

City of Calexico

***Draft* Circulation Element**

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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.

Included in this 2015 update of the Circulation Element is the incorporation of transportation strategies of the California Department of Transportation (Caltrans), Imperial County Transportation Commission (ICTC) and the inclusion of a Complete Streets Policy for the City of Calexico. Documents utilized in this update include:

- California Department of Transportation: Transpiration Concept Report - State Route 111, District 11 dated October 28, 2014;
- California Department of Transportation – State Route 111 Project Study Report dated June 2007;
- Calexico Intermodal Transportation Center Feasibility Study dated September 2, 2014;
- Calexico West Land Port of Entry Border Station Expansion prepared by KOS Corporation for the U.S. General Services Administration dated November 2009;
- SR-East and SR-98 Widening Update Traffic Volumes/ Traffic Reports dated April 23, 2007 and April 25, 2007 prepared for Dokken Engineering;
- Traffic Impact Study for the Mega Park Mixed Use Development Dated February 4, 2013 prepared by Darnell & Associates, Inc.;
- City of Calexico General Plan Update and Draft Environmental Impact Report Traffic Study dated November 2005 prepared by Albert A. Webb Associates;
- City of Calexico Bicycle Master Plan dated September 30, 2003 prepared by Wallace Roberts & Todd Inc.; and
- Complete Streets required by State Law Assembly Bill 1358.

Each of the above documents provide data and analysis needed to address the Circulation Element transportation needs of the City's streets for automobiles, truck traffic, public transportation, pedestrians and bicyclists. The existing and planned expansion of the Land Port of Entry (LPOE) with Mexicali, Baja California creates significant demands for infrastructure to accommodate the demands of automobiles, trucks, pedestrians and bicyclists to travel within and through the City of Calexico.

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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/SR-98 which travels east/west. Figure C-1 shows the Existing Circulation System within the City. Figure C-2 shows the existing Daily Traffic Volumes.

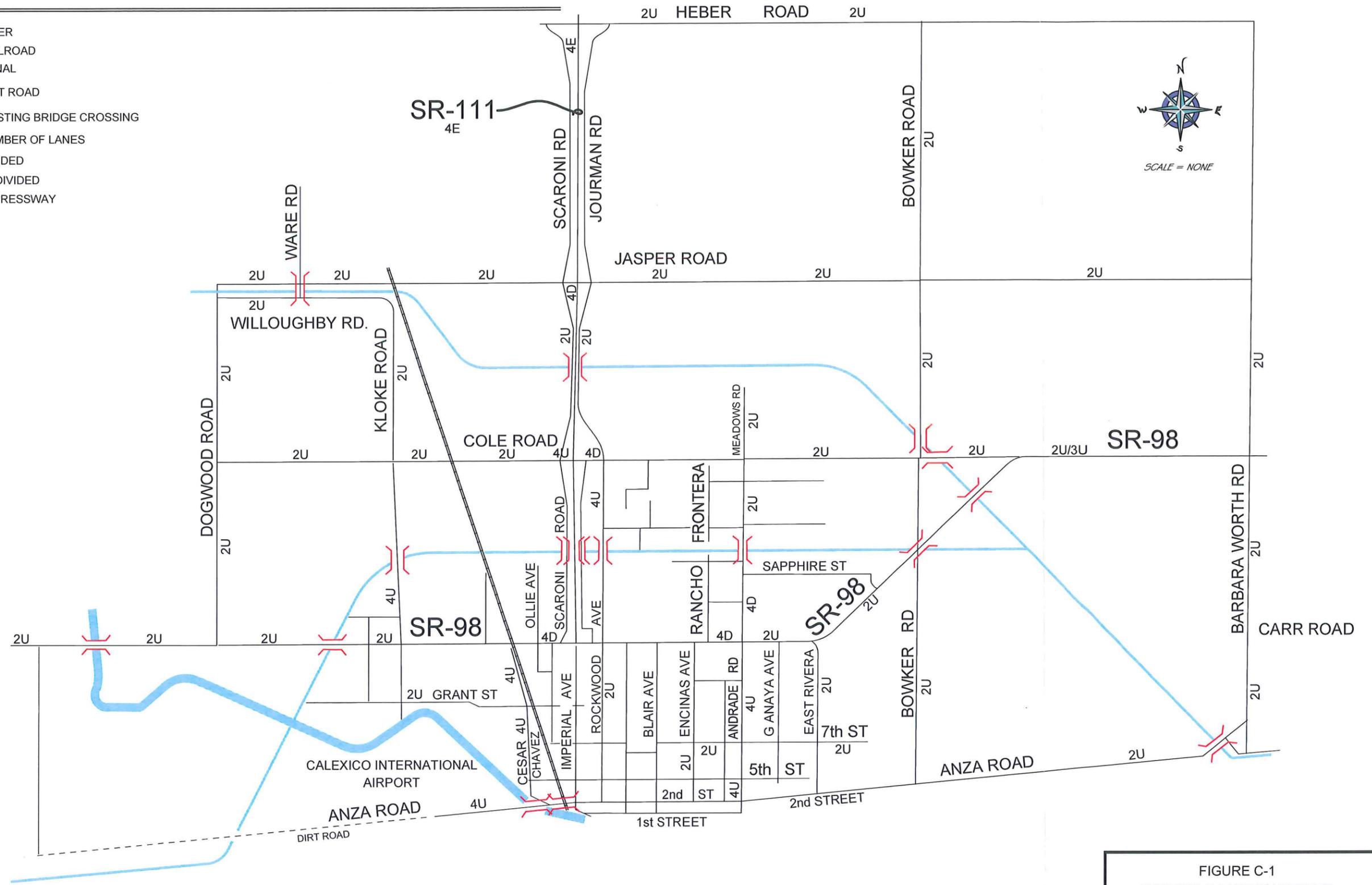
Within the east and west sides of the City, traffic circulates with ease. Congestion is not a problem. The problem is that access openings along SR-111 south of Birch Street (SR-98) allow vehicular traffic to cross Imperial Avenue/Highway 111 in an effort to get to either the eastern or western side of town. 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.

The existing vehicular and pedestrian demands entering and leaving from Mexico create capacity, safety and circulation impacts. The continued growth to/from Mexico and growth within the City of Calexico create issues and a need for multimodal transportation improvements.

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 is caused by the location of school sites. Due to the proximity of some school sites immediately opposite each other and on major and secondary arterials, congestion is a problem during morning drop-off and afternoon pick-up times.

LEGEND

-  RIVER
-  RAILROAD
-  CANAL
-  DIRT ROAD
-  EXISTING BRIDGE CROSSING
- # - NUMBER OF LANES
- D - DIVIDED
- U - UNDIVIDED
- E - EXPRESSWAY

