt Resolution No. 25- A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CENTRO AMENDING RESOLUTION 07-17 REVISING AND UPDATING CONDITIONS FOR THE WILLOW BEND SUBDIVISION.

FISCAL IMPACT:

N/A

STRATEGIC PLANNING PROGRAM 2022-2027 RELATION:

Environmental Sustainability & Infrastructure

**DUE DILIGENCE CHECK FOR CONTRACTORS/CONSULTANTS: DID THE
DEPARTMENT VERIFY CURRENT EL CENTRO BUSINESS LICENSE,
CONTRACTOR'S LICENSE, REFERENCE CHECKES, INSURANCE, ETC.:**

N/A

BACKGROUND:

Please refer to Item no. 2024-234, regarding the Addendum to the Final Environmental Impact Report for the Willow Bend Tentative Subdivision Map, for background regarding this item.

DISCUSSION:

Please refer to Item no. 2024-234, regarding the Addendum to the Final Environmental Impact Report for the Willow Bend Tentative Subdivision Map, for discussion regarding this item.

A resolution amending Resolution 07-17 revising and updating conditions for the Willow Bend Subdivision is incorporated as Attachment A.

CONCLUSION:

Adopt Resolution No. 25- A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CENTRO AMENDING RESOLUTION 07-17 REVISING AND UPDATING CONDITIONS FOR THE WILLOW BEND SUBDIVISION.

ATTACHMENTS:

1. Attachment A- Resolution

RESOLUTION NO. 25-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
EL CENTRO AMENDING RESOLUTION 07-17 REVISING
AND UPDATING CONDITIONS FOR THE WILLOW BEND
SUBDIVISION

WHEREAS, on February 7, 2007 the City Council of the City of El Centro via Resolution No. 07-17 approved the Willow Bend Tentative Subdivision Map, (hereinafter referred to as “the Project”) which proposed a subdivision of 38+ acres of land in order to create one hundred and thirty-four (134) single family residential lots on property generally located west of South 4th Street (Highway 86) and about 630 feet south of Horne Road, further described as APN 054-370-011; and

WHEREAS, since that time, the property has been sold and the new property owner and applicant has requested amendments to the original conditions set out in Resolution No. 17-17; and

WHEREAS, an addendum to the 2007 Environmental Impact Report was prepared and considered for the proposal pursuant to California Environmental Quality Act (CEQA) and the CEQA Guidelines of 1970, as amended; and

WHEREAS, on December 10, 2024, the Planning Commission of the City of El Centro recommended for approval the proposed amendments as found in Exhibit A which includes a reduction to 120 lots; and

WHEREAS, a public hearing notice before the City Council was scheduled for February 4, 2025 and was mailed to property owners within 500-feet of the subject property as well as published on January 15, 2025 in the *Imperial Valley Press*, a newspaper of general circulation; and

WHEREAS, at that public hearing, the staff made a presentation regarding the revisions to the project, and any testimony for or against the revised resolution was heard; and

WHEREAS, based upon the information at the public hearing and in the file for the project, the City Council resolves as follows:

The Addendum is appropriate and has been approved by separate resolution; and

The proposed revised map is consistent with the City’s General Plan; and

The design or improvement of the proposed subdivision is consistent with the General Plan;
and

The site is physically suitable for the type of development; and

The site is physically suitable for the proposed density of development; and

The design of the subdivision or type of improvements is not likely to cause serious public health problems; and

The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EL CENTRO, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

1. That the foregoing is true, correct and adopted.
2. Resolution No. 07-017 is repealed and readopted.
3. Resolution No. 25-_____ is approved and adopted effective immediately upon its adoption.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of El Centro, California, held on the 4th day of February 2025.

CITY OF EL CENTRO

ATTEST:

By _____
Tomás Oliva, Mayor

By _____
Norma Wyles, City Clerk

APPROVED AS TO FORM: Office of the City Attorney

By _____
Elizabeth L. Martyn, City Attorney

STATE OF CALIFORNIA)
COUNTY OF IMPERIAL) ss
CITY OF EL CENTRO)

I, Norma Wyles, City Clerk of the City of El Centro, California, do hereby certify that the foregoing Resolution No. 25-_____ was duly and regularly adopted at a regular meeting of

the City Council of the City of El Centro, California, held on the 4th day of February 2025, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAINED:

By _____
Norma Wyles, City Clerk

EXHIBIT A

1. The project shall include the development of a maximum of 120 single-family residential lots with an average minimum lot size of 6,000 square feet.
2. Building permits shall not be issued for any construction related to the project until verification from the elementary and high school districts is received, certifying that the State mandated school impact mitigation fees have been paid or addressed as otherwise provided or authorized by law.
3. Removed
4. Removed
5. Removed
6. Removed
7. Removed
8. Removed
9. Removed

10. Prior to the recording of the first final map, the applicant shall complete or provide security for the widening of Highway 86 (4th Street) to a four-lane right-of-way width along the project frontage prior to recording of the first final map.

The widening, including any required deceleration and acceleration lanes north and south of the development frontage, shall be completed prior to the issuance of the 60th certificate of occupancy, as determined by the approved Caltrans transportation study or other Caltrans requirements.

The No. 2 southbound lane shall merge into the No. 1 southbound lane such that the Countryside Drive and Highway 86 intersection transitions to a single southbound lane at the intersection.

11. Removed
12. Prior to the issuance of the 1st certificate of occupancy, and contingent upon approval by Caltrans, the applicant shall complete improvements to the intersection at Highway 86(4th Street) and Countryside Drive to provide full directional access to the development. Final intersection improvements shall be designed and constructed in accordance with the results of the Caltrans transportation study and shall be completed

no later than the issuance of the 60th certificate of occupancy, or as determined by the approved Caltrans Transportation Study.

13. Prior to the issuance of a grading permit, the applicant shall provide construction contracts to the Community Development Director that specify that all construction equipment shall be equipped with mufflers and other suitable noise attenuation devices.
14. Prior to the issuance of a grading permit, the applicant shall notify residents within 100 feet of the project's site regarding the construction schedule of the proposed project. All notices shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.
15. Prior to issuance of a grading permit, the applicant shall erect a sign, legible at a distance of 50 feet, posted at the construction site. The sign shall indicate the dates and durations of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.
16. The applicant agrees to pay standard Police and Fire Impact fees as part of building permit issuance unless deferred as approved by the City of El Centro.
17. Access to the Date Drain by the public shall be secured with a four-foot high three rail wood fence along the western project site boundary. Fencing shall be installed prior to the completion of Grass Street/6th Street. The applicant shall coordinate with the Imperial Irrigation District for maintenance access requirements.
18. Prior to the issuance of the first certificate of occupancy, a trunk sewer line shall be installed on Carl Street to connect to the existing lift station at Highway 86 (4th Street) and Willow Bend Drive. The trunk sewer line may be constructed within the right-of-way within the development (Carl Street) or adjacent to Highway 86 (4th Street). The Countryside Drive sewer line shall be sized and placed to allow connection from the development at the west. The developer shall be reimbursed for any additional costs incurred due to upsizing by the development to the west.
19. A six (6) foot high solid decorative block/masonry wall shall be provided along the western Highway 86 right-of-way line (eastern boundary of lots 1-14) and along the property lines abutting the park (eastern boundary of lots 81 and 72 and western boundary of lots 82 and 71). A vinyl or composite fencing shall be installed along the southern project boundary (southern boundary of lots 14-32 and western boundary of lot 32).
20. The proposed stormwater retention basin for the project site shall be developed in accordance with the City's design standard for retention basins. This requires a wrought

iron fence with pilasters along the perimeter of the basin abutting and visible from the public right of way.

21. Prior to the issuance of the thirteenth certificate of occupancy, the applicant shall establish a Lighting and Landscape Maintenance District (LLMD) for the project. The LLMD shall pay for the maintenance of any lighting, landscaping, park, and recreation facilities, including graffiti abatement, within the public right-of-way, IID easement, retention basin and the park.
22. Prior to the grading permit, the applicant and the City of El Centro shall be required to conduct a preconstruction survey no more than 30 days prior to ground disturbing activity to ensure that owl burrows have not become established within the impact area. Should a burrowing owl move into the area prior to construction then mitigation should consist of passive relocation within a one-way door to avoid direct impacts to any burrowing owl on site. Passive relocation should be conducted during the non-breeding season (Sep.1-Jan.31) to ensure active nests are not lost as results of owl exclusion. The methodology for owl relocation should follow the guidelines set forth in the CDFG Staff Report on Burrowing Owl Mitigation.
23. In the event of the discovery of buried cultural resources, project activities in the vicinity of the resources shall be temporarily halted. A qualified archaeologist shall be consulted to access the significance of the resource and to provide proper management recommendations (e.g., resource avoidance or data recovery excavation).
24. Prior to issuance of building permit and during construction, if human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resource Code Section 5097.98. The County Coroner shall be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner shall notify the NAHC, which determine and notify and Most Likely Descendent (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD may recommend scientific removal and nondestructive analysis of human and items associated with Native American burials.
25. The project shall be required to comply with regional rules, including the ICAPCD Rule VIII - Fugitive Dust Rules as well as ICAPCD CEQA Handbook Measures for Construction equipment and Fugitive PM10 control, that assist in reducing short-term air pollutant emissions. Applicable dust suppression techniques are summarized below. Implementation of these dust suppression technique will reduce the fugitive dust generation (and thus the PM 10 component).

26. The applicant shall be responsible for any costs associated with right-of-way acquisition for the purposes of ingress or egress to the project site along Willow Bend Drive and Countryside Drive, if necessary to accommodate required off-site improvements.
27. Prior to the approval of the final subdivision map, grading plan, or permit issuance, a site-specific retention basin design shall be conducted by a registered civil engineer and submitted for review and approval by the City.
28. The construction of Countryside Drive crossing over the IID Date Drain must be completed prior to the issuance of the 80th certificate of occupancy. The threshold for this condition may be extended prior to the issuance of the 100th certificate of occupancy if circumstances beyond the applicant's control occur that delay this improvement, as approved by the City Engineer and the Community Development Director.

The road crossing shall consist of two travel lanes, with no parking lanes, and shall include curb, gutter, and sidewalks on each side. City participation on all costs related to the IID drain construction and Countryside Drive improvements will be three hundred twenty-five thousand dollars, through a reimbursement agreement between City and applicant.

29. The applicant shall construct or provide security for a 1.3-acre improved park. The park shall include a multi-use grass field, park lighting, hard surface court, multi-use path, picnic, and playground area. The park is to be completed prior to 50% of the certificates of occupancy are issued. The developer shall provide park renderings and construction plans and cost estimates to the City of El Centro for review prior to filing of the first final map. Park development impact fees shall be waived by the City if park costs are higher than the subdivisions' park development impact fees to the satisfaction of the Community Development Director.
30. The project shall provide the minimum building setbacks in accordance with the R1-Single Family Residential Zone development standards.
31. Prior to the issuance of the first certificate of occupancy of each phase of development, all street dedications and off-site improvements (curb, gutter, sidewalk, and paving) for each phase shall be provided in accordance with the City's Subdivision Ordinance.
32. Utilities shall be provided in accordance with the City's Master Water/Sewer Plan. The applicant may enter into reimbursement agreement with the City for any oversizing of water or sewer lines that may be required.
33. Prior to the issuance of the certificate of occupancy of each residence, the applicant shall provide a minimum of one tree within the parkway strip on Countryside Drive only and one tree within the front yard landscaped area per lot. Said trees shall be selected from

the City's list and consist of variety of trees. The remaining lots shall provide two trees in the front yard.

34. Prior to the issuance of each building permit, the applicant shall pay the appropriate development impact and sewer and water capacity fees unless deferred to prior to the issuance of a certificate of occupancy in compliance with Ordinance 21-03 and subject to the approval of the City Manager. Payment must clear prior to the issuance of a certificate of occupancy.
35. Fire hydrants markers and water mains shall be provided in accordance with the Fire Department's specifications. Fire hydrants shall be on a looped water system. Any combustible construction shall not begin until a fire hydrant is in service within 150 feet of construction activity. Applicant shall provide a phasing plan to the Engineering Division showing compliance with this condition prior to the issuance of the certificate of compliance.
36. Grading and drainage plans shall be submitted to the City for review and approval prior to the approval of the final map.
37. The project shall comply with all applicable provisions of the California Code of Regulations Title 24 (ADA).
38. The developer shall work directly with IID to obtain an encroachment permit for project related improvements on IID system facilities.
39. Pursuant to Section 66474.9 of the California Government Code, the applicant shall defend, indemnify, and hold harmless the City of El Centro, its agents, officers and employees to attack, set aside, void, or annul, the approval of the Planning Commission concerning the tentative subdivision map, which action is brought within the time period provided for in California Government Code Section 66499.37. However, the City of El Centro shall promptly notify the applicant/subdivider of any claim, action or proceeding and that the City shall cooperate fully in defense.
40. Except as specified herein, all conditions applicable to a final map phase, as determined by the City Engineer, shall be met before its last certificate of occupancy is issued unless otherwise noted.
41. Applicable offsite improvements shall be completed or secured to the satisfaction of the City Engineer prior to the recordation of each final map.
42. Removed

43. Removed

44. Public landscaping improvements shall be installed along the northern side of Willow Bend Drive, West side of Carl Street, South of lot 13, North side of Lot 1, and West and East side of Grass (6th) Street in the side yards of the noted locations and homes. Public landscaping improvements shall be included in the lighting and landscape maintenance district.

45. A school bus loading area shall be installed in front of the park area, unless otherwise determined by the school districts that the location would be unfeasible for a school bus loading area.



City Council of the City of El Centro

1275 W. Main Street
El Centro, CA 92243

SUBMITTED

ACTION ITEM (ID # 2025-27)

Item: 6.

Meeting: 2/4/2025 4:00 PM

Department: Community Development

Category: Ordinance

Prepared by: Andrea Montano,
Associate Planner

Department Head: Angel Hernandez

DOC ID: 2025-27

**Public hearing to consider amending the Zoning Map of the City of El Centro
pertaining to Annexation EC 1-24 (Willow Bend Subdivision Annexation).**

CITY MANAGER'S RECOMMENDATION:

Adopt Ordinance NO. 25- ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EL CENTRO AMENDING THE ZONING MAP OF THE CITY OF EL CENTRO PERTAINING TO EC 1-24 (WILLOW BEND SUBDIVISION ANNEXATION).

FISCAL IMPACT:

N/A

STRATEGIC PLANNING PROGRAM 2022-2027 RELATION:

Environmental Sustainability & Infrastructure

DUE DILIGENCE CHECK FOR CONTRACTORS/CONSULTANTS: DID THE DEPARTMENT VERIFY CURRENT EL CENTRO BUSINESS LICENSE, CONTRACTOR'S LICENSE, REFERENCE CHECKS, INSURANCE, ETC.:

N/A

BACKGROUND:

Please refer to Item no. 2024-234, regarding the Addendum to the Final Environmental Impact Report for the Willow Bend Tentative Subdivision Map, for background regarding this item.

DISCUSSION:

Please refer to Item no. 2024-234, regarding the Addendum to the Final Environmental Impact Report for the Willow Bend Tentative Subdivision Map, for discussion regarding this item.

An ordinance amending the Zoning Map of the City of El Centro pertaining to EC 1-24 (Willow Bend Subdivision Annexation) is incorporated as Attachment A.

CONCLUSION:

Adopt Ordinance NO. 25- ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EL CENTRO AMENDING THE ZONING MAP OF THE CITY OF EL CENTRO PERTAINING TO EC 1-24 (WILLOW BEND SUBDIVISION ANNEXATION).

ATTACHMENTS:

1. Attachment A- Ordinance

ORDINANCE NO. 25-

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EL
CENTRO AMENDING THE ZONING MAP OF THE CITY OF EL
CENTRO PERTAINING TO EC 1-24 (WILLOW BEND
SUBDIVISION ANNEXATION)

THE CITY COUNCIL OF THE CITY OF EL CENTRO, CALIFORNIA DOES HEREBY
ORDAIN AS FOLLOWS:

Section 1. The Zoning Map of the City of El Centro, California is hereby amended to
provide as follows:

“The following property which consists of an approximate 38+ is hereby pre-zoned to R1-
Single Family Residential on property generally located west of South 4th Street (Highway 86) and
about 630 feet south of Horne Road, further described as APN 054-370-011.”

Section 2. This Amendment shall be given appropriate enumeration in the files of the
City Clerk regarding the Zoning Map.

Section 3. This Ordinance shall take effect thirty (30) days from and after its adoption.
Within fifteen (15) days after adoption, it shall be published once in a newspaper, published and
circulated within the City of El Centro, California.

INTRODUCED at a regular meeting of the City Council of the City of El Centro, California,
held on the 4th day of February 2025.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of El
Centro, California, held on the day of , 2025.

CITY OF EL CENTRO

By _____
Tomás Oliva, Mayor

ATTEST:

By _____
Norma Wyles, City Clerk

APPROVED AS TO FORM:
Office of the City Attorney

By _____
Elizabeth L. Martyn, City Attorney

STATE OF CALIFORNIA)
COUNTY OF IMPERIAL) ss
CITY OF EL CENTRO)

I, Norma Wyles, City Clerk of the City of El Centro, California, do hereby certify that the foregoing Resolution No. 25- was duly and regularly adopted at a regular meeting of the City Council of the City of El Centro, California, held on the 4th day of February 2025, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAINED:

AYES:
NOES:
ABSENT:
ABSTAINED:

By _____
Norma Wyles, City Clerk



City Council of the City of El Centro

1275 W. Main Street
El Centro, CA 92243

SUBMITTED

ACTION ITEM (ID # 2025-26)

Item: 7.

Meeting: 2/4/2025 4:00 PM

Department: Community Development

Category: Resolution

Prepared by: Andrea Montano,
Associate Planner

Department Head:

DOC ID: 2025-26

Public hearing to consider a resolution approving Annexation EC 1-24 (Willow Bend Subdivision Annexation).

CITY MANAGER'S RECOMMENDATION:

Adopt Resolution No. 25- A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CENTRO APPROVING ANNEXATION EC 1-24 (WILLOW BEND SUBDIVISION ANNEXATION).

FISCAL IMPACT:

N/A

STRATEGIC PLANNING PROGRAM 2022-2027 RELATION:

Environmental Sustainability & Infrastructure

DUE DILIGENCE CHECK FOR CONTRACTORS/CONSULTANTS: DID THE DEPARTMENT VERIFY CURRENT EL CENTRO BUSINESS LICENSE, CONTRACTOR'S LICENSE, REFERENCE CHECKS, INSURANCE, ETC.:

N/A

BACKGROUND:

Please refer to Item no. 2024-234, regarding the Addendum to the Final Environmental Impact Report for the Willow Bend Tentative Subdivision Map, for background regarding this item.

DISCUSSION:

Please refer to Item no. 2024-234, regarding the Addendum to the Final Environmental Impact Report for the Willow Bend Tentative Subdivision Map, for discussion regarding this item.

A resolution approving Annexation EC 1-24 (Willow Bend Subdivision) is incorporated as Attachment A.

CONCLUSION:

Adopt Resolution No. 25- A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CENTRO APPROVING ANNEXATION EC 1-24 (WILLOW BEND SUBDIVISION ANNEXATION).

ATTACHMENTS:

1. Attachment A- Resolution

RESOLUTION NO. 25-

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF EL CENTRO APPROVING ANNEXATION
EC 1-24 (WILLOW BEND SUBDIVISION ANNEXATION)

WHEREAS, the property owner of approximately 38+ acres of property, known as the Willow Bend Subdivision, has petitioned for the annexation of the property, as described in Exhibit “A”, which is attached hereto and made a part hereof; and

WHEREAS, the Local Agency Formation Commission for the County of Imperial (hereinafter referred to as “LAFCO”) has requested that the City conduct its proceedings prior to LAFCO conducting its proceedings regarding said application and has designated the territory proposed to be annexed as Annexation EC 1-24 (Willow Bend Subdivision Annexation); and

WHEREAS, the City Council finds based upon its review of EC 1-24 (Willow Bend Subdivision Annexation) that the territory to be annexed is adjacent to the City, is developing, is located in land designated as Farmland of Statewide Importance but meets criteria to be converted to urban use, is designate and /pre-zoned for urban growth by the City’s General Plan and is not within the sphere of influence of another City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EL CENTRO, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

1. That the foregoing is true, correct and adopted.
2. That the City Council does hereby approve EC 1-24 (Willow Bend Subdivision Annexation).

PASSED AND ADOPTED at a regular meeting of the City Council of the City of El Centro, California, held on the 4th day of February 2025.

CITY OF EL CENTRO

By _____
Tomás Oliva, Mayor

ATTEST:

By _____
Norma Wyles, City Clerk

APPROVED AS TO FORM:
Office of the City Attorney

By _____
Elizabeth L. Martyn, City Attorney

STATE OF CALIFORNIA)
COUNTY OF IMPERIAL) ss
CITY OF EL CENTRO)

I, Norma Wyles, City Clerk of the City of El Centro, California, do hereby certify that the foregoing Resolution No. 25-_____ was duly and regularly adopted at a regular meeting of the City Council of the City of El Centro, California, held on the 4th day of February 2025, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAINED:

By _____
Norma Wyles, City Clerk

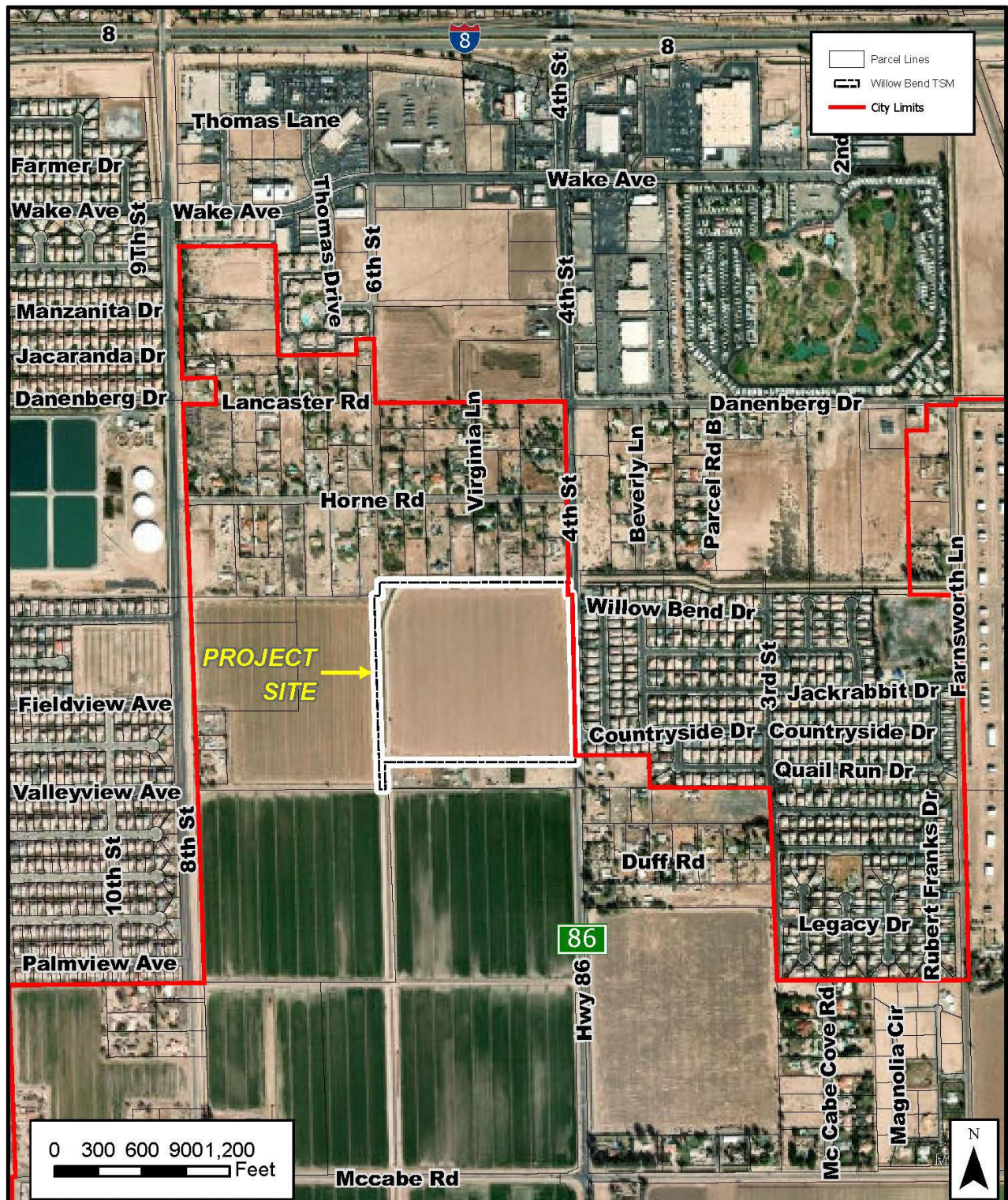


Exhibit "A"
Willow Bend TSM

Project Location Map





City Council of the City of El Centro

1275 W. Main Street
El Centro, CA 92243

SUBMITTED

ACTION ITEM (ID # 2024-178)

Item: 8.

Meeting: 2/4/2025 4:00 PM

Department: Community Development

Category: Action Item

Prepared by: Angel Hernandez,
Community Development Director

Department Head: Angel Hernandez

DOC ID: 2024-178

Discussion and any necessary action regarding the Imperial Avenue Complete Streets Plan.

CITY MANAGER'S RECOMMENDATION:

Adopt the Imperial Avenue Complete Streets Plan.

FISCAL IMPACT:

N/A

STRATEGIC PLANNING PROGRAM 2022-2027 RELATION:

City Beautification, Engagement & Civic Pride

DUE DILIGENCE CHECK FOR CONTRACTORS/CONSULTANTS: DID THE DEPARTMENT VERIFY CURRENT EL CENTRO BUSINESS LICENSE, CONTRACTOR'S LICENSE, REFERENCE CHECKS, INSURANCE, ETC.:

N/A

BACKGROUND:

The City of El Centro applied for the SB1- Sustainable Communities Transportation Grant from Caltrans and was awarded \$300,000 to develop a complete streets plan for Imperial Avenue. The project limits include the Caltrans owned corridor of Imperial Avenue which ranges from Adams Avenue to Treshill Road.

DISCUSSION:

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. 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. (Attachment A- Imperial Avenue Complete Streets Plan)

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 and Proposed Improvements

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. The following improvements are proposed:
 - The addition of a Class IV separated bikeway on both the east and west sides from Adams Avenue north towards the railroad crossing.
 - Class I multi-use paths for use by pedestrians and bicyclists from the railroad crossing north towards Scott Avenue
 - At the intersection of Imperial Avenue and Scott Avenue, a recommendation for a linear park with trees, landscaping, seating, wayfinding signage, public art, and more.
- Segment B (Scott to Lincoln Avenue): Characterized by frontage roads and a lack of continuous sidewalks, creating safety hazards for pedestrians. The following improvements are proposed:
 - 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 with urban trees/landscaping, signage, and stormwater treatments.
 - Class I multi-use path on the east side including a tree-lined buffer adjacent to Imperial Avenue that provides separation for bicyclists and pedestrians and provides stormwater catchment opportunities.
 - Recommendation to convert the frontage road to a one-way northbound travel lane. Further study is recommended to coordinate with businesses and to study traffic flow along the frontage road to determine special access considerations.
 - Relocate the southbound bus stop to Imperial Avenue with improvements such as a bus pad, bus shelter with seating and lighting, and wayfinding signage.
- Segment C (Lincoln to Treshill Road): Features undeveloped shoulders, earthen drainage channels, and missing pedestrian infrastructure. The following improvements are proposed:
 - 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 mini park is recommended with trees, landscaping and additional amenities.
 - Pedestrian/ bicycle bridges over the channelized flood control system to provide additional access to the businesses.

CONCLUSION:

Adopt the Imperial Avenue Complete Streets Plan.

