

# Railroad Corridor Multi-Use Bikeway Master Plan



Prepared for:



Prepared By:



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# SECTION 1

## Introduction

## 1.1 Background

In 2018, the City of Calipatria was awarded a Caltrans Sustainable Communities Grant to prepare a railroad corridor master plan and concept design to address safety and mobility along and across the Union Pacific Railroad that bisects the community. This plan, led by the City of Calipatria and Caltrans, seeks to improve bicyclists and pedestrian travel by providing a safer and more comfortable travel along and across the Union Pacific railroad corridor.

The City of Calipatria is located in the north-central part of Imperial County, approximately 10 miles north of Brawley and 25 north of El Centro. In 2018, Calipatria had a population of 7,412 of which 3,696 are prison inmates at the Calipatria State Prison, located to the north of the city. The project study area is shown in Figure 1.1. A prominent feature in Calipatria is the Union Pacific Railroad tracks that travel through the city in a north-south direction. The tracks create a barrier for travel and could also pose a safety concern if pedestrians cross the tracks outside designated crossing locations.



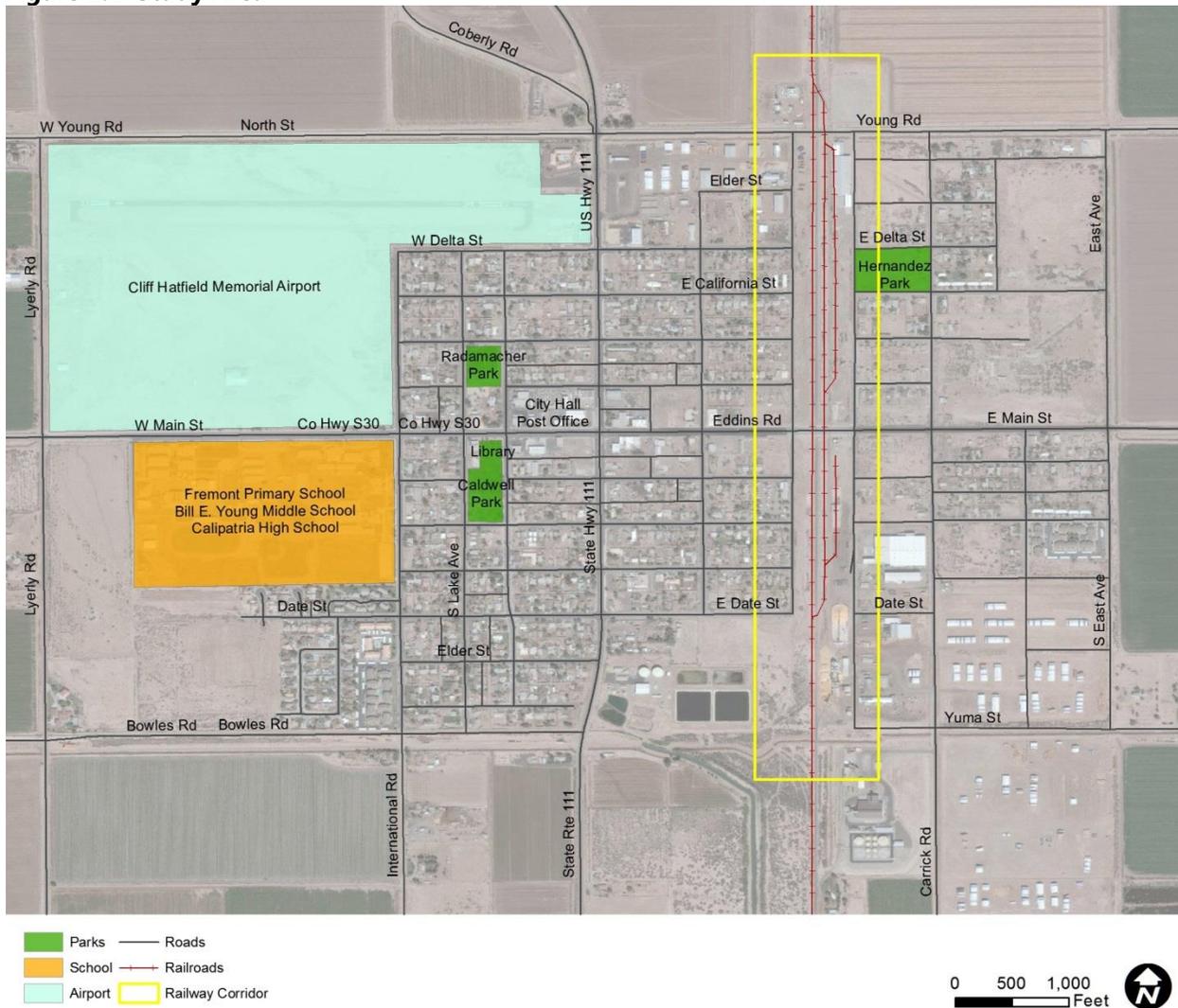
SR-115 Crossing of UP Tracks

A majority of residences and attractions in Calipatria are located west of the railroad tracks. Activity centers located on the west side of the railroad tracks include: the Cliff Hatfield Memorial Airport, Calipatria High School, Bill E. Young Middle School, Fremont Primary School, Calipatria Park, and the Calipatria Ball Field. Public buildings and attractions include: City Hall, U.S. Post Office, Imperial County Free Library located along Main Street and Park Avenue. Retail activities are located near the intersection of State Route 111 (SR-111) and State Route 115 (SR-115). There also is development on the east side of the tracks that includes Hernandez Park, industrial employment and residential development.



Railroad Corridor Looking South

**Figure 1.1 Study Area**



## 1.2 Purpose of the Project

One of the central components of this Railroad Corridor Multi-Use Bikeway Master Plan is to address and improve bicycle and pedestrian linkages along a railroad corridor and to plan for the safe connectivity of disadvantaged neighborhoods in the study area. This report describes the opportunities to develop a multi-use bicycle path along the railroad, and provides priority projects, cost estimates, project concepts and design standards to guide the future construction of a multi-use path and connecting pedestrian improvements.

## 1.3 Plan Tasks

The project tasks completed and described in this report include:

**Review and Assess Current and Previous Planning Documents.** A review of existing planning documents is described in Section 2 including zoning, bicycle, pedestrian, circulation and other adopted plans for the study area.

**Inventory of the Current Pedestrian and Bicycle Environment.** Bicycle and pedestrian facilities within the study area were inventoried and are described in Section 3. Detailed mapping of the railroad corridor was completed. This information has been used to identify safety concerns, existing railroad and city right-of-way and to identify existing features, objects and barriers.

**Develop and Implement a Public Participation and Outreach Program.** Public involvement activities conducted for the project are described in Section 4. Two public meetings were held to obtain input on needs and comment on developed alternatives. Outreach materials and meetings were prepared and used to obtain input in developing the draft plan and for comment/review to create a final plan.

**Multi-Use Trail Guidelines** are described in Section 5. This includes trail standards that can be used as the project is designed and constructed.

**Priority Projects and Design Concept.** Based on a study of the existing conditions and input received from the public workshop, the report describes a list of priority projects, design policies, and strategies that meet the needs and objectives of the project. The plan and design concepts for the railroad corridor were prepared with thoughtful consideration in meeting the needs of the disadvantaged community and improving connections for lower income residential areas.



Central Area of Calipatria

# SECTION 2

## Existing Conditions

## 2.1 Plan Document Review

KOA conducted a thorough review of existing bicycle, pedestrian, and other related planning documents for the study area. Relevant documents were provided by the City of Calipatria and included:

- Calipatria General Plan
- Calipatria Bicycle Master Plan
- Imperial County Bicycle Master Plan
- Imperial County Safe Routes to School Plan
- Calipatria Zoning Ordinance and Adopted Standards, Details, and Specifications

### **Calipatria General Plan (2013)**

The Circulation Element addresses broad issues of physical mobility -- how goods and people move about within the community. The circulation element that identifies the general location and extent of existing and proposed major thoroughfares, transit routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the General Plan. The Circulation Element describes the transportation system providing a background and context for examining bicycle and pedestrian connectivity projects within and across the railroad corridor.

#### General Plan Transportation Vision

Provide a multimodal transportation system that effectively facilitates the transport of goods and people throughout the city and to adjacent cities.

#### Functional Classification

The Circulation Element includes the roadway classification prepared by Caltrans, dated August 5, 2011. Caltrans uses the following classifications:

- Minor Arterials;
- Major Collector Streets;
- Minor Collector Street; and
- Local Street.

These classifications from the General Plan are shown in Figure 2.1.