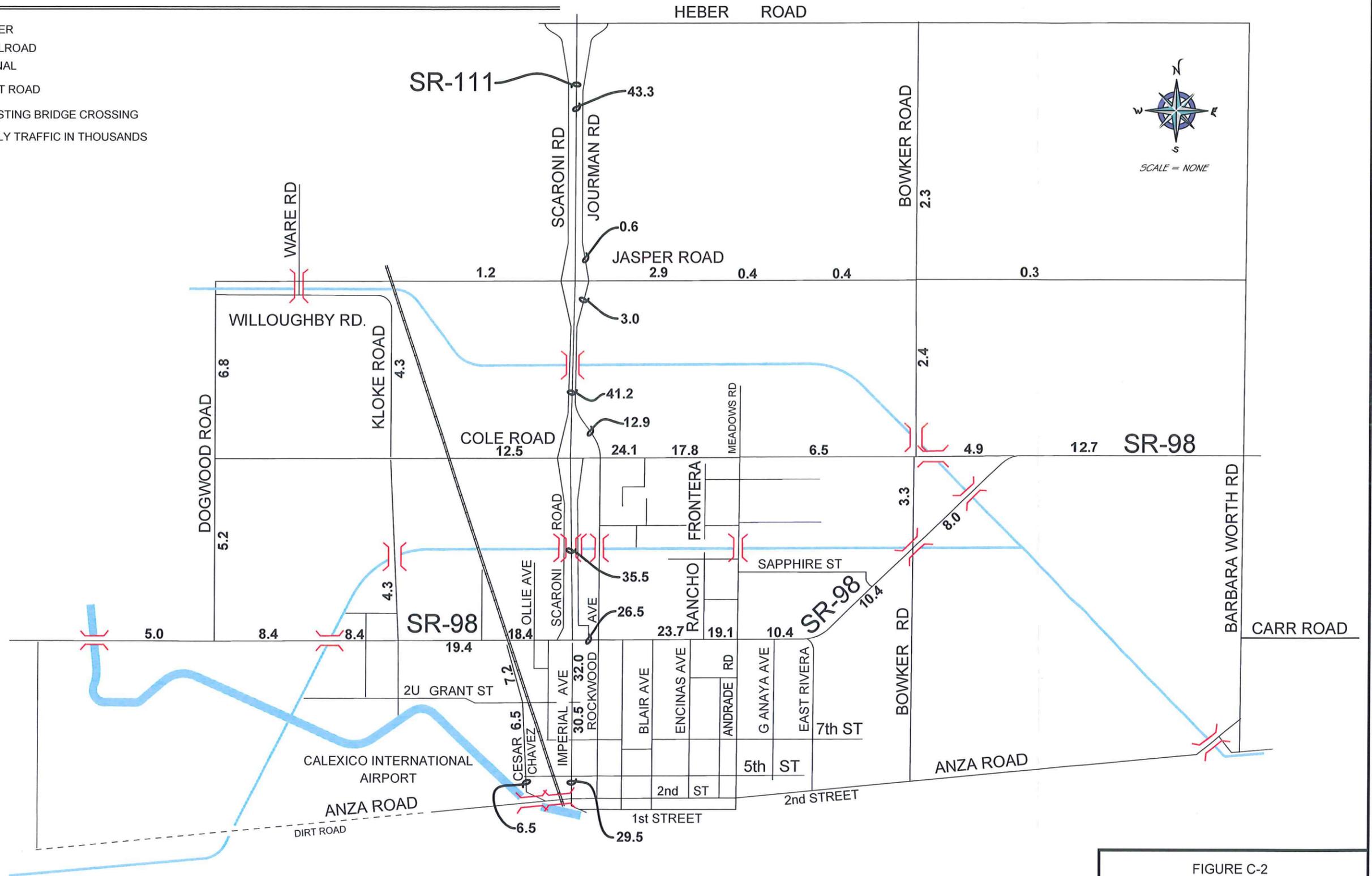


SOURCE:
Darnell & ASSOCIATES, INC.

FIGURE C-1
 EXISTING ROADWAY SYSTEM
 CITY OF CALEXICO, CALIFORNIA

LEGEND

-  RIVER
-  RAILROAD
-  CANAL
-  DIRT ROAD
-  EXISTING BRIDGE CROSSING
- XX.X = DAILY TRAFFIC IN THOUSANDS



SOURCE:
Darnell & ASSOCIATES, INC.

FIGURE C-2
 EXISTING DAILY TRAFFIC VOLUMES
 CITY OF CALEXICO, CALIFORNIA

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3.2.1 EXISTING ROADWAYS

3.2.1.1 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 (2) 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. Traffic control personnel assist with traffic flow through this area during peak traffic times.

3.2.1.2 Traffic Signals along Imperial Avenue and Birch Street (SR-98)

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 (SR-98), and considering, its inadequacies as a primary east/west thoroughfare, the trouble spots are few and manageable.

3.2.1.3 Birch Street (State Route 98)

Birch Street/Route 98 is classified as a State Highway and is a primary east/west arterial. SR 98 currently provides two (2) 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 Cesar Chavez Boulevard, Dogwood Road and Ollie Avenue to four (4) lanes and, aggravates congestion within the area. Caltrans has plans to upgrade Birch between Highway 111 from Ollie Avenue to State Route 111 to six (6) lanes. 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 Avenue. This section of roadway currently experiences significant congestion. East of Encinas Avenue to Bowker Road, SR-98 in this area is a 4-lane road. From Bowker Road easterly, SR-98 varies between one and two lanes in each direction. Presently Caltrans has a project on hold to widen State Route 98 (SR-98) from two (2) to four (4) lanes - - six (6) lanes in some locations. The Caltrans project is broken into five (5) phases of which Phase 1C from Ollie Avenue to State Route 111 is scheduled to start in 2016. This project is included in the State's Transportation Congestion Relief Program (TCRP). The schedule for construction and phasing will depend on availability of funding.

3.2.1.4 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 west of Cesar Chavez Boulevard the roadway provides two (2) lanes in each direction to the Outlet

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Mall and then transitions to two (2) lanes along the Calexico Airport. In the section between Cesar Chavez and Highway 111, there are two lanes in each direction. As the street enters Calexico Downtown east of Highway-111, 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 with three (3) travel lanes. 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.

3.2.1.5 Cole Road

Cole Road is classified as a Collector on the Imperial County Circulation Element. Cole Road is the second most northern east/west roadway within the City limits. Cole Road currently is constructed as a two-lane undivided roadway with a center turn lane from west of the City limits to Enterprise Boulevard. At Enterprise Boulevard it transitions into a four-lane undivided roadway between Enterprise Road and Imperial Avenue (SR-111). East of SR-111, Cole Road is currently constructed as a four-lane divided roadway between SR-111 and Rockwood Avenue. Then it transitions back into a four-lane undivided roadway east Rockwood Avenue to Bowker Road. With the update of the Circulation Element, Cole Road will continue east of Bowker as a Major Arterial (4U). 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 SR-111 is controlled by a traffic signal. A frontage road on either side of SR-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.

3.2.1.6 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 may request that Caltrans realign and reroute SR-98 from Birch Street at Dogwood Road north to Jasper Road and then east of Dogwood Road along Jasper Road to the east of Bowker Road continuing along Jasper Road to State Route 7 consistent with the County of Imperial Circulation Element. The corridor would then become a 4-6-lane highway within the Expressway Corridor.

3.2.1.7 Dogwood Road

Dogwood Road is a north/south roadway located along the western edge of the City's Sphere of Influence. It connects from SR-98 north to Brawley. Dogwood Road is currently a two-lane undivided road in the vicinity of Calexico north from SR-98 to Heber Road. Like Jasper Road the roadway is shown on the 2015 Circulation Element for realignment.

3.2.1.8 Kloke Road

Kloke Road is a north-south roadway that connects Willoughby Road (Jasper Road) to the south of Grant Street. Kloke Road is currently constructed as a four-lane undivided roadway from the Canal north of Cole Road to Grant Street. It provides access to schools north of SR-98. Kloke Road is an important north-south roadway on the western side of the City.

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3.2.1.9 Cesar Chavez Boulevard

Cesar Chavez Boulevard is currently an unclassified two-lane roadway that parallels the Union Pacific Railroad tracks. Cesar 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 Boulevard 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 into Calexico from Mexicali. Due to this location, Cesar Chavez Boulevard is proposed to serve as the primary roadway entrance 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 Boulevard and SR-98 is being planned by Caltrans to be improved to accommodate the existing traffic demands from the new POE entrance from Mexico.

3.2.1.10 Andrade/Meadows Road

Currently a two-lane undivided arterial, Andrade/Meadows Road runs north from Second Street to the canal north of Cole Road. Andrade/Meadows Road provides an important north-south link in the eastern portion of the City parallel to Imperial Avenue (SR-111). The roadway is classified a Primary Arterial (4D).

3.2.1.11 Bowker Road

Bowker Road is currently constructed as a north-south two-lane divided arterial that runs from Anza Road to Jasper Road between Birch Street (SR-98) and Cole Road. Bowker Road is located in the eastern portion of the City's Sphere of Influence. North of SR-98 the roadway widens along the westerly side of the roadway between SR-98 and Cole Road. Currently Bowker Road is classified as an Expressway (4-6D). The extension of the Expressway classification of Jasper Road east of Bowker Road to SR-7 eliminates the need for Bowker Road to be classified as an Expressway. With the 2015 update of the Circulation Element, Bowker Road will be reclassified as a Major Arterial (4D).

The SR-98/ Bowker Road intersection is significantly restricted by the All American Canal. The All American Canal is location crossing through the intersection limits widening of SR-98 and will require Bowker Road to be realigned to provide access to future development between SR-98 and the border of Mexico.

3.2.2 Existing Transit System, Bicycle 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 within the areas classified as the Primary Zone: a North-South axis through Brawley, Imperial, El Centro, Heber and Calexico, from 6:00 AM until 6:00 PM. Services to the communities of Niland, Calipatria, Westmorland, Seeley and Holtville are provided by transferring to routes at the El Centro Transit Center. Calexico also has a Dial-A-Ride demand response service which is subsidized by ICT and administered by the City of Calexico. This demand response service is available to seniors and persons with disabilities seven days a week.

