

3.0 CIRCULATION ELEMENT

3.1 Introduction

The Circulation Element defines plans for the various methods of transportation on the City streets for automobiles, truck traffic and public transit as well as pedestrians and bicyclists. The purpose of the Circulation Element is to ensure adequate access throughout the City through the improvement and maintenance of the transportation system.

Circulation and transportation planning relate closely to land use planning. If streets and transportation are not in place to serve the desired land use, the desired development will be severely impaired. The design of the circulation system strongly influences the distribution of land uses throughout the City. Streets and public access are the primary motivator in the determination of how much density/intensity an area can accommodate. The location and size of the existing and planned street system in Calexico is one of the foremost determinants in measuring the community's ability to accommodate increased growth.

3.2 Existing Conditions

The circulation system in the City of Calexico is oriented to the automobile. The system is dominated by Imperial Avenue/Highway 111 which travels north/south, and Birch Street/Highway 98 which travels east/west. Figure C-1 shows the Existing Circulation System within the City.

Within the east and west sides of the City, traffic circulates with ease. Congestion is not a problem. The problem is that access openings along SR-111 allow vehicular traffic to cross Imperial Avenue/Highway 111 in an effort to get to either the eastern or western side of town. The primary obstacle to a free-flowing traffic system is the outdated and inadequate system of 4-way stop signs along Imperial Avenue, as well as the congestion created by the International Border Crossing. Once northbound traffic reaches and passes the traffic signal at Birch Street and Imperial Avenue/Highway 111, the congestion almost disappears. Southbound traffic has no relief once it proceeds down Imperial Avenue on their way to either downtown Calexico or Mexico. The fact that downtown abuts the International Border does tend to worsen the problem. A secondary hindrance to east/west traffic is the railroad track which generally parallels Highway 111. Currently, no grade separated crossings of the tracks exist within the City.

Safety issues relating to crossing Highway 111 affect both pedestrians and vehicular traffic. Recent efforts to alleviate accidents and congestion include the closure of Jasper Road at Highway 111 until a signal light is installed; and

the installation of a raised median from the U.S. and Mexico International Border to 5th Street to prevent crossings of the highway.

Two other issues affect existing traffic conditions within the City. The first is created by truck traffic. Truck traffic to/from Calexico businesses and through truck traffic on major and secondary arterial streets, and collector and local roads creates unsafe conditions and traffic congestion. A second traffic impact is caused by the location of school sites. Due to the proximity of some school sites immediately opposite each other on major and secondary arterials, congestion is a problem during morning drop-off and afternoon pick-up times.

3.2.1 Existing Roadways

Imperial Avenue/Highway 111

Imperial Avenue/Highway 111 is the primary north/south arterial in the City of Calexico. The roadway basically divides the City in half. All traffic that travels north to Interstate 8 or south into Mexico, travels on this roadway. The traffic is so substantial that Imperial Avenue (within the City limits south of Birch Street) is usually jammed with not only through traffic, but also with north/south local traffic, and automobiles that are trying to get from one side of town to the other. The fact that there are only two traffic signals on this portion of the roadway contributes greatly to the congestion. Many four-way stop signs also contribute to constant stop and go traffic, both heading in and out of Mexico. To ease this situation closest to the border, a raised median was built between Second Street and Fifth Street, thus eliminating cross traffic at Third and Fourth Streets. The stop signs at Third and Fourth Streets were removed for north/south traffic. Traffic control personnel assist with traffic flow through this area during peak traffic times.

Traffic Signals along Imperial Avenue

Although quite expensive, signalization is the easiest way to alleviate the congestion on Imperial Avenue. With the creation of a system that enables vehicles to travel between the border and Birch Street with the fewest possible delays would dramatically reduce the congestion on Imperial Avenue in the City. Traffic tends to flow smoothly into and out of the City via Birch Street, and considering its inadequacies as a primary east/west thoroughfare, the trouble spots are few and manageable.

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MAP

Birch Street (State Route 98)

Birch Street/State Route 98 is classified as a State Highway and is a primary east/west arterial in the City of Calexico. SR 98 currently provides two lanes of travel in each direction east of its intersection with Ollie Avenue. West of Ollie Avenue, Birch Street becomes a two-lane (one in each direction) road forming a bottleneck which when combined with a lack of left turn lanes at Cezar Chavez Blvd., aggravates congestion within the area. Caltrans plans to upgrade Birch between Highway 111 and David Navarro Avenue to a four-lane highway. There are no bike lanes or bus stops provided and curbside parking is prohibited.

SR-98 east of SR-111 is currently two lanes in each direction between SR-111 and Encinas Ave. This section of roadway currently experiences significant congestion. East of Encinas Avenue to Bowker Road, SR-98 is a 4-lane divided road. From Bowker Road easterly, SR-98 varies between one and two lanes in each direction. According to the Caltrans District 11 website, SR-98 is planned to be widened and/or realigned between SR-111 and SR-7 from two lanes to four lanes (six lanes in some locations). A portion is planned to be realigned northerly to coincide with portions of the Jasper Avenue right-of-way.

Second Street/Anza Road

Second Street, which becomes Anza Road east and west of the City, is one of the major east/west cross town arterials near the southern edge of the City, parallel to the International Border. In the section west of Imperial Avenue, there are two lanes in each direction. As the street enters the Central Business District, the street narrows to one lane each way with angular parking along most of the segment between Paulin and Heber Avenues where it is only one-way in the eastbound direction. Second Street is one of only three east/west arterials that enable traffic to cross the railroad tracks located west of Highway 111. As the cross-street located closest to the U.S./Mexico border, Second Street is impacted most when queues (lines) of autos form waiting to be processed at the border. The Calexico/Mexicali Border Transportation Study, June 2000, by Katz, Okitsu & Associates states that the impact to Second Street is substantial as a result of delays at the border.

Cole Road

Cole Road is classified as a Collector on the Imperial County Circulation Element. Cole Road is the most northern of east/west roadway within the City limits. Cole Road currently is constructed as a two-lane undivided roadway from west of the City limits to Enterprise Boulevard. At Enterprise Boulevard it transitions into a four-lane undivided roadway between Imperial Avenue West/Scaroni Road and SR 111. East of SR 111, Cole Road is currently constructed as a four-lane divided roadway between SR 111 and M. L. King Avenue. It then transitions back into a four-lane undivided roadway east of M.

L. King Avenue to Bowker Road. Curbside parking is prohibited along both sides of the roadway and bus stops are provided along the portion of Cole Road between SR 111 and Yourman Road/Rockwood Avenue. The intersection of Cole Road and Highway 111 is controlled by a traffic signal. A frontage road on either side of Highway 111 leads into Cole Road. Traffic congestion is a concern on Cole Road, and with its improvements has become a major commercial and industrial arterial, relieving some of the pressure on Birch Street.

Jasper Road

Jasper Road is an unclassified east/west roadway that forms the northern City limit of Calexico. Jasper Road is currently constructed as a two-lane undivided roadway. No bike lanes or bus stops are provided and curbside parking is prohibited. In the future, the City will request that Caltrans realign and reroute SR 98 from Birch Street to the Jasper Road alignment between Bowker Road and Dogwood Road. Jasper would then become a 6-lane highway.