**Figure 2.1. Functional Classification**



Source: Calipatria General Plan

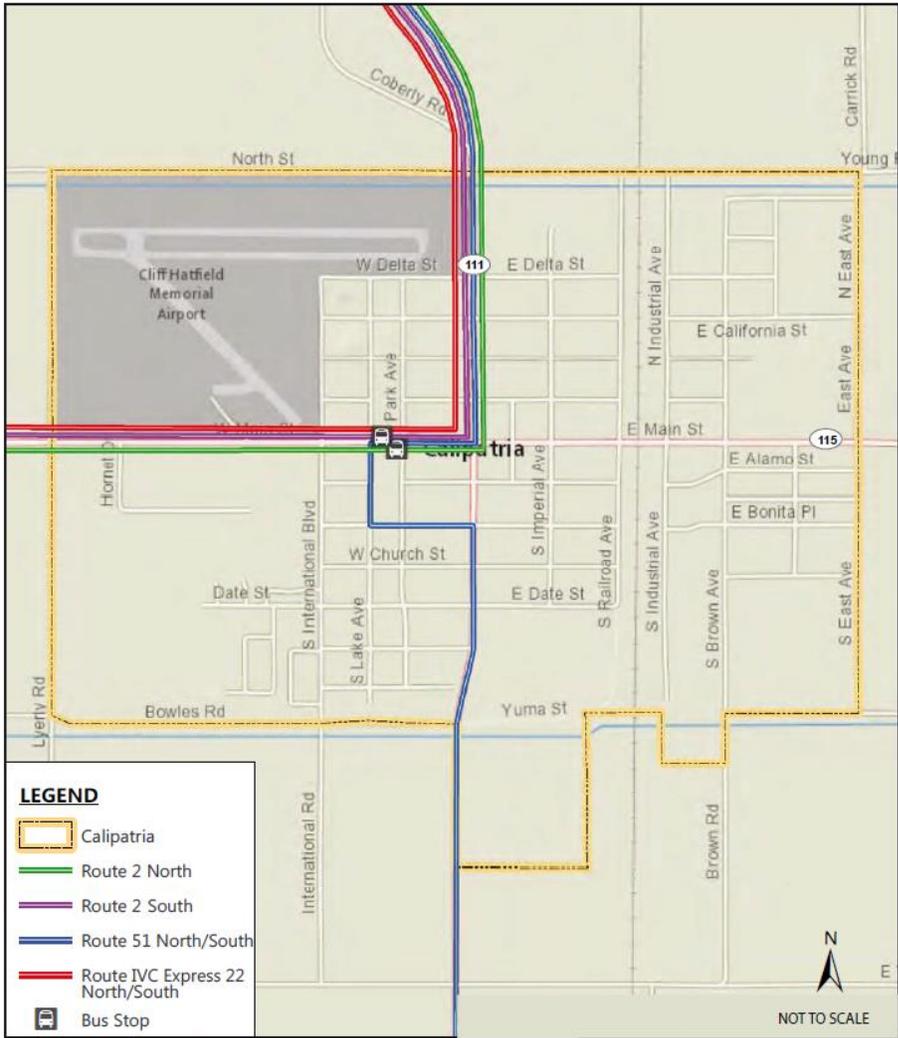
Transit

The General Plan also provides a description of transit services in Calipatria. Imperial Valley Transit operates three fixed routes that serve Calipatria. Route 2 operates between Niland, Calipatria, Brawley, Imperial and El Centro. Service is provided for two pick up/ drop off times in the morning, two in the mid-day, two in the afternoon and one in the evening. In addition, Route 51 operates along SR-111. It operates only on Thursdays providing one southbound transit run in the morning with the returning trip in the afternoon. Route 51 connects Brawley, Calipatria, Niland, Slab City and Bombay Beach. The recently completed Short Range Transit Plan has proposed adding one additional weekday of service for this route. Route 22 connects Niland, Calipatria, Westmorland and Brawley with the Imperial Valley College.

Two morning southbound runs and two p.m. afternoon runs are provided. Imperial Valley Transit also provides demand response transit service for the elderly and persons with disabilities.

Transit stops in Calipatria are located at Main Street and Park Avenue/Lake Avenue and at Main Street and SR 111. Both bus stops have a waiting bench and canopy. Demand Response service is also available but only offered in certain areas and when requested one day in advance. The concentration of transit stops in the central area of Calipatria results in long walking distances for some transit users, which can be a concern for travel during summer heat and nighttime service periods. The Short Range Transit Plan completed by the Imperial County Transportation Commission in 2019 reviewed transit routes but did not make changes to routes in Calipatria. The transit routes and stops are shown in Figure 2.2.