In addition to regular bus service, a shuttle service for workers from Mexico to work places in Imperial County is provided. 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

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incorporated by reference as an integral part of the City's Circulation Element. Figure C-3, Proposed Bicycle Network, shows the bicycle and multi-use trail/lane system.

The Imperial County Transportation Commission (ICTC) in conjunction with the Southern California Association of Governments (SCAG), Caltrans and the City of Calexico has completed the Calexico Border Intermodal Transportation Center Feasibility Study. The Final Report dated October 23, 2014 analyzed six (6) alternatives sites and recommended the Calexico Border Intermodal Transportation Center to be located on the south side of 3rd Street between Rockwood and Heffernan Avenue. The recommended plan for the Calexico Border Intermodal Transportation Center will provide the following:

- Direct access to the Port of Entry;
- Curbside Taxi;
- Curbside farm labor drop off;
- Greyhound Facilities including ticketing, passenger waiting and bus loading and unloading;
- On-site passenger pick-up and drop-off;
- Bicycle storage;
- Separation of General Auto and Professional driver lanes

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-1, 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.

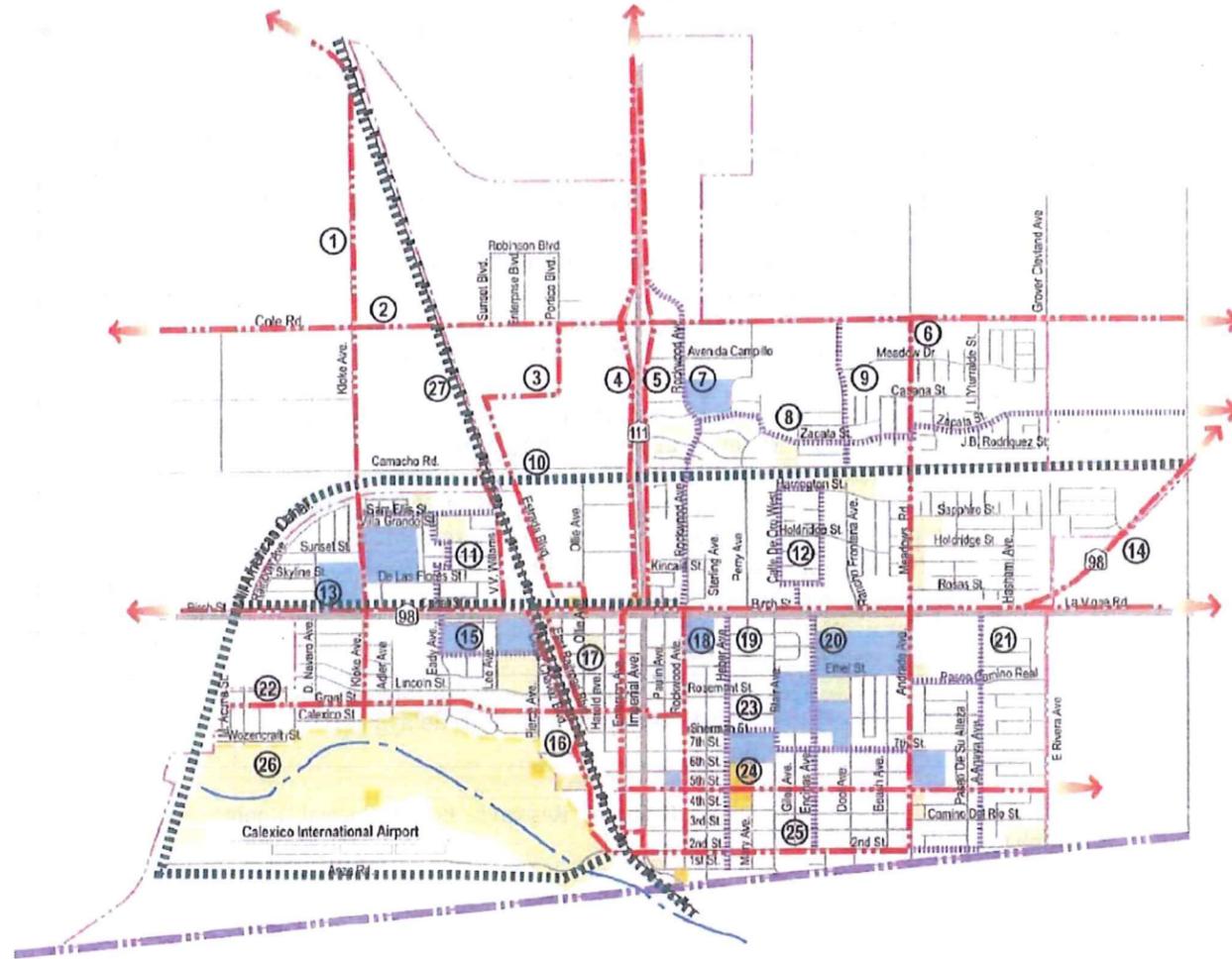
The circulation system of the City of Calexico is primarily composed of a system of arterial and collector roads with two state routes traversing the City. Currently, the majority of vehicle delay occurs at the signalized intersections because vehicles are stopped to allow cross traffic to clear. Each intersection with such congestion problems needs to be continually 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.

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Table C 1: LEVEL OF SERVICE (LOS) STANDARDS

Level of Service	Description of Operation	Range of VIC 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. Represents reasonably unimpeded operations at average travel speeds.	0.00-0.60
B	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 volume; increases delays substantially.	0.81-0.90
E	Congestion occurs and a small change in volume; increases delays substantially.	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 Klope Ave.	8 Zapala St.	15 Eady Ave.	22 Grant St.
2 Cole Rd.	9 Rancho Frontera Ave.	16 Cesar Chavez Blvd	23 Sherman Ave.
3 Estrada Blvd.	10 All American Canal	17 East Railroad Blvd	24 5th St.
4 Frontage Rd. West	11 Sam Ellis Street	18 Rockwood Ave.	25 2nd St.
5 Frontage Rd. East	12 Calle De Oro West Loop	19 Heber Ave.	26 New River Greenway
6 Meadows Rd.	13 State Highway 98	20 Encinas Ave.	27 Railroad Multi-use Path
7 Rockwood Ave.	14 State Highway 98 Northeast	21 A. Anaya Ave.	

LEGEND

Schools	Southern Pacific Railway	Class I Bicycle Path
Parks / Open Space	City Boundary	Class II Bicycle Lane
Community Facility	International Boundary	Class III Bicycle Route
	Proposed Imperial County Bicycle Master Plan	Mountain Bicycle/ Hiking Trail

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

Figure C-3

Proposed Bicycle Network

City of Calexico General Plan

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3.4 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).

3.5 CIRCULATION SYSTEM

3.5.1 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. Table C-2 presents the City of Calexico Street Classification Rights - of - Way and Pavement. 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 (State Route 98 and State Route 111) that are considered freeways or expressways in some locations. Standard General Plan Street Classifications are identified in Table C-3.

TABLE C 2: STANDARD GENERAL PLAN STREET CLASSIFICATIONS

Classification	Right-of-Way/Paved Width (in feet)
Freeway	210/172
Expressway	200-172
Highway	148-178/120-124
Primary Arterial	100-126/60-80
Major Arterial	80-126/60-80
Secondary Arterial	75/55

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**Table C 3
Circulation Element Roadways
East-West Roads**

E-W Segments	Limits	ROW (ft.)	Recommended Classification	Recommended Lanes
Jasper Rd.	Dogwood Rd. to Ollie Ave.*	210	Expressway	4-6D
Jasper Rd.	Ollie Ave. to Bowker Rd.	210	Expressway	4-6D
Jasper Rd.	Bowker Rd. to Barbara Worth Rd.	210	Expressway	4-6D
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 Ollie Ave.	126	Highway	4D
SR-98	Ollie Ave. to SR-111	126	Highway	4-6D
SR-98	Bowker Rd. to Barbara Worth Rd.*	1123	Highway	6D
Grant St.	All-American Canal to Imperial Ave.	75	Secondary	2U
7 th St.	Harold St. to E. City Limits	75	Secondary	2U
Anza Rd./2 nd St.	W. City Limits to Dogwood Rd.	100	Primary	4D
Anza Rd./2 nd St.	Dogwood Rd. to Imperial Ave.	100	Primary	4D
Anza Rd./2 nd St.	Imperial Ave. to Barbara Worth Rd.	100	Major	4U

*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*	210	Expressway/ 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 Blvd.	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.	2 nd St to Cole Rd.	80	Major	4U
Encinas Ave.	2 nd St to SR-98	75	Secondary	2U
E Riviera Ave.	2 nd St to SR-98	75	Secondary	2U
Andrade Rd.	1 st St to SR-98	100	Major	4U
Meadows Rd.	SR-98 to N. City Limits	126	Primary	4D
Bowker Rd.	Anza Rd./2 nd St. to LaVigne Rd.	100	Major	4U
Bowker Rd.	LaVigne to SR-98	100	Primary	4D
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

*Planned 6-Lane realignment of SR-98 along Bowker Rd, Jasper Rd, and Dogwood Rd
D = Divided, U = Undivided

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The Existing General Plan Circulation Element planned roadway system is illustrated in Figure C-4. The Recommended General Plan Circulation Element is illustrated in Figure C-5.