Dogwood Road

Dogwood Road is a north/south roadway located along the western edge of the City's Sphere of Influence. It connects from Highway 98 north to Brawley. Dogwood Road is currently a two-lane undivided road in the vicinity of Calexico.

Kloke Road

Kloke Road is a north-south roadway that connects Jasper Road with Grant Street. Currently constructed as a two-lane undivided roadway, Kloke Road is an important north-south roadway on the western side of the City.

Cesar Chavez

Caesar Chavez Boulevard is currently an unclassified two-lane roadway that parallels the Union Pacific Railroad tracks. Caesar Chavez Boulevard runs northwest from Second Street to SR 98 through a predominantly industrial area. According to the Calexico West Border Station Expansion/Renovation Feasibility Study, CannonDesign 2005, the terminus of Cesar Chavez Blvd. at Second Street is directly opposite the entry/exit point of the vacated commercial port which is proposed to be converted into the passenger car point of entry between Calexico and Mexicali. Due to this location, Cesar Chavez Blvd. is proposed to serve as the primary, or an additional, entrance roadway to/from Mexico through the proposed Calexico West Border Station. Although this may serve to alleviate some of the traffic congestion near the border, the intersection of Cesar Chavez Blvd. and Highway 98 may need to be upgraded and/or Cesar Chavez Blvd. may need to be extended northward to Cole Road.

Andrade/Meadows Road

Currently a two-lane undivided arterial, Andrade/Meadows Road runs north from Second Street to Heber Road. Andrade/Meadows Road provides an important north-south link in the eastern portion of the City.

Bowker Road

Bowker Road is currently constructed as a north-south two-lane divided arterial that runs from Anza Road to Jasper Road. Bowker Road is located in the eastern portion of the City's Sphere of Influence.

3.2.2 Existing Transit System and Planned Trails

The Imperial Valley, including the City of Calexico, is served by Imperial Valley Transit (ICT), an inter-City fixed route bus system. The ICT system is administered by the County Department of Public Works, operated by LAIDLAW TRANSIT SERVICE INC., and subsidized by the Imperial Valley Association of Governments (IVAG). According to IVAG's 2005-2006 Transit Finance Plan, June 2005, the bus service has "ten (10) wheelchair accessible 40 ft. transit buses and two (2) wheelchair accessible minibus. Service is provided from 6:00 AM until approximately 11:00 PM weekdays, and 6:00 AM to 5:00 PM on Saturdays, within the areas classified as the Primary Zone: a North-South axis through Brawley, Imperial, El Centro, Heber and Calexico, and from 6:00 AM until 6:00 PM in the Secondary Zones; outlying cities and communities of Niland, Calipatria, Westmorland, Seeley and Holtville." Calexico also has a Dial-A-Ride demand response service which is subsidized by IVAG and administered by the City of Calexico. This demand response service is available to seniors and persons with disabilities seven days a week.

In late 2003, the City adopted the City of Calexico Bicycle Master Plan. The network of trails and lanes described in Chapter 6 and all of the Bicycle Master Plan is incorporated by reference as an integral part of the City's Circulation Element. Figure C-1.5, Proposed Bicycle Network, shows the bicycle and multi-use trail/lane system.

3.3 Level of Service

The Circulation Element has been developed in recognition of the need to relieve existing congestion and to provide a circulation system that can accommodate future anticipated growth. Levels of Service (LOS) standards are used to assess the performance of a street or highway system and the capacity of a roadway. An important goal when planning the transportation system is to maintain acceptable levels of service along the federal and state highways and the local roadway network. To accomplish this, the California Department of Transportation (Caltrans), City of Calexico, County of

Imperial, and the other local agencies adopt minimum levels of service to determine future infrastructure needs.

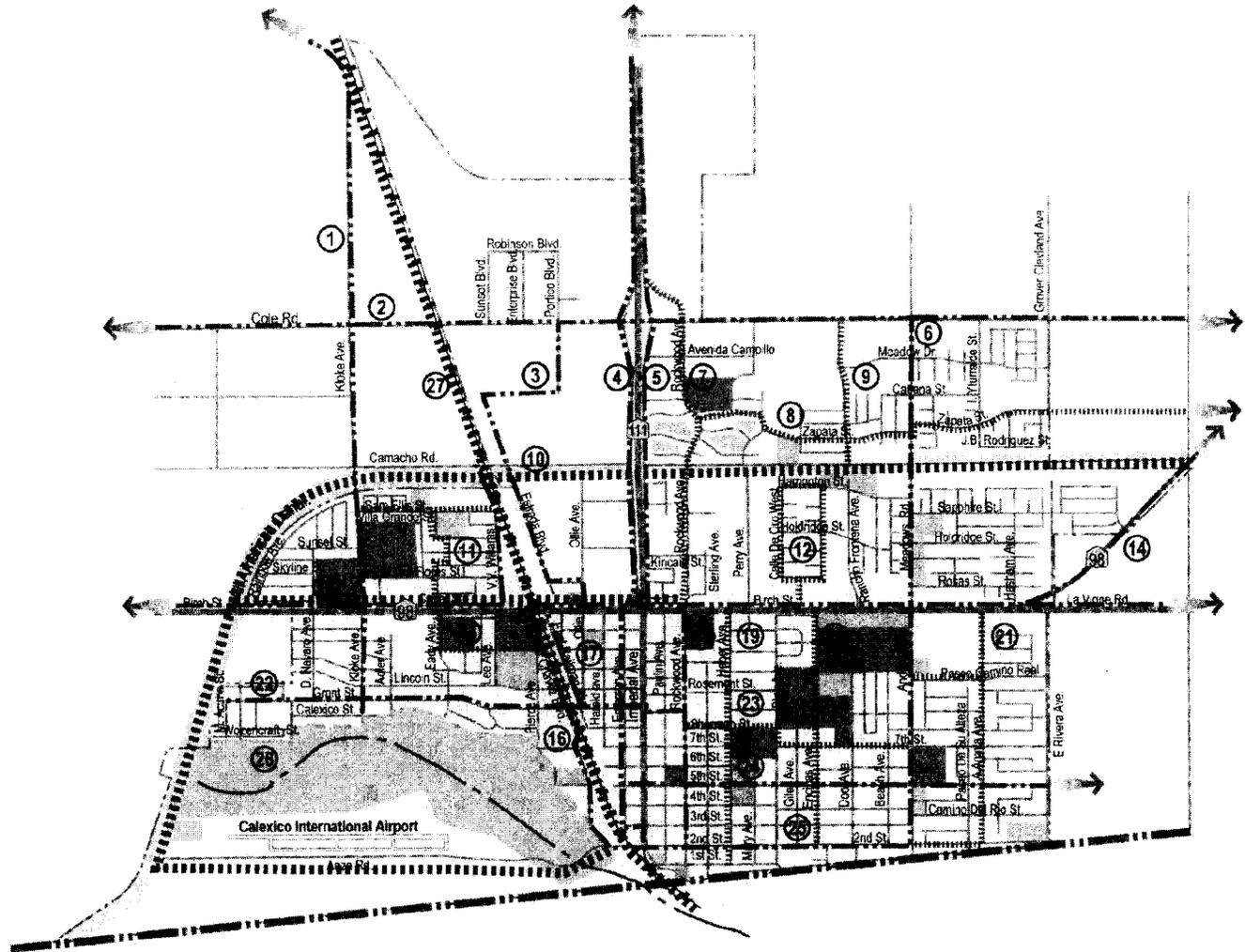
Traffic analysis uses the Level of Service (LOS) system of categorization to evaluate the project area roadway intersections. Traffic engineers use this LOS system of categorization to describe how well an intersection or roadway is functioning. The LOS measures several factors including operating speeds, freedom to maneuver, traffic interruptions, and average vehicle delay at intersections. The LOS approach uses a ranking system, similar to education, with level 'A' being best and level 'F' being worst. Table C-A, Level of Service (LOS) Standards, describes LOS levels in terms the average driver can understand. The LOS is related to the volume-to-capacity ratio (V/C). To determine the V/C ratio, the average daily traffic (ADT) volume on a particular roadway link is divided by the capacity of that same section or roadway.