ATTACHMENTS:

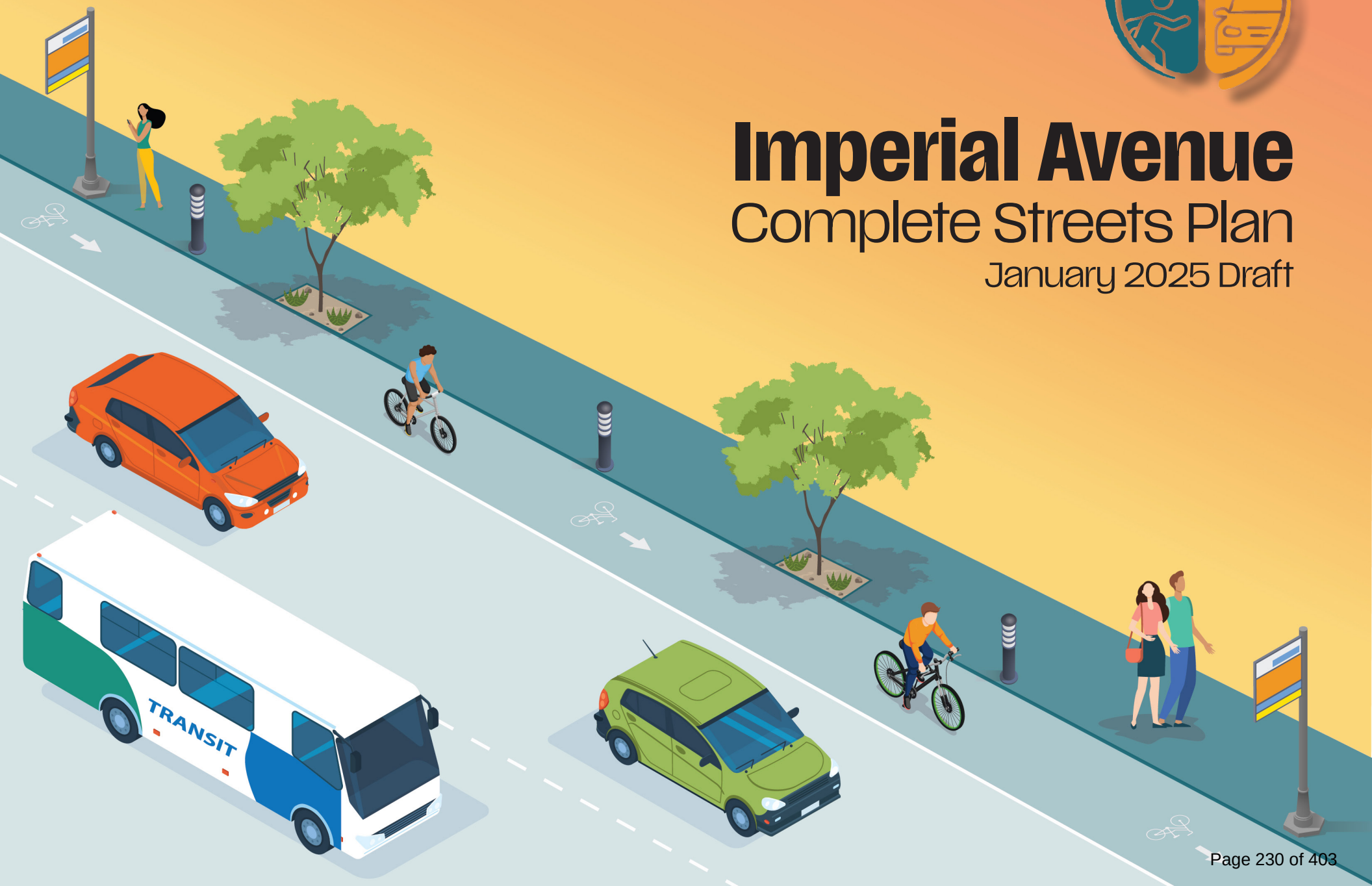
1. Attachment A- Complete Streets Plan



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 Susan Chasang on behalf of the Sister
Evelyn Mourey 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

Michael 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

City Council

Tomás Oliva

Sonia Carter

Sylvia Marroquin

Claudia Camarena

John 'Marty' Ellett

Planning Commission

Jorge Perez

Ashley Bertussi

Sergio Lopez

Aaron Popejoy

Andy Alvarez

Ramiro Urias

Jeffrey Chan

Project Advisory Committee

Ashley Bertussi

John Beltran

Lourdes Cienfuegos

Gustavo Gomez

Carlos Juarez

Sylvia Marroquin

Susana Simo

Natalie Torres



Table of Contents



Introduction	2
1.1 Study Area	3
1.2 What are Complete Streets?.....	5
1.3 Purpose and Vision	9



Existing Conditions.....	12
2.1 Existing Conditions	13
2.2 Community Demographics	17
2.3 Land Use	19
2.4 Walk Audit	23
2.5 Transportation Characteristics	25



Public Engagement	32
3.1 Outreach Strategy Overview.....	33
3.2 Surveys	35
3.3 Community Workshops	39
3.4 Project Advisory Committee (PAC).....	42
3.5 Pop-Up Events	44
3.6 Public Engagement Overarching Themes	47



Recommendations 50

- 4.1 Complete Streets Toolkit51
- 4.2 Goals, Objectives, and Actions64
- 4.3 Imperial Avenue Preferred Concept.69



Implementation..... 86

- 5.1 Implementation87
- 5.2 Potential Funding Sources87



Appendix.....102

- A.1 Caltrans Comments for City to Consider 103
- A.2 Safety Assessment Memo.....104
- A.3 Survey #1 Results.115
- A.4 Survey #2 Results (English & Spanish) 132
- A.5 Imperial Avenue Preferred Concept 157
- A.6 Planning-Level Cost Estimates.....161

Figures

Figure 1-1: City of El Centro Map.....	3
Figure 1-2: Study Area Segments.....	4
Figure 2-1: El Centro Citywide General Plan Land Use Map	20
Figure 2-2: Land Use and Community Destinations/Attractions.....	21
Figure 2-3: Bus Stops on Imperial Avenue	25
Figure 2-4: Missing Sidewalks on Imperial Avenue.....	27
Figure 2-5: Existing Bicycle Facilities.....	28
Figure 2-6: Proposed Bicycle Facilities from 2021 General Plan.....	29
Figure 2-7: Pedestrian, Bicycle, and Automobile Collisions.....	30
Figure 4-1: Segment A Preferred Concept.....	72
Figure 4-2: Segment A Preferred Concept Sections	73
Figure 4-3: Segment B Preferred Concept	76
Figure 4-4: Segment B Preferred Concept Sections	77
Figure 4-5: Segment C Preferred Concept (1 of 2).....	80
Figure 4-6: Segment C Preferred Concept (2 of 2)	81
Figure 4-7: Segment B Preferred Concept Sections.....	82

Tables

Table 1-1: Study Area Segment Extents.....	4
Table 2-1: Commute to Work Travel Modes.....	26
Table 5-1: Federal Funding Matrix.....	88
Table 5-2: State Funding Matrix.....	94



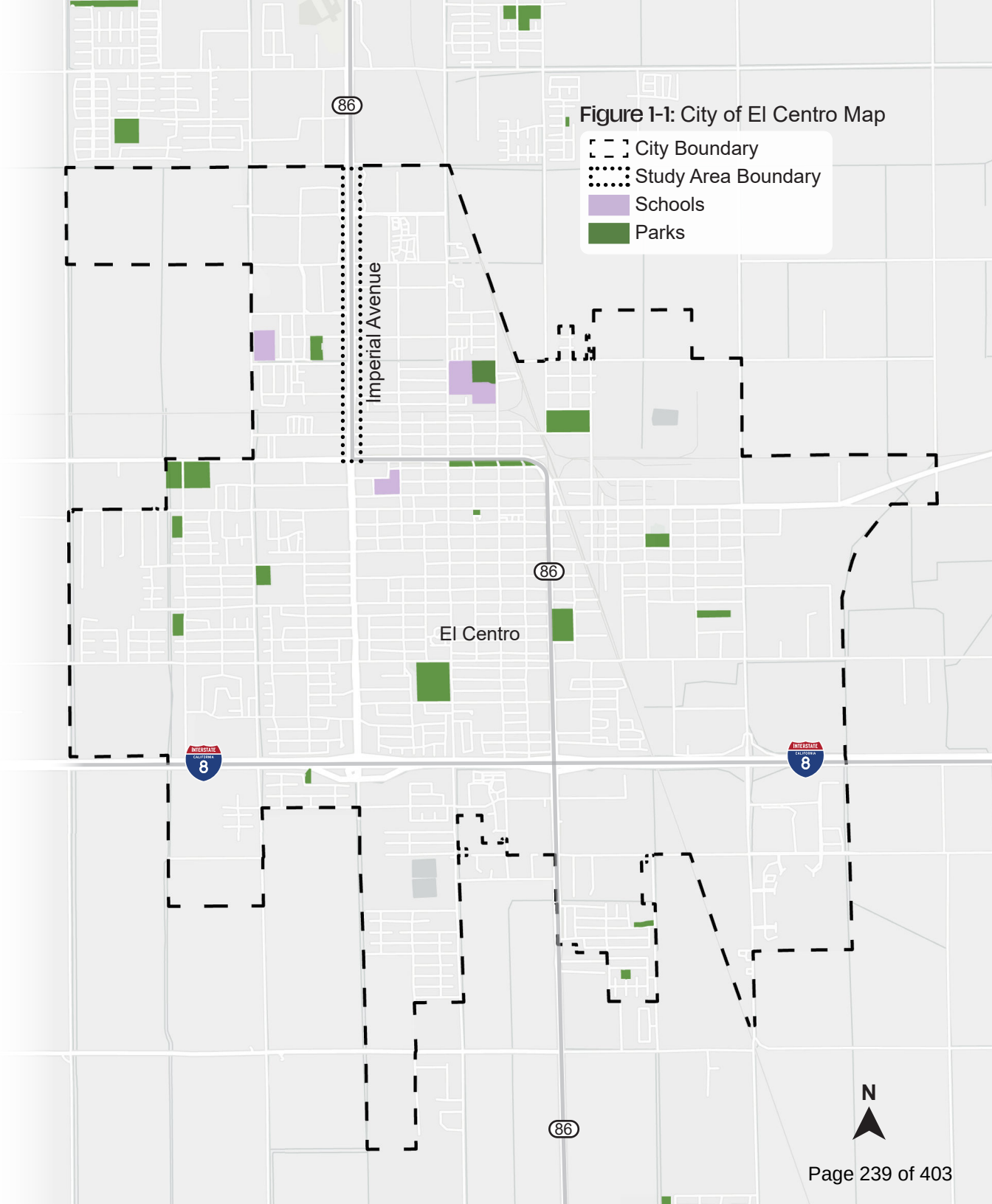


Introduction

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**.





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

Study Area Future Relinquishment

This CSP acknowledges that Caltrans has ownership of the study area at the time of its development. Implementation of the CSP is recommended once the study area is relinquished to El Centro. While El Centro anticipates gaining control of the study area in the future, Caltrans reviewed and provided guidance — included in **Appendix A.1**.

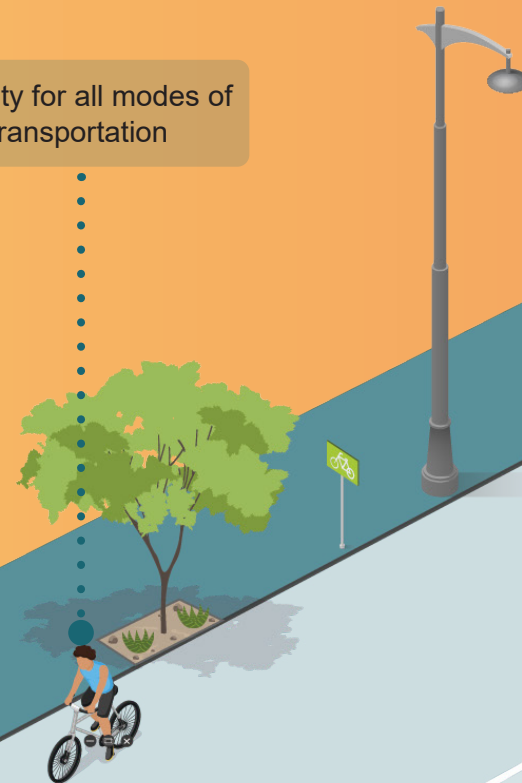
1.2 What are Complete Streets?

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



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.



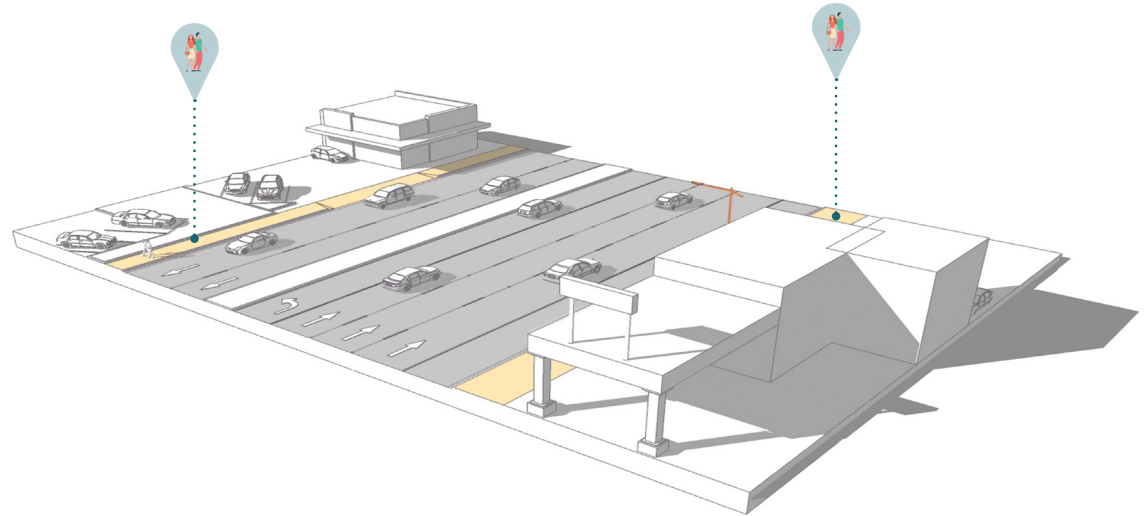
Economic Prosperity

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

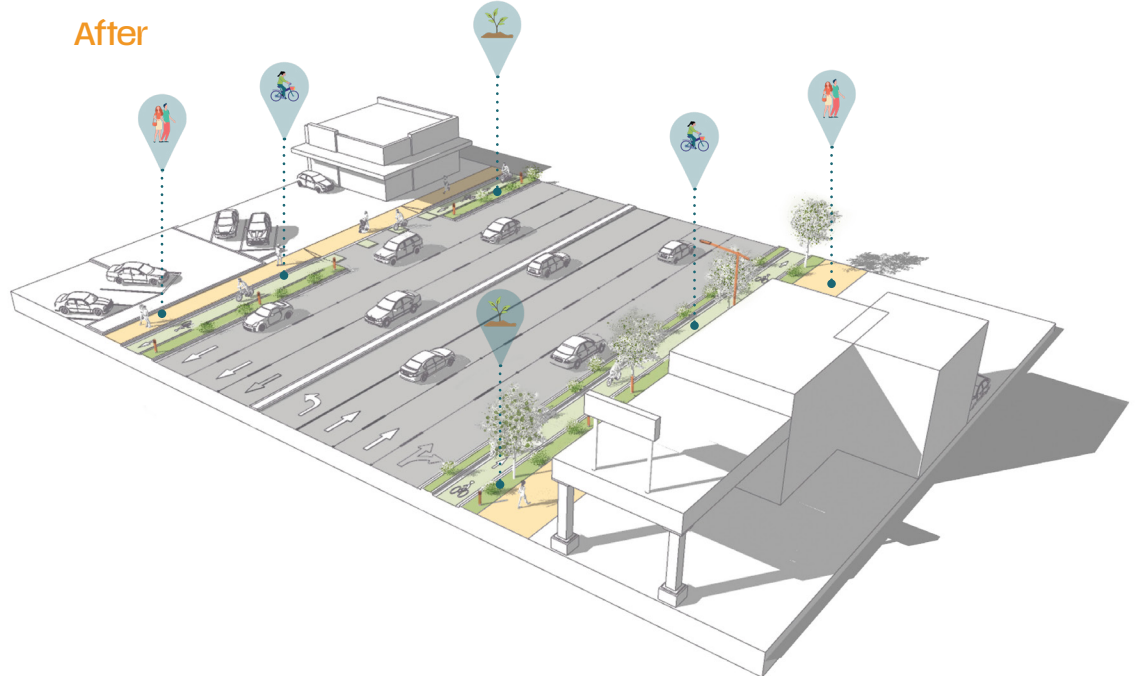
1.3 Purpose and Vision

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.





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)

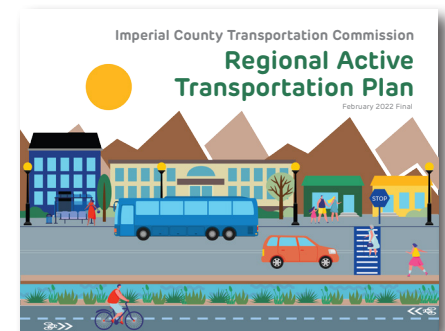
The Regional Long-Range Transportation Plan addresses the future needs and growth of residents and commuters throughout Imperial County. High priority projects within the region were identified as opportunities for potential funding with support from community members who participated throughout the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



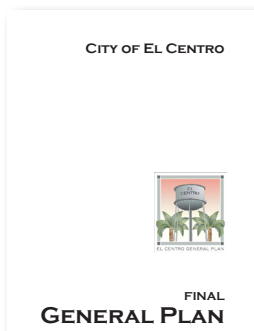
Caltrans District 11 Active Transportation Plan (2022)

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.



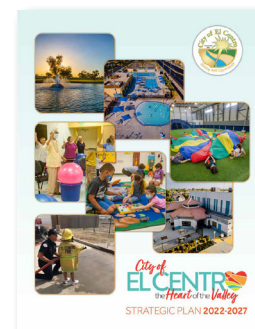
El Centro General Plan Update 2040 (2021)

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:

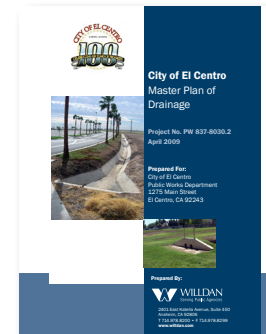
- Safety and Community Preservation
- Quality of Life Amenities
- Economic Development
- Development and Mobility
- Community Pride and Spirit

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.



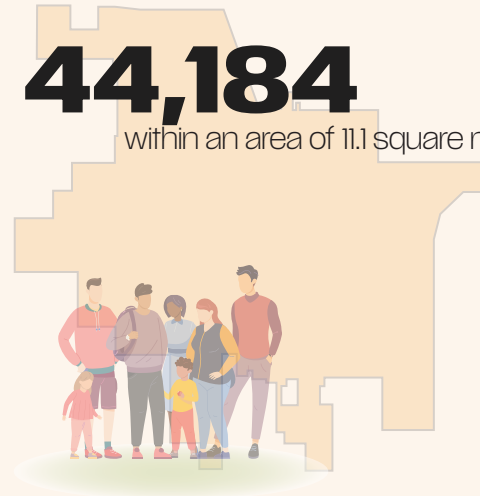


2.2 Community Demographics

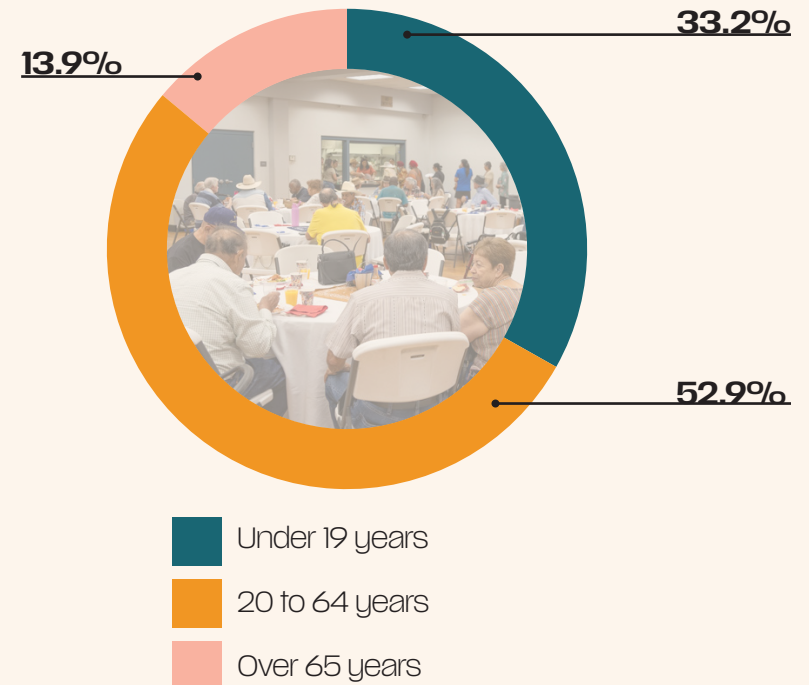
Total Population

44,184

within an area of 11.1 square miles



Population Age



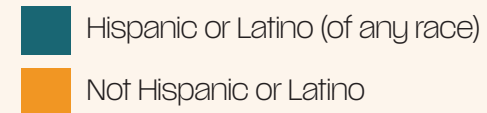
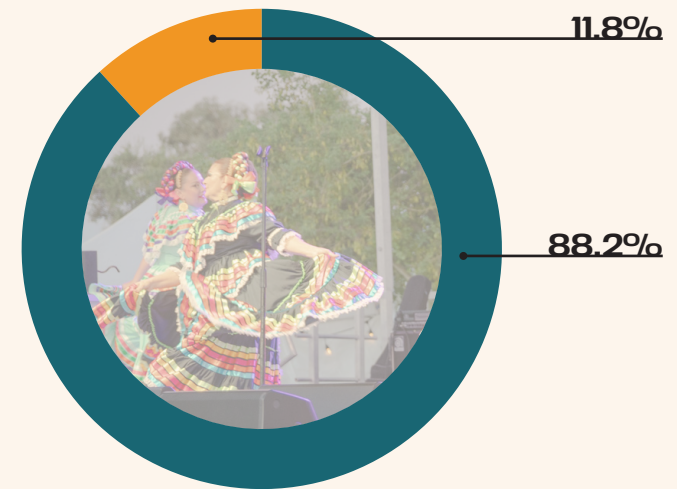
Occupation



Race



Ethnicity

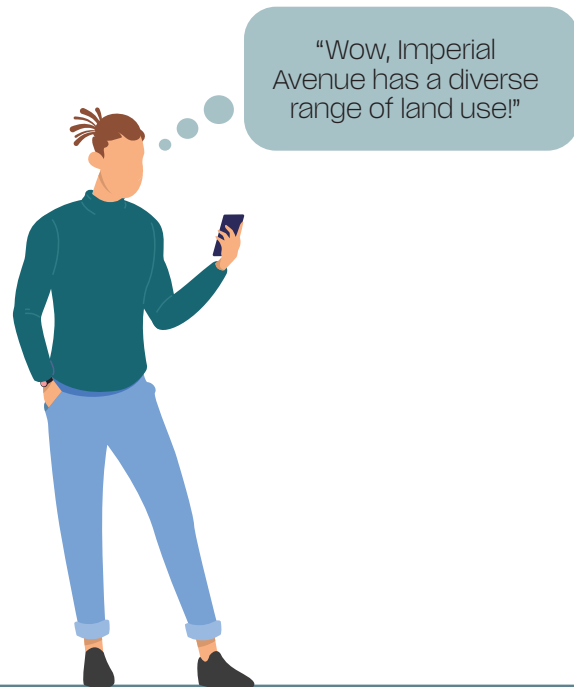


Source: U.S. Census Bureau. (2022). American Community Survey, ACS 5-Year Estimates Subject Tables DP05, S0101, S0801, S2405.

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.

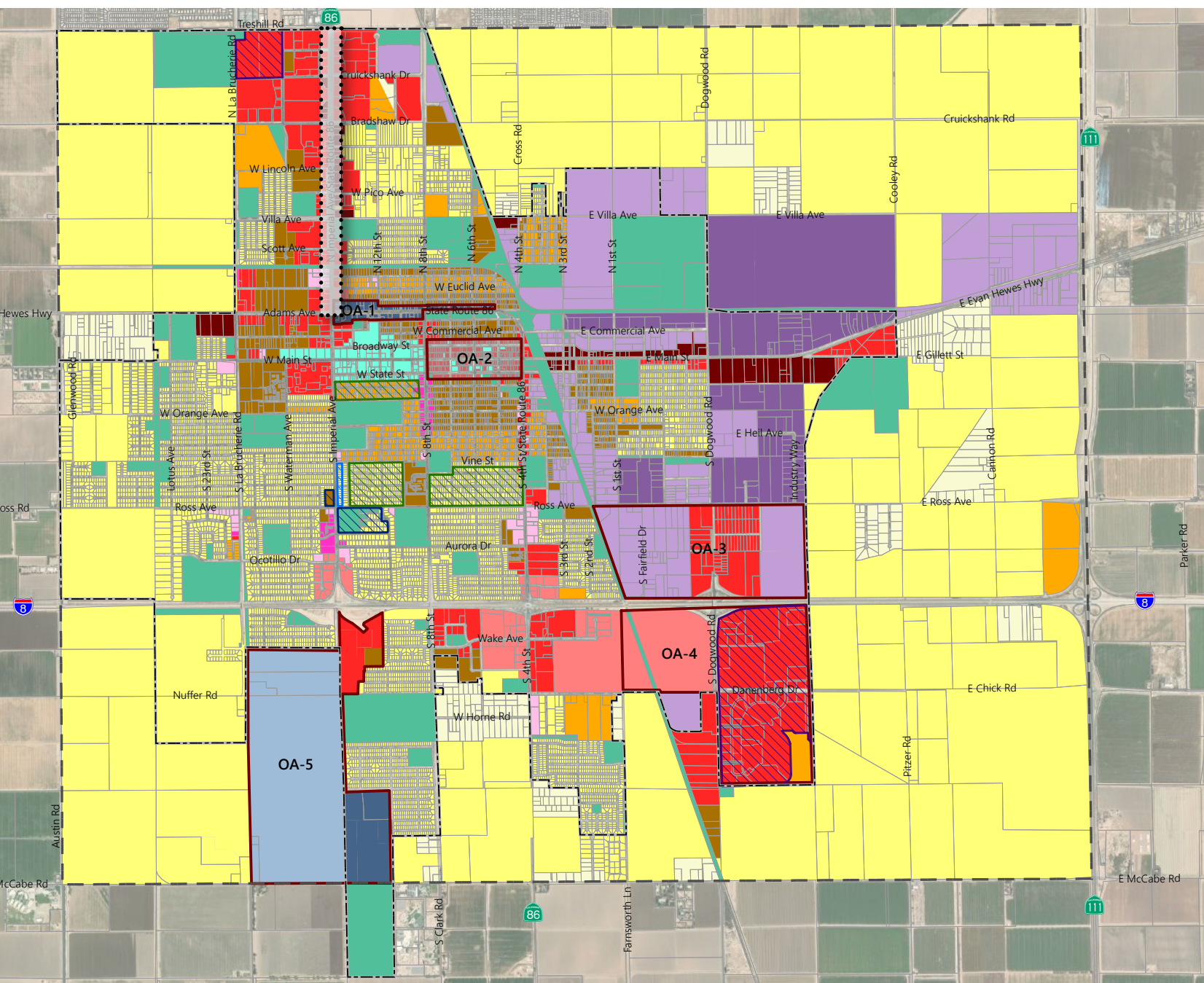
Neighborhood Commercial Use

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

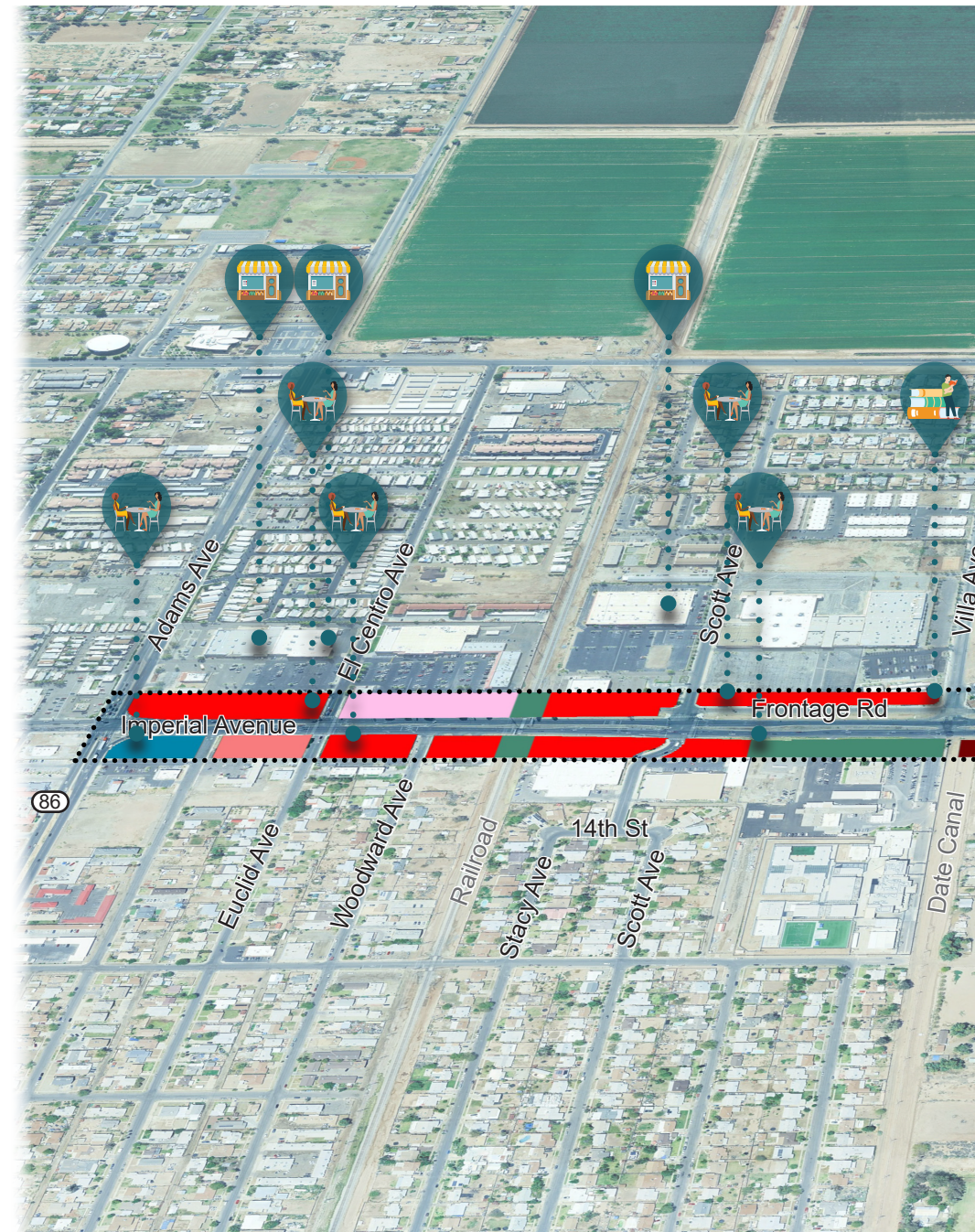
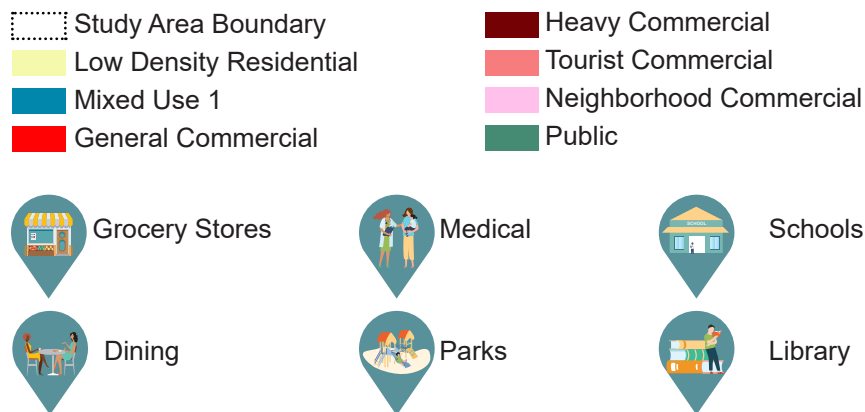
2.3.1 Community Destinations

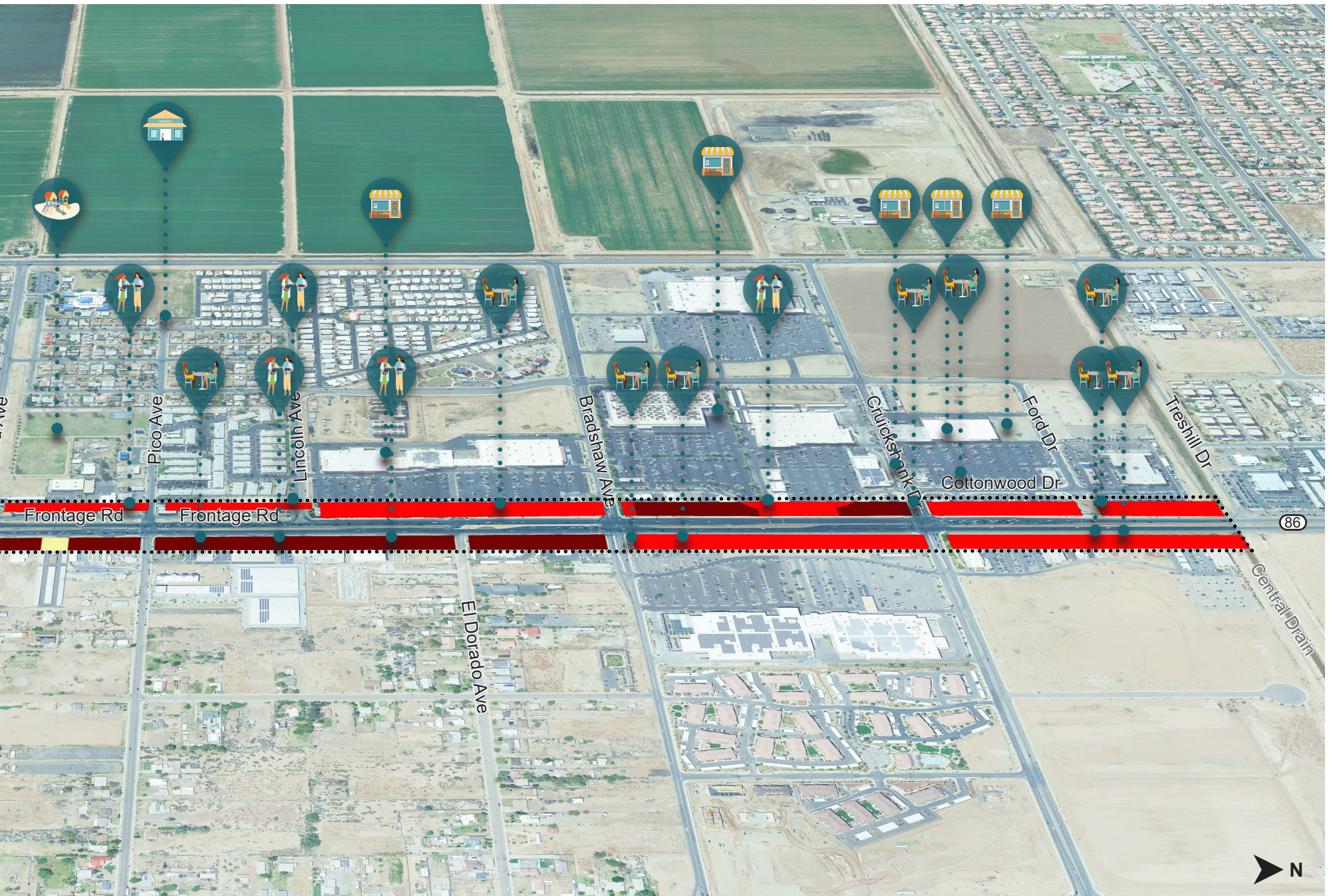
Attractions

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 (varied posted 35 to 55 miles per hour speed limit along the segments)