Any classification of a street can be designated as a 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.

3.5.2 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-6 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.

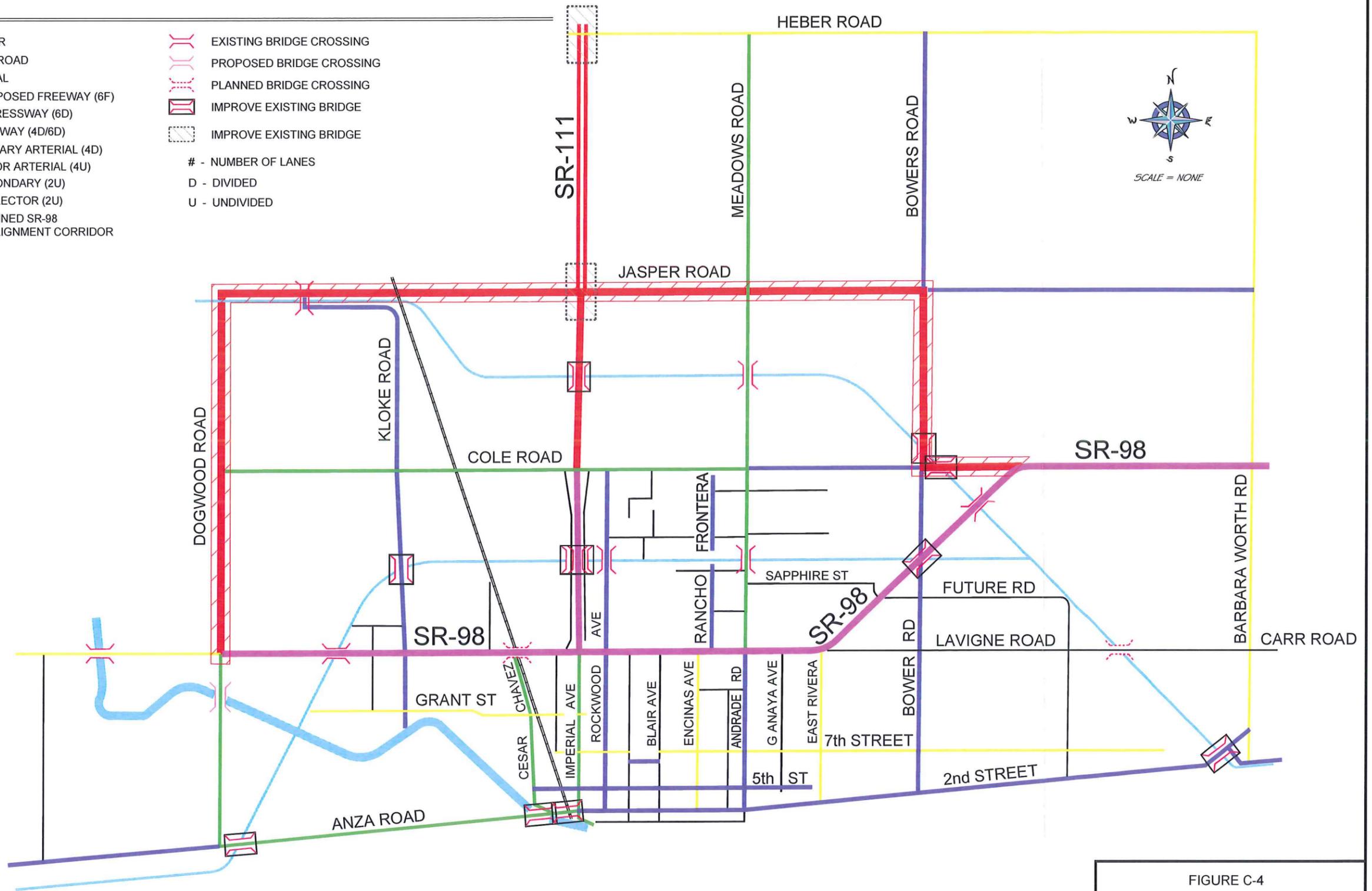
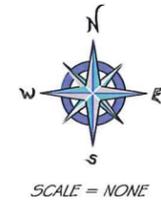
3.5.3 Existing Daily Traffic Volumes

Existing daily traffic volumes were previously presented on Figure C-2. The volumes were obtained from the Mega Park Traffic Study and Caltrans 2014 Traffic Count Data. The traffic volumes presented on C-2 were analyzed and the results are presented on Table C-4. Review of Table C-4 shows the roads analyzed all operate at LOS "C" or better except SR-98 between Kloke Road and Cesar Chavez Boulevard.

LEGEND

-  RIVER
-  RAILROAD
-  CANAL
-  PROPOSED FREEWAY (6F)
-  EXPRESSWAY (6D)
-  HIGHWAY (4D/6D)
-  PRIMARY ARTERIAL (4D)
-  MAJOR ARTERIAL (4U)
-  SECONDARY (2U)
-  COLLECTOR (2U)
-  PLANNED SR-98 REALIGNMENT CORRIDOR

-  EXISTING BRIDGE CROSSING
-  PROPOSED BRIDGE CROSSING
-  PLANNED BRIDGE CROSSING
-  IMPROVE EXISTING BRIDGE
-  IMPROVE EXISTING BRIDGE
- # - NUMBER OF LANES
- D - DIVIDED
- U - UNDIVIDED