The circulation system of the City of Calexico is primarily composed of a system of arterial and collector roads with two state routes traversing the City. Currently, the majority of vehicle delay occurs at the signalized intersections because vehicles are stopped to allow cross traffic to clear. Each intersection with such congestion problems needs to be evaluated in a detailed traffic study at the time that development in the area or roadway improvements are proposed. With the programmatic level of information available in the General Plan, LOS along roadway segments can be evaluated and the roadways sized to accommodate future traffic needs which is the purpose of the Circulation Element.

TABLE C-A: LEVEL OF SERVICE (LOS) STANDARDS

Level of Service	Description of Operation	Range of V/C Ratios
A	Describes primarily free-flow conditions at average travel speeds. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delays at intersections are minimal.	0.00-0.60
B	Represents reasonably unimpeded operations at average travel speeds. The ability to maneuver in the traffic stream is slightly restricted and delays are not bothersome.	0.61-0.70
C	Represents stable operations, however, ability to change lanes and maneuver may be more restricted than LOS B and longer queues are experienced at intersections.	0.71-0.80
D	Congestion occurs and a small change in volumes increases delays substantially.	0.81-0.90
E	Severe congestion occurs with extensive delays and low travel speeds occur.	0.91-1.00
F	Characterizes arterial flow at extremely low speeds and intersection congestion occurs with high delays and extensive queuing.	> 1.00

Source: "Highway Capacity Manual," Highway Research Board Special Report 209, National Research Council, Washington D.C., 2000

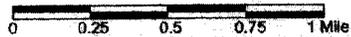


SEGMENT NUMBER

- | | | | |
|---------------------|------------------------------|-----------------------|---------------------------|
| ① Klobe Ave. | ⑧ Zepata St. | ⑮ Eady Ave. | ⑳ Grant St. |
| ② Cole Rd. | ⑨ Rancho Frontera Ave. | ⑯ Cesar Chavez Blvd. | ㉑ Sherman Ave. |
| ③ Estrada Blvd. | ⑩ All American Canal | ⑰ East Railroad Blvd. | ㉒ 5th St. |
| ④ Frontage Rd. West | ⑪ Sam Ellis Street | ⑰ Rockwood Ave. | ㉓ 2nd St. |
| ⑤ Frontage Rd. East | ⑫ Calle De Oro West Loop | ⑱ Heber Ave. | ㉔ New River Greenway |
| ⑥ Meadows Rd. | ⑬ State Highway 98 | ㉒ Encinas Ave. | ㉕ Railroad Multi-use Path |
| ⑦ Rockwood Ave. | ⑭ State Highway 98 Northeast | ㉓ A. Anaya Ave. | |

LEGEND

- | | | | |
|--------------------|------------------------|--------------------------------|-------------------------|
| | Schools | Southern Pacific Railway | Class I Bicycle Path |
| Parks / Open Space | City Boundary | Class II Bicycle Lane | Class III Bicycle Route |
| Community Facility | International Boundary | Mountain Bicycle/ Hiking Trail | |
| | | | |



Source: City of Calexico Bicycle Master Plan, Wallace, Roberts and Todd, LLC 2002

Figure C-1.5

Proposed Bicycle Network



City of Calexico General Plan

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3.3.1 Traffic Studies

The City of Calexico conducted a traffic study (Appendix E) as part of the 2005 General Plan update. The objectives of the study were to determine the future traffic volumes in the City of Calexico and its Sphere of Influence, to determine whether the City's required level of service standard will be maintained at General Plan buildout year, and if not, what proposed roadway classifications will be necessary to maintain said level of service. The study was conducted in order to make recommendations for the Circulation Element and research available options on alleviating congestion along Imperial Avenue and other primary/major roadways, as well as anticipating and accommodating future growth allowed by the 2005 General Plan.

Due to Calexico's unique proximity to the U.S./Mexico border and the traffic congestion challenges that proximity raises on both local and regional levels, many traffic analyses have been completed over the years. Most recently, IVAG commissioned the Greater Calexico Area Arterial Needs and Circulation Analysis, June 2005. Past studies addressing the border crossing traffic issues include: U.S. GSA Calexico West Border Station Expansion/Renovation Feasibility Study, 2002-2003; the Calexico West Border Station Expansion Circulation Analysis 2003; the Imperial County Arterial Plan, 2000; and Imperial County Transportation Plan Highway Element (Caltrans District 11), 2002.

Traffic studies are also required by the City for major development projects and even small projects that pose traffic/congestion issues (see Circulation Element Policies which follow).

Circulation System

3.4.1 Classification of Streets

The circulation system consists of five standard street classification types: highway, primary arterial, major arterial, secondary arterial, and collector and other smaller local roads. The General Plan Circulation Element plans for the secondary roads, arterials, and highways but does not address the collector and local roads. In addition, the City is bisected by two State Routes that are considered freeways or expressways in some locations. Standard General Plan Street Classifications are identified in Table C-B and typical General Plan Recommended Roadway Cross Sections of the Circulation Element roadways are illustrated in Figure C-2. The Recommended General Plan Circulation Element planned roadway system is illustrated in Figure C-3 with roadway classification information Circulation Element Roadways shown in Table C-C.

Any classification of street can be designed as divided or undivided roadway. Divided roadways have the ability to incorporate turning lanes to improve the

through carrying capacity of the roadway. Further, divided roadways may incorporate raised medians to restrict access from driveways and adjacent roads. These types of roadways are the most efficient since conflicts or intersections are minimized permitting traffic speed to be more constant. Undivided roads are less efficient than divided roadways, though they may incorporate the same number of through lanes as divided roadways. They also require less right-of-way because they have no left-turn lane or raised median.