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

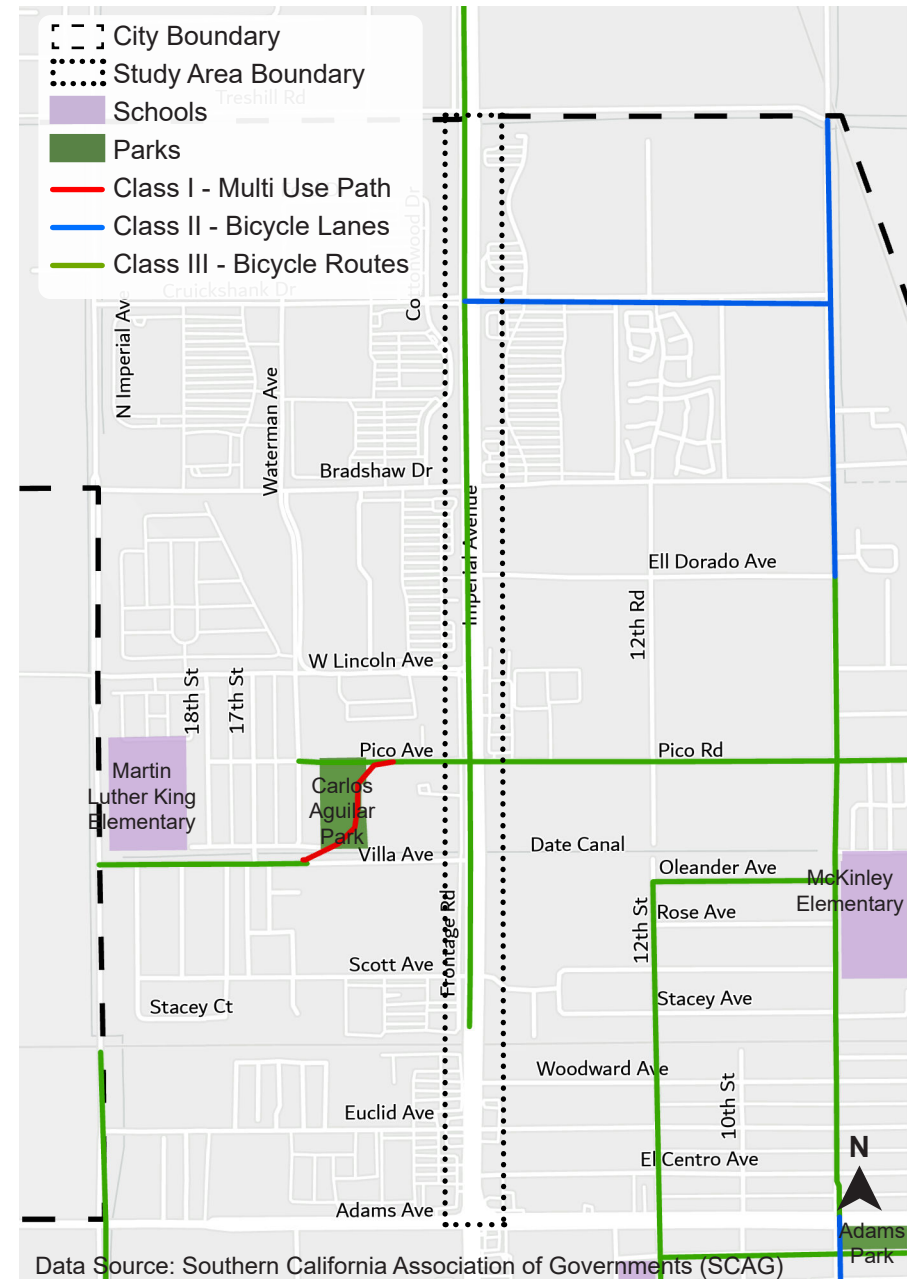
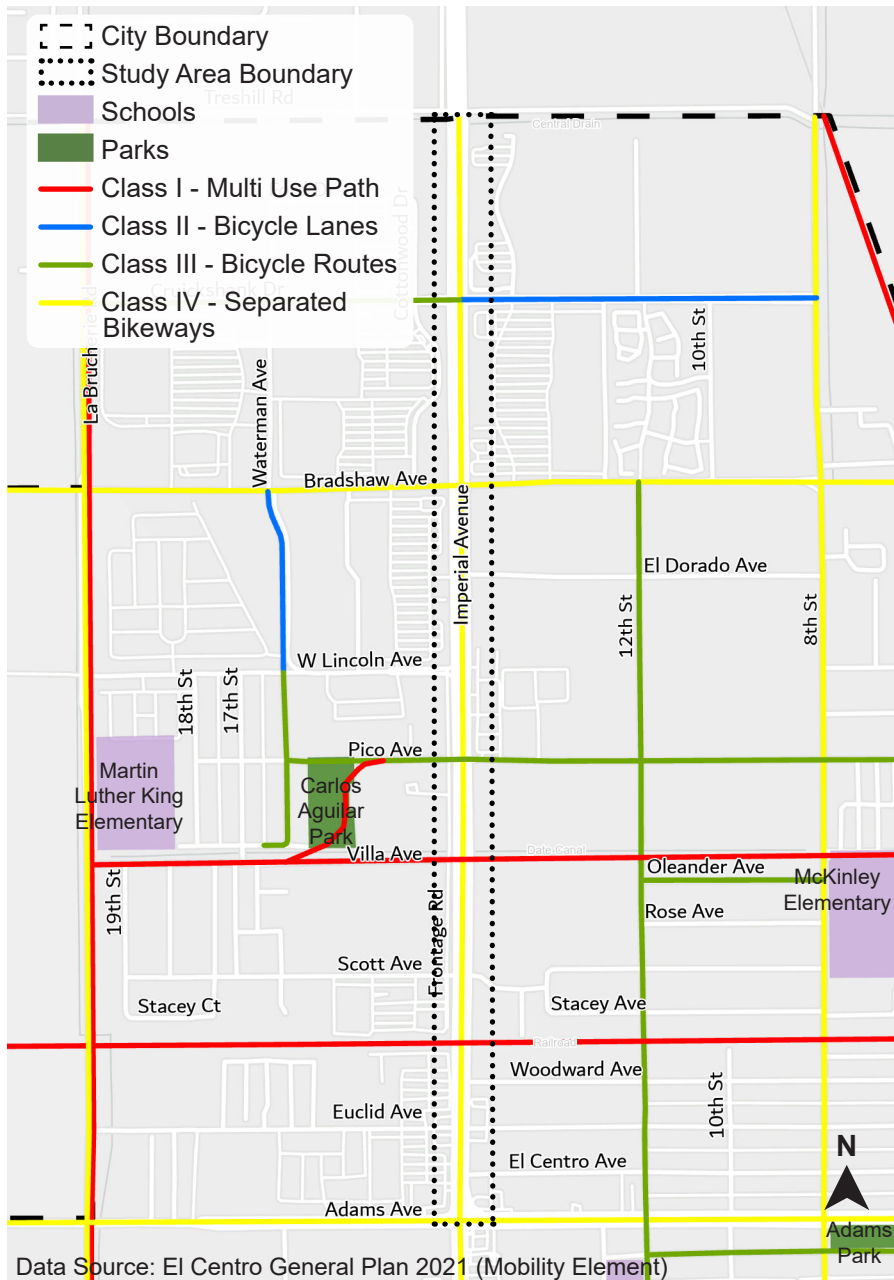


Figure 2-6: Proposed Bicycle Facilities from 2021 General Plan



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.2** for detailed Existing Lane Geometry and Existing AM/PM Hour Volume exhibits.

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:

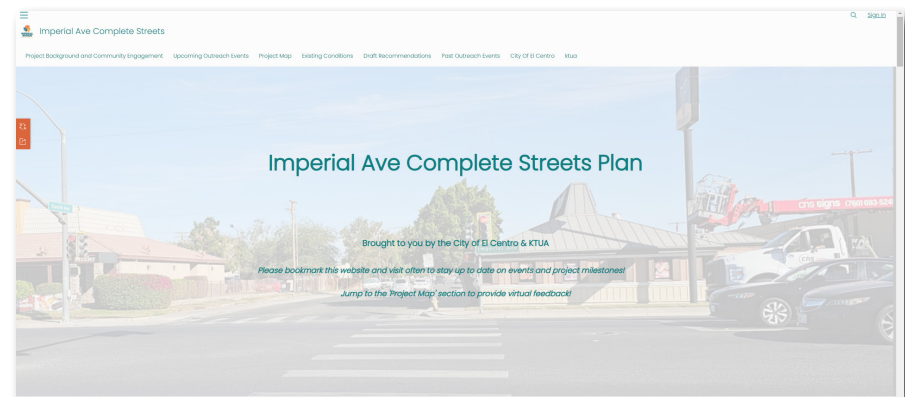
- A project website
- E-newsletters and social media posts
- Postcards to businesses on Imperial Avenue
- An online and paper survey for field interviews/intercept surveys along Imperial Avenue
- A Geographical Information System (GIS) based interactive online map survey
- Three (3) community workshops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



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.

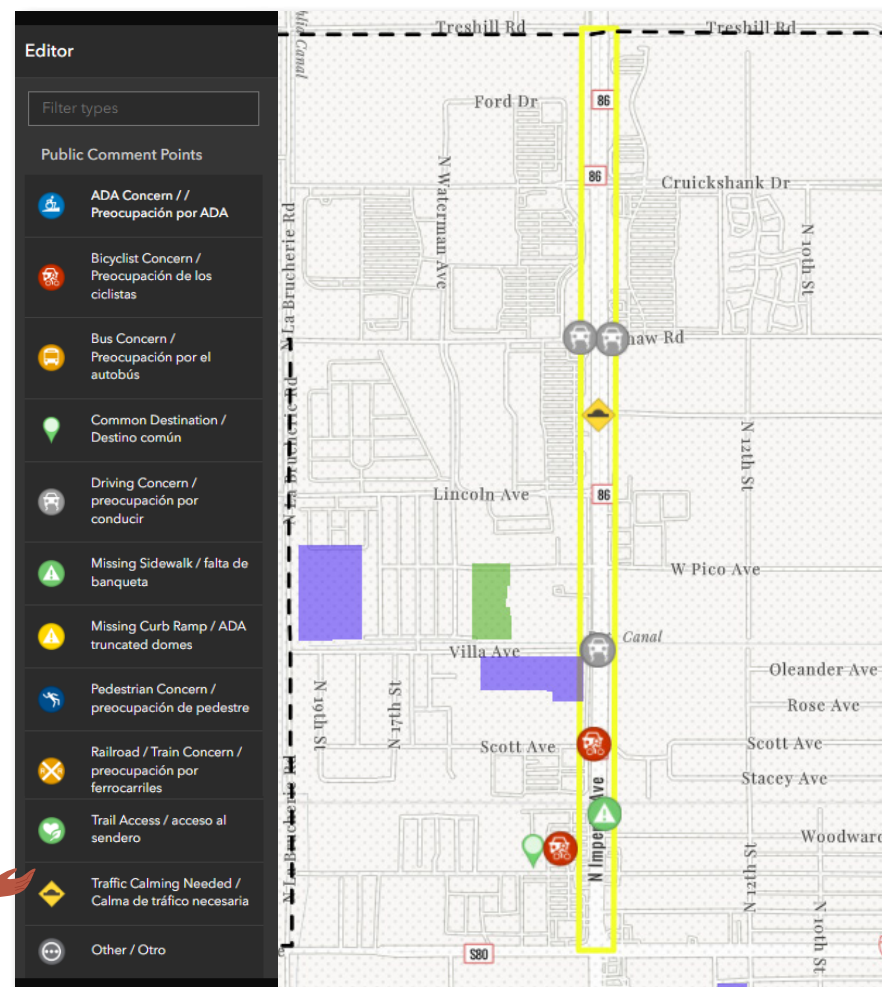
The traditional survey was made available online through a Quick Response (QR) Code and website link as well as a physical survey distributed during public engagement events. The survey material was made available from October of 2023 to January of 2024. The survey was promoted on the City's various social media platforms, at city events, and a large banner displayed at Carlos Aguilar Park. Opportunity drawings were also provided by the City to incentivize 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 the Department of Motor Vehicles (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.3**.



Relationship of survey participants with El Centro

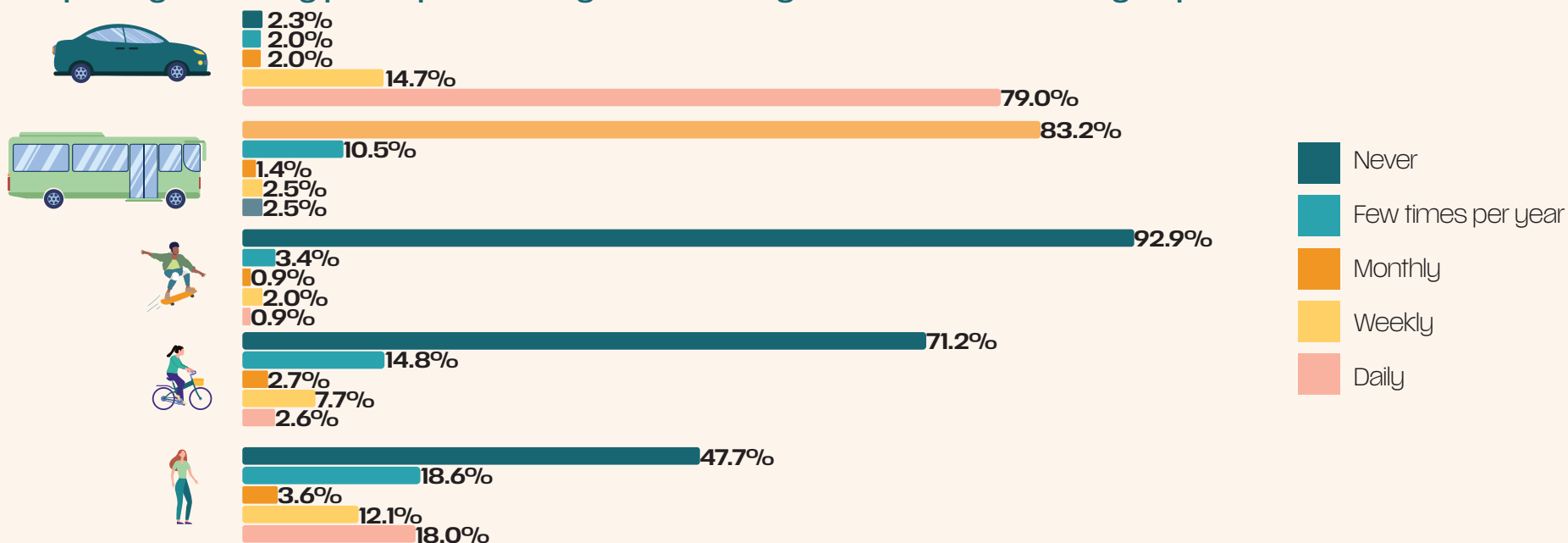
79.9%
Residents



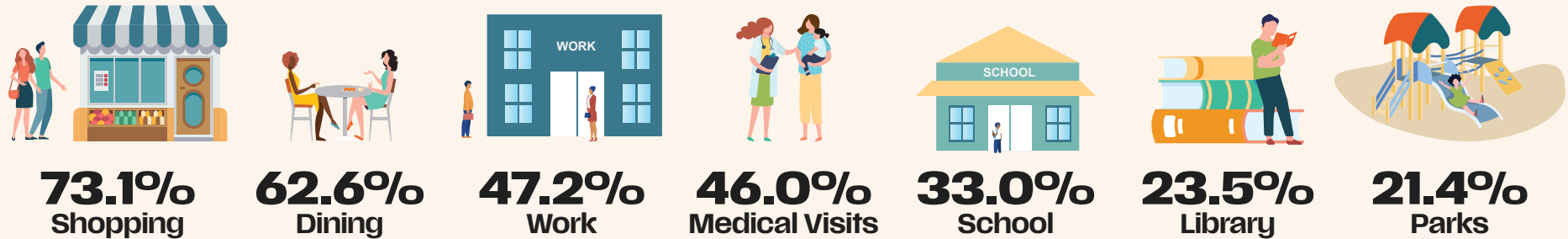
Most popular mode of travel on Imperial Avenue

94.1%
Driving

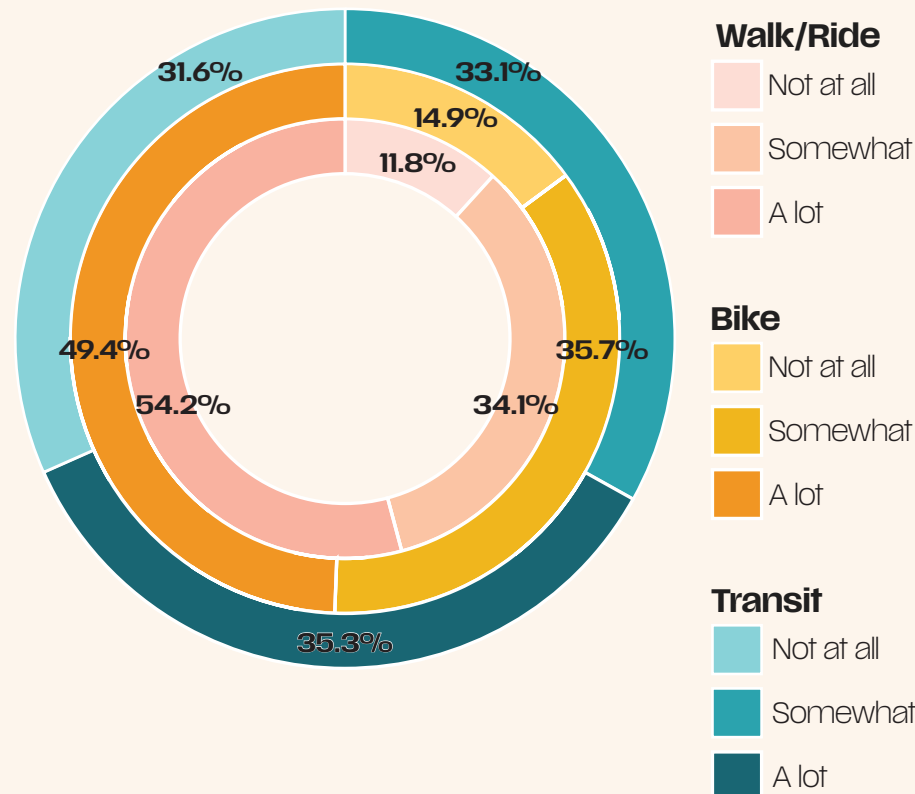
Frequency of survey participants using the following modes of travel along Imperial Avenue



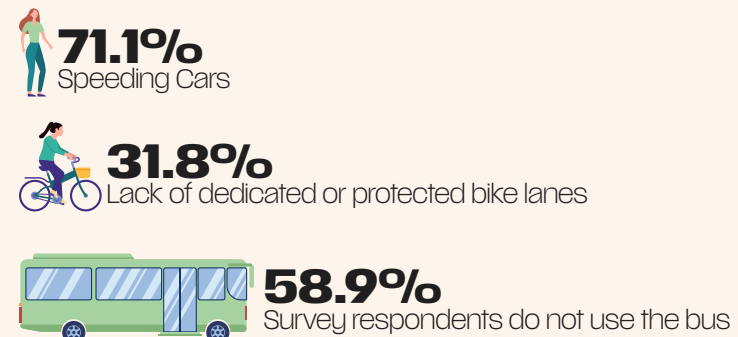
Major attractions/what draws survey participants to Imperial Avenue



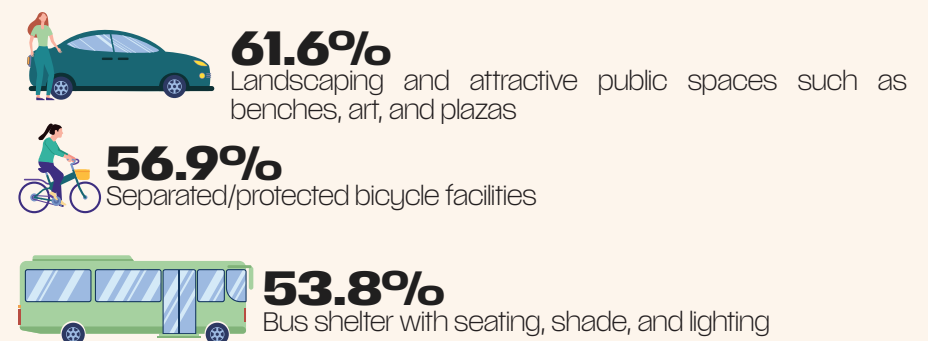
Concerned about enhancing safety for the following modes of travel



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.

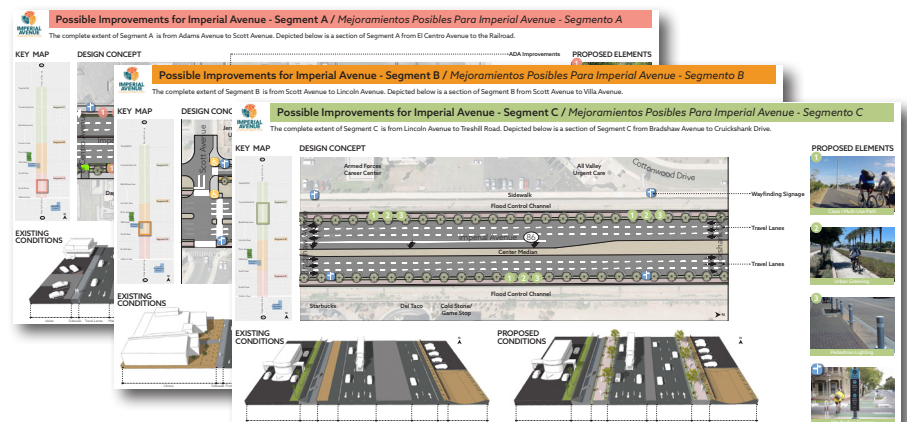
A complete streets remote control car course served as an interactive and educational activity that demonstrated traffic calming treatments to help guide pedestrians and bicyclists safely and comfortably as well as incentivize drivers to be more mindful of their surroundings to encourage safer driving. 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

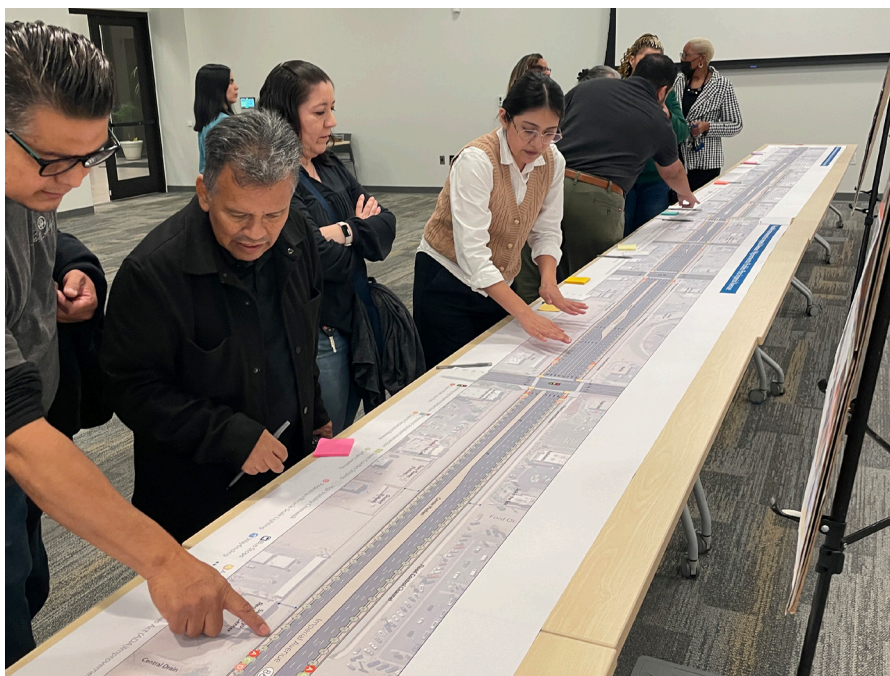
Following this workshop, a second survey was made available to the public for all whom were unable to attend to provide their feedback on the draft recommendations and a total of 71 surveys were completed. Overall, people were supportive of the presented recommendations for all segments and the new proposed traffic signal at the intersection of Imperial Avenue and Villa Avenue. Complete results can be found in **Appendix A.4**.

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.

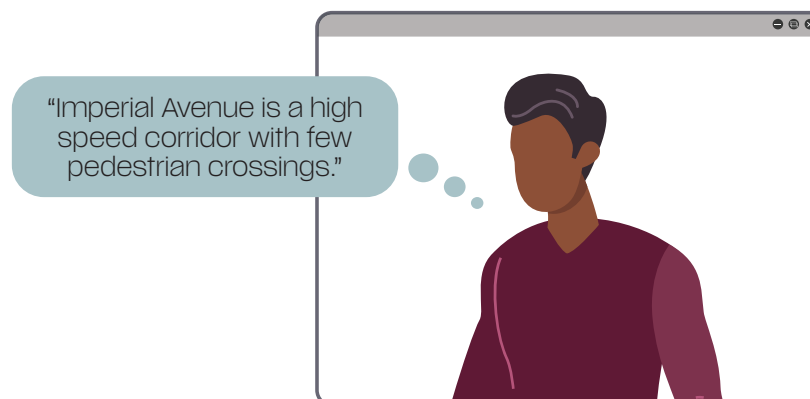
- First-last mile connections
- Increased bus frequency
- Additional pedestrian crossings
- ADA compliance
- Design considerations such as topography and ICTC's concurrent Comprehensive Operational Analysis

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

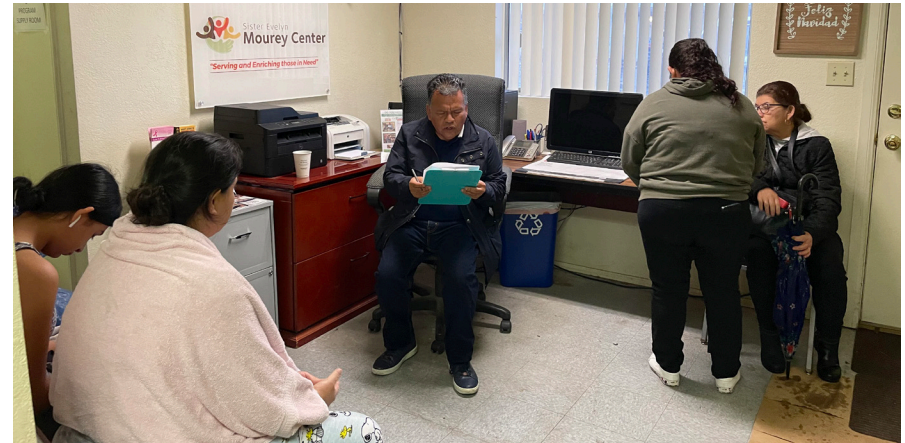
Pop-Up #1 - Sister Evelyn Mourey Center (January 22, 2024)

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.

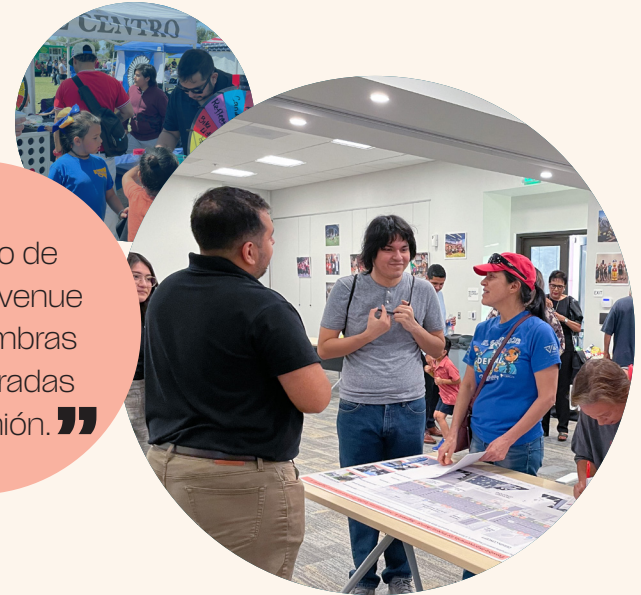
Participants expressed their overall satisfaction with the recommendations and gratitude for the proposed sidewalks and crosswalks as some of their concerns remained for sidewalks, crosswalks, lighting, and enhanced safety for people of all abilities. Participants emphasized the continued need for improved 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.”