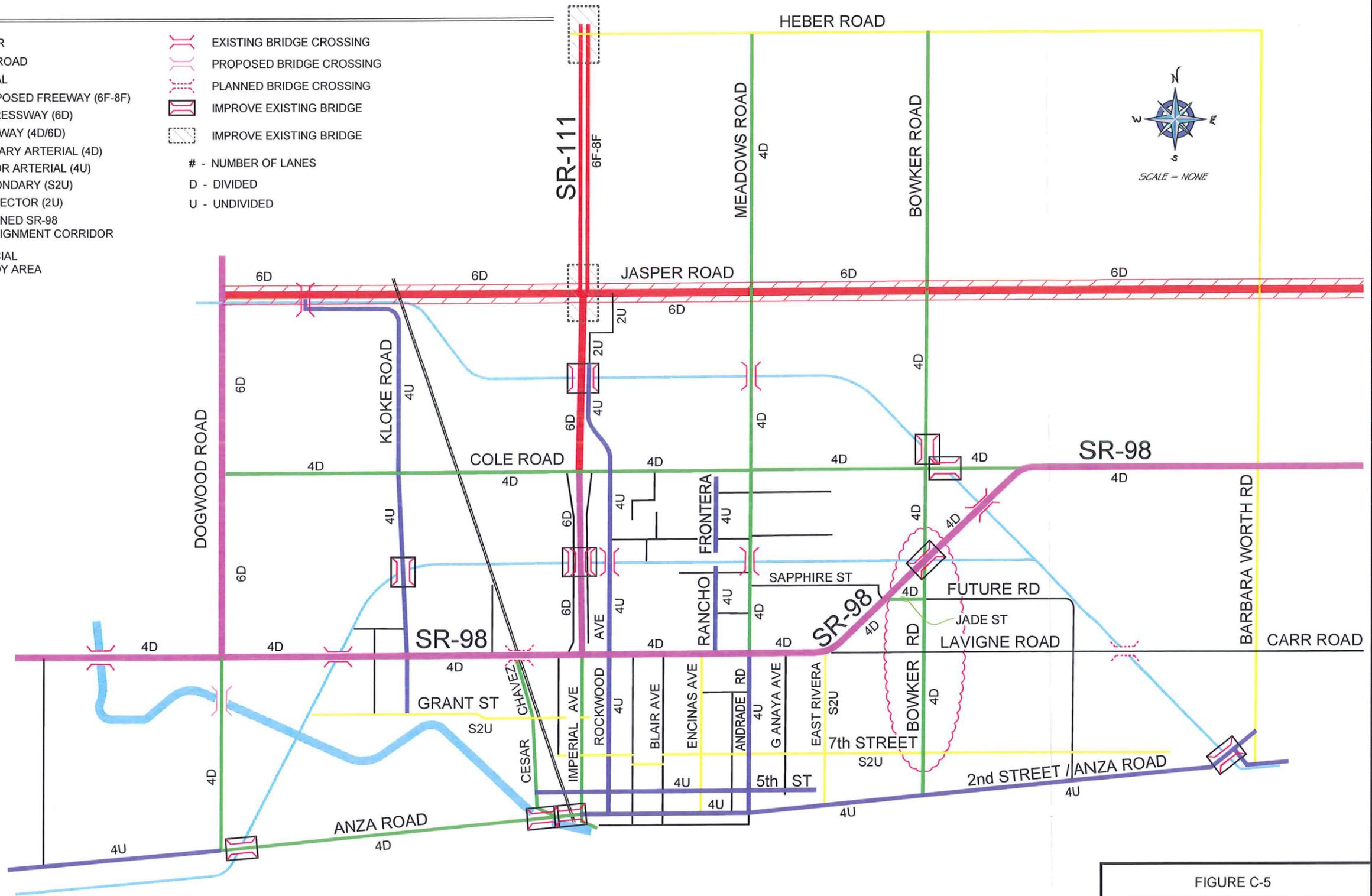


SOURCE:
Darnell & ASSOCIATES, INC.

FIGURE C-4
 EXISTING GENERAL PLAN
 CIRCULATION ELEMENT
 CITY OF CALEXICO, CALIFORNIA

LEGEND

-  RIVER
-  RAILROAD
-  CANAL
-  PROPOSED FREEWAY (6F-8F)
-  EXPRESSWAY (6D)
-  HIGHWAY (4D/6D)
-  PRIMARY ARTERIAL (4D)
-  MAJOR ARTERIAL (4U)
-  SECONDARY (S2U)
-  COLLECTOR (2U)
-  PLANNED SR-98 REALIGNMENT CORRIDOR
-  SPECIAL STUDY AREA
-  EXISTING BRIDGE CROSSING
-  PROPOSED BRIDGE CROSSING
-  PLANNED BRIDGE CROSSING
-  IMPROVE EXISTING BRIDGE
-  IMPROVE EXISTING BRIDGE
- # - NUMBER OF LANES
- D - DIVIDED
- U - UNDIVIDED



SOURCE:
Darnell & ASSOCIATES, INC.

FIGURE C-5
 RECOMMENDED GENERAL PLAN
 PROPOSED CIRCULATION ELEMENT
 CITY OF CALEXICO, CALIFORNIA

Table C-6 - Year 2035 Roadway Segment Average Daily Traffic (ADT)

Roadway	Segment	Ultimate Roadway Classification ⁽³⁾	Capacity	Year 2035 Future Cumulative		
				Total ADT	V/C	LOS
SR-111	Heber Rd. to Jasper Rd.	6D Freeway	140,000	108,400	0.774	C
	Jasper Rd. to Cole Rd.	6D Freeway	140,000	88,300	0.631	C
	Cole Rd. to SR-98	6D Expressway	90,000	78,700	0.874	D
	SR-98 to Grant St/8 th St.	4D Prime Art.	37,500	64,300	1.715	F
	Grant St/ 8 th St. to 7 th St.	4D Prime Art.	37,500	51,700	1.379	F
	7 th St. to 5 th St.	4D Prime Art.	37,500	47,900	1.277	F
	5 th St. to 2nd St.	4D Prime Art.	37,500	35,400	0.944	E
	2nd St. to Mexican Border	4D Prime Art.	37,500	57,203	1.525	F
Bowker Rd.	Heber Rd. to Jasper Rd.	4D Prime Art.	37,500	35,200	0.939	E
	Jasper Rd. to Cole Rd.	4D Prime Art.	37,500	35,500	0.947	E
	Cole Rd. to SR-98	4D Prime Art.	37,500	35,900	0.957	E
Jasper Rd.	Dogwood Rd. to Kloke Rd.	6D Expressway	90,000	31,300	0.348	A
	Kloke Rd. to SR-111	6D Expressway	90,000	58,100	0.646	B
	SR-111 to Martin Luther King Rd.	6D Expressway	90,000	59,500	0.661	B
	Martin Luther King Rd. to Meadows Rd.	6D Expressway	90,000	54,700	0.608	B
	Meadows Rd. to Bowker Rd.	6D Expressway	90,000	50,000	0.556	B
	Bowker Rd. to Barbara Worth Rd.	6D Expressway	90,000	53,810	0.598	B
Cole Rd.	Dogwood Rd. to Kloke Rd.	4D Prime Art.	37,500	23,800	0.635	C
	Kloke Rd. to SR-111	4D Prime Art.	37,500	33,870	0.903	D
	SR-111 to Rockwood Rd.	4D Prime Art.	37,500	35,000	0.933	E
	Rockwood Rd. to Meadows Rd.	4D Prime Art.	37,500	31,090	0.829	D
	Meadows Rd. to Bowker Rd.	4D Prime Art.	37,500	31,090	0.829	D
	Bowker Rd. to SR-98	4D Prime Art.	37,500	31,090	0.829	D
SR-98/Birch Rd.	Dogwood Rd. to Kloke Rd.	4D Prime Art.	37,500	38,697	1.032	F
	Kloke Rd. to Cesar Chavez Rd.	4D Prime Art.	37,500	36,300	0.968	E
	Cesar Chavez Rd. to SR-111	6D Prime Art.	57,000	46,800	0.821	D
	SR-111 to Heber Rd.	4D Prime Art.	37,500	46,100	1.229	F
	Rockwood Rd. to Heber Ave.	4D Prime Art.	37,500	46,100	1.229	F
	Heber Ave. to Blair Ave.	4D Prime Art.	37,500	46,100	1.229	E
	Blair Ave. to Meadows Rd./Andrade Ave.	4D Prime Art.	37,500	44,900	1.197	E
	Meadows Rd. to Bowker Rd.	4D Prime Art.	37,500	34,409	0.918	E
	Bowker Rd. to Cole Rd.	4D Prime Art.	37,500	34,409	0.918	E
	Cole Rd. to Barbara Worth Rd.	4D Prime Art.	37,500	29,072	0.775	C
Kloke Rd.	South of SR-98	4U	25,000	9,600	0.384	A
	SR-98 to Cole Rd.	4U	25,000	2,400	0.384	A
	Cole Rd. to Jasper Rd.	4U	25,000	2,400	0.096	A
Meadows rd/ Andrade Rd.	South of SR-98	4U	25,000	17,500	0.096	A
	SR-98 to Cole Rd.	4U	25,000	11,700	0.700	C
	Cole Rd. to Jasper Rd.	4U	25,000	21,200	0.468	A
2 nd St./Anza Rd.	Dogwood Rd. to Cesar Chavez Rd.	4U	25,000	19,600	0.848	D
	Cesar Chavez Rd. to SR-111	4D Prime Art.	37,500	33,750	0.523	B
	SR-111 to Andrade Rd to Bowker Rd.	4U	25,000	25,830	1.350	F
	Andrade Rd to Bowker Rd.	4U	25,000	5,500	0.220	A
Cesar Chavez Rd.	2 nd St. to Grant St.	4D Prime Art.	37,500	49,300	1.315	F
	Grant St. to SR-98	4D Prime Art.	37,500	46,700	1.315	F

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Review of Table C-6 shows that all the roadways will operate at LOS C or better except the following:

- SR-111 from SR-98 to the Mexican Border (LOS E & F);
- SR-98 from west of Dogwood Road to Cole Road (LOS E & F);
- 2nd Avenue to Andrade Road (LOS F);
- 2nd Avenue from Dogwood Road to Cesar Chavez Road (LOS D); and
- Cesar Chavez Boulevard from 2nd Avenue to SR-98 (LOS F).