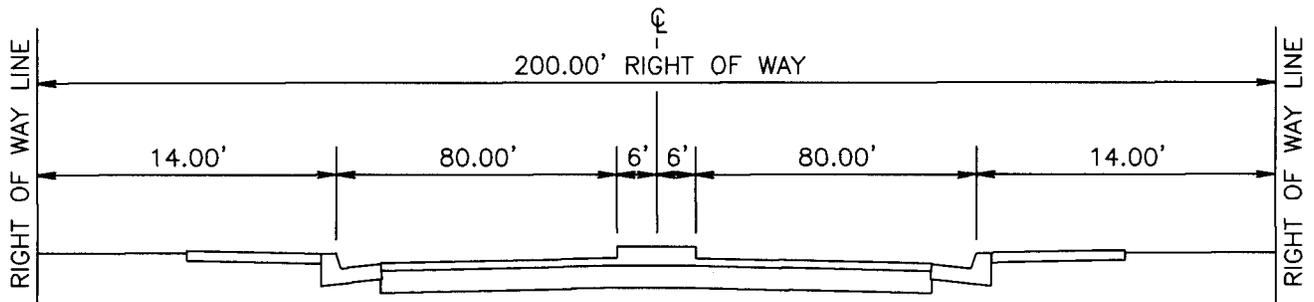
TABLE C-B: STANDARD GENERAL PLAN STREET CLASSIFICATIONS

Classification	Right-of-Way/Paved Width (in feet) ¹
Freeway	210 / 172
Expressway	210 / 172
Highway	148-178 / 120-124
Primary Arterial	100 - 126 / 76 - 84
Major Arterial	80 - 126 / 60 - 80
Secondary Arterial	75 / 55

¹ City of Calexico Circulation Element Recommendations, September, 2005, Appendix E.

3.4.2 Truck Routes

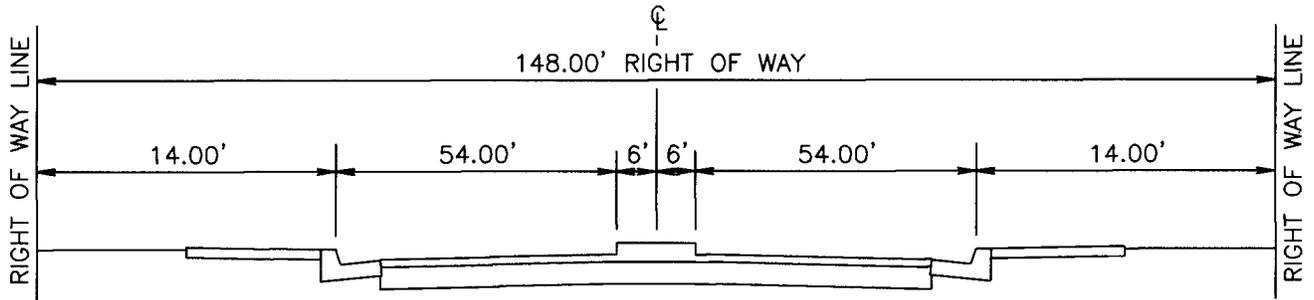
Although the opening of the eastern border crossing for commercial traffic has improved the situation somewhat, truck traffic is still a safety and congestion issue within Calexico. To alleviate some of the issues caused by truck traffic on non-industrial secondary, collector and local streets, the Circulation Element establishes truck routes to serve major industrial and commercial areas of the City and to move trucks that do not have designated stops in Calexico to better be directed through the City. Figure C-4 shows the Interim and Ultimate Truck Routes within Calexico. The "interim" routes would be used until SR-98 is realigned to the Bowker, Jasper, Dogwood alternative alignment, then the ultimate truck routes could be established.



SECTION

HIGHWAY 111

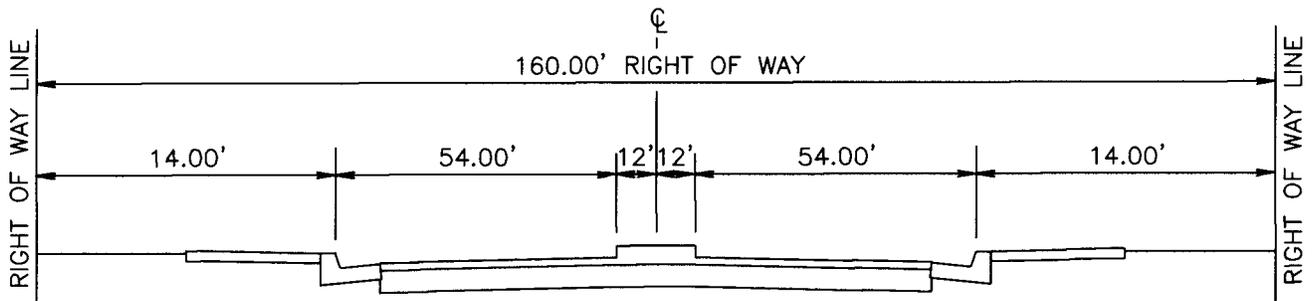
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SECTION

HIGHWAY 98

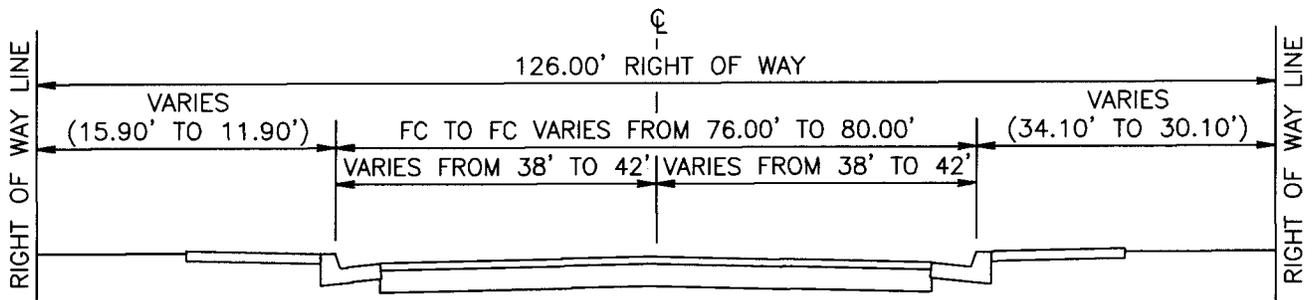
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SECTION

JASPER ROAD REALIGNMENT

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SECTION

PRIMARY ROAD

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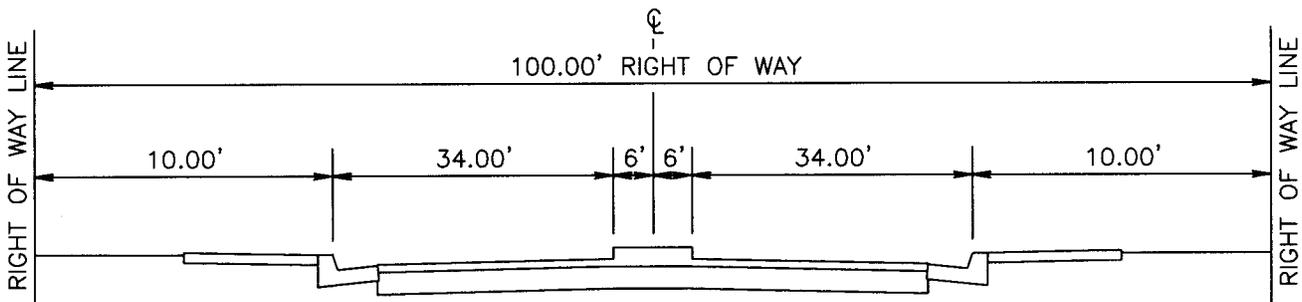
ALBERT A.
WEBB
ASSOCIATES
ENGINEERING CONSULTANTS