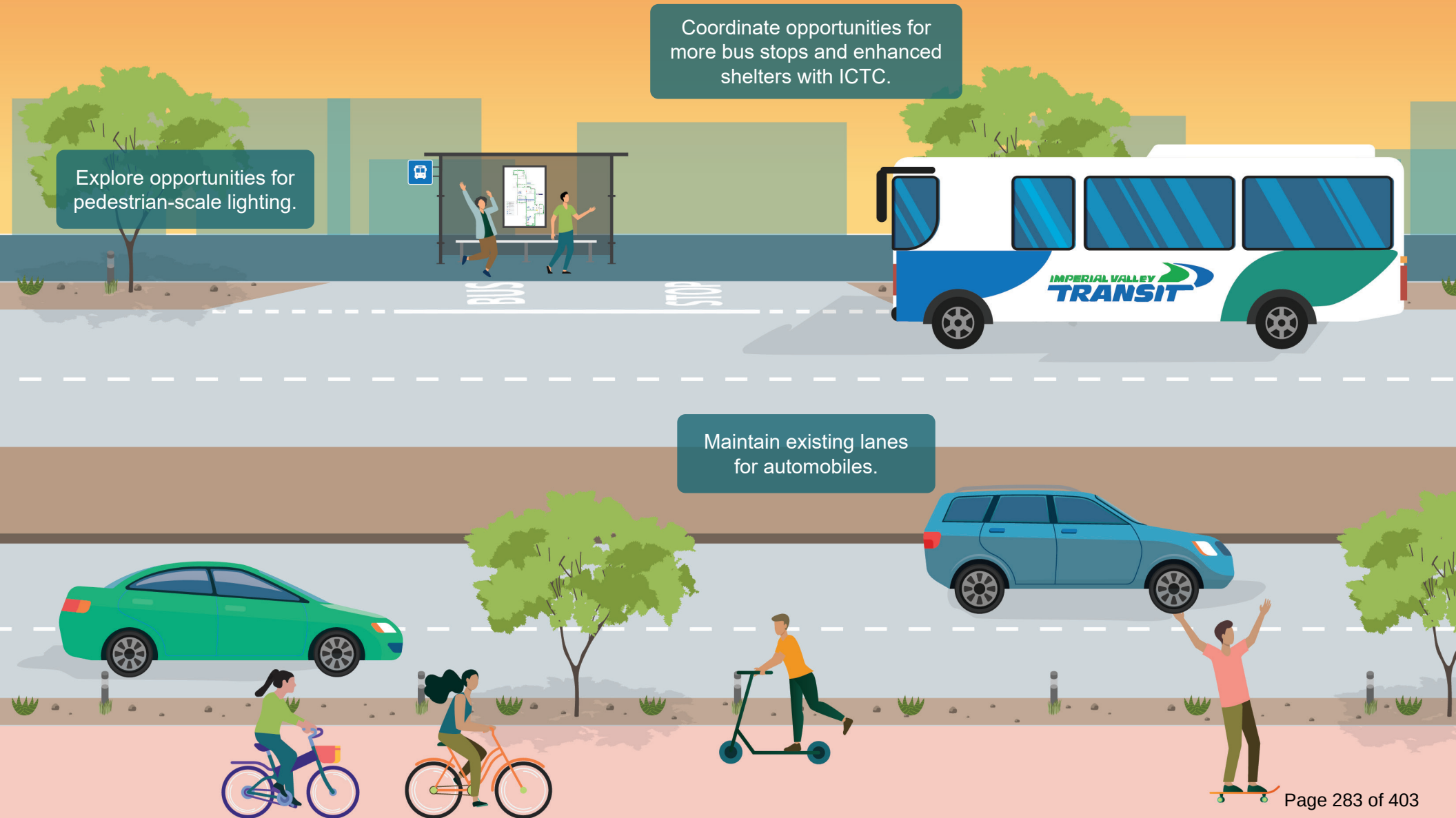
3.6 Public Engagement Overarching Themes

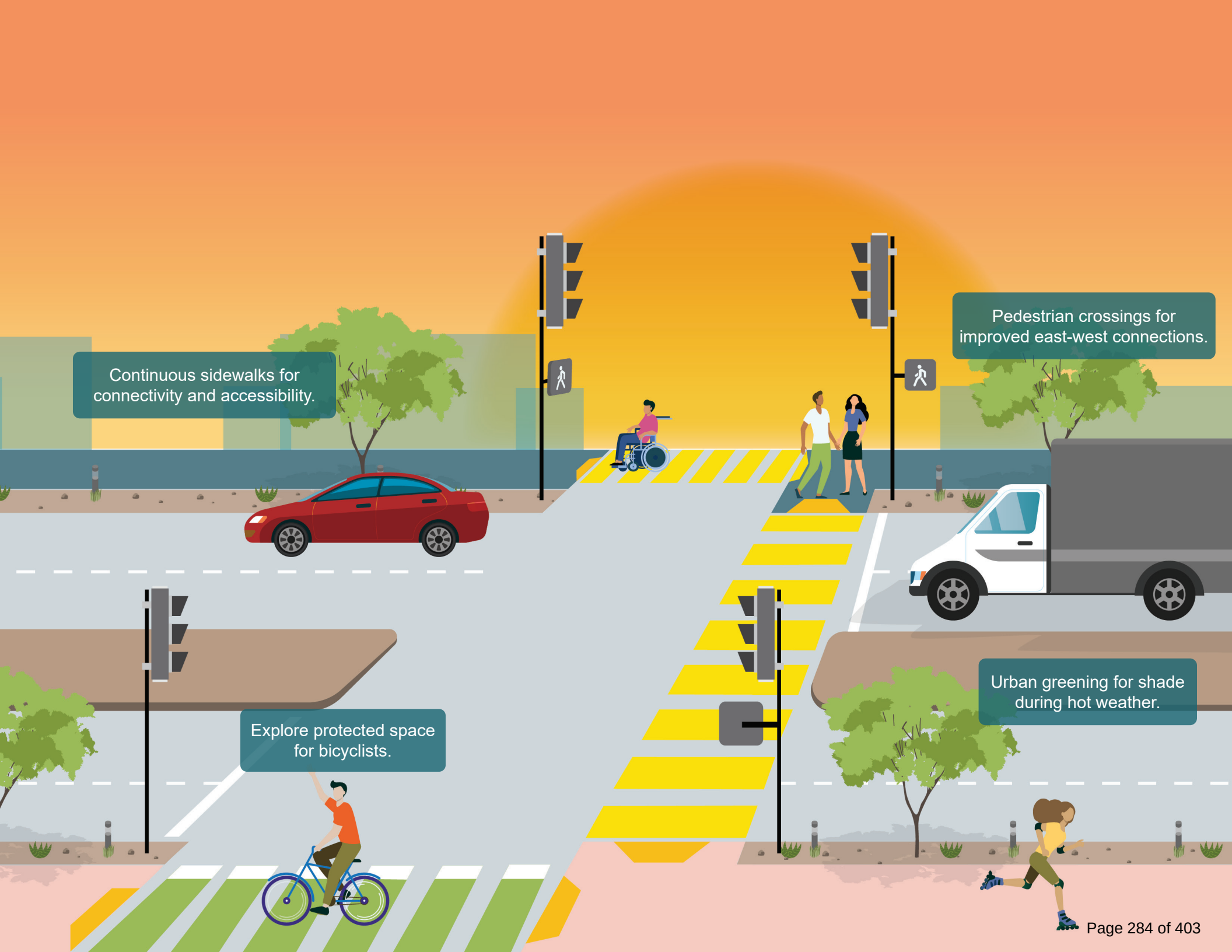
Community members shared a range of comments and concerns throughout the public engagement process. The following are some of the overarching themes and ideas desired that influenced the proposed design for Imperial Avenue.

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.

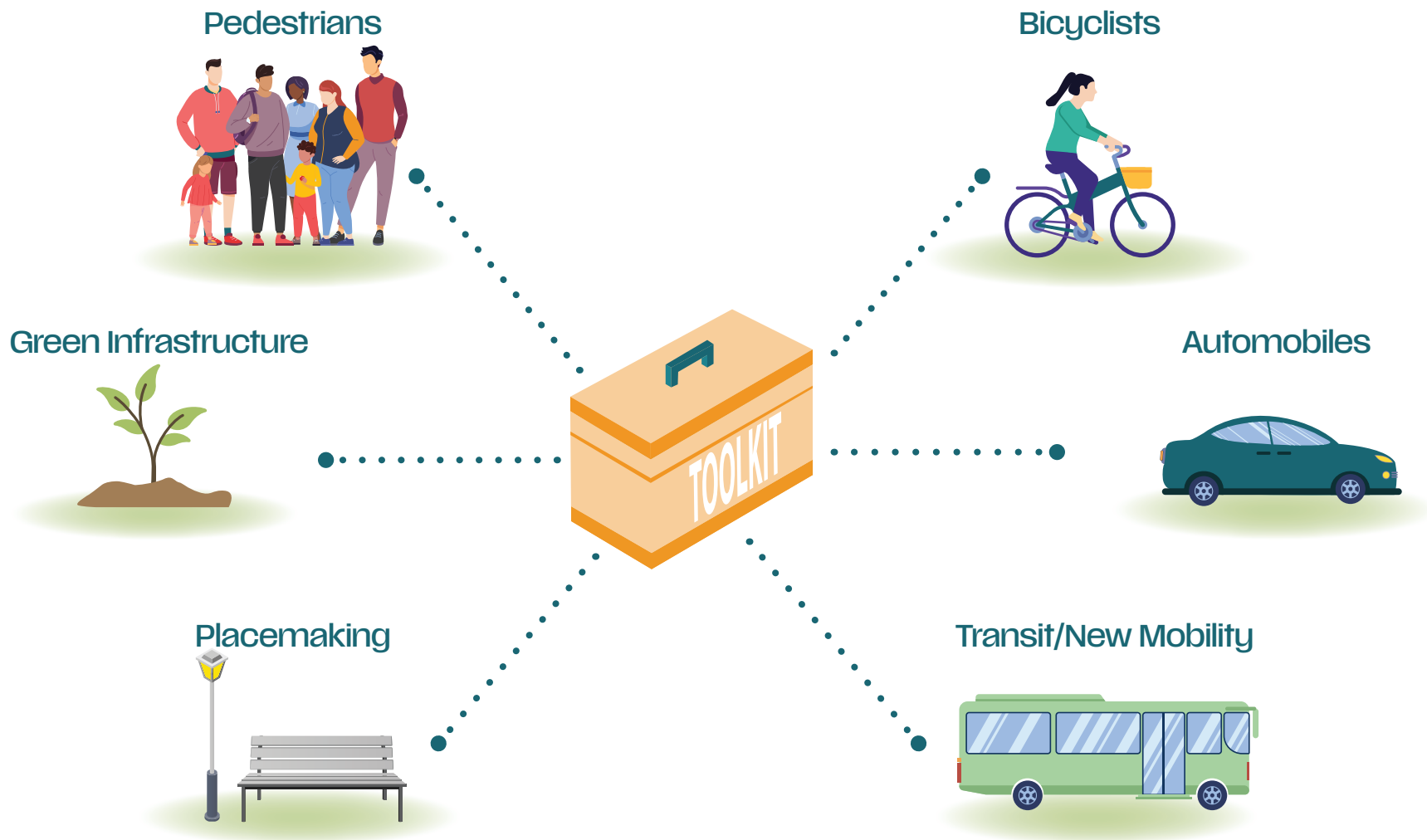




Recommendations

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.



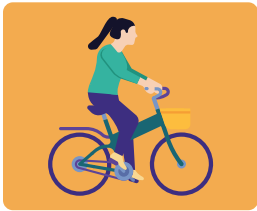
Pedestrian Refuge Island



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

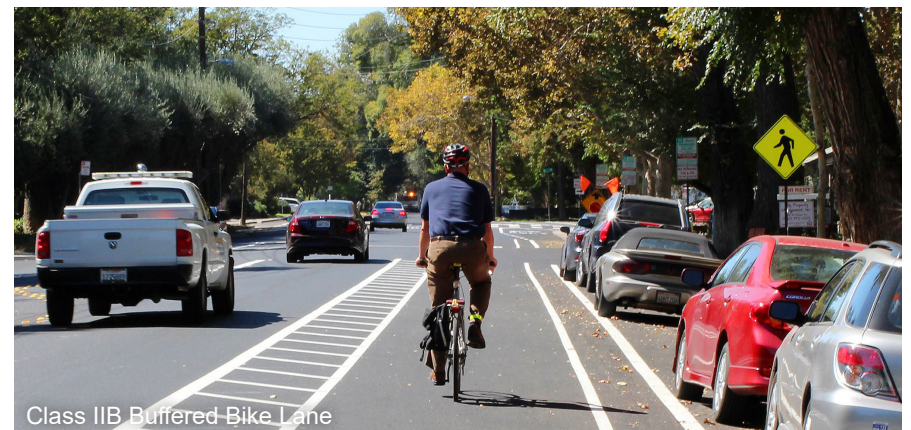
Class II bicycle lanes are one-way facilities that dedicate right-of-way to bicyclists within the same direction of roadway adjacent to motor vehicles. They are not physically separated from motor vehicle traffic. For this reason, Class II bicycle lanes can include an additional buffer striping space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



Class I Multi-Use Path



Class II Bike Lane



Class IIB Buffered Bike Lane

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.

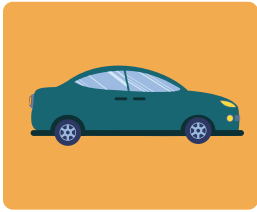
Bicycle Signals

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

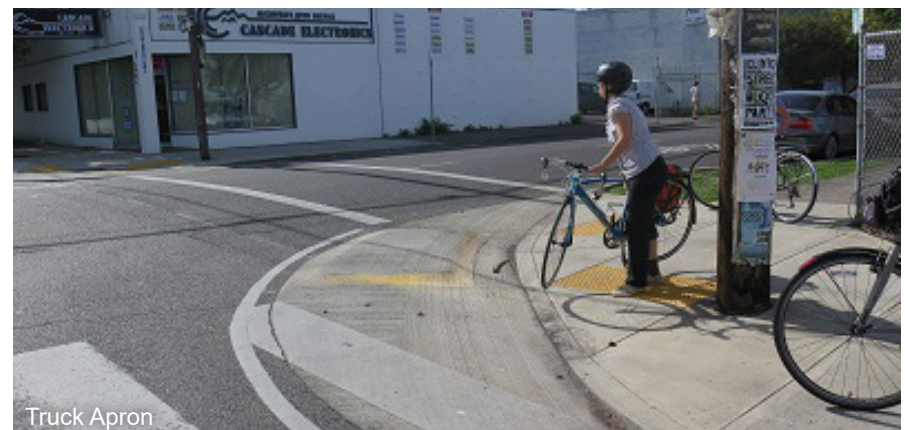
Chicanes are a traffic calming measure that through a series of narrowing or alternating curb extensions increase the amount of public space and reduce traffic speeds.

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

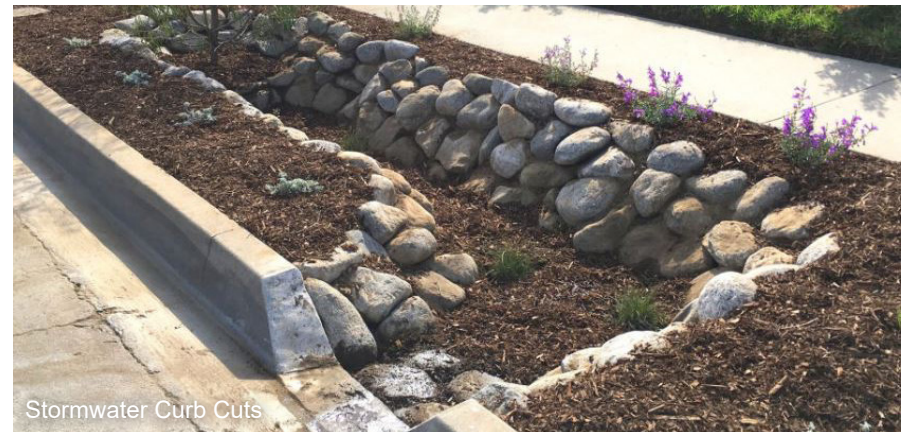
A curb cut is a cut in into a curb allowing for easier water access for collection and percolation of stormwater.

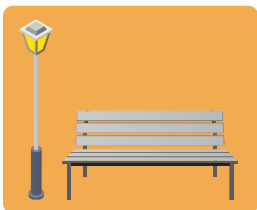
Stormwater Tree Systems

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

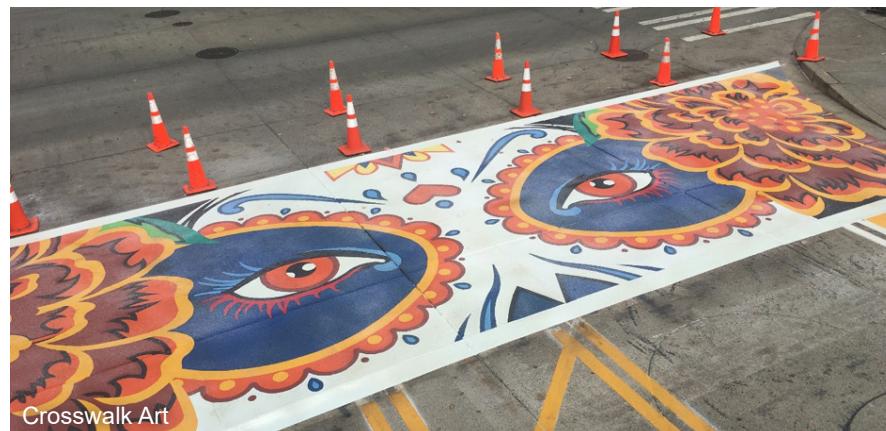
Special intersection paving and crosswalk art provide unique opportunities to highlight crossings at key locations while simultaneously integrating context-sensitive art. They are a great opportunity to incorporate culturally representative local art of El Centro. Paving treatments and crosswalk art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



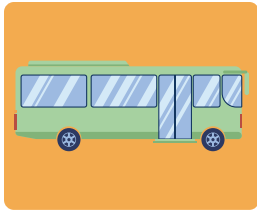
Signage and Wayfinding



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

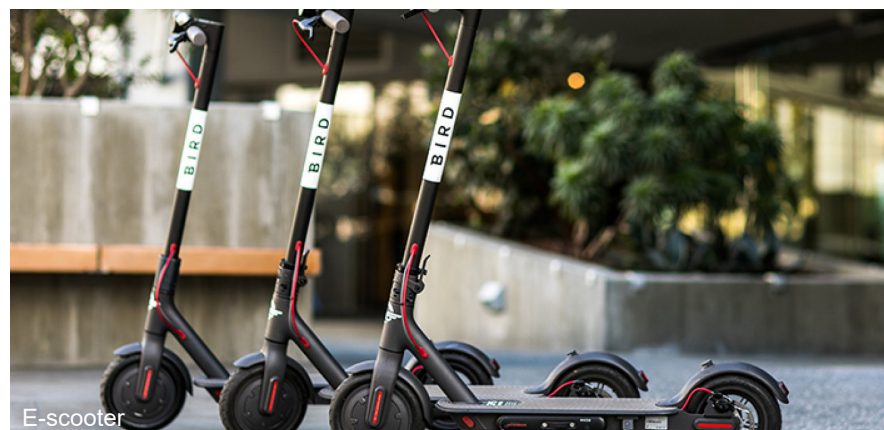
An electric carsharing service could be established by purchasing a fleet of electric cars. These cars could be rented by residents to address their transportation needs, such as commuting to work, running errands, or getting to medical appointments. The City would have its own EV charging infrastructure 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.

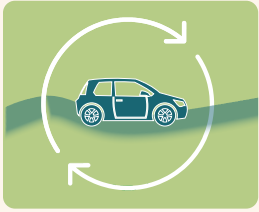
- **Action 2.1** Revitalize and enhance pedestrian and bicycle infrastructure through coordination with future Visual Enhancement Area (VEA) plans or guidelines. El Centro General Plan identifies Imperial Avenue as a VEA.
- **Action 2.2** Streetscape should acknowledge cultural and environmental considerations.
- **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

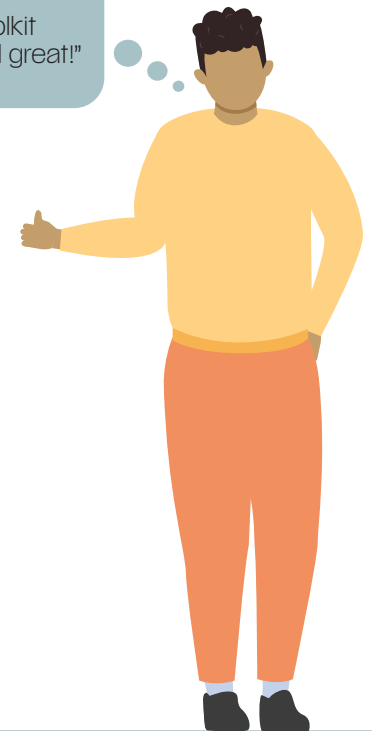
The following section depicts the Preferred Complete Streets Concept that is based on extensive analysis of Imperial Avenue, feedback received throughout the public engagement process, and coordination meetings with City Staff. The Preferred Concept includes recommended Complete Streets Toolkit treatments 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.5**, along with three-dimensional sections and can be used by City Staff in the pursuit of funding for future implementation.

Implementation is recommended once the study area is relinquished to El Centro since at the time of the development of this CSP, Caltrans has ownership of the study area. While El Centro anticipates gaining control of the study area in the future, Caltrans reviewed and provided guidance — included in **Appendix A.1**.

"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

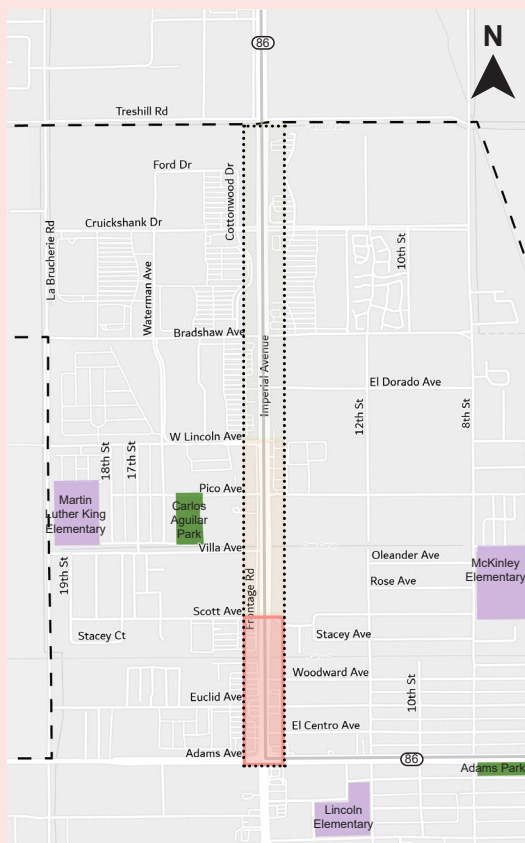

0.4 Miles

35-45
MPH

  **8 Min**

  **4 Min**

  **3 Min**



Segment A Summary

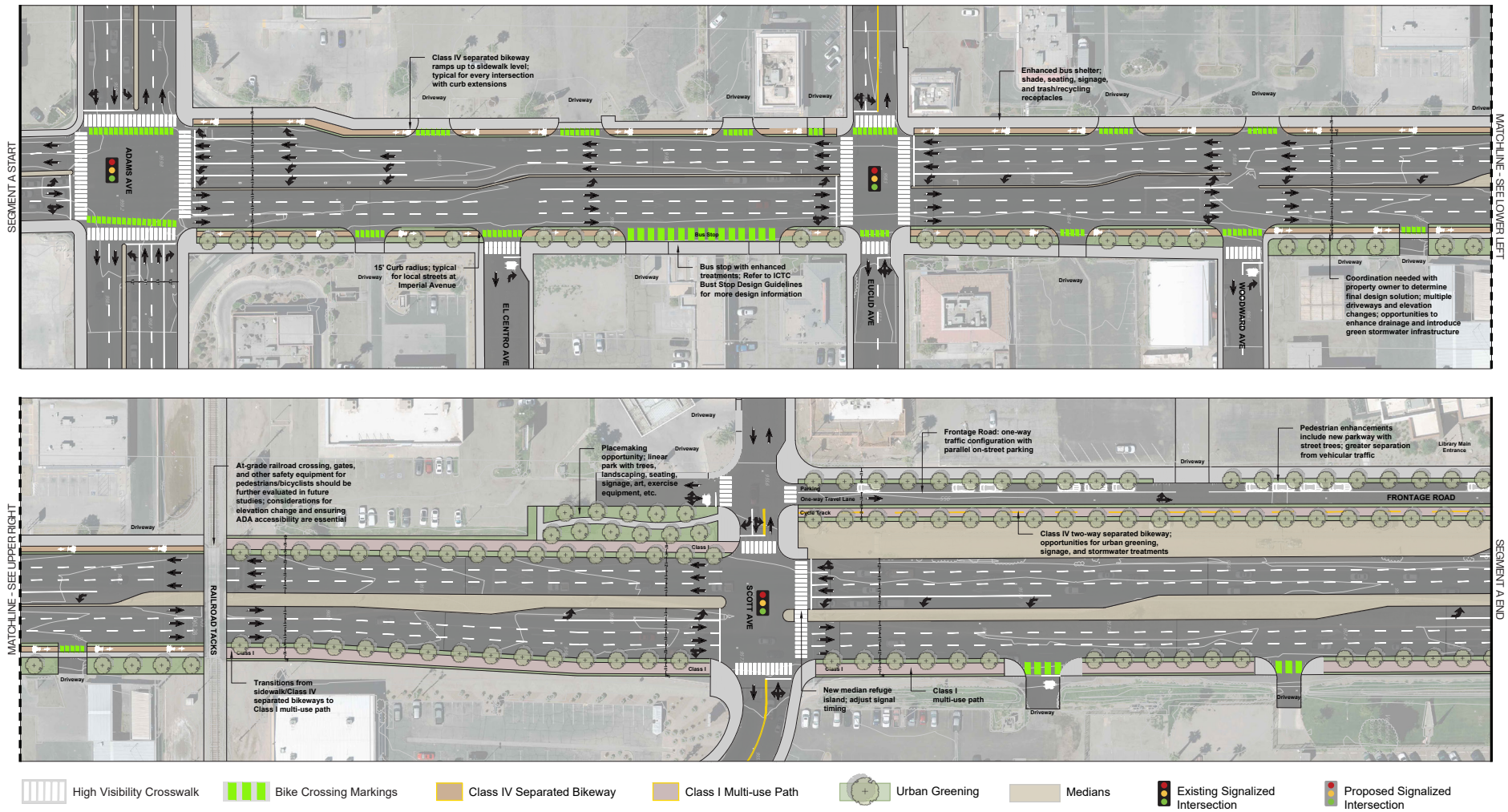
Segment A is the southernmost segment of the Imperial Avenue study area from Adams Avenue and Scott Avenue. This segment has existing sidewalks, bus shelters for bus lines 2 and 3, raised narrow medians, wide travel lanes, and a railroad crossing between Woodward Avenue and Scott Avenue. Attractions 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.

Note: El Centro will need to verify speed reduction and final design requirements, such as Clear Recovery Zones (CRZ), during the engineering design phase

Figure 4-1: Segment A Preferred Concept

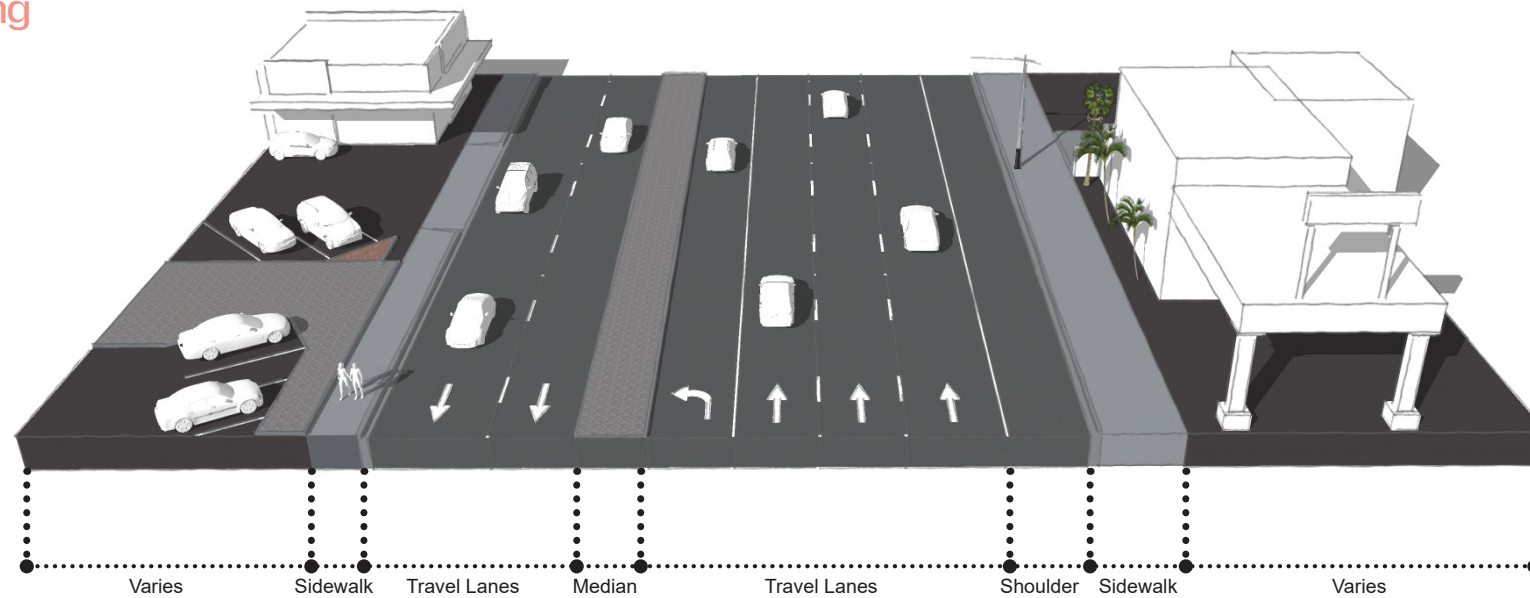


 City of El Centro 1275 Main St El Centro, CA 92243	 KTUA-A 3916 Normal St San Diego, CA 92103	 Michael Baker INTERNATIONAL	MBI 9635 Granite Ridge Drive San Diego, CA 92123	City of El Centro Imperial Avenue Complete Streets Plan		Conceptual Plan	Scale: 1" = 80'-0"	 Sheet 1 of 1
				Imperial Avenue from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

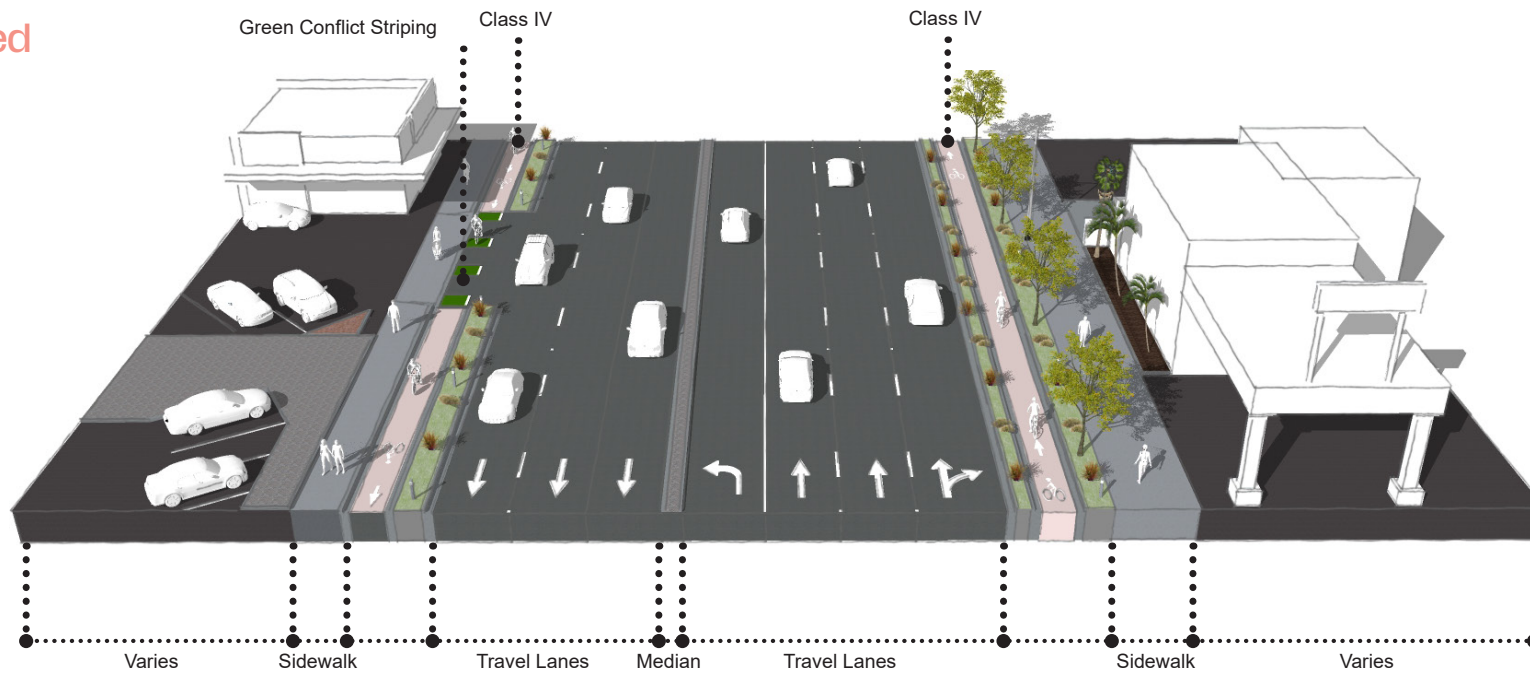
Note: Higher-resolution versions of these cutsheets can be found in the Appendix

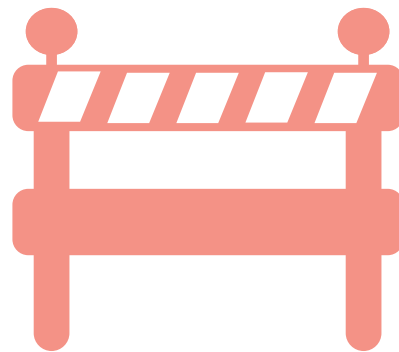
Figure 4-2: Segment A Preferred Concept Sections