Figure 2.2. Transit Routes and Stops

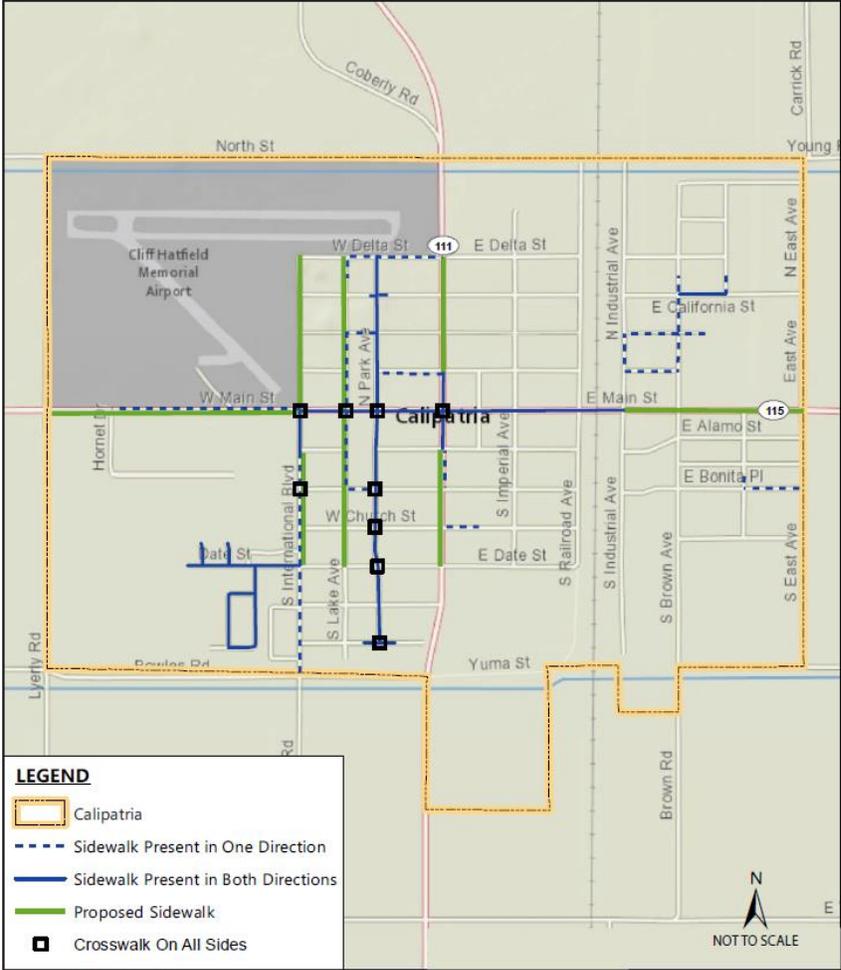


Source: Calipatria General Plan

Pedestrian Walkways

A sidewalk inventory is provided in the Circulation Element and is shown in Figure 2.3. The inventory shows that many of the roads in Calipatria did not have sidewalks. Since the time this graphic was produced, the City has constructed sidewalks on many of the streets shown as proposed. One remaining gap is on Main Street east of Industrial Avenue. The current sidewalk inventory is presented in Section 3.1 of this report.