**GENERAL PLAN RECOMMENDED
ROADWAY CROSS SECTIONS**

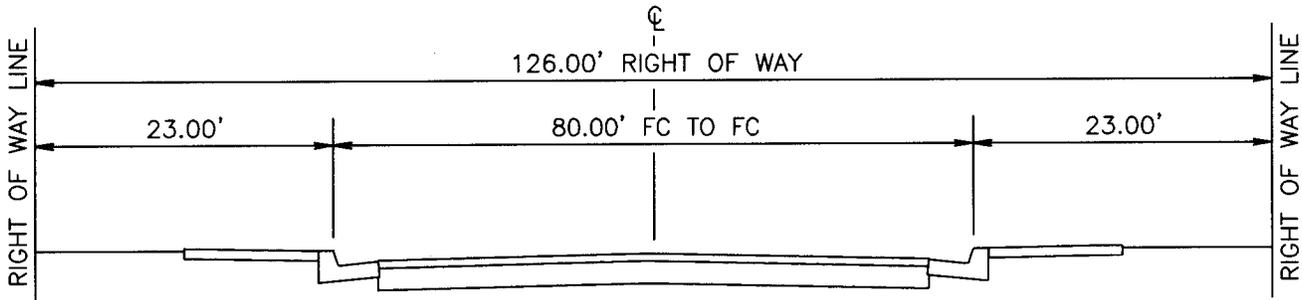
CITY OF CALEXICO, CALIFORNIA

FIGURE

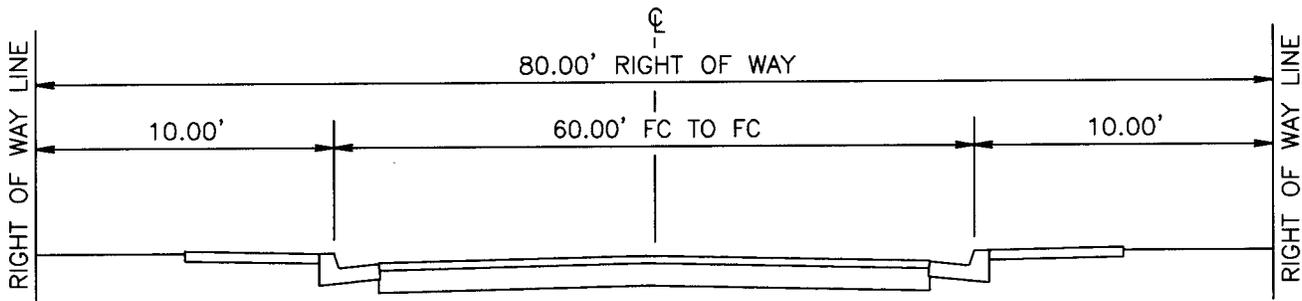
C-2



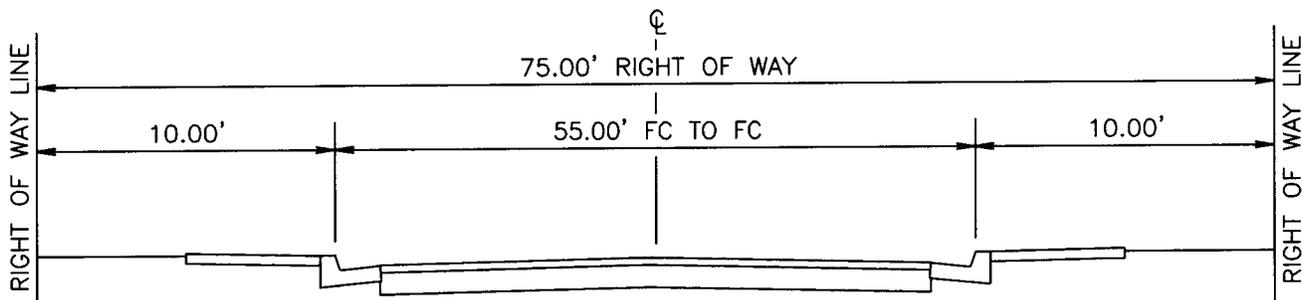
SECTION
PRIMARY ROAD WITH MEDIAN NO SCALE



SECTION
MAJOR ROAD NO SCALE



SECTION
MAJOR ROAD NO SCALE



SECTION
SECONDARY ROAD NO SCALE

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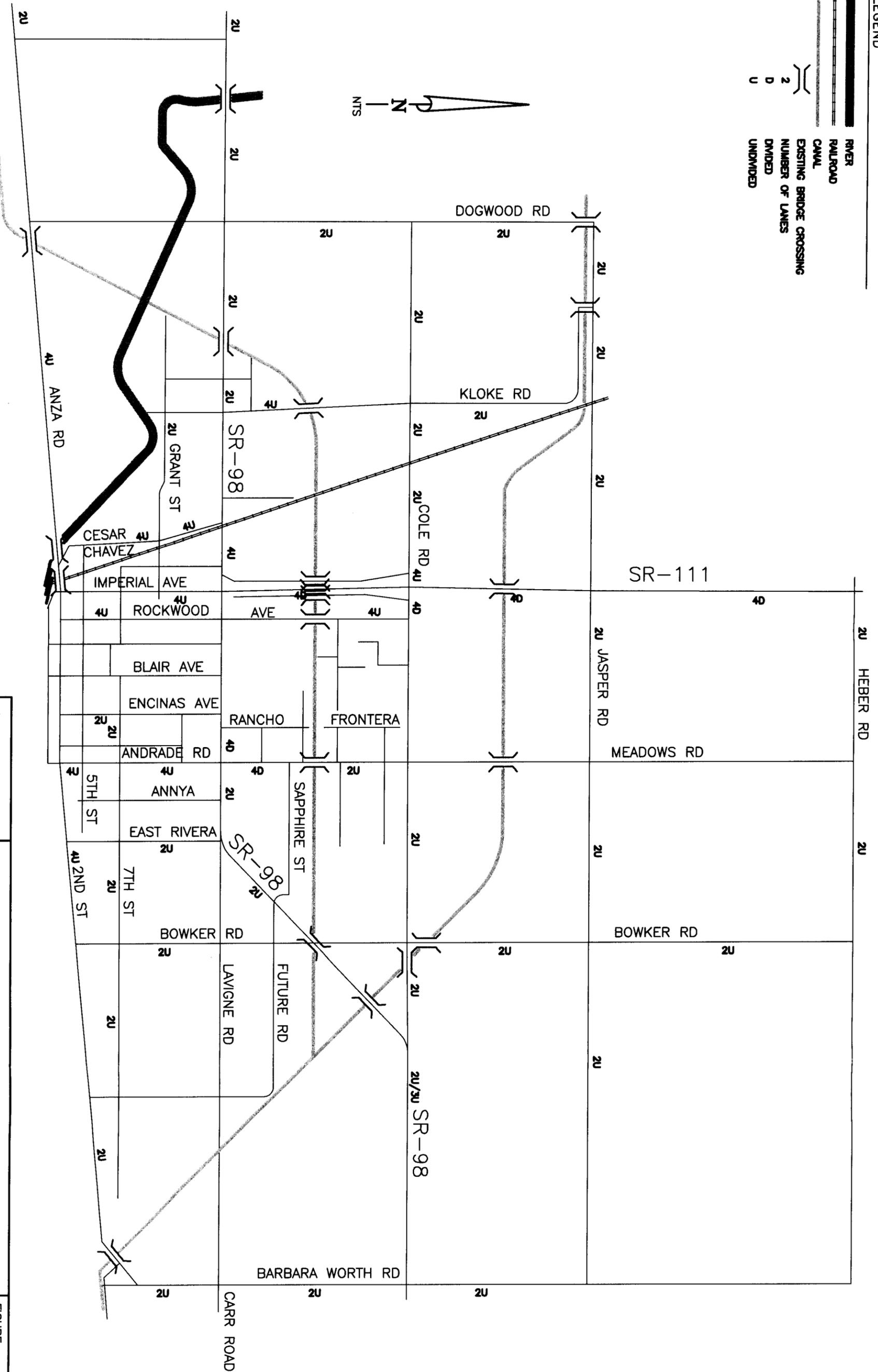
ALBERT A.
WEBB
ASSOCIATES
ENGINEERING CONSULTANTS