Existing



Proposed





End of Segment A

Segment B

FROM
Scott Avenue

TO
Lincoln Ave

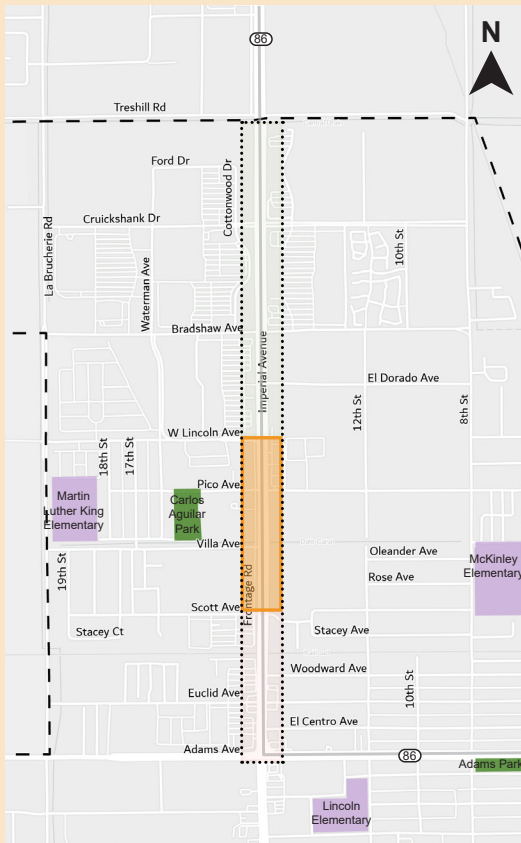

0.4 Miles


45
MPH


8 Min


4 Min


3 Min



Note: El Centro will need to verify speed reduction and final design requirements, such as Clear Recovery Zones (CRZ), during the engineering design phase

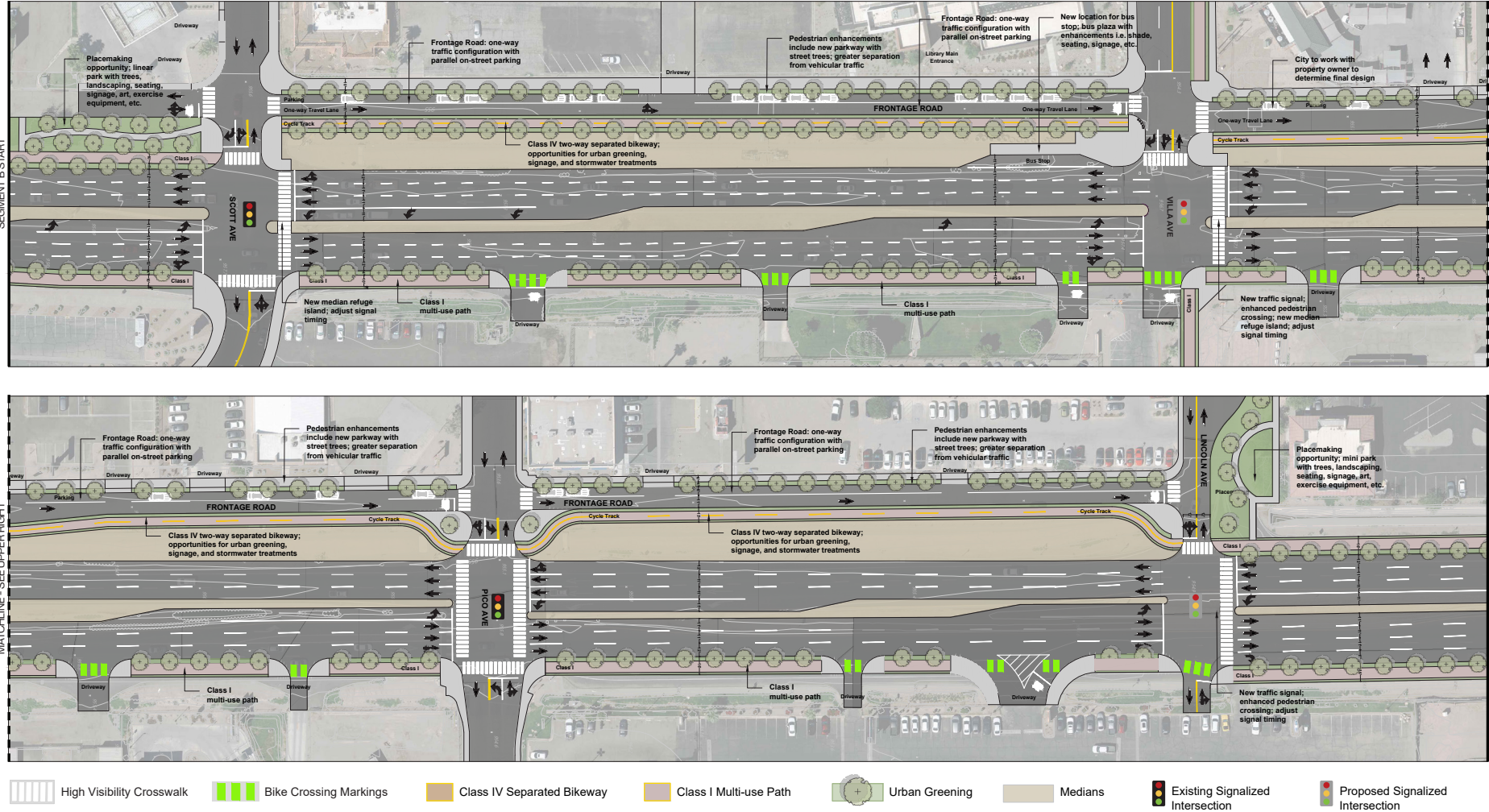
Segment B Summary

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

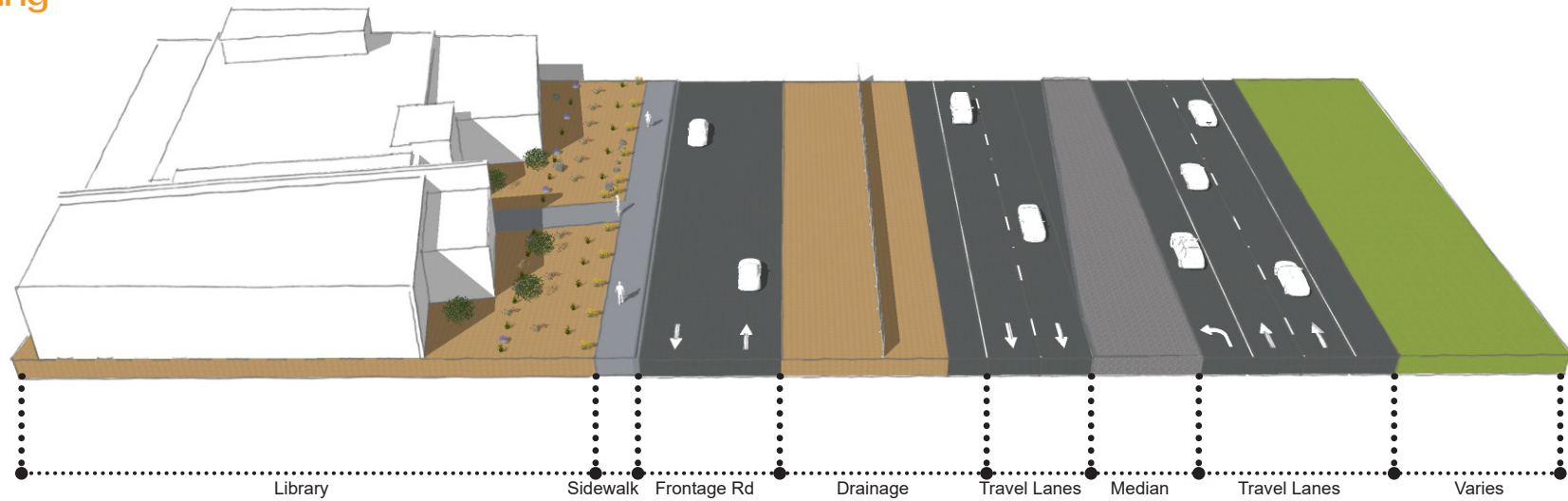


 City of El Centro 1275 Main St El Centro, CA 92243	 KTU+A 3916 Normal St San Diego, CA 92103	 Michael Baker INTERNATIONAL	MBI 9635 Granite Ridge Drive San Diego, CA 92123	City of El Centro Imperial Avenue Complete Streets Plan	Conceptual Plan	Scale: 1" = 80'-0"	 Sheet 1 of 1
					Imperial Avenue from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

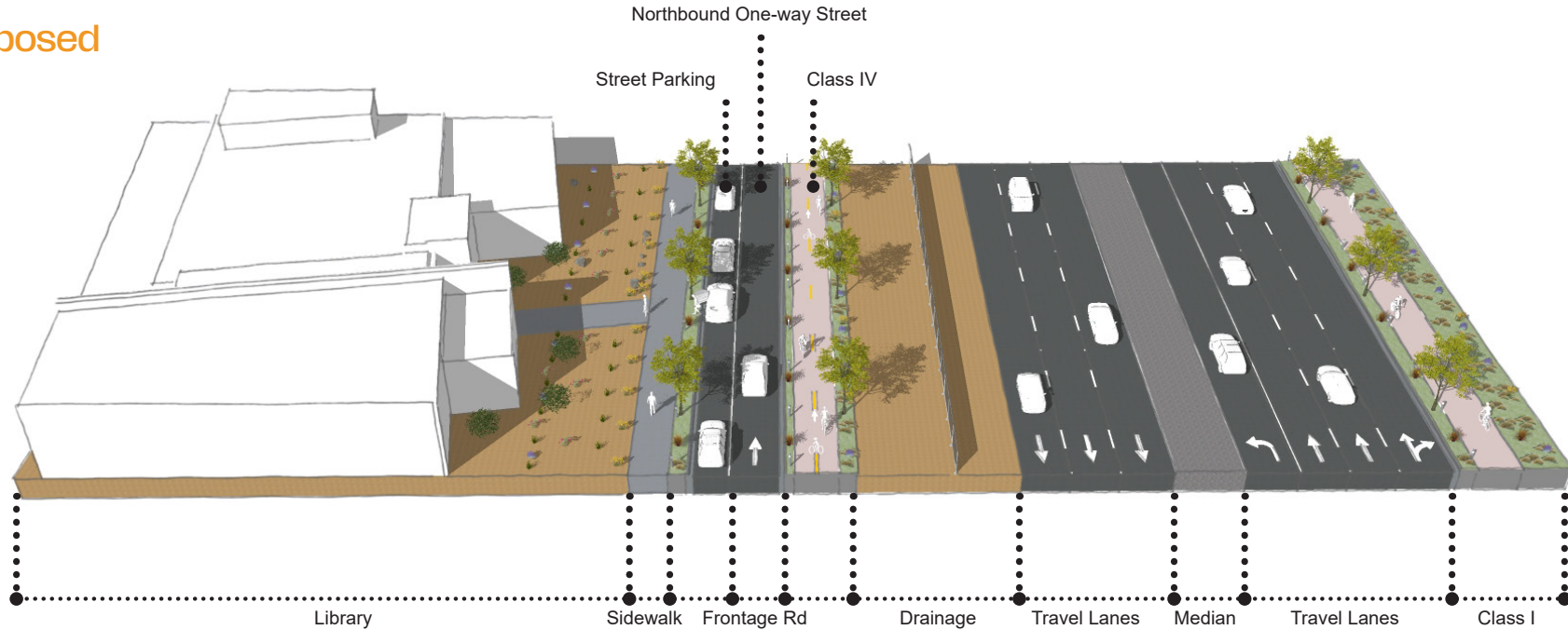
Note: Higher-resolution versions of these cutsheets can be found in the Appendix

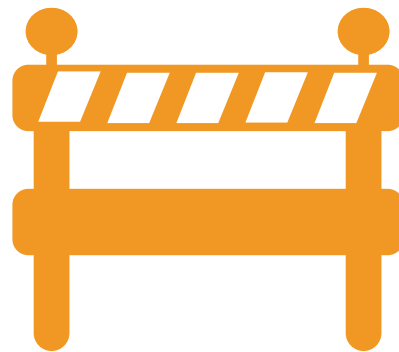
Figure 4-4: Segment B Preferred Concept Sections

Existing



Proposed





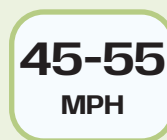
End of Segment B

Segment C

FROM Lincoln Ave
TO Treshill Road



0.8 Miles



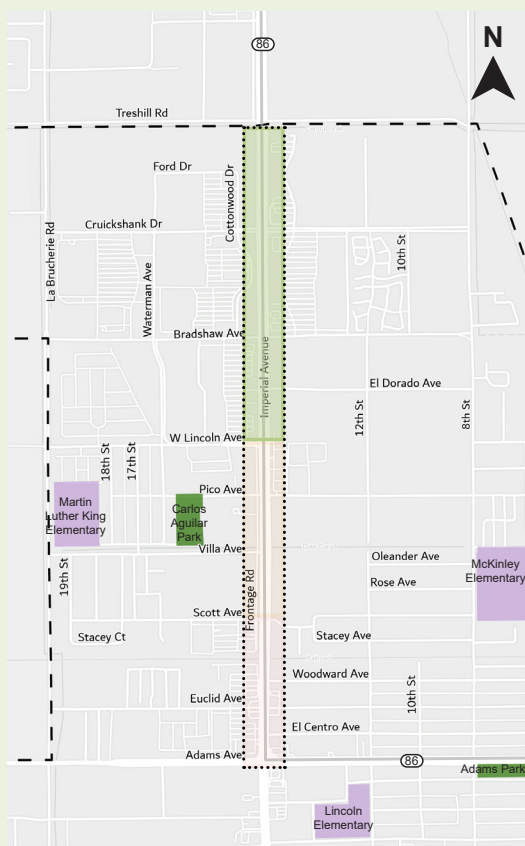
17 Min



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.

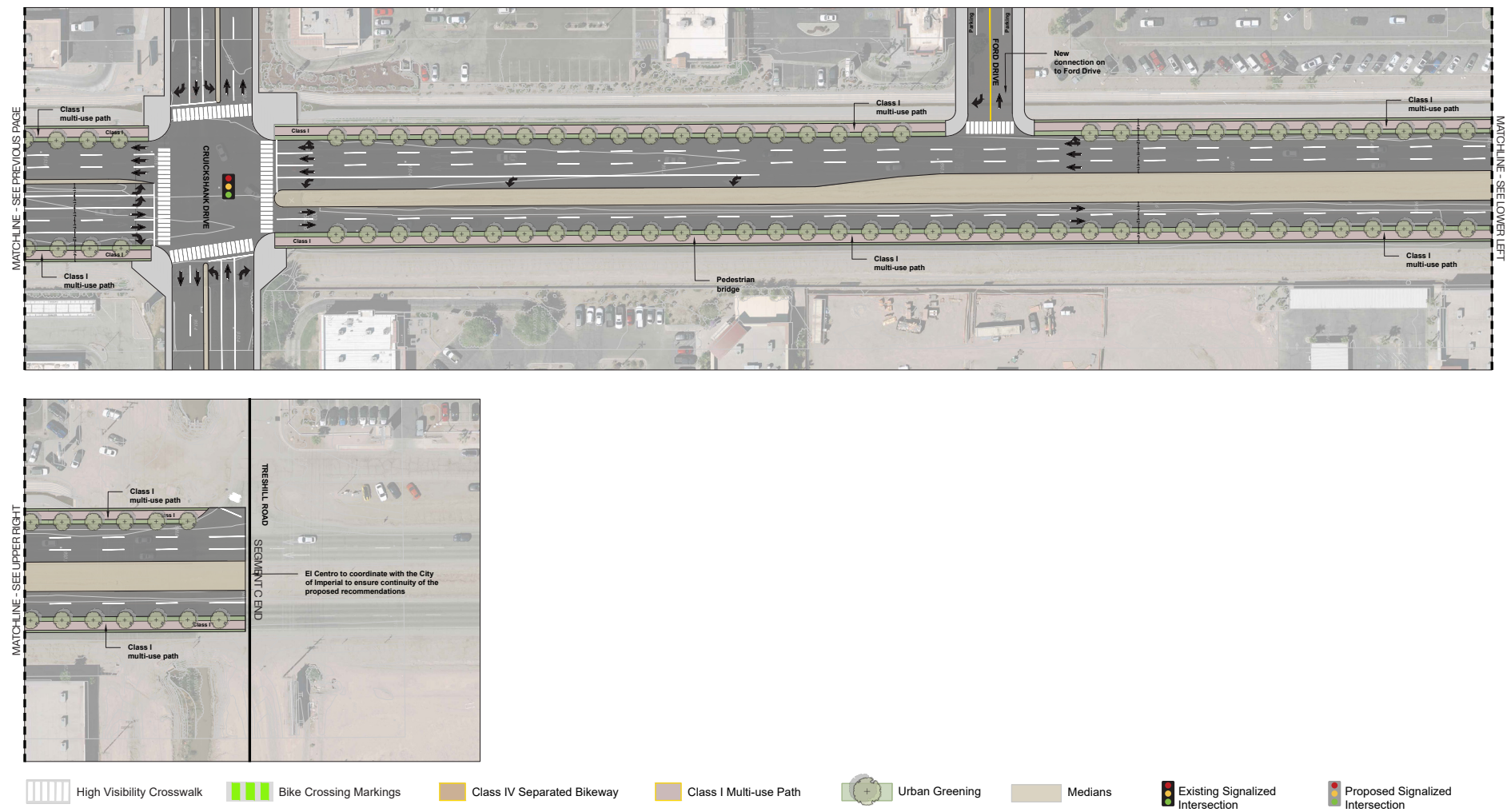
Note: El Centro will need to verify speed reduction and final design requirements, such as Clear Recovery Zones (CRZ), during the engineering design phase

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

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

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

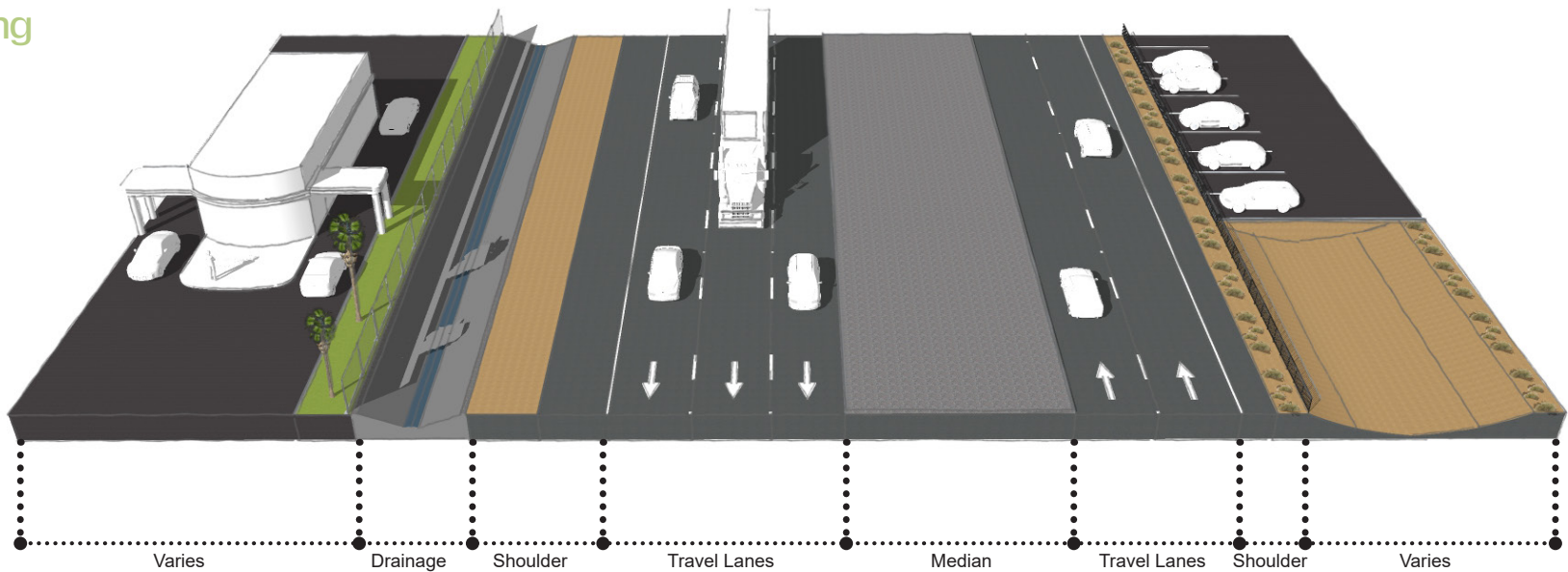


 City of El Centro 1275 Main St El Centro, CA 92243	 KTU+A 3916 Normal St San Diego, CA 92103	 Michael Baker INTERNATIONAL	MBI 9635 Granite Ridge Drive San Diego, CA 92123	City of El Centro Imperial Avenue Complete Streets Plan	Conceptual Plan	Scale: 1" = 80'-0"	
					Imperial Avenue from Lincoln Ave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

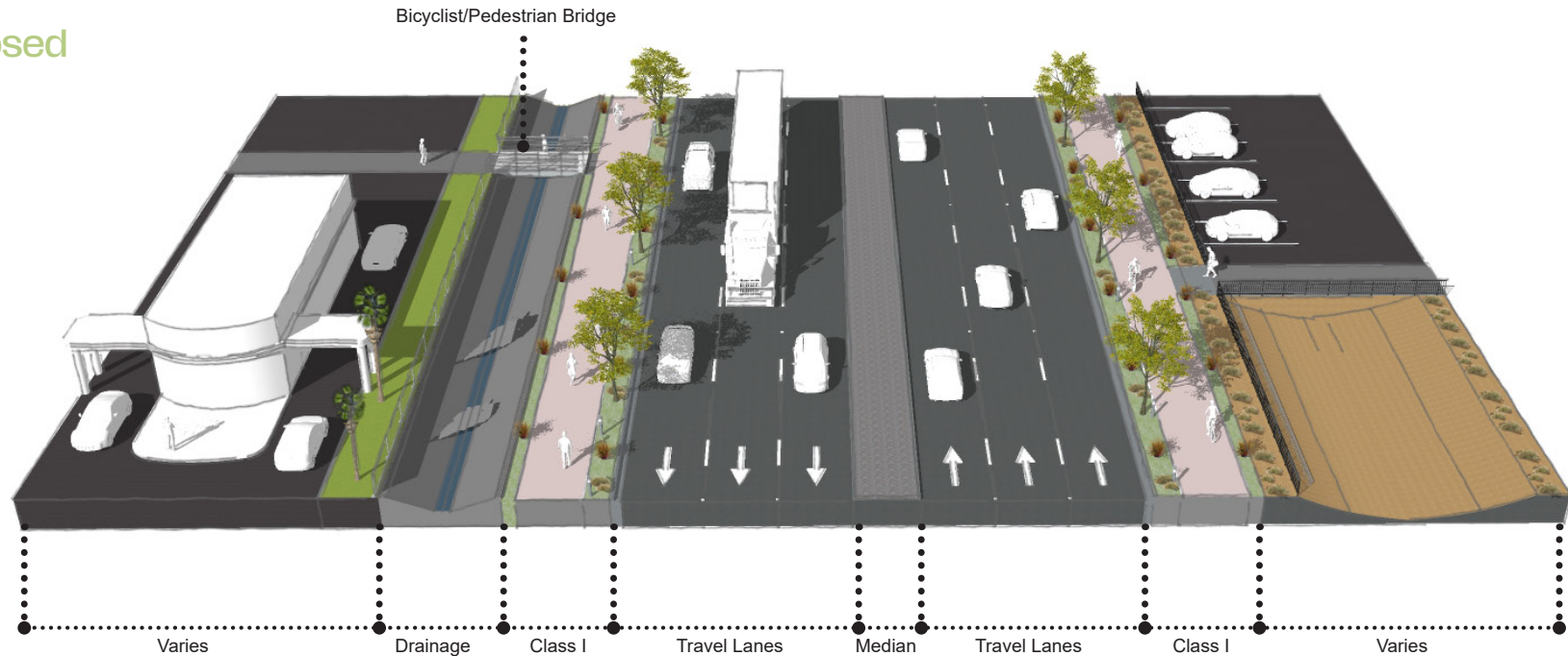
Note: Higher-resolution versions of these cutsheets can be found in the Appendix

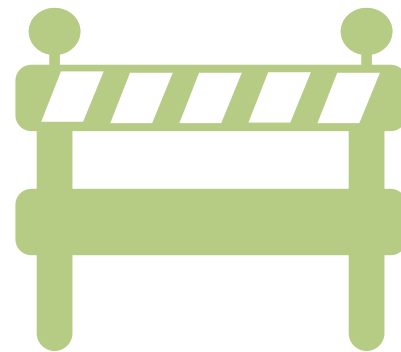
Figure 4-7: Segment B Preferred Concept Sections

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.

For planning-level cost estimates of the Preferred Concept Plan, intended for planning purposes only, refer to **Appendix A.6**.

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

NI = Non-infrastructure

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	Annually / 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.

INF = Infrastructure

NI = Non-infrastructure

PL = Planning

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 Transportation	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.

INF = Infrastructure

NI = Non-infrastructure

PL = Planning

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.

INF = Infrastructure

NI = Non-infrastructure

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)

INF = Infrastructure

NI = Non-infrastructure

PL = Planning

FUNDING SOURCE	FUNDING AGENCY	PURPOSE/ DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
INFNIPL							
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.

INF = Infrastructure

NI = Non-infrastructure

PL = Planning

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

INF = Infrastructure

NI = Non-infrastructure

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)	Annually / 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

INF = Infrastructure

NI = Non-infrastructure

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

INF = Infrastructure

NI = Non-infrastructure

PL = Planning

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

INF = Infrastructure

NI = Non-infrastructure

PL = Planning

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

INF = Infrastructure

NI = Non-infrastructure

PL = Planning

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 Transportation 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

INF = Infrastructure

NI = Non-infrastructure

PL = Planning

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

INF = Infrastructure

NI = Non-infrastructure

PL = Planning



A graphic showing a white sheet 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. In the background, a blurred Gantt chart is visible. The bottom right of the image features a large, stylized letter 'A' composed of orange and teal geometric shapes.

PROJECT END

Appendix

A.1 Caltrans Comments for City to Consider

The following is a summary of the comments received from the Caltrans team that participated during the planning process of this Complete Streets Plan. Although the City's goal is to complete the relinquishment process and take ownership of Imperial Avenue, the City appreciates the partnership and comments. The City will consider the comments below during the design, engineering, and implementation phase.

Overall Comments

- The report mentions that under the Regional Long-Range Transportation Plan (2024), a widening project from four to six lanes has been prioritized. Being that this is a CSP, adding vehicle lanes not only adds capacity which may trigger vehicle-miles-traveled (VMT) mitigation, but it becomes harder to slow speeds down and increases conflict points and exposure of pedestrians at crosswalks.
- All proposed urban greening would need to have a landscape maintenance agreement with the city of El Centro for maintenance and irrigation.
- All driveways will need to meet Highway Design Manual (HDM) standards for commercial and/or residential requirements.
- All proposed sidewalks need to meet HDM standards.
- All transit stops must have an executed permit with the transit operator.
- All transit equipment (i.e., bus shelter, seating, trash/recycling receptables, etc.) must follow Caltrans requirements such as meeting the Clear Recovery Zone (CRZ), horizontal clearance, and have a maintenance agreement with the transit operator.
- An Intersection Safety and Operational Assessment Process (ISOAP) Report will be required at any intersection where the intersection control is being proposed to change (i.e., signalized), added a vehicular lane other than striping, and other criteria.
- Lanes for all segments are shown mostly as 11' wide. Reduction of Lane width and removal of shoulders requires an approved Design Standard Decision Document (DSDD) unless the Design Information Bulletin (DIB) 94 will be applied. Consultation with the D11 Design Liaison (DDL) is needed. Please reference HDM Section 301 (Traveled Way Standards) and 302 (Highway Shoulder Standards).
- Modifications to current traffic signal operations and loop detector equipment is needed for changes made to traffic movement pattern created by added NB/SB Imperial Ave (SR-86) lanes and signalized intersections.
- Added bike signalization detection is recommended at signalized intersections.

SEGMENT A

- The intersection of Adams Ave and Imperial Ave has two 'free rights.' One at westbound (WB) Adams Ave to northbound (NB) Imperial Ave and the second from southbound (SB) Imperial Ave to WB Adams Ave. The State agrees with 'teeing-up' the intersection, but this will require an ISOAP study for the lane modification at the intersection. It will also require the relocation or replacement of existing signals, vehicle detection system modification, and removal of pedestrian refuge areas, if signalization is the preferred alternative in the ISOAP study. Adding a right turn pocket on SB Imperial Ave will require additional ROW to accommodate the needed storage for the movement.

SEGMENT B

- The signalization of Villa Ave intersection requires an ISOAP study.

SEGMENT C

- An ISOAP is required for the proposed signalization at Lincoln Ave and El Dorado Ave.

A.2 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**).



Photo 1: Imperial Avenue looking southbound

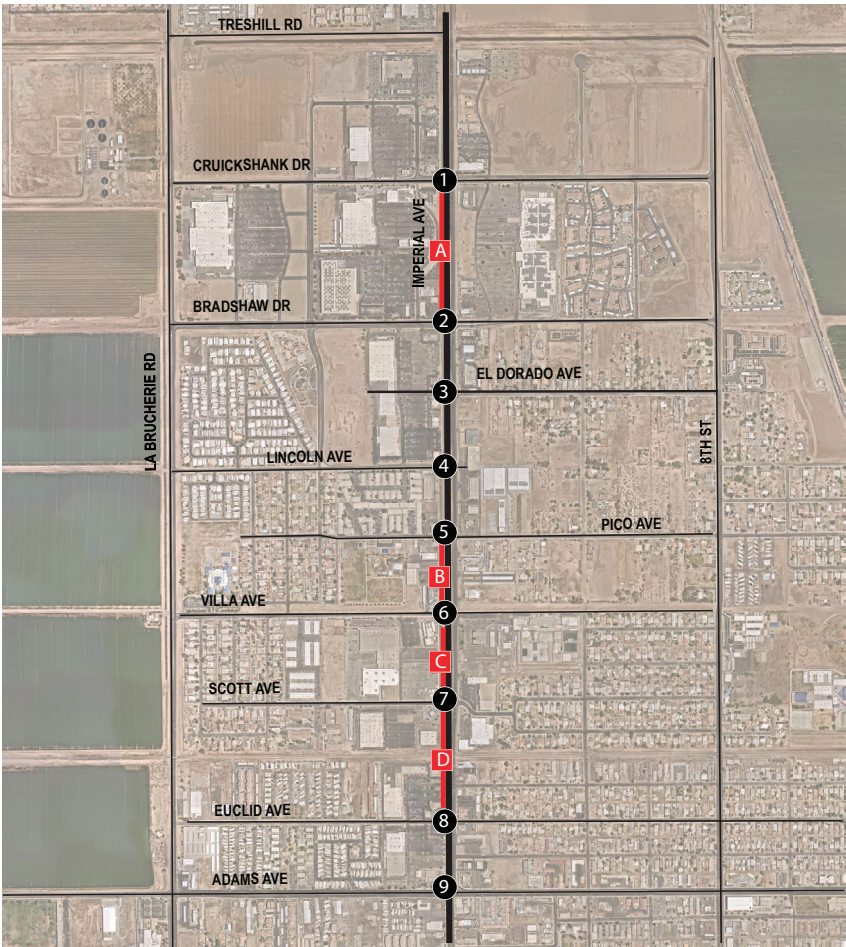
Study Intersections:

1. Imperial Avenue and Cruickshank Drive
2. Imperial Avenue and Bradshaw Drive
3. Imperial Avenue and El Dorado Avenue
4. Imperial Avenue and Lincoln Avenue
5. Imperial Avenue and Pico Avenue
6. Imperial Avenue and Villa Avenue
7. Imperial Avenue and Scott Avenue
8. Imperial Avenue Euclid Avenue
9. Imperial Avenue and Adams Avenue

Study Segments:

- A. Imperial Avenue between Cruickshank Drive and Bradshaw Drive
- B. Imperial Avenue between Pico Avenue and Villa Avenue
- C. Imperial Avenue between Villa Avenue and Scott Avenue
- D. Imperial Avenue between Scott Avenue and Euclid Avenue

Exhibit 1. Study Area



Not to Scale

Legend:

- Study Intersection
- 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 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.