**Figure 2.3 Sidewalks**

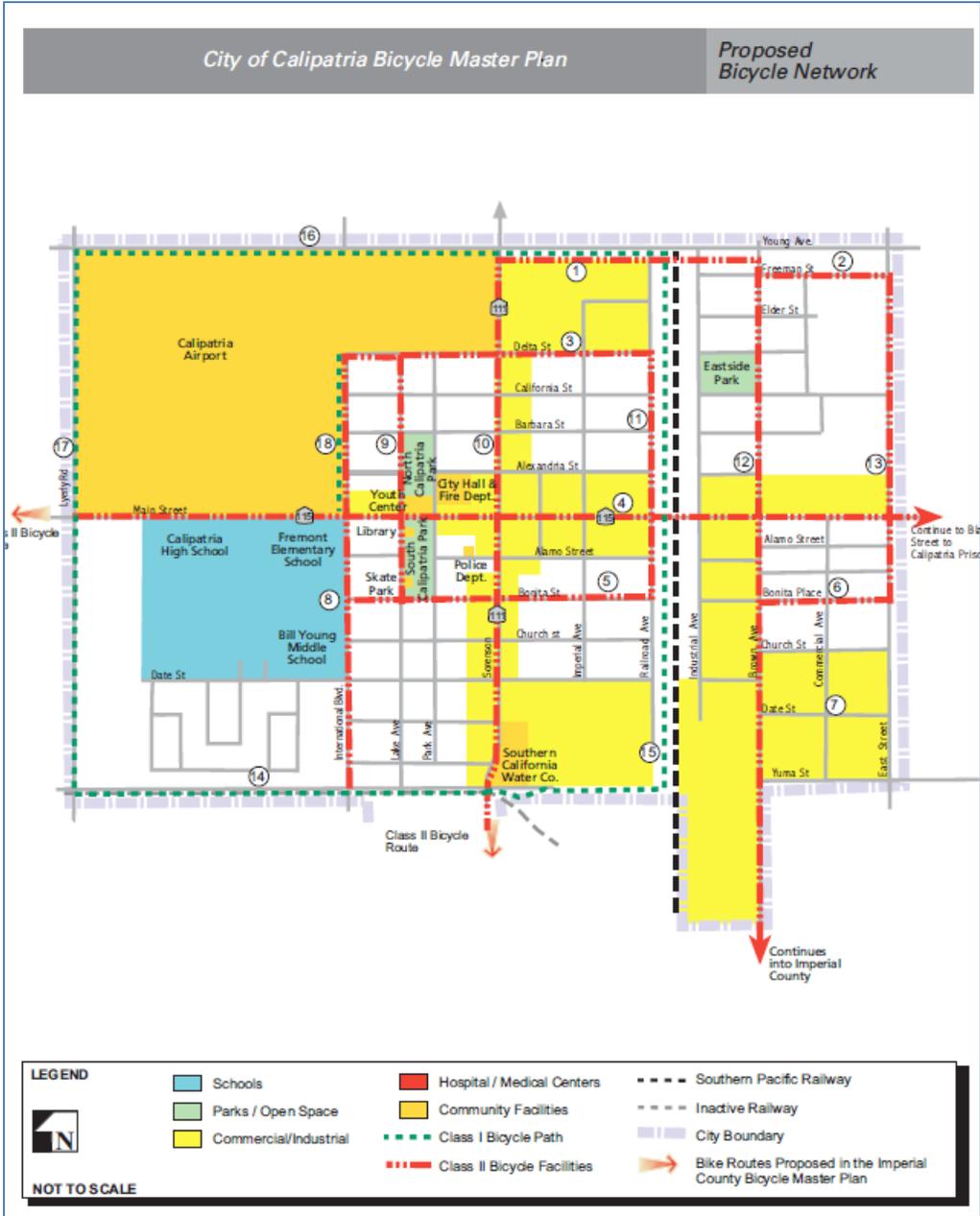


Source: Calipatria General Plan

**Calipatria Bicycle Master Plan**

The Bicycle Master Plan was prepared in 2002, but continues to provide the direction for creating a bicycle system and for implementing projects. The concept of providing a Class I Bicycle Path between Railroad Avenue and the Union Pacific Railroad tracks was recommended in this plan. The plan also identified the Class I facility to extend around the perimeter of the portion of the City of Calipatria located west of the tracks. The primary crossing of the tracks was also shown at SR 115 (Main Street). The Bicycle Master Plan is shown in Figure 2.4.

Figure 2.4 Bicycle Master Plan (2002)