3.7 Special Study Area

Bowker Road currently intersects SR-98 at a skewed angle. The alignment of Bowker Road and SR-98 are impacted by the All American Canal. To accommodate the future widening of SR-98 and Bowker Road and its extension to the south of SR-98 will impact the All American Canal.

To minimize impacts to the All American Canal the intersection of Bowker Road/Sr-98 has been identified on the Circulation Element as a Special Study area. The purpose of the study is to define a feasible roadway alignment for SR-98 and Bowker Road to minimize the costs of improvements and minimize impacts to the All American Canal while providing access to the area south of SR-98

3.8 Goal, Objectives, and Policies

3.8.1 Goal

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

3.8.1.1 Land Use and Circulation

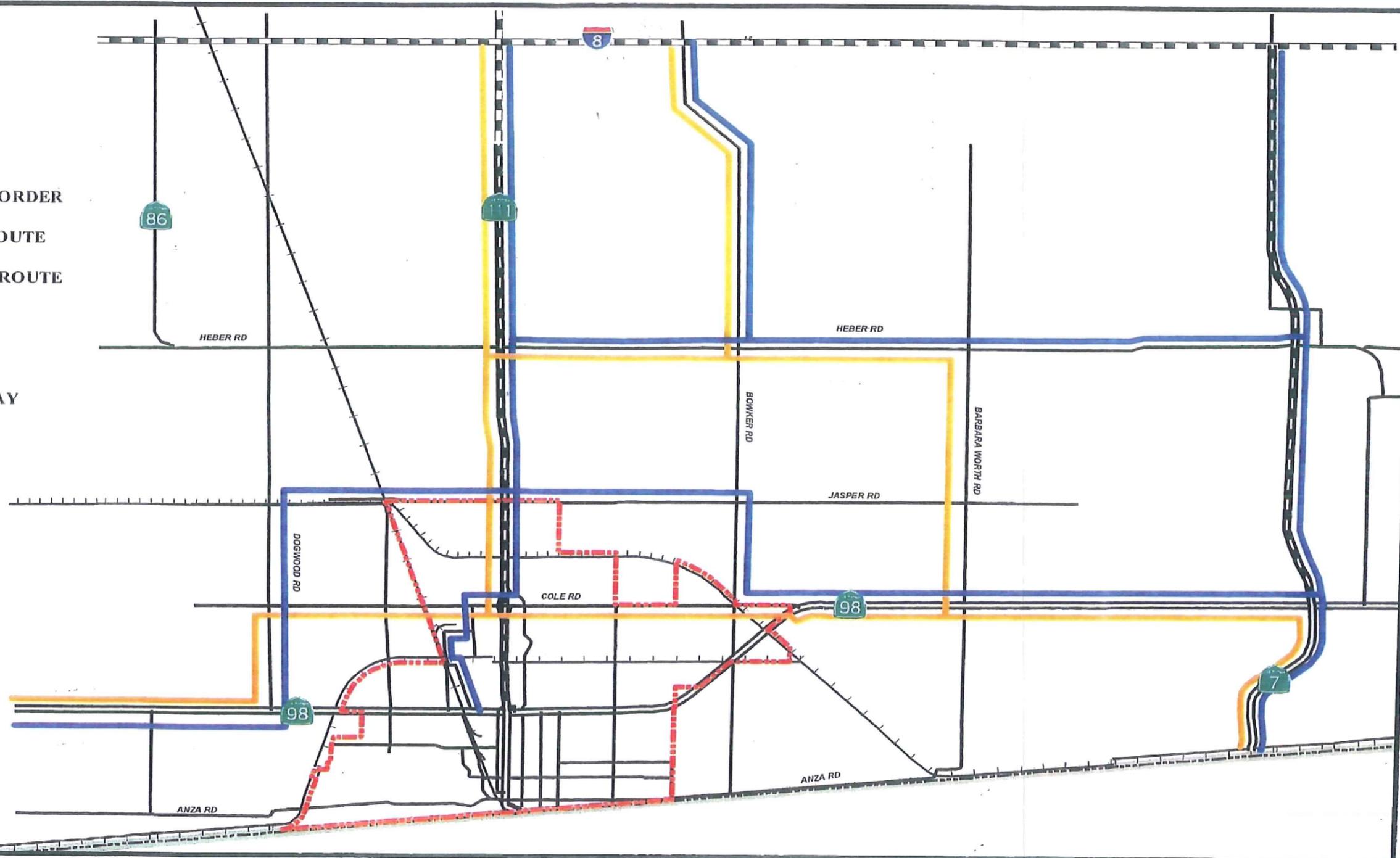
Objective 1

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.

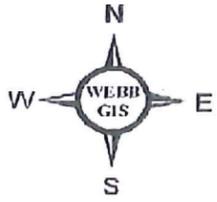
Policy 1

- a. The City shall strive to maintain traffic conditions at intersections and roadways on planned or existing City streets at level of service (LOS) C or better. Exceptions to this standard will be allowed on a project by project basis only where a reliable technical study has been performed and the City Council determines in its sole discretion and judgment that the improvements needed to achieve LOS C at specific locations are infeasible and significant social, economic, or other benefits to the community can be defined.
- b. 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

- LEGEND**
-  CITY LIMITS
 -  INTERNATIONAL BORDER
 -  INTERIM TRUCK ROUTE
 -  ULTIMATE TRUCK ROUTE
 -  FREEWAY
 -  HIGHWAY
 -  PROPOSED FREEWAY
 -  RAILROAD
 -  STREET



Source: City of Calexico



Not to Scale

Figure C-6

Interim and Ultimate Truck Routes

City of Calexico General Plan

Table C-4 - Existing Roadway Segment Traffic and Level of Service							
Roadway	Segment	Classification	Description	Capacity (at LOS E)	Existing ADT		
					Total ADT	V/C	LOS
SR-111	Heber Rd. to Jasper Rd.	Highway	4-Lane Expressway	56,300	32,000	0.568	A
	Jasper Rd. to Cole Rd.	Highway	4-Lane Expressway	56,300	35,500	0.631	B
	Cole Rd. to SR-98	Highway	4-Lane Divided	56,300	35,500	0.631	B
	SR-98 to Grant St/8 th St.	Highway	4-Lane Divided	56,300	32,000	0.568	A
	Grant St/8 th St. to 7 th St.	Primary	4-Lane Divided	37,500	30,500	0.813	D
	7 th St. to 5 th St.	Primary	4-Lane Divided	37,500	30,500	0.813	D
	5 th St. to 2 nd St.	Primary	4-Lane Divided	37,500	29,500	0.707	C
	2 nd St. to Mexican Border	Primary	4-Lane Divided	37,500	26,500	0.707	C
Yourman Rd.	North of Jasper	Collector	2-Lane Undivided	16,200	624	0.039	A
	South of Jasper	Collector	2-Lane Undivided	16,200	2,981	0.184	A
	North East Rd.	Collector	2-Lane Undivided	16,200	2,981	0.184	A
	East Rd. to Cole Rd.	Collector	2-Lane Undivided	16,200	12,908	0.797	C
Bowker Rd.	Heber Rd. to Jasper Rd.	Collector	2-Lane Undivided	16,200	2,319	0.143	A
	Jasper Rd. to Cole Rd.	Collector	2-Lane Undivided	16,200	2,396	0.148	A
	Cole Rd. to SR-98	Major	2-Lane Undivided	16,200	3,245	0.200	A
Jasper Rd.	West Of SR-111	Secondary	2-Lane Undivided	17,500	1,173	0.067	A
	SR-111 to Yourman Rd.	Secondary	2-Lane Undivided	17,500	2,937	0.168	A
	Yourman Rd. to Project Access.	Secondary	2-Lane Undivided	17,500	414	0.024	A
	Project Access to Martin Luther King Rd.	Secondary	2-Lane Undivided	17,500	414	0.024	A
	Martin Luther King Rd. to Meadows Rd.	Secondary	2-Lane Undivided	17,500	414	0.024	A
	Meadows Rd. to Bowker Rd.	Secondary	2-Lane Undivided	17,500	401	0.023	A
	Bowker Rd. to Barbara Worth Rd.	Secondary	2-Lane Undivided	17,500	318	0.018	A
Cole Rd.	Kloke Rd. to SR-111	Major	4-Lane w/ Painted Median	25,000	12,530	0.501	A
	SR-111 to Rockwood Rd.	Major	4-Lane Divided	37,500	24,098	0.643	B
	Rockwood Rd. to Meadows Rd.	Major	4-Lane w/ Painted Median	25,000	17,757	0.710	C
	Meadows Rd. to Bowker Rd.	Major	4-Lane w/Painted Median	25,000	6,499	0.260	A
	Bowker Rd. to SR-98	Secondary	2-Lane Undivided	17,500	4,923	0.281	A
SR-98/Birch Rd.	Dogwood Rd. to Kloke Rd.	Secondary	2-Lane Undivided	17,500	8,400	0.480	A
	Kloke Rd. to Cesar Chavez Rd.	Secondary	2-Lane Undivided	17,500	19,400	1.109	F
	Cesar Chavez Rd. to SR-111	Primary	4-Lane Divided	37,500	18,400	0.491	A
	SR-111 to Rockwood Rd.	Primary	4-Lane w/ Painted Median	37,500	23,500	0.627	B
	Rockwood Rd. to Heber Ave.	Primary	4-Lane w/ Painted Median	37,500	24,900	0.664	B
	Heber Ave. to Blair Ave.	Primary	4-Lane w/ Painted Median	37,500	24,400	0.651	B
	Blair Ave. to Encinas Ave.	Primary	4-Lane w/ Painted Median	37,500	22,200	0.592	B
	Encinas Ave. to East Riviera Ave.	Primary	4-Lane w/ Painted Median	37,500	17,700	0.472	A
	East Riviera Ave. to Bowker Rd.	Secondary	2-Lane Undivided	17,500	9,500	0.543	B
	Bowker Rd. to Cole Rd.	Secondary	2-Lane Undivided	17,500	5,000	0.286	A
	Cole Rd. to Barbara Worth Rd.	3-Lane Road	3-Lane Undivided	21,250	9,500	0.447	A
Dogwood Rd.	SR-98 to Cole Rd.	Secondary	2-Lane Undivided	17,500	5,200	0.297	A
	Cole Rd. to Jasper Rd.	Secondary	2-Lane Undivided	17,500	6,800	0.389	A
Cesar Chavez Rd.	2 nd St. to Grant St.	Secondary	2-Lane Undivided	17,500	7,200	0.411	A
	Grant St. to SR-98	Secondary	2-Lane Undivided	17,500	6,500	0.371	A