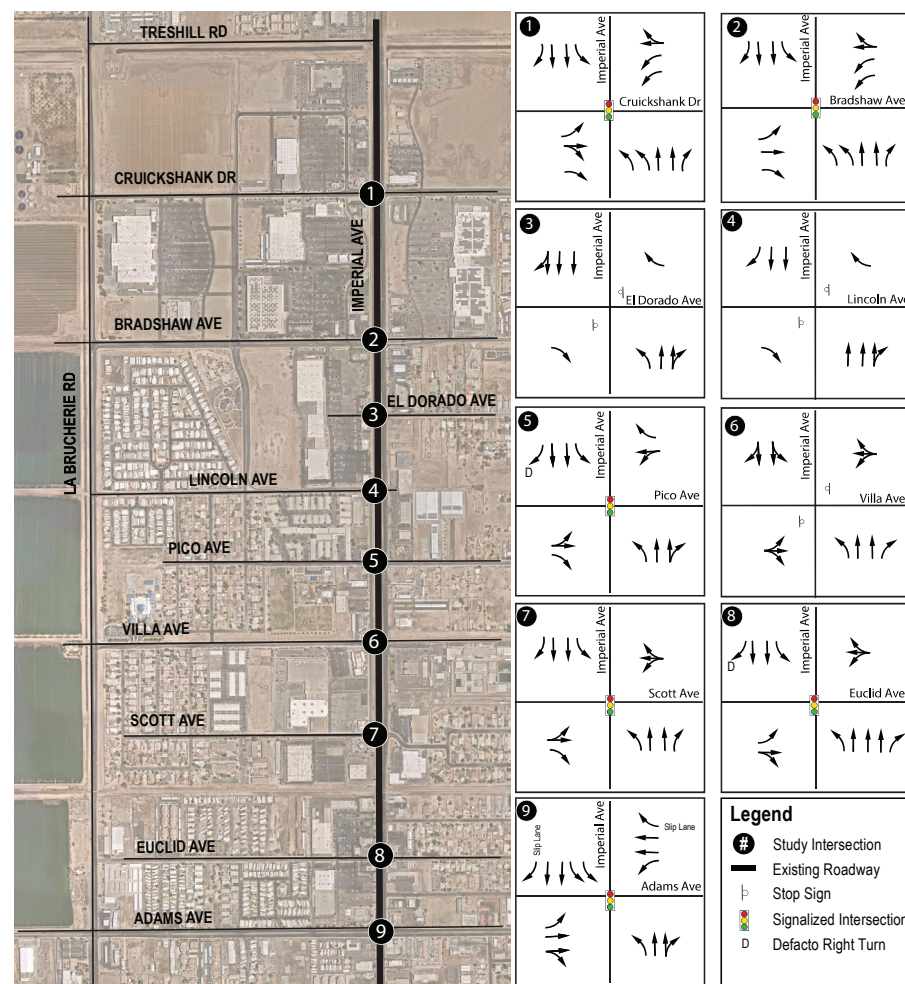
As shown in **Table 1**, the intersections are currently operating at LOS D or better which is considered acceptable operating conditions. The intersection Imperial Avenue & Villa Avenue is currently operating as a two-way stop control on the side streets (Villa Avenue). The delay experienced at this 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.

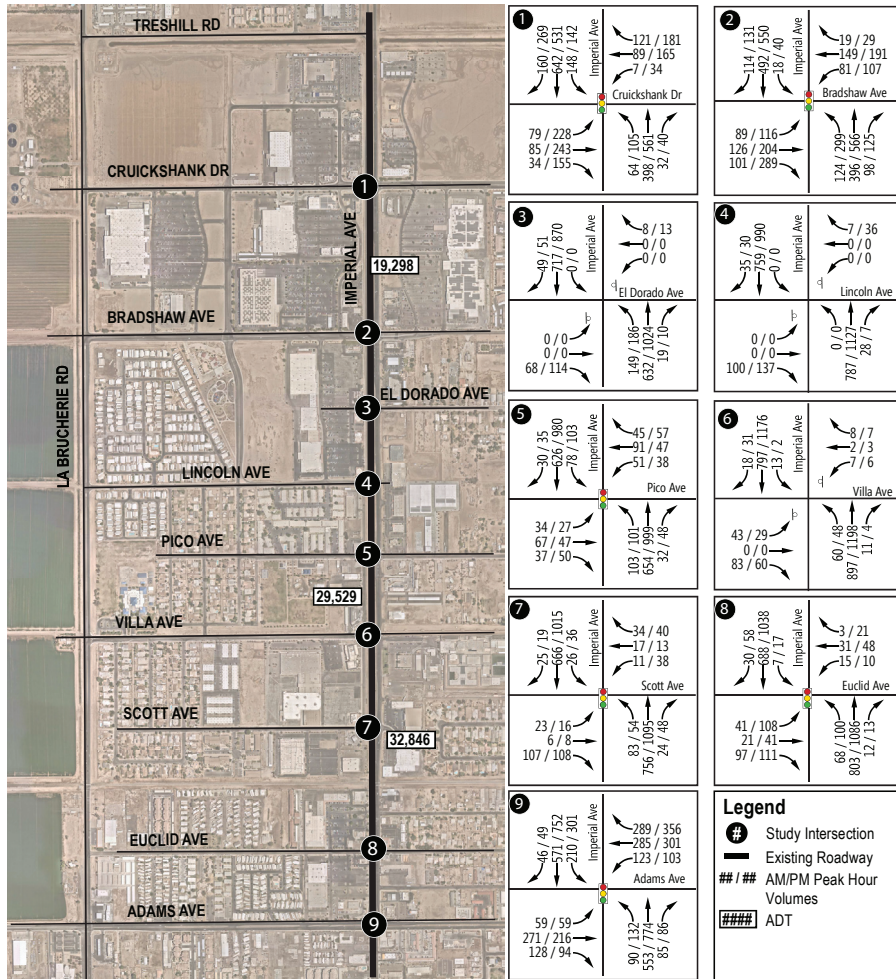
As shown in **Table 3**, the roadway segment analysis is presented for three segments along Imperial Avenue. Imperial Avenue is currently operating at LOS E from Scott Avenue to Euclid Avenue. However, this roadway is planned to serve multiple modes such as pedestrians and bicyclists, not just the automobile.

Exhibit 2. Existing Lane Geometry



Not to Scale

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**.

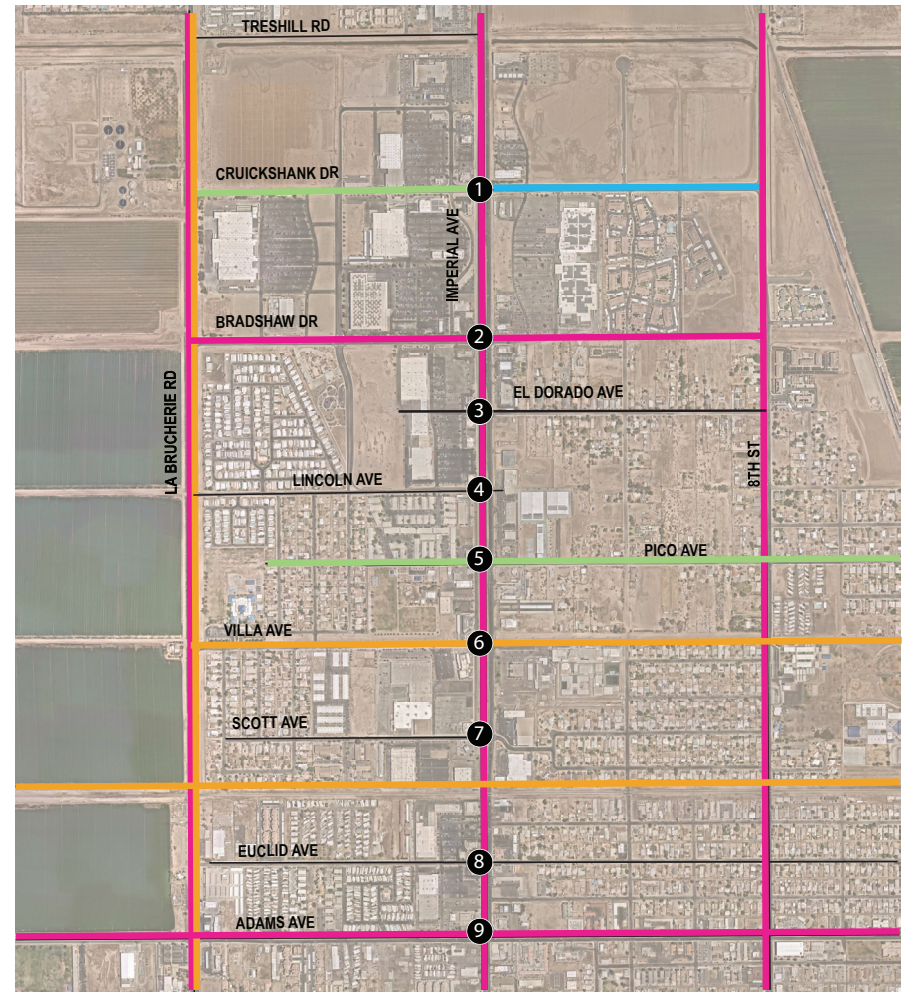


Photo 2: Bus stop and sidewalk on Imperial Avenue



Photo 3: Existing crossing with missing sidewalk

Exhibit 4. Planned Bicycle Network



Legend:

- 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

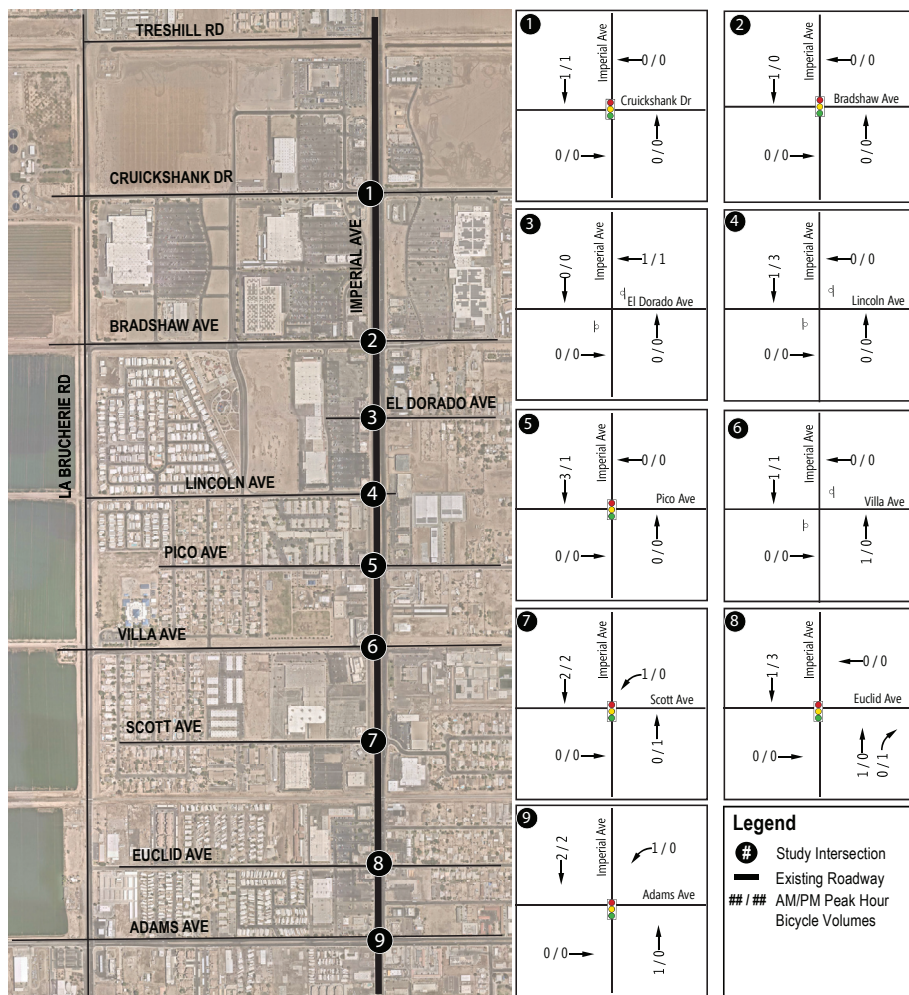


Exhibit 6. Existing Pedestrian Network

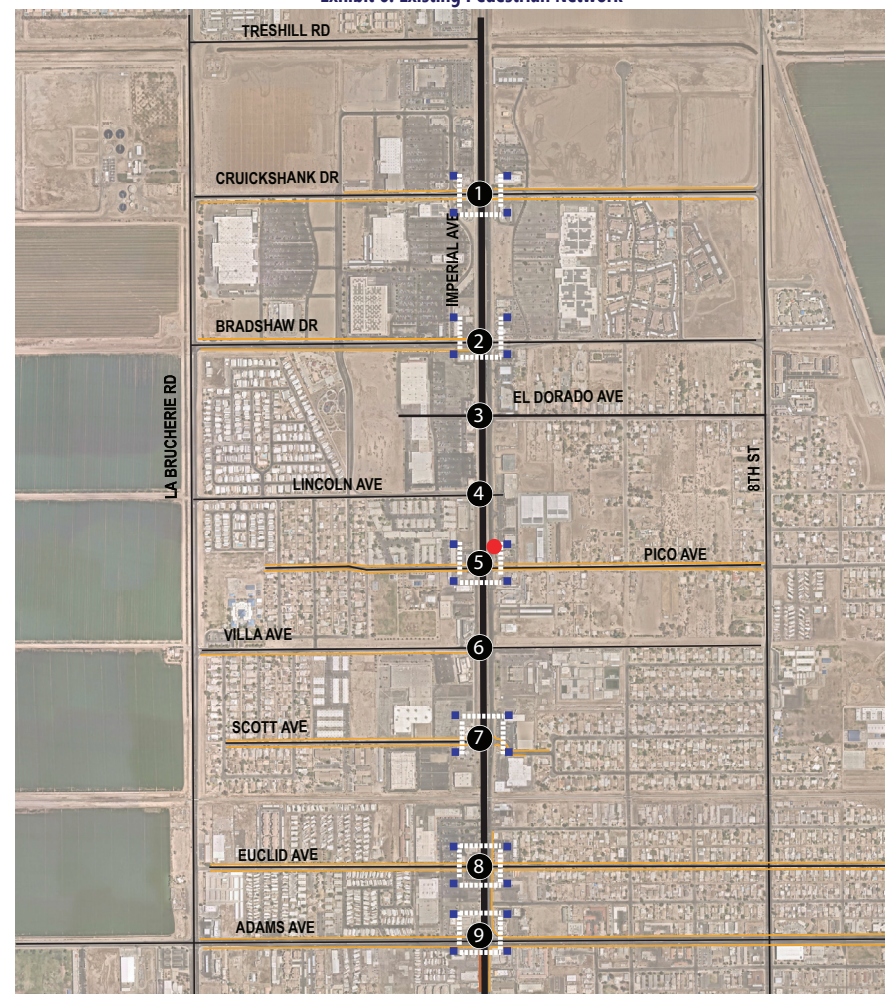
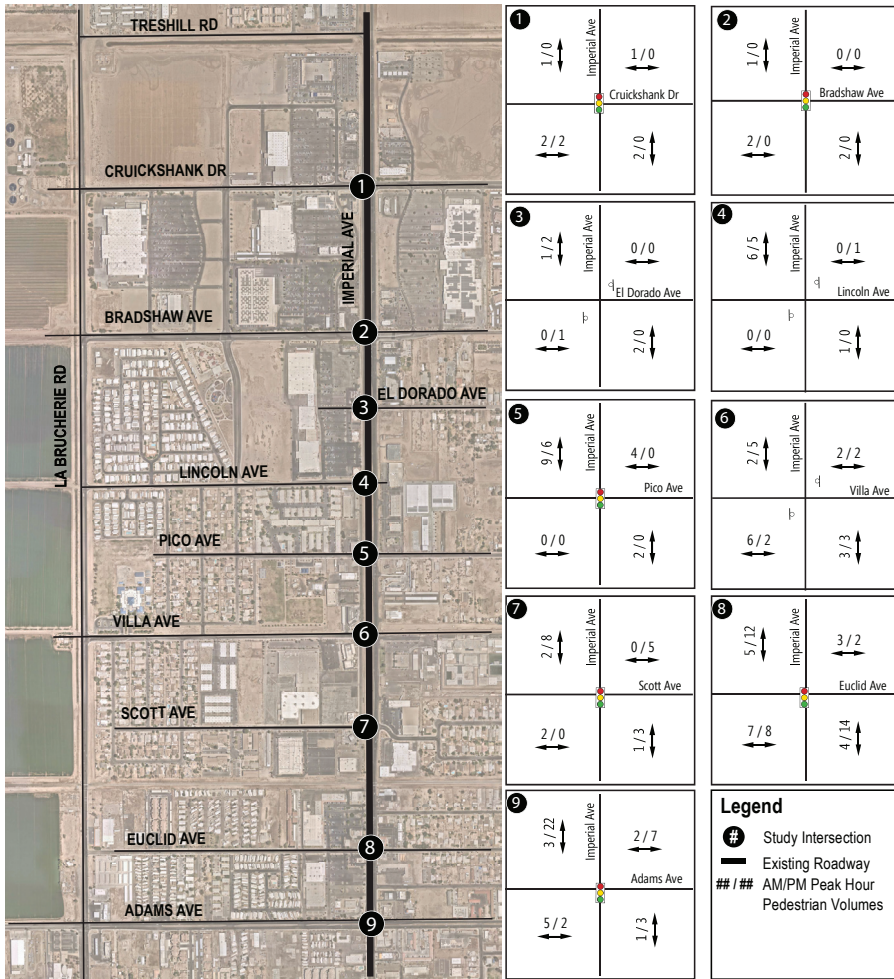
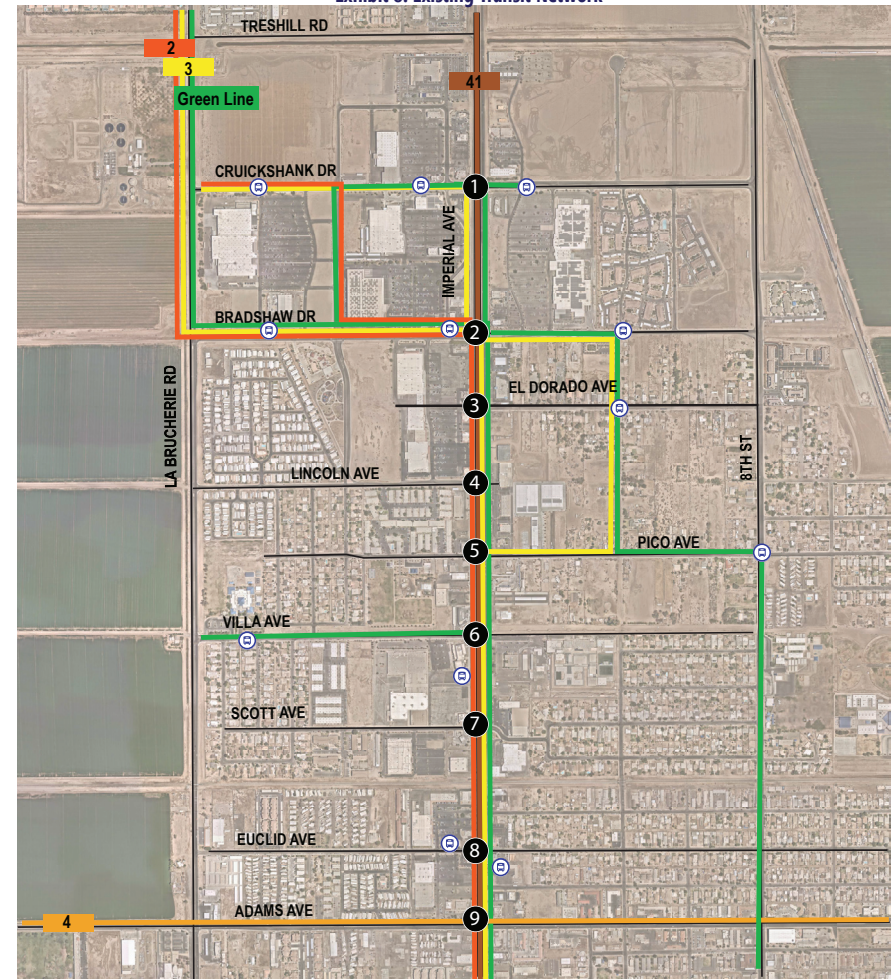


Exhibit 7. Existing Daily AM and PM Peak Pedestrian Volumes



Not to Scale

Exhibit 8. Existing Transit Network



Not to Scale

Legend:

- # Recommended Study Intersection
- Bus Stop (Imperial Valley Transit)
- Bus Route 2
- Bus Route 3
- Bus Route 4
- Bus Route 41
- Green Line

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

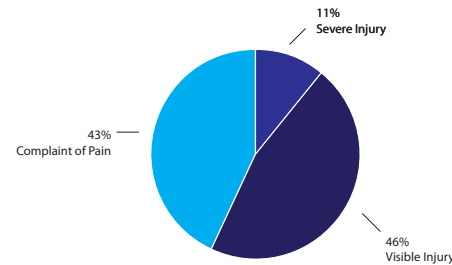


Exhibit 10. Number of Collisions

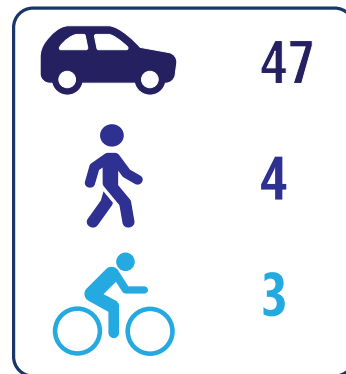
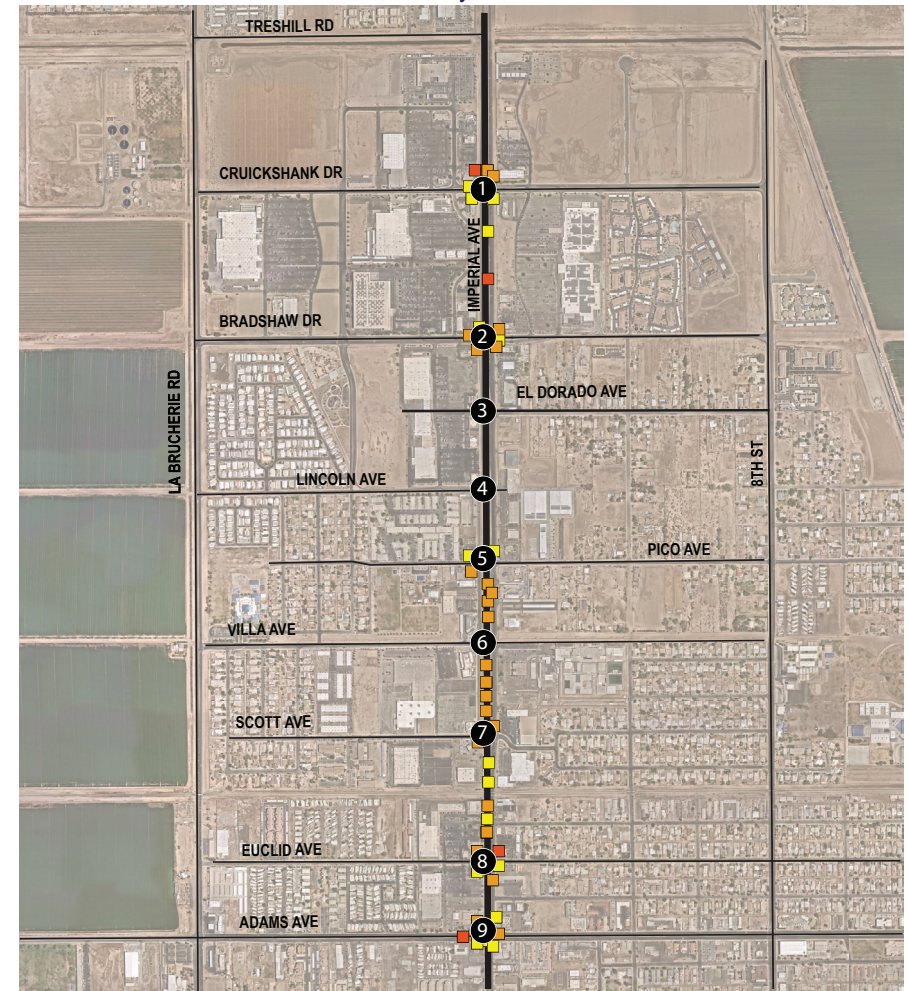


Exhibit 11. Vehicle-Only Involved Collisions



Not to Scale

Legend:



Study Intersection

● Injury (Severe)

● Injury (Other Visible)

● Injury (Complaint of Pain)

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.

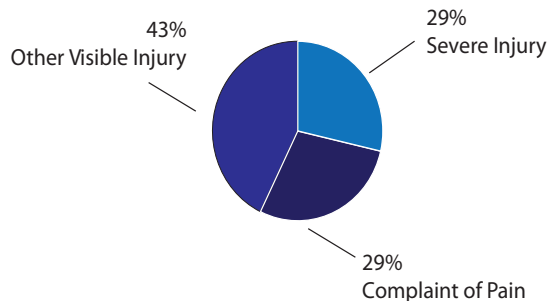
Exhibit 13 illustrates the location of bicycle and pedestrian involved crashes. As shown, the most bicycle and pedestrian collisions occurred at Euclid Avenue.

Of the bicycle and pedestrian involved crashes reported during this time, there were three crashes that resulted in a severe injury (**Exhibit 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

Exhibit 12. Bicycle & Pedestrian Collision Severity



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.

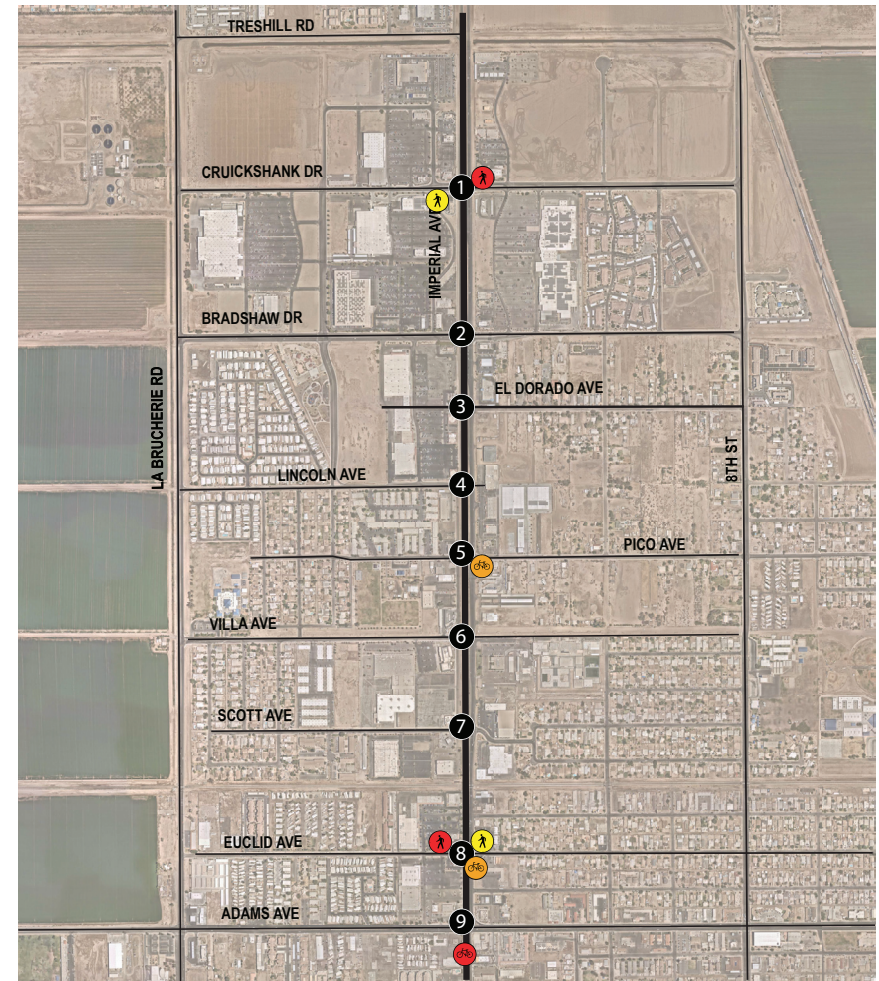
Uncontrolled left turn bike movement across highways: When a bicyclist is making a left turn across a busy roadway, the probability of a collision occurring is high. There is lack of visibility, lack of protection for a bicyclist, and high roadway speeds. The rider must navigate through multiple lanes 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 13. Bicycle & Pedestrian Involved Collisions



Not to Scale

Legend:

- # Study Intersection
- ⤴ Pedestrian Accident
- 🚲 Bicycle Accident

- Injury (Severe)
- Injury (Other Visible)
- Injury (Complaint of Pain)

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

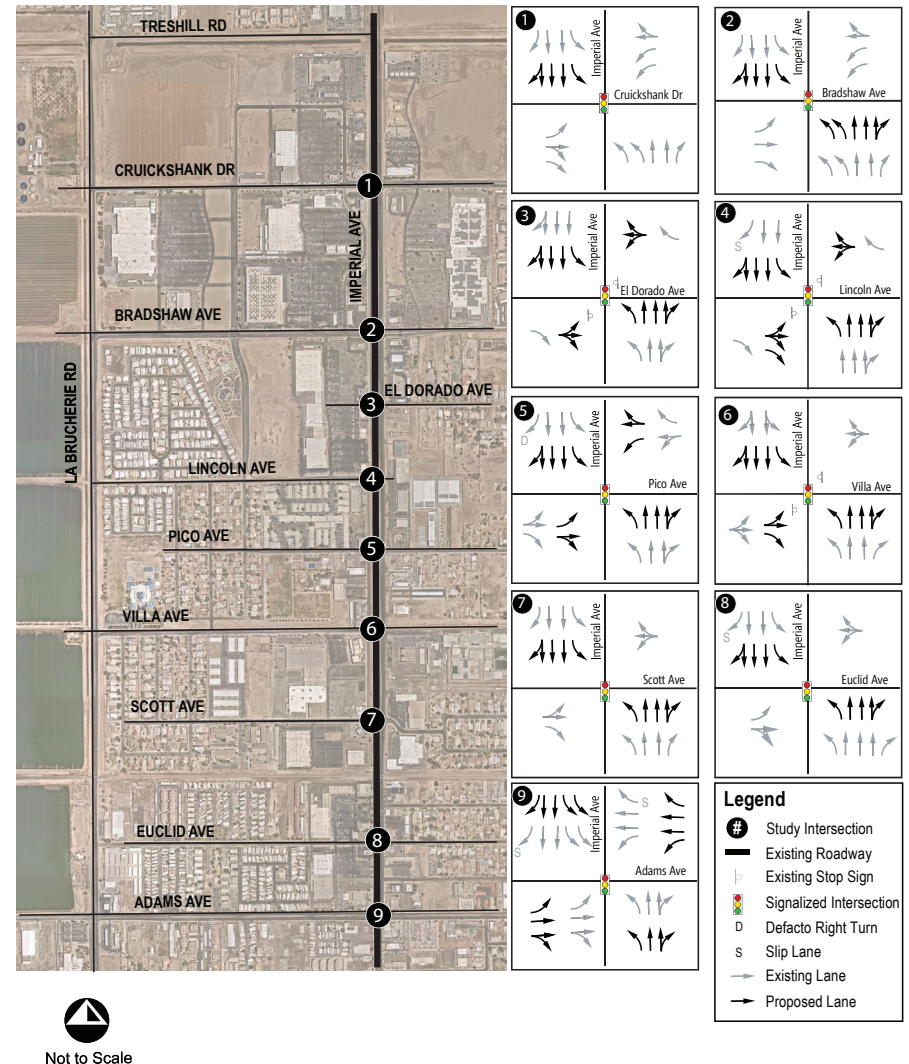


Exhibit 15. Preferred Concept AM and PM Peak Traffic Volumes

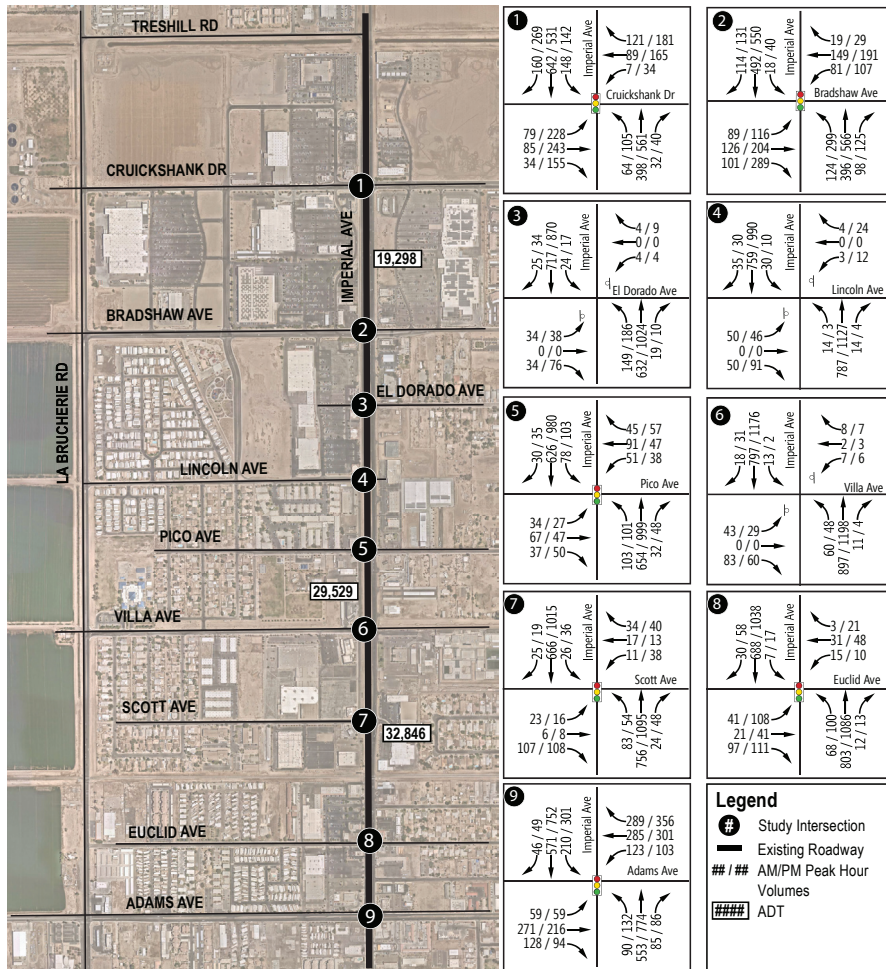


Table 7. Preferred Concept Peak Hour Intersection Conditions

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 8. 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 9. 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.