**GENERAL PLAN RECOMMENDED
ROADWAY CROSS SECTIONS**

CITY OF CALEXICO, CALIFORNIA

FIGURE
C-2
CONTINUED

- LEGEND**
- RIVER
 - RAILROAD
 - CANAL
 - EXISTING BRIDGE CROSSING NUMBER OF LANES
 - DIVIDED
 - UNDIVIDED



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ENGINEERING CONSULTANTS

EXISTING ROADWAY SYSTEM

CITY OF CALEXICO, CALIFORNIA

FIGURE
C-1

TABLE C-C: CIRCULATION ELEMENT ROADWAYS
East-West Roads

E-W Segments	Limits	ROW (ft.)	Recommended Classification	Recommended Lanes
Heber Rd	SR-111 to Barbara Worth Rd	75	Secondary	2U
Jasper Rd	Dogwood Rd to Bowker Rd*	210	Highway	6D
Jasper Rd	Bowker Rd to Barbara Worth Rd	100	Major	4U
Cole Rd	Dogwood Rd to Meadows Rd	126	Primary	4D
Cole Rd	Meadows Rd to SR-98	126	Major	4U
SR-98	Dogwood Rd to Bowker Rd	154	Highway	4D
SR-98	Bowker Rd to Barbara Worth Rd*	178	Highway	6D
Grant St	All-American Canal to Imperial Ave	75	Secondary	2U
7th St	Harold St. to E. City Limits	75	Secondary	2U
Anza Rd/2nd St	W. City Limits to Dogwood Rd	100	Major	4U
Anza Rd/2nd St	Dogwood Rd to Imperial Ave	100	Primary	4D
Anza Rd/2nd St	Imperial Ave to Barbara Worth Rd	100	Major	4D