Source: Calexico Mega Park EIR, Section 3.16 Transportation and Traffic, Table 3.16-4 Existing Roadway Segment Traffic and Level of Service and Traffic Study Damell & Associates, Inc. 2013 and Caltrans 2014 Traffic Volumes.

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3.6 DESIGN STANDARDS

3.6.1 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 City.

3.6.2 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, except in such cases as the City of Calexico has determined, based on a traffic study which confirms that such access will not significantly impact capacity, efficiency and the safety of the traffic flow, keeping in mind that CalTrans may impose some conditions and restrictions on the roads. 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. Caltrans and the City endeavor to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities, however, Caltrans and the City acknowledge that this may not always be feasible.

3.6.3 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-5).

3.6.4 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 Major Highways is 25,000 vehicles per day (see Table C-5).

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3.6.5 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-5).

**Table C-5
Maximum Capacity of Roadway Classifications**

Roadway Classification	Roadway Width (Feet)	Section	Right-of-Way (Feet)	LOS E Maximum Capacity*
8-Lane Freeway		SF	-	140,000
6-Lane Freeway		6F	-	105,000
6-Lane Expressway		6E	210	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 geometries (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.

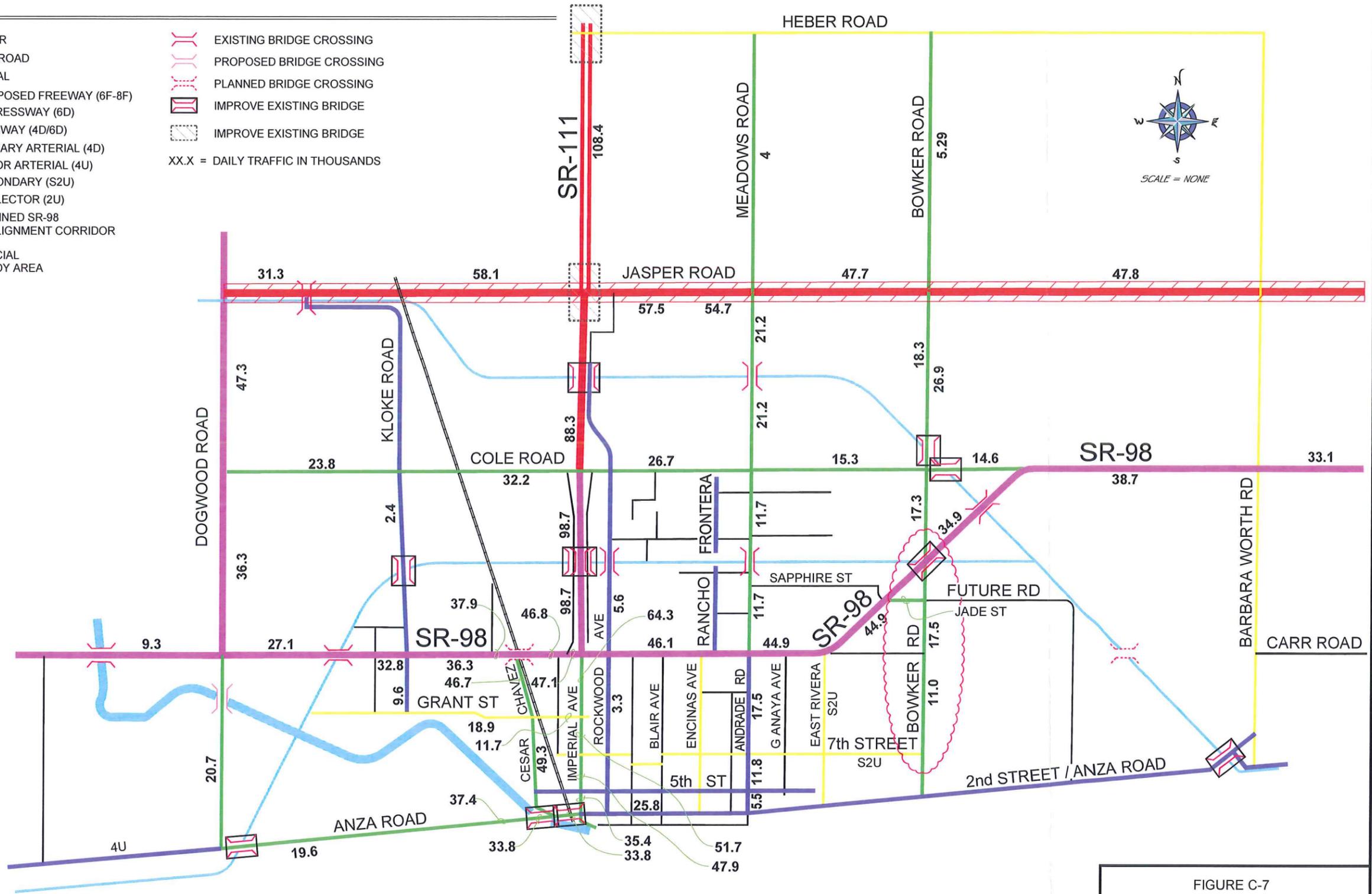
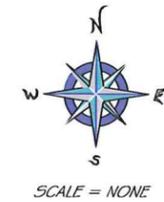
3.6.6 Future Traffic Volumes Analysis

Future 2035 daily traffic for the Recommended Circulation Element presented on Figure C-5 were developed taking into consideration the increased traffic to/from Mexico and development within the City of Calexico and surrounding potential land development within the Sphere of Influence. The 2035 Traffic Forecasts acknowledge traffic data developed by Caltrans for Highway 98 and increased traffic growth following the opening of the realigned Land Port of Entry with Cesar Chavez Boulevard.

Figure C-8 presents the Year 2035 traffic Forecasts. The traffic forecasts were analyzed based on the proposed roadway classifications. Table C-6 presents the results of the analysis.