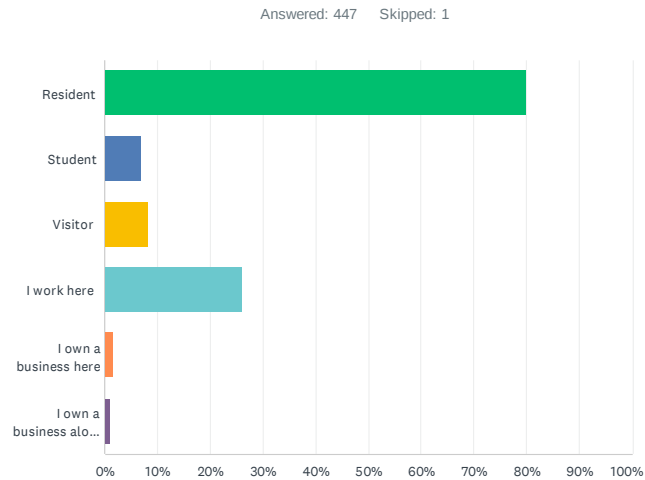
ADT=Average Daily Traffic

LOS=Level of Service

V/C=Volume to Capacity Ratio

A.3 Survey #1 Results

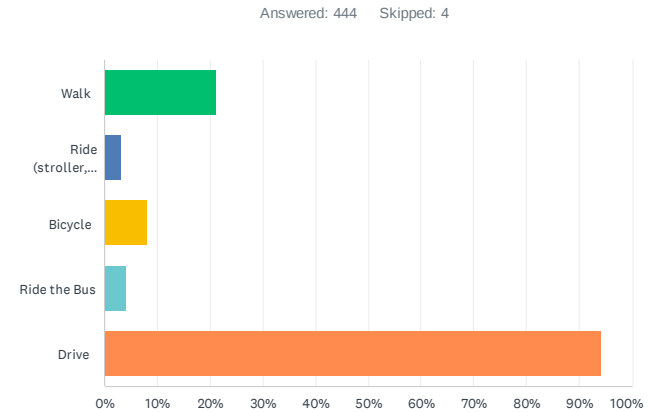
Q1 Which best describe your relationship with The City of El Centro?
(Check all that apply)



1 / 61

Imperial Avenue Complete Streets Plan: Community Survey

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



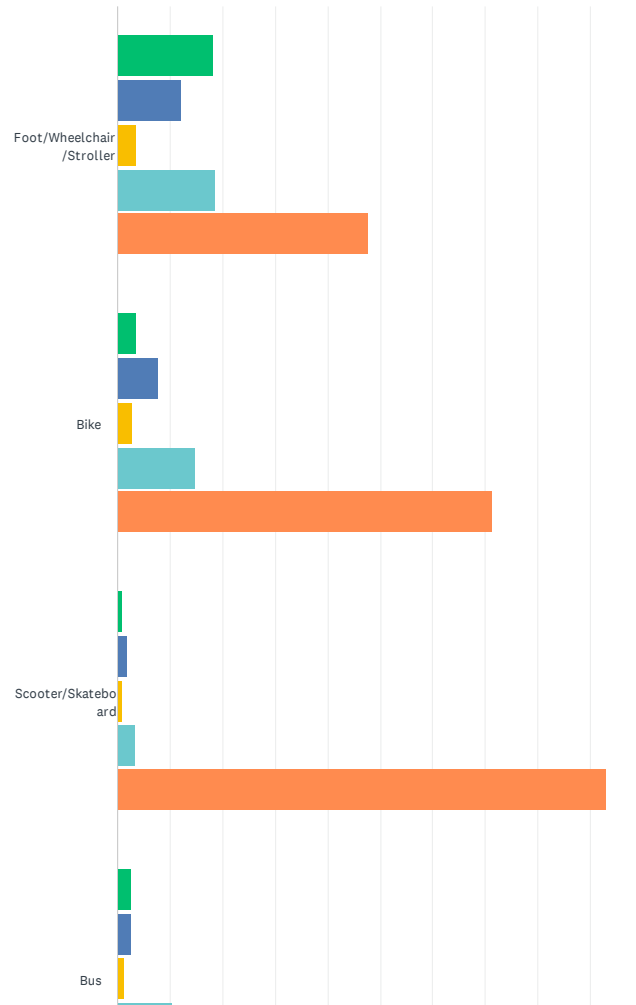
ANSWER CHOICES	RESPONSES
Walk	21.17% 94
Ride (stroller, wheelchair, skateboard, scooter, etc.)	3.15% 14
Bicycle	8.11% 36
Ride the Bus	4.05% 18
Drive	94.14% 418
Total Respondents: 444	

#	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

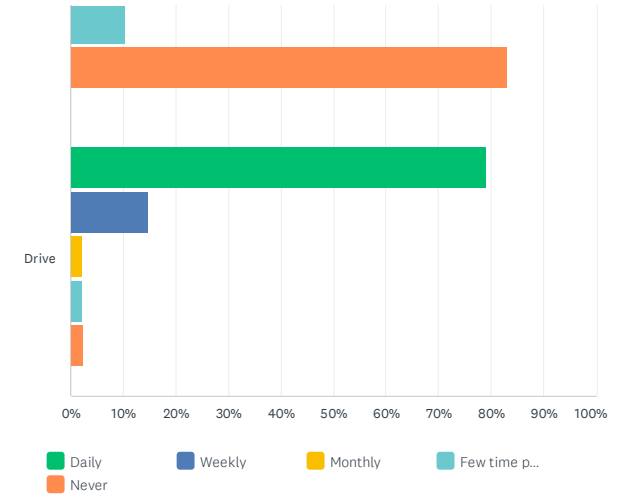
2 / 61

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

Answered: 448 Skipped: 0



3 / 61

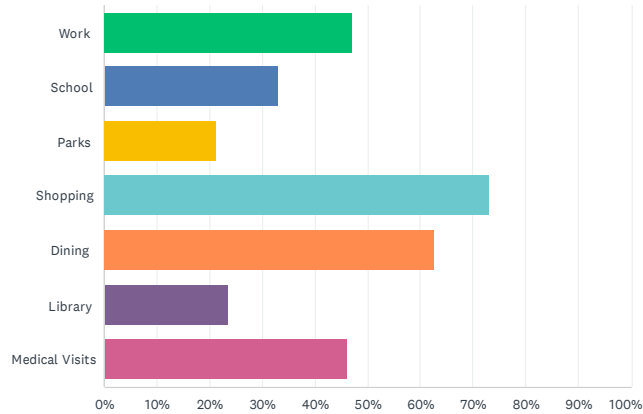


	DAILY	WEEKLY	MONTHLY	FEW TIME PER YEAR	NEVER	TOTAL
Foot/Wheelchair/Stroller	18.04% 70	12.11% 47	3.61% 14	18.56% 72	47.68% 185	388
Bike	3.56% 13	7.67% 28	2.74% 10	14.79% 54	71.23% 260	365
Scooter/Skateboard	0.85% 3	1.99% 7	0.85% 3	3.41% 12	92.90% 327	352
Bus	2.49% 9	2.49% 9	1.38% 5	10.50% 38	83.15% 301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

4 / 61

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

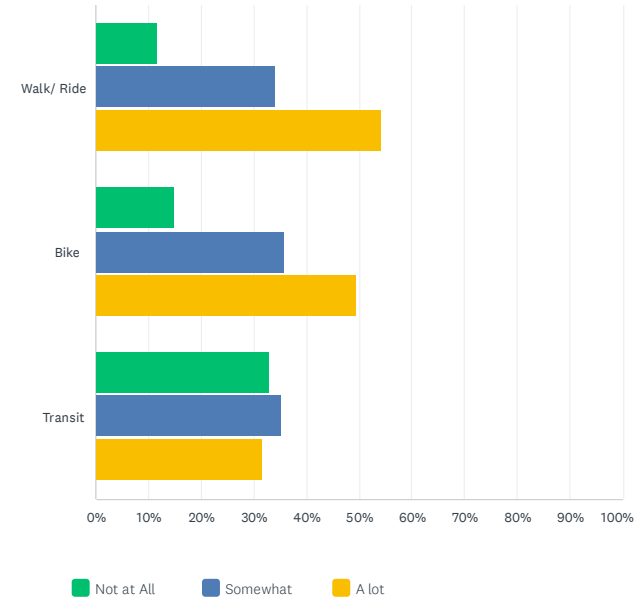
Answered: 439 Skipped: 9



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?

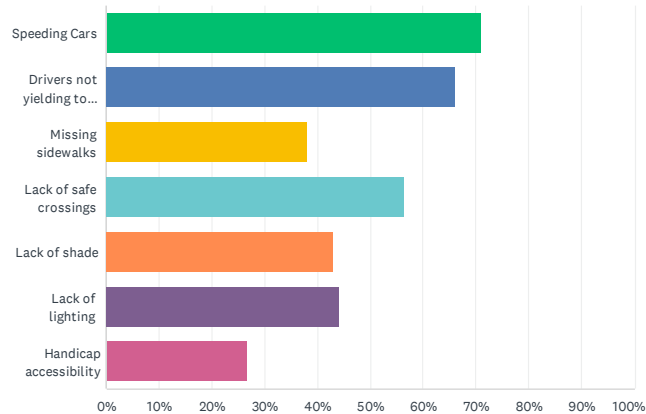
Answered: 442 Skipped: 6



	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

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

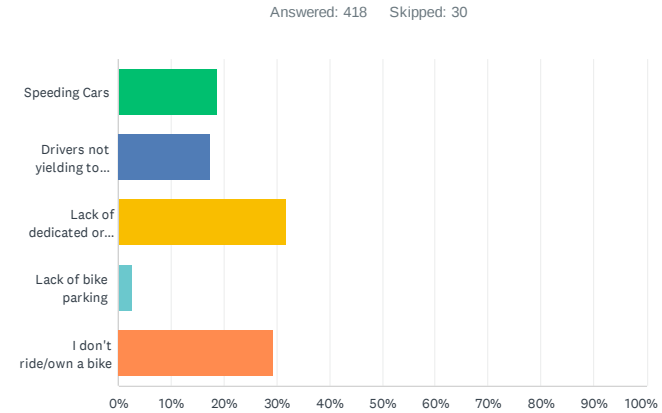
Imperial Avenue Complete Streets Plan: Community Survey

	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

9 / 61

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

10 / 61

Imperial Avenue Complete Streets Plan: Community Survey

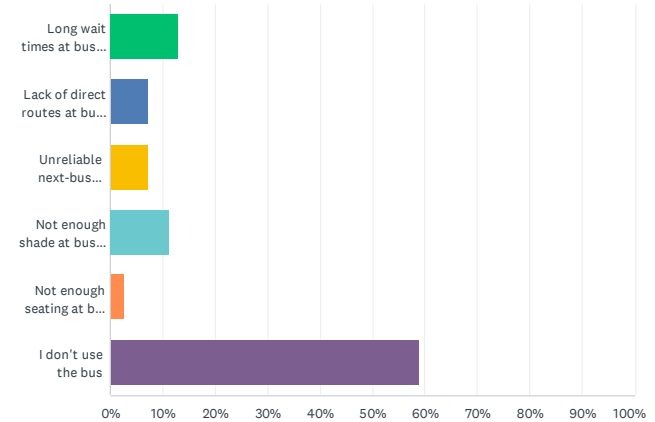
10	Drivers not yielding to bicyclists, Lack of dedicated or protected bike lanes	1/30/2024 11:53 AM
11	Speeding cars, Lack of dedicated or protected bike lanes, Lack of bike parking	1/30/2024 11:51 AM
12	none	1/30/2024 11:45 AM
13	Lack of dedicated or protected bike lanes, I don't ride/own a bike	1/30/2024 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

11 / 61

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

12 / 61

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

13 / 61

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 coridor 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. Exspecially after school events.	1/26/2024 8:36 AM
25	Na	1/25/2024 9:57 PM

14 / 61

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

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 drogándose 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

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 or 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

17 / 61

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 Willson 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

18 / 61

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 dividers 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 Traffic 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

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 ECRMC 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

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

21 / 61

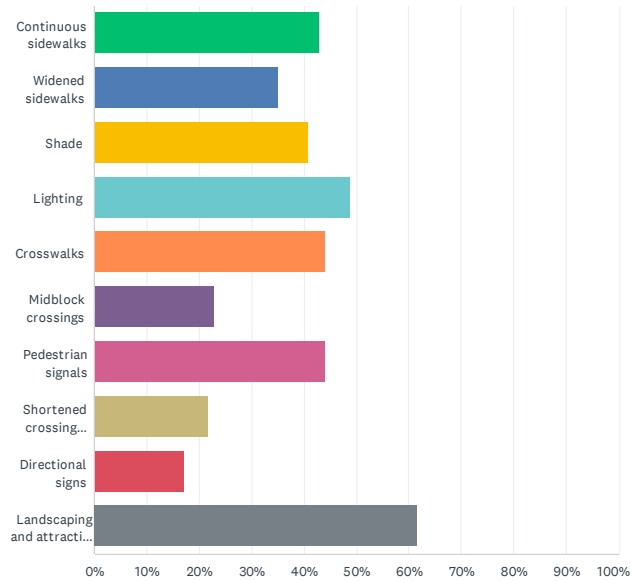
Imperial Avenue Complete Streets Plan: Community Survey

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

22 / 61

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

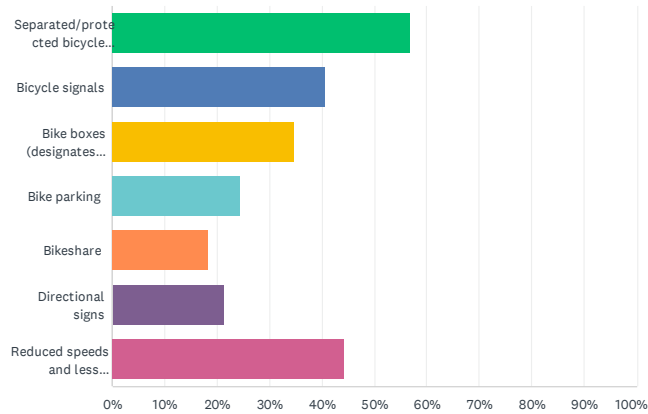
Answered: 424 Skipped: 24



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	

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

Answered: 376 Skipped: 72

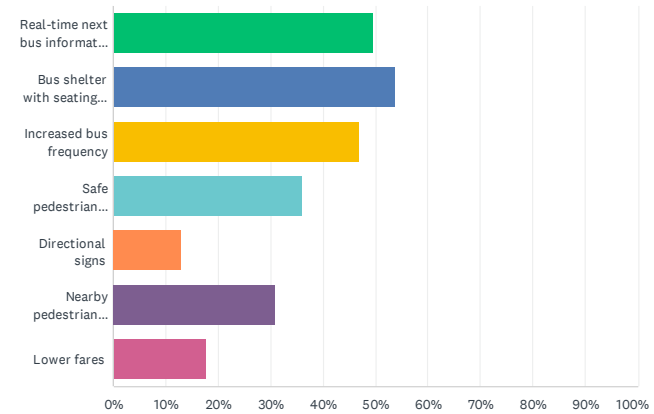


ANSWER CHOICES	RESPONSES	
Separated/protected bicycle facilities	56.91%	214
Bicycle signals	40.69%	153
Bike boxes (designates area, usually green, at signalized intersections)	34.84%	131
Bike parking	24.47%	92
Bikeshare	18.35%	69
Directional signs	21.28%	80
Reduced speeds and less heavy-truck traffic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

25 / 61

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		

26 / 61

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

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 gustaria que tanto al sur como al norte de la Avenida Imperial haya letreros grandes dandole la bienvenida a los visitante.	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 armory is also quite embarrassing. The armory 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

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

29 / 61

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

30 / 61

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 roadsides 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 bienvenidos 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

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 traffic 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 unhousted 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

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

33 / 61

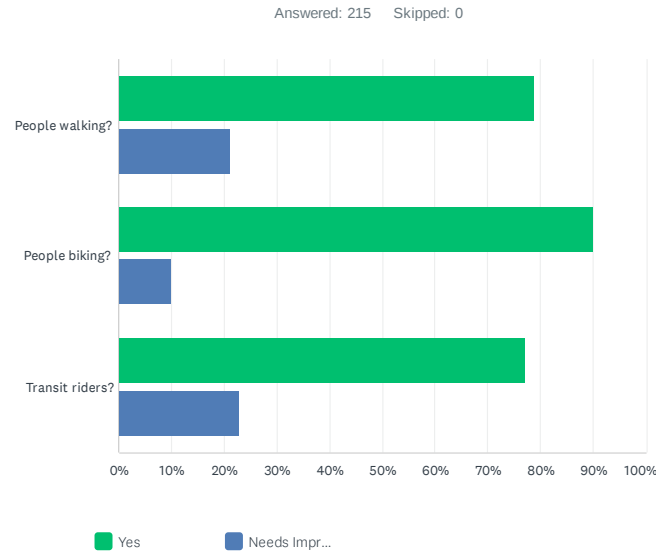
Imperial Avenue Complete Streets Plan: Community Survey

	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 edecuada 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

34 / 61

A.4 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

1 / 62

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

2 / 62

Imperial Avenue Complete Streets Plan

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

3 / 62

Imperial Avenue Complete Streets Plan

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 signanage 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

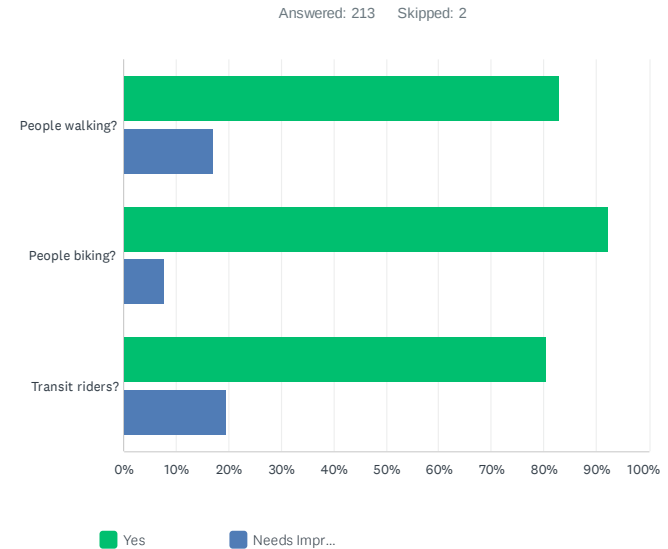
4 / 62

Imperial Avenue Complete Streets Plan

Imperial Avenue Complete Streets Plan

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

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 heath/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

Imperial Avenue Complete Streets Plan

	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

7 / 62

Imperial Avenue Complete Streets Plan

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

8 / 62

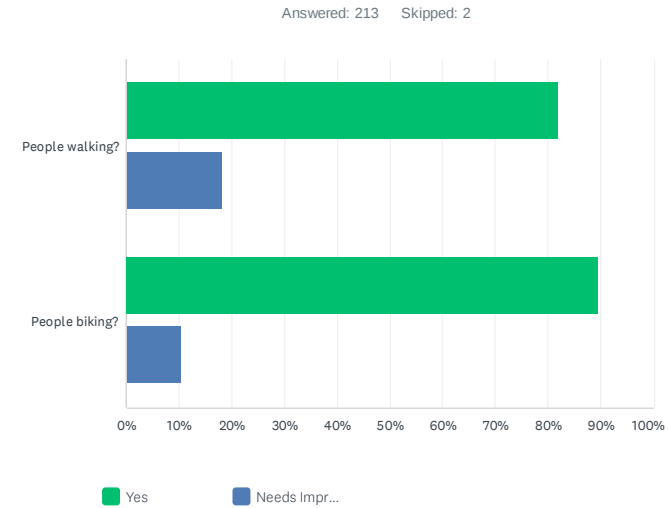
Imperial Avenue Complete Streets Plan

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

9 / 62

Imperial Avenue Complete Streets Plan

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

10 / 62

Imperial Avenue Complete Streets Plan

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

11 / 62

Imperial Avenue Complete Streets Plan

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 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
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 treet 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

12 / 62

Imperial Avenue Complete Streets Plan

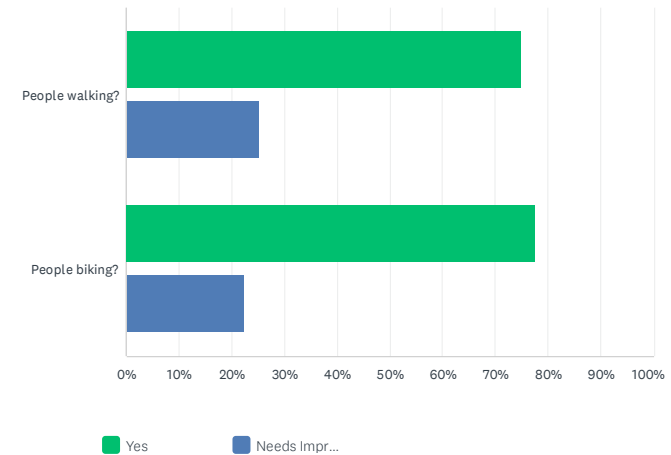
73	I think the trees should be placed where actual pedestrian are walking and not by the road. It looks nicer but maybe not as convenient location. A wider sidewalk in this heavy traffic area could be dangerous.	9/12/2024 8:58 AM
74	Greenery and lighting.. a must..	9/12/2024 1:34 AM
75	I'm not seeing 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

13 / 62

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

14 / 62

Imperial Avenue Complete Streets Plan

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

15 / 62

Imperial Avenue Complete Streets Plan

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 transito	9/15/2024 3:29 PM

16 / 62

Imperial Avenue Complete Streets Plan

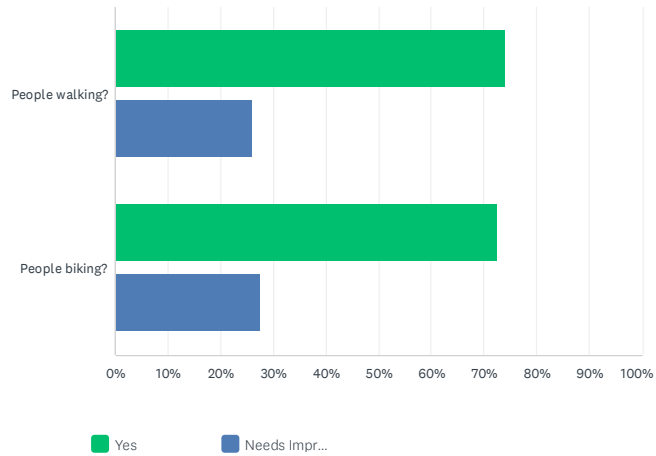
67	Too close to light at Pico road - not good for vehicle traffic.	9/15/2024 12:24 PM
68	I am opposed to the additional traffic signals as it effects the smooth flow automobile flow. This section of Highway 86 is used by heavy trucks and they accelerate from stop very slowly thus hindering the flow of 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

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

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

Imperial Avenue Complete Streets Plan

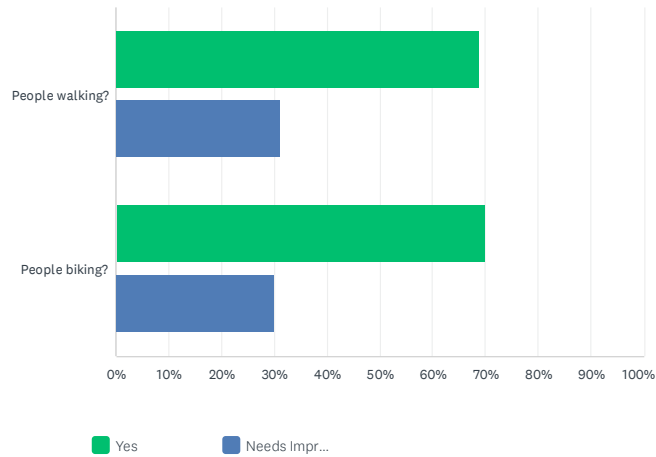
48	Are there plans to implement rainwater harvesting and utilization systems to reduce pressure on urban drainage systems and achieve sustainable use of water resources?	9/17/2024 8:19 PM
49	Are there plans to implement rainwater harvesting and utilization systems to reduce pressure on urban drainage 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 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 spotlight 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 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
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

Imperial Avenue Complete Streets Plan

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. They 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

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

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

Imperial Avenue Complete Streets Plan

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

25 / 62

Imperial Avenue Complete Streets Plan

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 in! 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 sldready 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

26 / 62

105	No traffic lights needed here	9/4/2024 10:16 AM
-----	-------------------------------	-------------------

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

Imperial Avenue Complete Streets Plan

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 El 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

29 / 62

Imperial Avenue Complete Streets Plan

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 El 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 speeder's	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

30 / 62

Imperial Avenue Complete Streets Plan

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 Cildesac)	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

31 / 62

Imperial Avenue Complete Streets Plan

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 barriers 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

32 / 62

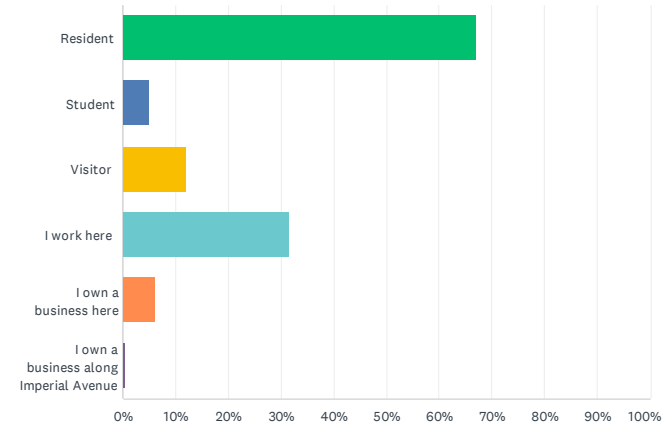
Imperial Avenue Complete Streets Plan

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.Ive 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)

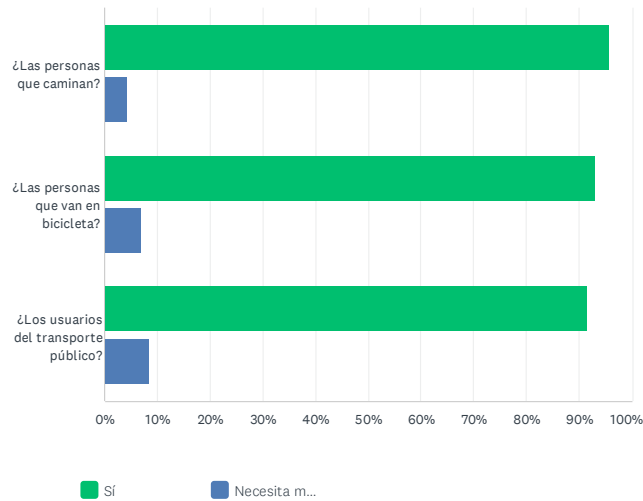
Answered: 213 Skipped: 2



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



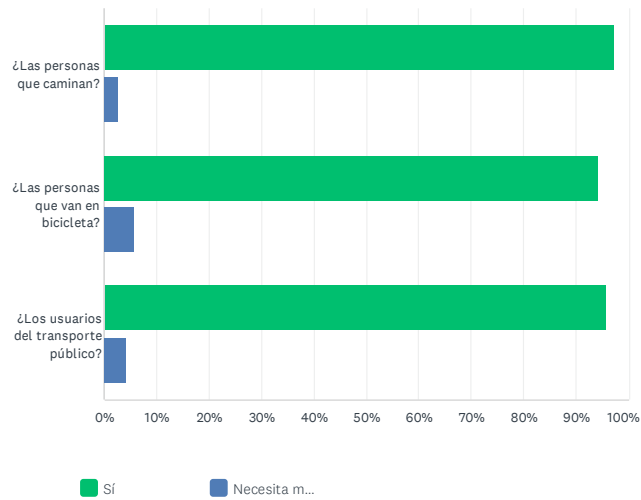
	SÍ	NECESITA MEJORAS (POR FAVOR, COMENTE LAS MEJORAS EN EL CUADRO DE ABAJO)	TOTAL
¿Las personas que caminan?	95.77% 68	4.23% 3	71
¿Las personas que van en bicicleta?	92.96% 66	7.04% 5	71
¿Los usuarios del transporte público?	91.43% 64	8.57% 6	70

#	¿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 tráfico	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 clínica 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 líneas 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

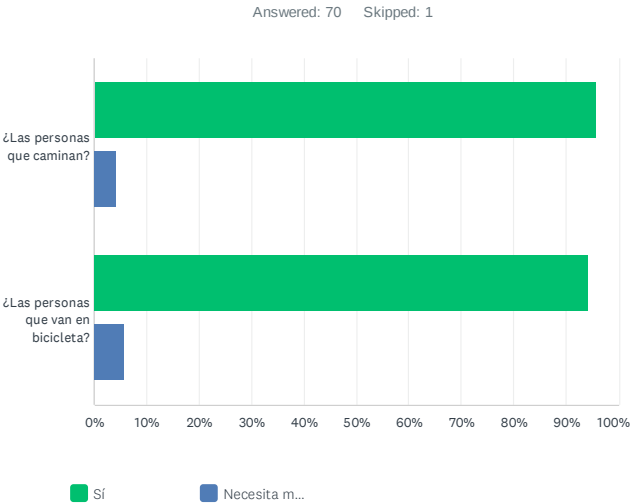


	SÍ	NECESITA MEJORAS (POR FAVOR, COMENTE LAS MEJORAS EN EL CUADRO DE ABAJO)	TOTAL
¿Las personas que caminan?	97.14% 68	2.86% 2	70
¿Las personas que van en bicicleta?	94.29% 66	5.71% 4	70
¿Los usuarios del transporte público?	95.65% 66	4.35% 3	69

#	¿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

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

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...