* Planned 6-Lane realignment of SR-98 along Bowker Rd, Jasper Rd, and Dogwood Rd

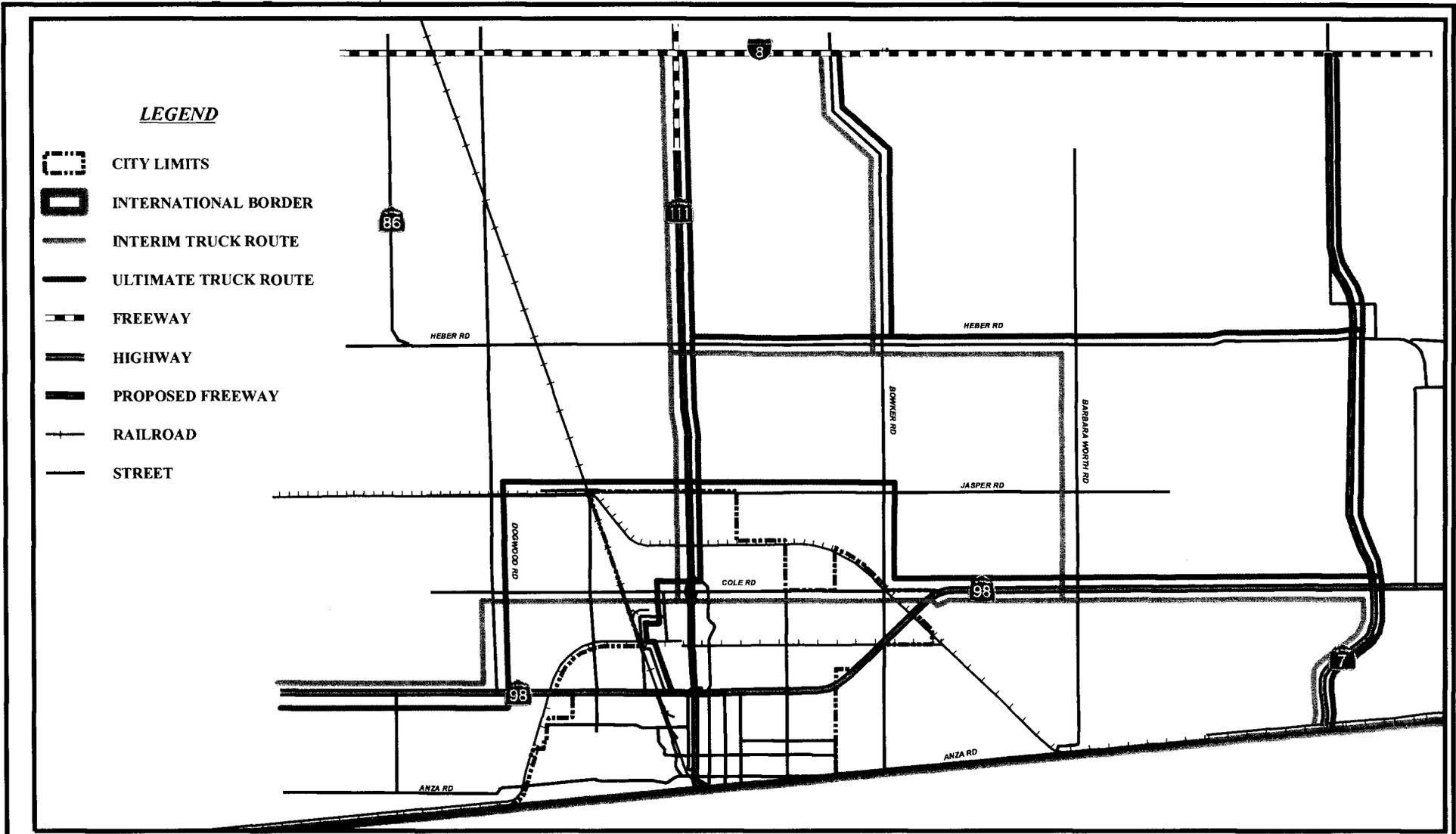
D = Divided, U = Undivided

North-South Roads

N-S Segments	Limits	ROW (ft.)	Recommended Classification	Recommended Lanes
Dogwood Rd	Anza Rd/2nd St to SR-98	126	Primary	4D
Dogwood Rd	SR-98 to Jasper Rd*	148	Highway	6D
Kloke Rd	Grant St to All-American Canal	100	Major	2U
Kloke Rd	All-American Canal to Jasper Rd	100	Major	4U
Cesar Chavez Bl	Border to SR-98	126	Primary	4D
Imperial Ave	Border to SR-98	126	Primary	4D
SR-111	SR-98 to Cole Rd	178	Highway	6D
SR-111	Cole Rd to Jasper Rd	210	Expressway	6D
SR-111	Jasper Rd to N. City Limits	210	Freeway	6D
Rockwood Ave	2nd St to Cole Rd	80	Major	4U
Encinas Ave	2nd St to SR-98	75	Secondary	2U
E Riviera Ave	2nd St to SR-98	75	Secondary	2U
Andrade Rd	1st St to SR-98	100	Major	4U
Meadows Rd	SR-98 to N. City Limits	100	Primary	4D
Bowker Rd	Anza Rd/2nd St to LaVigne Rd	100	Major	4U
Bowker Rd	LaVigne to SR-98	126	Primary	6D
Bowker Rd	SR-98 to Cole Rd	100	Primary	4D
Bowker Rd	Cole Rd to Jasper Rd*	148	Highway	6D
Bowker Rd	Jasper Rd to N. City Limits	100	Major	4U
Barbara Worth Rd	2nd St to Jasper Rd	75	Secondary	2U

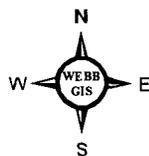
* Planned 6-Lane realignment of SR-98 along Bowker Rd, Jasper Rd, and Dogwood Rd

D = Divided, U = Undivided



Source: City of Calexico

Figure C-4



Not to Scale

Interim and Ultimate Truck Routes

City of Calexico General Plan



3.5 Design Standards

3.5.1 Interstate Highways

Interstate highways are intended to carry unimpeded traffic between major traffic generators such as large commercial, industrial, recreational, and residential areas. These highways, in general, are part of the overall regional circulation system. The Calexico area is served by Interstate 8, located about 5 miles north of the planning area.

3.5.2 Freeways, Expressways, and Highways

The freeway, expressway and highway classifications consist of four to eight travel lanes with limited or no vehicular access to the roadway through driveways and streets. The roadway is divided by a raised or striped median with separate left turn lanes. Generally, highways intersect other highways at approximately one-half mile intervals. Intersections with freeways and expressways are spaced further apart and may consist of interchanges. These roadways are expected to carry the majority of the through traffic between adjacent communities and the freeway system. When built to maximum design standards, these roadways are striped for two, three, or four lanes in each direction, with shoulders, painted or raised medians, and left-turn lanes at intersections (highways and expressways only). Table C-D shows the maximum capacity for all roadway types in Calexico. "Maximum capacity" refers to the physical capacity of the roadway only and does not represent the desired or required LOS on any roadway. Caltrans and the City of Calexico desire a LOS C, which is calculated based on maximum capacity.

3.5.3 Primary Arterial

Primary arterial roadways are designed to have four travel lanes with limited vehicular access from driveways and streets. The roadways usually have a raised or painted median with separate left-turn lanes, and intersect with other primary roadways, major arterials, and secondary arterials at approximately one-eighth mile intervals. Primary roadways carry large volumes of through traffic and collect traffic from limited secondary roadways. Primary roadways are designed for two travel lanes in each direction with raised or painted medians, shoulders where right-of-way permits, and left-turn lanes at intersections. When built to standard, this roadway classification has a maximum capacity of 37,500 vehicles per day (see Table C-D).

3.5.4 Major Arterial

Major arterial roadways are planned as four lane undivided roadways with partial control of access. Major streets move moderate volumes of through traffic and serve as routes for local traffic to connect with highways and primary arterials. They serve as access routes for local residents to reach activity areas in the City, and may also provide direct access to commercial

properties. This classification of roadway is striped for two travel lanes in each direction, with on-street curbside parking and left-turn lanes at major intersections. The maximum capacity for limited secondary highways is 25,000 vehicles per day (see Table C-D).

3.5.5 Secondary Arterial

Secondary arterial roadways are planned as two lane undivided roadways with limited access. These roads serve more local traffic from residential, commercial, and industrial areas and feed into the arterial system. Secondary arterials provide a necessary connection to the major traffic carriers and have a typical maximum capacity of 17,500 vehicles per day (see Table C-D).

TABLE C-D: MAXIMUM CAPACITY BY ROADWAY CLASSIFICATION

Roadway Classification	Roadway Width (Feet)	Section	Right-of-Way (Feet)	LOS E Maximum Capacity*
8-Lane Freeway	-	8F		140,000
6-Lane Freeway	-	6F		105,000
6-Lane Expressway	-	6E	-	90,000
Highway	-	4D	80-148	56,300
Highway 111	160	6D	200	60,000
Primary	80	4D	100-126	37,500
Major	60	4U	80-126	25,000
Secondary	50	2U	70-75	17,500
2-Lane Divided	50	2D	70-75	17,500
Collector	40	2U	60	16,200
Local	40	2U	60	12,500

* These roadway capacities are approximate figures only, and are used at the General Plan level. They are affected by such factors as intersections (numbers & configuration), degree of access control, roadway grades, design geometrics (horizontal & vertical alignment standards), sight distance, level of truck and bus traffic, and level of pedestrian and bicycle traffic. Average daily traffic (ADT) is used in this model application as a long range planning tool to assist in determining roadway highway classification (number of thru lanes) needed to meet traffic demand.

3.6 Goal, Objectives, and Policies

3.6.1 Goal

The circulation system should promote the safe, efficient movement of people, goods and vehicles, and protect and enhance the environmental quality of Calexico.

3.6.1.1 Land Use and Circulation

Objective 1

Land use should be planned in conjunction with the circulation so that it does not overburden the City's existing and/or planned circulation system.

Policy 1

- a. The City shall establish Level of Service “C” as the minimum acceptable Level of Service. No development project shall be approved that will increase the traffic on a planned or existing City street above the street’s existing design capacity at Level of Service “C” without adequate mitigation.
- b. The City should monitor the impact of development proposals as well as intra- and inter-City land uses on circulation to ensure that the circulation system is not overburdened.
- c. The City shall work with Calexico Unified School District and other private or public educational institutions to site schools in such a way as to reduce traffic congestion problems at key drop-off and pick-up hours to benefit both the safety of the students and other local residents.
- d. Industrial land uses should be located and site planned to encourage the use of designated truck routes and discourage truck traffic from using non-industrial secondary, collector, and local streets.
- e. Commercial, civic uses, schools, and services should be located near enough to residential areas to allow for and encourage pedestrian access.

3.6.1.2 Street Network and Standards

Objective 2

The General Plan shall establish a system of street classifications and set standards for each.

Policy 2

- a. The City shall utilize Level of Service (LOS) as a measure of acceptable traffic flow and operational conditions at intersections.
- b. The City shall establish intersection LOS “C” as the minimum acceptable LOS.
- c. The City shall adopt the street classifications described in Sections 3.4 and 3.5 of the Circulation Element, herein.
- d. The City shall require all public rights-of-way to be landscaped and seek funding sources for ongoing maintenance.

3.6.1.3 Access

Objective 3

Access to highways, primary arterials and major arterials shall be limited to maintain capacity, efficiency and the safety of the traffic flow on the City’s streets.