Source: Bicycle Master Plan

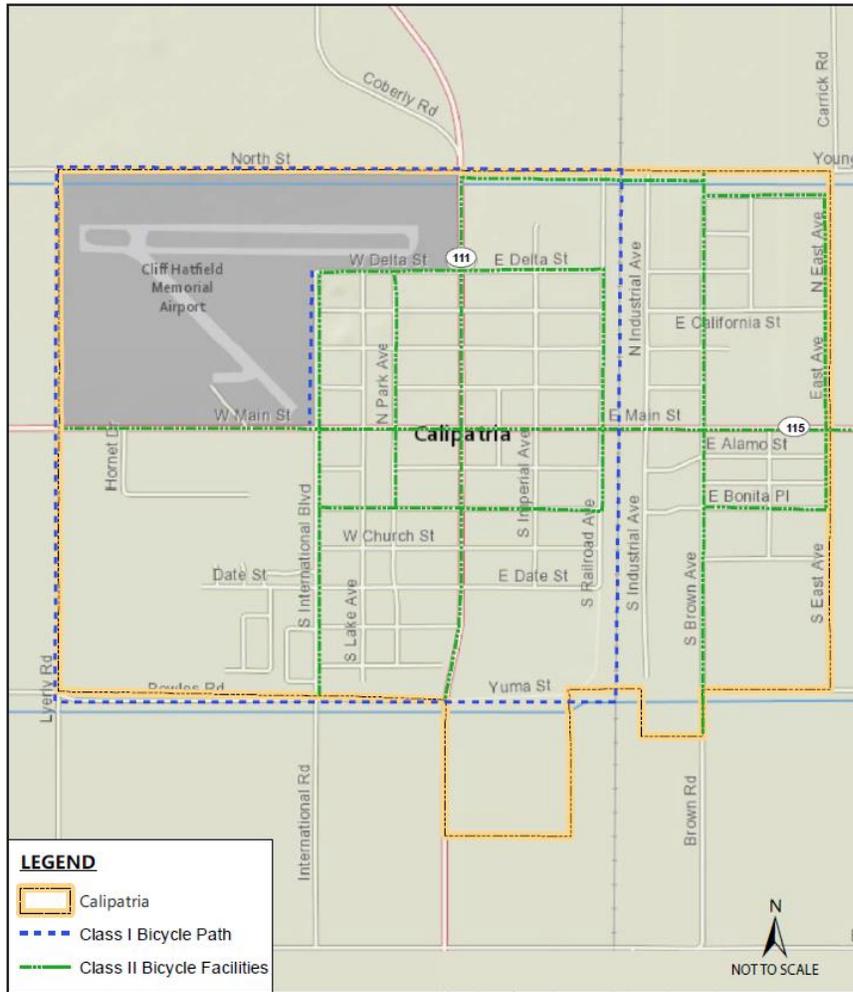
This information was also represented in the General Plan. This Plan included defining classes of bicycle facilities consistent with Caltrans designations. These class designations specify the level of separation from motor vehicles that the bikeway provides.

- Class I Bicycle Pathways, which are off-street facilities including various types of trails and other similar facilities.

- Class II Bicycle Lanes, which are striped bicycle lanes on the street; and
- Class III Bicycle Routes, which are streets marked with striping and signage for use by bicyclists.

The defined classifications included in the Circulation Element of the General Plan are listed below and routes identified in Figure 2.5. A Class I facility is shown for the Railroad Corridor.

**Figure 2.5 Planned Bicycle Network**



Source: Calipatria General Plan

**Imperial County Bicycle Master Plan (2011)**

The Imperial County Bicycle Master Plan was completed in 2011 to guide the development of an integrated network of bicycle facilities throughout the County. This recommended network provides a regional context for future bicycle projects that would ultimately connect with facilities within the City of Calipatria. Recommendations impacting the City of Calipatria included bicycle projects on SR-111 between Calipatria and Calexico and on Main Street/Eddins Road and other roadways between Calipatria

and Westmorland. The plan calls for a project to provide wider travel shoulders on SR-111 that could be used by bicyclists.

### Imperial County Safe Routes to School (SRTS) Plan

A SRTS Plan was completed for Imperial County Schools in 2015. The study process included preparing SRTS recommendations for Fremont Primary School, Bill Smith Jr. Middle School and Calipatria High School. Meetings were held with school stakeholders to identify school access issues.

Based on school stakeholder input and field review, a graphic was prepared that identified the location of desired street crossing improvements. The SRTS recommendations are shown in Figure 2.6.

Figure 2.6 Safe Routes to School Recommendations for Calipatria



Source: Imperial County Safe Routes to School Plan (2016)

The recommended projects include:

1. Main Street and International Boulevard Intersection

The intersection is currently a four-way stop with standard yellow-line crosswalks provided. The SRTS recommended pedestrian crossing enhancements including the addition of high visibility crosswalks, large curb extensions, and crossing islands.

2. International Boulevard and Alamo Street Intersection

The current intersection is a T- intersection with stop control on Alamo Street. There are no pedestrian crossing markings. There are no sidewalks on Alamo Street.