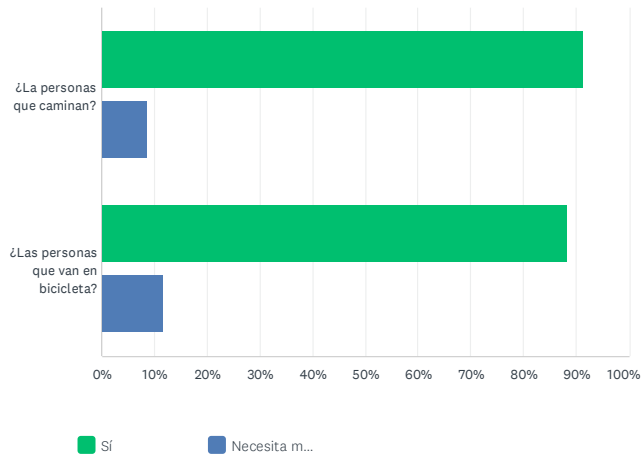
	SÍ	NECESITA MEJORAS (POR FAVOR, COMENTE LAS MEJORAS EN EL CUADRO DE ABAJO)	TOTAL
¿Las personas que caminan?	95.71% 67	4.29% 3	70
¿Las personas que van en bicicleta?	94.29% 66	5.71% 4	70

#	¿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



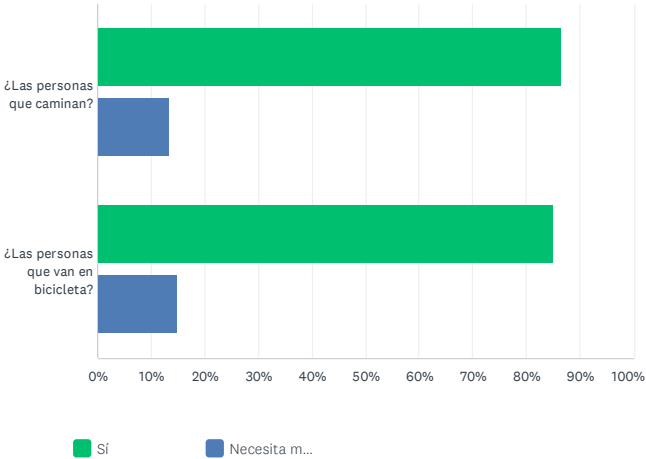
	SÍ	NECESITA MEJORAR (POR FAVOR COMENTE EN EL CUADRO A CONTINUACIÓN)	TOTAL
¿La personas que caminan?	91.18% 62	8.82% 6	68
¿Las personas que van en bicicleta?	88.24% 60	11.76% 8	68

#	¿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 gustaria 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

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 congestionamiento 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 demasiados 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

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



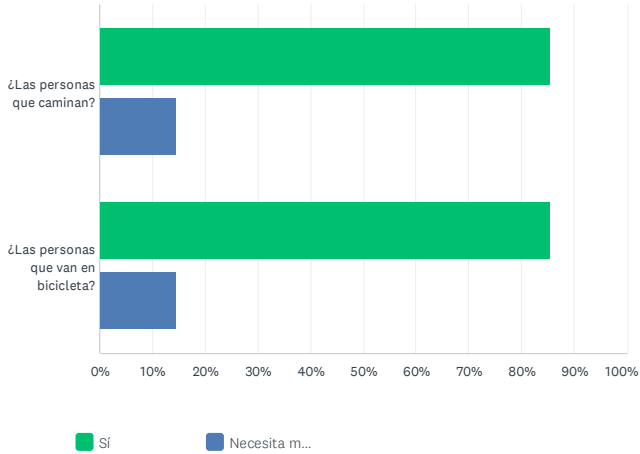
	SÍ	NECESITA MEJORAS (POR FAVOR COMENTE EN EL CUADRO A CONTINUACIÓN)	TOTAL
¿Las personas que caminan?	86.57% 58	13.43% 9	67
¿Las personas que van en bicicleta?	85.07% 57	14.93% 10	67

#	¿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 semaforos en ina avenida de gran flujo, lo que se necesita es cultura tanto del peaton, biciclista 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 estacionamiwnto de las tiendas es una opción pero vuelvo a decir que esten sincronizados	9/11/2024 10:39 PM
13	Camaras 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% 69	14.49% 10	69
¿Las personas que van en bicicleta?	85.51% 69	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 benefician.	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

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

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

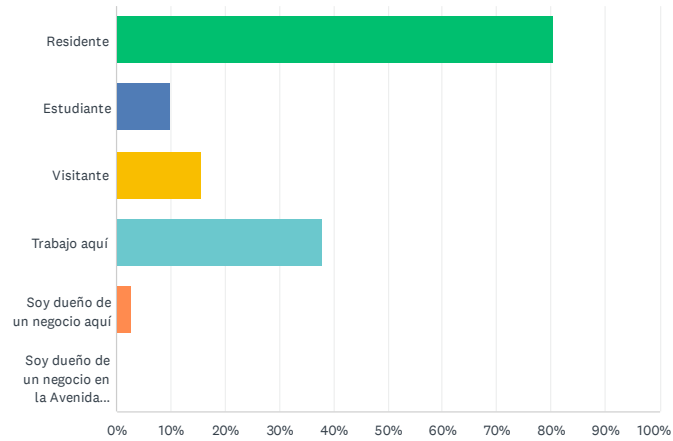
13 / 26

	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 llenando 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 los postes de señalamientos la semana pasada fue al parque sola y cuando quería refrescar 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..muchas basuras, alguna vegetación en camellones.y sincronizaron en todos los semáforos x la Imperial, Agradezco de antemano los arreglos hechos de los cordones, un cambio se nota mucho..felicidades	9/11/2024 7:47 PM
35	El mantenimiento de letreros y mallas 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 automóvil	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

14 / 26

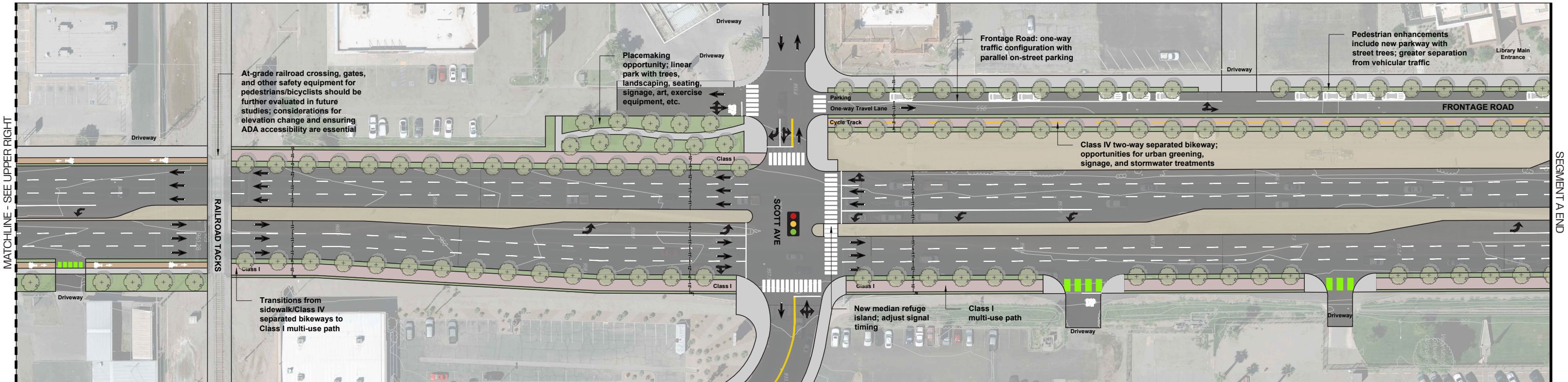
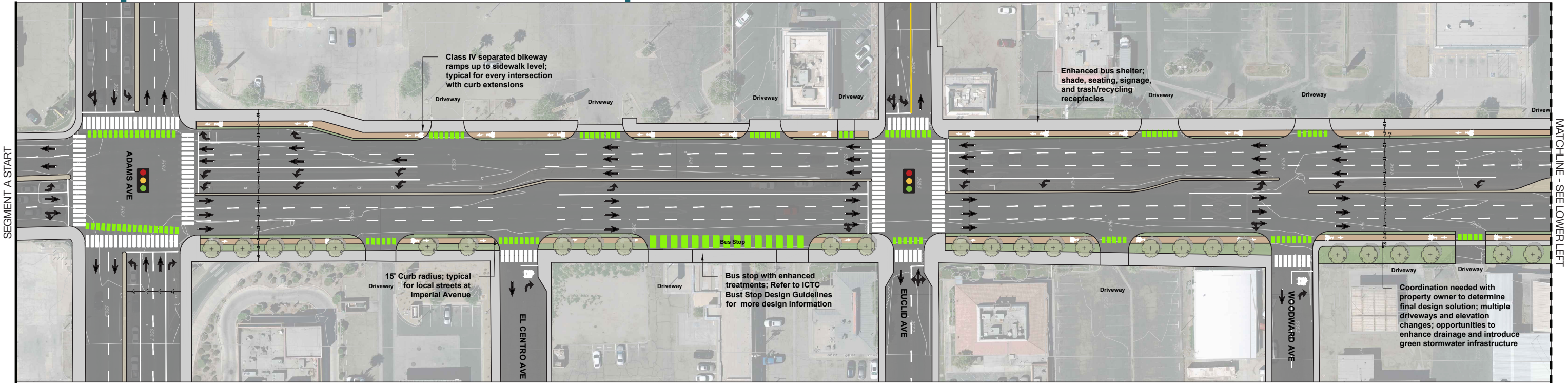
Q8 ¿Cuál de las siguientes opciones describe mejor su relación con la ciudad de El Centro? (Marque todas las opciones que correspondan)

Answered: 71 Skipped: 0



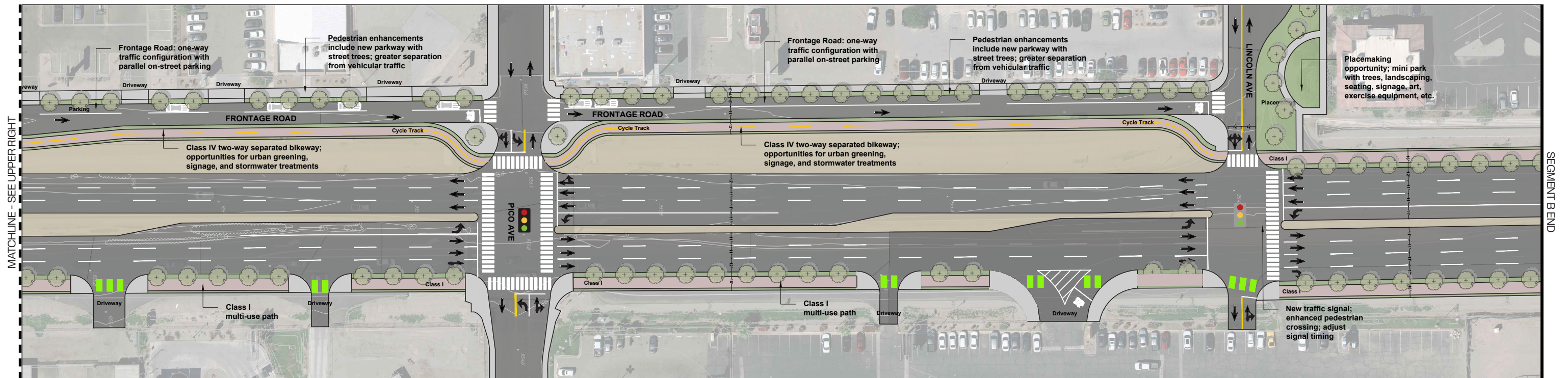
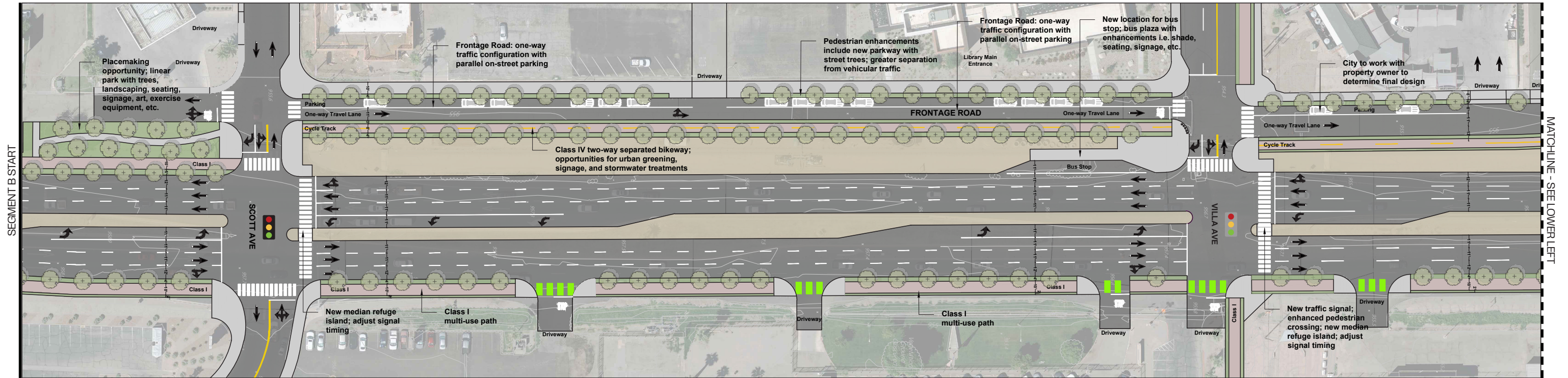
ANSWER CHOICES	RESPONSES	
Residente	80.28%	57
Estudiante	9.86%	7
Visitante	15.49%	11
Trabajo aquí	38.03%	27
Soy dueño de un negocio aquí	2.82%	2
Soy dueño de un negocio en la Avenida Imperial	0.00%	0
Total Respondents: 71		

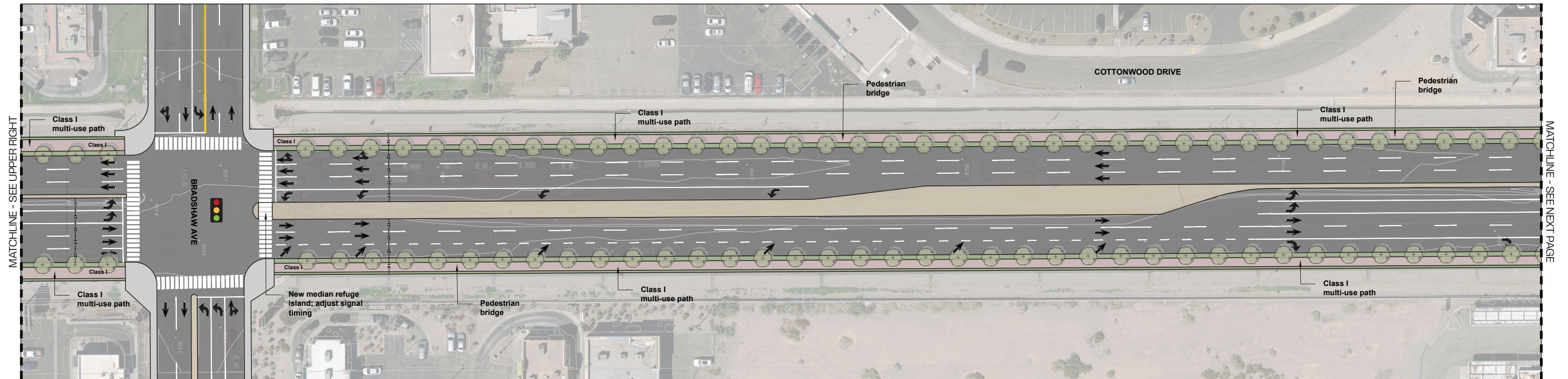
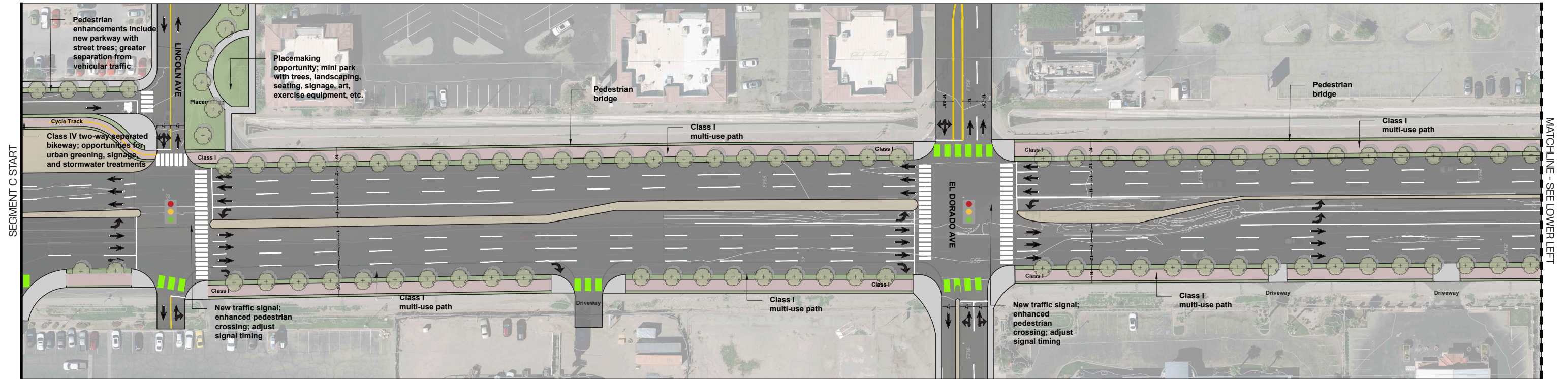
A.5 Imperial Avenue Preferred Concept



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

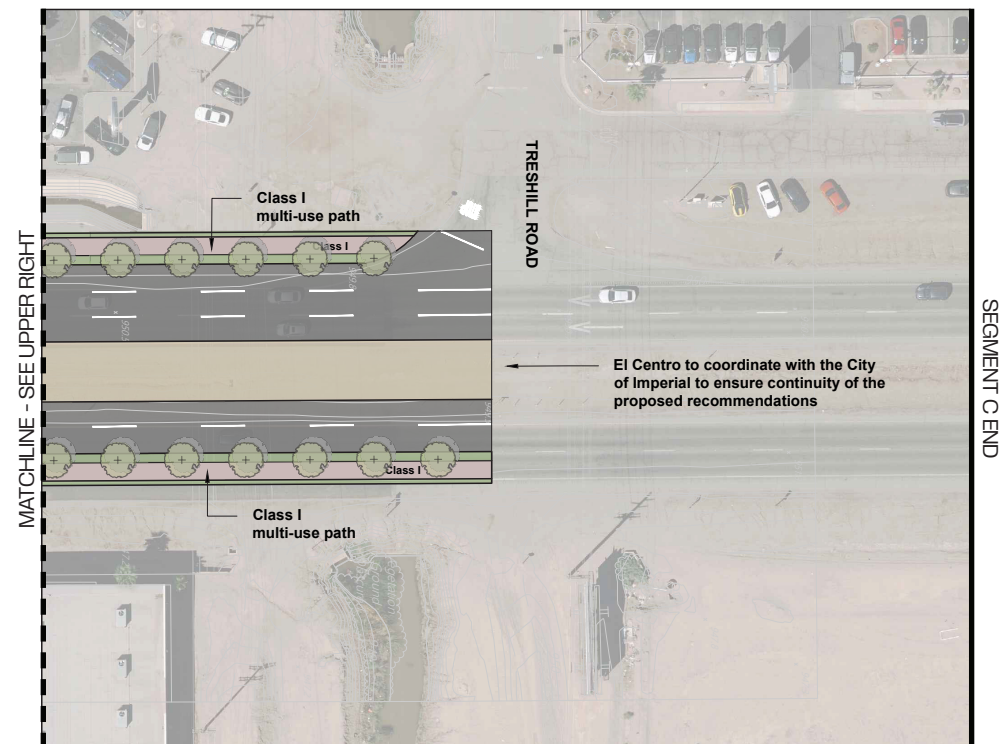
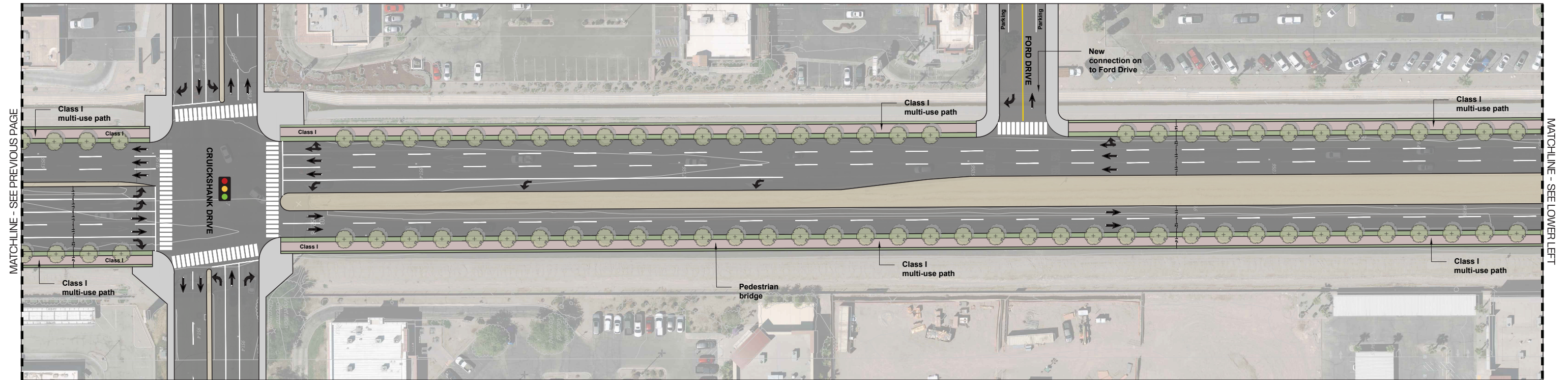
 City of El Centro 1275 Main St El Centro, CA 92243	 KTU+A 3916 Normal St San Diego, CA 92103	 Michael Baker INTERNATIONAL	MBI 9635 Granite Ridge Drive San Diego, CA 92123	City of El Centro Imperial Avenue Complete Streets Plan		Conceptual Plan	Scale: 1" = 80'-0"	 Sheet 1 of 1
				Imperial Avenue from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





- 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	ktua 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	



A.6 Planning-Level Cost Estimates

The following table describes the planning-level cost estimate developed for the Preferred Concept Plan. These estimates are to be used for planning purposes only. The City will revise the cost estimate with current unit costs when it develops engineering drawings for implementation.

Michael Baker

I N T E R N A T I O N A L

ENGINEER'S ROUGH ORDER OF MAGNITUDE ESTIMATE OF PROBABLE COSTS - Preliminary

Project Title: Imperial Avenue Improvements

Imperial Avenue from Adams Avenue to Treshill Road

Estimated By: Michael Baker International

January 27, 2025

ITEM NO.	ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	ITEM COST
General					
1	Mobilization	1	LS	\$1,500,000.00	\$1,500,000
2	Traffic Control	1	LS	\$1,000,000.00	\$1,000,000
3	Stormwater Protection Plan	1	LS	\$500,000.00	\$500,000
4	Monument Preservation & Restoration	1	LS	\$150,000.00	\$150,000
5	Utility Relocation Coordination	1	LS	\$50,000.00	\$50,000
SUBTOTAL					\$3,200,000
General Construction Items					
6	Demolition, Salvage, Relocations and Adjustments	1	LS	\$4,000,000.00	\$4,000,000
7	Structural Roadway Pavement Section	81,500	SF	\$15.00	\$1,222,500
8	Roadway Resurfacing	869,500	SF	\$2.00	\$1,739,000
9	PCC Sidewalk	100,300	SF	\$10.00	\$1,003,000
10	PCC Driveway	22	EA	\$10,000.00	\$220,000
11	ADA Curb Ramp	62	EA	\$7,500.00	\$465,000
12	Bike Ramp	55	EA	\$6,000.00	\$330,000
13	Decomposed Granite (DG)	145,500	SF	\$6.00	\$873,000
14	Curb and Gutter	26,300	LF	\$60.00	\$1,578,000
15	Median Curb	16,900	LF	\$50.00	\$845,000
16	Bike Path Paving (Class I/Class IV)	112,800	SF	\$10.00	\$1,128,000
17	Bus Stop	2	EA	\$15,000.00	\$30,000
18	Street Lighting Improvements	1	LS	\$1,000,000.00	\$1,000,000
19	Drainage Improvements	1	LS	\$750,000.00	\$750,000
20	Landscaping & Irrigation	1	LS	\$2,000,000.00	\$2,000,000
21	Signing and Striping	1	LS	\$1,000,000.00	\$1,000,000
22	Existing Traffic Signal Modification (Adams Ave, Euclid Ave, Scott Ave, Pico Ave, Bradshaw Ave, Cruickshank Dr)	6	EA	\$400,000.00	\$2,400,000
23	New Traffic Signal Installation (El Dorado Ave, Villa Ave, and Lincoln Ave)	3	EA	\$500,000.00	\$1,500,000
SUBTOTAL					\$22,083,500
SUBTOTAL CONSTRUCTION					\$25,283,500
Construction Contingency at 20%					\$5,056,700
TOTAL CONSTRUCTION					\$30,340,200



IMPERIAL AVENUE

COMPLETE STREETS PLAN



City Council of the City of El Centro

1275 W. Main Street
El Centro, CA 92243

SUBMITTED

ACTION ITEM (ID # 2025-18)

Item: 9.

Meeting: 2/4/2025 4:00 PM

Department: Community Services

Category: Resolution

Prepared by: Javier Villaverde, Parks
Supervisor

Department Head: Adriana Nava

DOC ID: 2025-18

Work Truck Purchase for Parks Division.

CITY MANAGER'S RECOMMENDATION:

Adopt Resolution No. 25- , RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CENTRO APPROVING AND AUTHORIZING THE PURCHASE OF A WORK TRUCK FOR PARKS DIVISION BASED UPON INFORMAL BIDS.

FISCAL IMPACT:

The total purchase price is \$65,663.02 is within the approved FY 2025 budget of \$75,000. The \$75,000 was allocated from Measure P Funds.

STRATEGIC PLANNING PROGRAM 2022-2027 RELATION:

Environmental Sustainability & Infrastructure

DUE DILIGENCE CHECK FOR CONTRACTORS/CONSULTANTS: DID THE DEPARTMENT VERIFY CURRENT EL CENTRO BUSINESS LICENSE, CONTRACTOR'S LICENSE, REFERENCE CHECKS, INSURANCE, ETC.:

N/A

BACKGROUND:

During the budget process staff identified the need for a new work truck. Measure P funding was approved within the budget for this purchase. The work truck will serve the Parks Division crew.

DISCUSSION:

The Parks Division obtained informal quotes for the work truck. Per City Code section 2-174, equipment purchases over \$50,000 require City Council approval. El Centro Motors and Paradise Chevrolet provided quotes for the work truck meeting the city's requirements for the expected city use. Staff reviewed the quotes and would like to proceed with purchasing the 2025 work truck from Paradise Chevrolet, which is the low bid meeting the city equipment requirements.

Staff obtained two informal bids:

- El Centro Motors quote for \$69,710.25 for 2024 F-250 Work Truck
- Paradise Chevrolet quote for \$65,663.02 for 2025 2500 Silverado Work truck

The work truck is within approved fiscal year 2025 budget.

CONCLUSION:

Staff recommends the City Council approval of Resolution No. 25- , RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CENTRO APPROVING AND AUTHORIZING

THE PURCHASE OF A WORK TRUCK FOR PARKS DIVISION BASED UPON
INFORMAL BIDS.

ATTACHMENTS:

1. Paradise Chevrolet - Quote Work Truck
2. 00079321 Resolution Final 1-27-25

Paradise Chevrolet Cadillac

BUYER		CO-BUYER	Deal #:	254564
CITY OF EL CENTRO 1275 W MAIN ST EL CENTRO, CA 92243 Home #: (760) 337-4543 Work #: (760) 337-4543			Deal Type:	
			Deal Date:	01/03/2025
			Print Time:	
			Salesperson:	RYAN MICHAEL SCHWARZ

VEHICLE				
New ☒ Used ☐ Demo ☐	Stock #:	Description:	VIN:	Mileage:
	F25023	2025 CHEVROLET TRUCK SILVERADO 2...	1GB2ALE76SF148025	

2025 Chevrolet Silverado 2500 Double Cab 4x2, Royal Truck Body Service Body Utility

AFTERMARKETS		
		MSRP: \$ 74,154.00
		Paradise Fleet Discount: \$ 13,157.00
		Sale Price: \$ 60,997.00
		Total Aftermarkets: \$ 0.00
		Service Agreement: \$ 0.00
		Maintenance Agreement: \$ 0.00
		GAP Insurance: \$ 0.00
		Total Trade Allowance: \$ 0.00
		Total Sale Price: \$ 60,997.00
		Documentary Fee: \$ 85.00
		State & Local Taxes: \$ 5,039.27
		Total License and Fees: \$ 41.75
		Total Cash Price: \$ 66,163.02
		Total Trade Payoff: \$ 0.00
		Delivered Price: \$ 66,163.02
		Cash Down Payment: \$ 0.00
		Total Rebates: \$ 500.00
		Out the Door: \$ 65,663.02
		Total Savings: \$ 13,657.00
Total Aftermarkets:	\$ 0.00	
	65,663.02	
Rate:		

Customer Acknowledgement

Manager Acknowledgement

RESOLUTION NO. 25-

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CENTRO APPROVING AND AUTHORIZING THE PURCHASE OF A WORK TRUCK FOR PARKS DIVISION BASED UPON INFORMAL BIDS

WHEREAS, the City of El Centro Parks Division existing 2012 Chevy 2500 Silverado Work Truck must be replaced; and

WHEREAS, City Municipal Code Section 2-174 requires competitive bidding for purchases of \$50,000 or more, which amount which may be waived by the City Council; and

WHEREAS, the City Code Section 2-173 allows a more informal bid for amounts up to \$50,000, which amount also may be waived by resolution; and

WHEREAS, staff obtained two informal bids and determined to proceed with the lower of the two quotes, from Paradise Chevrolets in the amount of \$65,663.02 (Sixty-five thousand, six hundred, and sixty-three dollars, and two cents) for a 2025 Chevrolet Silverado 2500 Work Truck; and

WHEREAS, it is necessary for the City Council to waive the provisions of City Code Sections 2-173 and 2014; and

WHEREAS, it also is necessary for the City Manager and the Purchasing Officer to approve and authorize the purchase of the 2025 Chevrolet Silverado 2500 Work Truck for the Parks Division; and

WHEREAS, the City Council finds that its approval of the purchase on these terms and conditions is in the best interests of the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EL CENTRO, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

1. That the foregoing is true, correct and adopted.
2. That the City Council finds that it is appropriate to waive the monetary limits and process set out in Section 2-173 and 2-174 of the City Code and on that basis to approve the purchase.
3. That the City Manager and Purchasing Agent approve the purchase as provided under Code Section 2-173.
4. That the City Manager is hereby authorized to sign any documents related to the purchase of the equipment if needed, a copy of which is on file in the office of the City Clerk, on behalf of the City and to take all necessary steps to implement such purchase.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of El Centro, California held on the _____ day of _____, 2025.

CITY OF EL CENTRO

By _____
Tomás Oliva, Mayor

ATTEST:

By _____
Norma Wyles, City Clerk

APPROVED AS TO FORM:
Office of the City Attorney

By _____
Elizabeth L. Martyn, City Attorney

STATE OF CALIFORNIA)
COUNTY OF IMPERIAL) ss
CITY OF EL CENTRO)

I, Norma Wyles, City Clerk of the City of El Centro, California, do hereby certify that the forgoing Resolution No. 25-_____ was duly and regularly adopted at a regular meeting of the City Council of the City of El Centro, California, held on the _____ day of _____, 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

By _____
Norma Wyles, City Clerk