LEGEND

-  RIVER
-  RAILROAD
-  CANAL
-  PROPOSED FREEWAY (6F-8F)
-  EXPRESSWAY (6D)
-  HIGHWAY (4D/6D)
-  PRIMARY ARTERIAL (4D)
-  MAJOR ARTERIAL (4U)
-  SECONDARY (S2U)
-  COLLECTOR (2U)
-  PLANNED SR-98 REALIGNMENT CORRIDOR
-  SPECIAL STUDY AREA
-  EXISTING BRIDGE CROSSING
-  PROPOSED BRIDGE CROSSING
-  PLANNED BRIDGE CROSSING
-  IMPROVE EXISTING BRIDGE
-  IMPROVE EXISTING BRIDGE
- XX.X = DAILY TRAFFIC IN THOUSANDS



SOURCE:
Darnell & ASSOCIATES, INC.

FIGURE C-7
 FUTURE 2035
 DAILY TRAFFIC VOLUMES
 CITY OF CALEXICO, CALIFORNIA

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Service "C" without adequate mitigation. However Level of Service "C" is a goal and the City has the authority and will establish criteria to approach projects, which causes roadways to operate below LOS "C".

- c. 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.
- d. 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.
- e. 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.
- f. Commercial, civic uses, schools, and services should be located near enough to residential areas to allow for and encourage pedestrian access.

3.8.1.2 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 strive to maintain traffic conditions at intersections and roadways on planned or existing streets at LOS "C" or better. The City shall ensure that, where development is proposed that may impact roadways that are currently operating below LOS "C", the development shall include all feasible measures to achieve LOS "C", unless a reliable technical study has been performed and the City Council determines in its sole discretion and judgment that the improvements needed to achieve LOS "C" are infeasible and that the development will provide overriding social, economic, or other benefits to the City.
- c. The City shall adopt the street classifications described in Sections 3.4 and 3.5 of the Circulation Element, herein. The adoption of street classifications and recommended geometrics shall be incorporated in the City's Standard Plans.
- d. The City shall require all public rights-of-way to be landscaped and seek funding sources for ongoing maintenance.

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3.8.1.3 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 these 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.

3.8.1.4 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, Objective5.)

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 and Birch Street (RS-98).

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- 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-6 herein. These routes shall be posted with signs; and enforced by Calexico Police Department.

3.8.1.5 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 ICTC 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, and farm workers that need or want to reach destinations within Calexico, the implementation of the proposed Calexico Intermodal Transportation Center proposed by the Imperial County Transportation Commission (ICTC) on the south side of 3rd Street between Rockwood and Heffernan Avenue. 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. Support continuation of the existing shuttle service used by workers from Mexico to reach work places in the City of Calexico and within Imperial County.

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3.8.1.6 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.

3.8.1.7 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.

3.8.1.8 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 "shortcuts."
- 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.

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- 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 radius those that meet Fire Department requirements.

3.8.1.9 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 existing 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.

3.8.1.10 Landscaping and City Identity

Objective 10

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

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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.

3.8.1.11 Complete Streets

Objective 11

To increase travel options which will reduce congestion and will provide opportunities to create safer, more accessible streets for all users including motorists, transit vehicles, truckers, bicyclists, and pedestrians. This will mean that the streets of Calexico are safe, convenient, and comfortable routes for walking, bicycling, and public transportation which will encourage increased use of these modes of transportation, enable convenient travel as part of daily activities, and improve the public welfare by addressing a wide array of health and environmental problems.

Policy 11

The City of Calexico will encourage all City departments to participate in developing and implementing appropriate measures to incorporate provisions of the Complete Streets Policy in planning, programs, and policies. The suggested programs should be incorporated into all transit system planning, construction, operation, maintenance and striping projects, road repair, retrofit, signalization and replacement. This will result in the creation of a safe and efficient transportation system. The City recognizes that children, seniors, and persons with disabilities will require special accommodations and special attention will be paid to their needs. These activities will enhance the City for residents and visitors alike.

- a. Make Complete Streets practices a routine part of everyday operations and approach every transportation project and program as an opportunity to improve public and private streets and the transportation network for all users.
- b. Apply this Complete Streets policy to all roadway projects, including those involving new construction, reconstruction, retrofits, repaving, striping, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve

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new privately built roads and easements intended for public use. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance and operation activities over time.

- c. Ensure consistency with the General Plan and its adopted elements and with Specific Plans and will incorporate Complete Streets principles into the City's Circulation Element, Housing Element, Economic Development Element, Transportation and Transit Plans, Specific Plans, and other plans, manuals, rules, regulations and programs as appropriate.
- d. Actively look for opportunities to repurpose rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit in order to link schools, parks and recreation areas, residential, commercial and retail areas, and civic uses.
- e. Require new developments to consider interconnected street networks.
- f. Incorporate the Complete Streets design principles into all City plans, manuals, rules, regulations and programs as appropriate while remaining flexible to the unique circumstances of different streets. This will include the following:
 - Provide well-designed pedestrian accommodations on all streets and crossings. Pedestrian accommodations can take numerous forms, including but not limited to traffic signals, roundabouts, bulb-outs, curb extensions, sidewalks, buffer zones, shared-use pathways, and perpendicular curb ramps, among others.
 - Provide well-designed bicycle accommodations along all streets where physical and safety conditions warrant. Bicycle accommodations can take numerous forms, including but not limited to the use of bicycle boulevards, striping, slow streets, low auto volume streets, traffic calming, signs, and pavement markings, among others.
 - Where physical conditions warrant, landscaping shall be planted whenever a street is newly constructed, reconstructed, or relocated.
 - Plan its streets in harmony with the adjacent land uses and neighborhoods and will design streets with a strong sense of place. Architecture, landscaping, street-scaping, public art, signage, etc. will be used to reflect the community and neighborhood.
 - Continue to implement Safe Routes to School Plans which includes a comprehensive, age-appropriate approach to maximizing safety for children walking to and from school. The City will continue to seek funding to spread the Plan to all schools in the City.
 - Actively seek sources of appropriate funding to implement Complete Streets.
 - Include representatives from the bicycling, youth and elderly community, and other advocacy organizations, as appropriate, in the planning and design of Complete Streets.
 - Sponsor and support a comprehensive pedestrian safety campaign. This plan engages local community members, City leaders, and law enforcement to encourage safe

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walking and biking throughout the City. Campaign messages such as graphic elements, road markings, and signs will support pedestrian safety efforts.

3.9 COMPLETE STREETS RESPONSIBILITY AND JURISDICTION

The Community Development Department, which includes the Engineering, Planning and Building Divisions, and the Public Works Department, shall review existing plans, zoning, and subdivision codes, laws, procedures, rules, regulations, guidelines, programs, templates, and design manuals to ensure consistency with Complete Streets policies.

The Engineering Division shall develop or revise street standards and design manuals, including cross-section templates and design treatment details, to ensure that standards support and do not impede Complete Streets. They will coordinate design guidelines with street classifications and revise them to include Complete Streets infrastructure, such as bicycle lanes, sidewalks, street crossings, and planting strips.

The Building Division and Engineering Division shall ensure that sidewalks, crosswalks, public transportation stops and facilities, and other aspects of the transportation right of way are compliant with the Americans with Disabilities Act.

This Complete Streets Policy is intended to cover all development and redevelopment within Calexico. All developers and builders will obtain and comply with the City's standards.

The City will work closely with Imperial County Transportation Commission (ICTC) and the Southern California Association of Governments to promote compliance.

3.10 COMPLETE STREETS EXCEPTIONS

Complete Streets principles and practices will be included in street construction, reconstruction, repaving, and rehabilitation projects, as well as other plans and manuals, except under one or more of the following conditions:

- A project involves only ordinary or emergency maintenance activities designed to keep assets in serviceable condition such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes.
- The City Council exempts a project due to excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project.
- The Division Directors in the Community Development Department jointly determine the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to waterways, flood plains, remnants of native vegetation, wetlands, or other critical areas, or due to impacts on neighboring land uses, including impact from right of way acquisitions.

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3.11 COMPLETE STREETS PERFORMANCE MEASURES

The City will evaluate this Complete Streets Policy using the following performance measures:

- Total miles of on-street bikeways defined by streets with clearly marked or signed bicycle accommodation.
- Total miles of streets with pedestrian accommodation and miles of pedestrian trails.
- Number of missing or non-compliant curb ramps along City streets.
- Number of new street trees planted along City streets.
- Percentage of new street projects that are multi-modal.
- Number and severity of pedestrian-vehicle and bicycle-vehicle crashes.
- Number of pedestrian/vehicle and bicycle/vehicle fatalities.
- Comprehensive Citywide sidewalk inventory.

The City will create a methodology to collect data related to those performance measures.