Policy 3

- a. Collector roads and secondary arterials shall be used for access to highways, and primary and major arterials, such as Imperial Avenue. Other existing access points that do not meet this criteria shall be evaluated to determine if they can either have limited or no access.
- b. Access to all highways, primary arterials, and major arterials shall be restricted to approved points of ingress and egress.
- c. Where access to a highway, or primary or major arterial is considered necessary, access shall be limited to one point for 300 feet of frontage or one point per parcel, if parcel has less than 300 feet of frontage. Highway access points shall be reviewed and approved by Caltrans, on a case by case basis.
- d. Combined access between adjacent properties shall be required prior to the allowance of access to highways, primary arterials, and major arterials to reduce the overall number and frequency of access points.
- e. Access points along primary, major and secondary arterials should be located a minimum of 100 feet from the end of the curb return at corners on all City roads.
- f. Access points shall be coordinated with existing or planned access points on the opposite side of the street and the breaks in medians.

3.6.1.4 Transportation Systems Management**Objective 4**

The City should use state-of-the-art transportation system management planning programs to increase the efficiency on all of Calexico's street system, while keeping down capital costs. (See also Section 3.6.1.5, Objective 5.)

Policy 4

- a. The City shall encourage ride sharing in both the public and private sectors as a means of reducing overall traffic generation.
- b. The City should evaluate proposed development plans and existing sites for areas located near good access points along highways and primary arterials to designate needed park and ride facility locations.
- c. The City shall work with Caltrans to evaluate and implement a feasible and optimal signal timing plan along Highway 111/Imperial Avenue.
- d. The City shall discourage diversion of truck traffic to secondary and collector streets by providing maximum capacity and Levels of Service on primary and major arterials.
- e. The City shall establish designated Truck Routes as shown on Figure C-4 herein. These routes shall be posted with signs; and enforced by Calexico Police Department.

3.6.1.5 Public Transportation

Objective 5

The City shall develop a transit network capable of satisfying both local and regional travel demand.

Policy 5

- a. The City shall work with IVAG and other local and regional transit agencies to develop an adequate public transportation system that best serves the needs of the entire community.
- b. The City should develop a short-range transit plan to implement an efficient and useful public transportation system.
- c. By continuing its dial-a-ride demand service bus system, the City should pay particular attention to the needs of transit dependents in the community such as senior citizens, the handicapped, and low and moderate income residents when designing the overall transit plan for the City.
- d. Encourage maximum utilization of the existing transit system in Calexico through education and provision of bus shelters and benches.
- e. The City should require developers of new industrial, residential, or commercial projects to coordinate with the local transit provider(s) to best incorporate design features that increase the potential for public transit service and provide effective transit use as the City grows.
- f. To assist international pedestrians that need or want to reach destinations within Calexico, public transportation should be routed to easily pick up consumers and/or students within walking distance of the border. Destinations should include major retail centers such as Wal-Mart, Las Palmas, and Price Center for those who may want to shop, and private schools where international students attend.
- g. Require the design of transit stops to be compatible with adjacent development and provide for adequate seating, signs, and shade.
- h. To encourage new development to support transit ridership and reduce vehicle traffic on local and regional roads/highways, and increase funding opportunities for transportation, the City should evaluate the use of "transit village development districts" as defined and regulated by state law (Government Code sections 65460.3 through 65460.10).

3.6.1.6 Pedestrian Facilities

Objective 6

Pedestrian facilities shall be developed throughout the City to encourage walking as an alternative to the automobile.

Policy 6

- a. All urban standard streets should have improved sidewalks on both sides of the road.
- b. Rural streets which lead to schools or bus stops should have improved sidewalks on one side of the road.

3.6.1.7 Bicycle Facilities

Objective 7

Develop a well-designed bicycle network throughout the City that provides for safe and efficient means of transportation and recreation.

Policy 7

- a. The City shall implement the Bicycle Master Plan, September 30, 2003, and any amendments thereto, to promote bicycle travel as an alternate mode of transportation.
- b. Encourage cycling by planning accordingly and incorporating bike racks when developing new schools, parks, residential communities, and retail/employment centers.
- c. Integrate Master Plan bicycle facilities as part of the design and construction of new roadways and upgrade of existing roadways.

3.6.1.8 Local Streets

Objective 8

Local streets should be designed to discourage non-local traffic.

Policy 8

- a. Local streets should not be used to link arterial roads and create "short-cuts."
- b. Devices such as, but not limited to, landscaped encroachments, traffic circles, or medians may be used to inhibit or slow general traffic in local areas.
- c. In the event that the traffic on local streets, particularly within a residential neighborhood, has or may exceed 5,000 vehicles per day as a result of a new development, the City should require or commission

- a local traffic study to indicate needed measures to mitigate increased traffic levels.
- d. The City should explore the feasibility of closing some of the existing through streets in the developed portion of town to reduce through traffic in residential areas.
 - e. The eventual paving and furthered development of East Railroad Boulevard as an important north/south arterial for truck traffic shall be encouraged.
 - f. To help maintain safe speeds on local streets, the City shall discourage long straight streets within residential areas. The City should review all residential tract maps and require one or more traffic slowing/stopping measures on local streets such as, but not limited to: curvilinear streets, all-way stop signs at tee and four-way intersections, items listed in Policy 8a, above, and reduced street lengths.
 - g. For safety purposes, cul-de-sacs should not exceed in length or turning radii those that meet Fire Department requirements.

3.6.1.9 Financing Improvements

Objective 9

The financing of expansion to the City circulation system made necessary by development shall be borne by the proposal applicants, while the maintenance and improvement of the existing street system shall be borne by the City and its residents.

Policy 9

- a. The City shall determine and update, as necessary, the cost of improvements to maintenance of the City circulation system.
- b. The City shall adopt and implement appropriate fee ordinances, resolutions, financing districts or other mechanisms that require development proposal applicants to build and/or to pay appropriate "fair share" fees for the improvement of the City circulation system. The City shall also require applicants to include their development projects in financing mechanisms created to address maintenance of circulation system facilities.
- c. The City shall adopt and implement appropriate measures to defray the costs of improvements to the exiting street system through the use of assessment district financing, grants and other sources of revenue.
- d. Develop 5-year capital improvement plans to develop the roadway system, as necessary for buildout of the General Plan.

3.6.1.10 Landscaping and City Identity

Objective 10

To create streets, highways, and trails that add to the positive experience of Calexico by drivers, pedestrians and cyclists.

Policy 10

- a. The City shall ensure that streetscape design along roadways creates a strong landscaped edge, provides a coherent high-quality appearance along each route, and enhances the image of adjacent development. Coherent design elements can include such things as designated street trees, trails installed pursuant to the Bicycle Master Plan, enhanced paving, lighting, and consistent setbacks.
- b. The City shall promote the establishment of entry monument signs as a means of stimulating community, district, and neighborhood identity.
- c. The City should coordinate with the railroad to develop and install a landscape plan for the railroad right-of-way in conjunction with the implementation of the trail system identified in the Bicycle Master Plan.
- d. To enhance impressions of Calexico at places that serve as entry points, or “gateways”, to the City (e.g., international border, Hwy. 111 and Jasper Road, SR 98 at Dogwood Road), landscaping and City identification monument signs should be developed at key locations.