The SRTS recommended pedestrian crossing enhancements including the addition of high visibility crosswalks, curb extensions and crossing islands. The crosswalks on International Boulevard would be located a short distance from the intersection to be away from the vehicle drop off area.

3. Main Street (SR-115) and Sorenson Avenue

The current intersection is a four-way stop. Both streets are four-lanes wide.

The SRTS recommended pedestrian crossing enhancements to include lane reductions, adding curb extensions and high visibility crosswalks or constructing a roundabout. The SRTS recommended narrowing Main Street and a portion of Sorenson Road to two-lanes and providing a bicycle lane on both sides of the street.

### **Calipatria Zoning Ordinance**

This Zoning Ordinance was adopted to classify, designate, regulate and restrict the use of land, buildings and other structures so as to ensure that the goals and objectives of the General Plan are realized, and to protect and promote the public health, safety, and general welfare. More specifically, the Zoning Ordinance is adopted in order to achieve the following objectives:

- To designate sufficient land within the City for residential, commercial, industrial, open space and recreation uses.
- To ensure adequate provision of community facilities and utilities, such as streets, schools, parks, water, and sewage disposal facilities, which in turn will promote the City as a wholesome, serviceable, and environmentally attractive community in which to live and work.
- To promote infill development, energy efficiency

The sections of the Zoning Ordinance that potentially could impact the development of a multi-use transportation project in the railroad corridor include sections on Fencing and Screening, Landscaping and Irrigation Plans, Landscape Standards and Outdoor Lighting.

### 3.10.040 Fencing and Screening

- Height limit is generally six feet; in non-residential areas, a solid fence or wall up to eight feet may be allowed for screening or security purposes subject to approval of a Minor Use Permit.
- Non-residential uses adjacent to residential zones shall be screened at property line as follows:
  1. The screen shall consist of a masonry wall or similar durable material, six feet in height. The Review Authority (City Manager or Planning Commission, as applicable for the project) may require a wall up to eight feet in height, if necessary, to screen the use from the residential use.
  2. The wall shall be architecturally treated on both sides, subject to the approval of the Review Authority.
  3. The wall shall have an anti-graffiti coating.
- Vandal resistant fencing or other appropriate barriers shall be provided to limit the access of trespassers onto a railroad right-of-way.

### 3.10.050 Landscaping

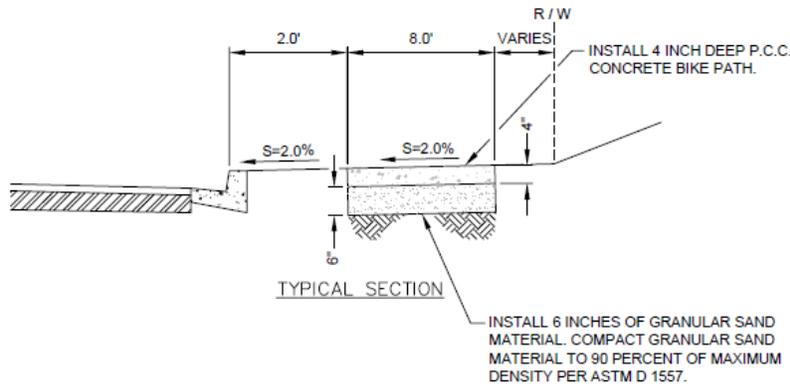
- Compliance with State Model Water Efficient Landscape Ordinance.

### 3.10.060 Outdoor Lighting

- Outdoor light fixture shall be limited to 20 feet or the height of the nearest building, whichever is less. The Review Authority (City Manager or Planning Director, as applicable for the project) may approve a fixture in excess of 20 feet if it determines that the additional height will provide lighting that still complies with all other requirements of this Section.
- Outdoor lighting shall utilize energy-efficient (high pressure sodium, low pressure sodium, hard-wired compact florescent, or other lighting technology that is of equal or greater energy efficiency) fixtures/lamps.
- Lighting fixtures shall be shielded or recessed to minimize light bleed to adjoining properties, by ensuring that the light source (e.g., bulb, etc.) is not visible from off the site and confining glare and reflections within the boundaries of the site to the maximum extent feasible.
- Each light fixture shall be directed downward and away from adjoining properties and public rights of-way, so that no on-site light fixture directly illuminates an area off the site.

## **City of Calipatria Standard Details and Specifications**

Specifications for a bicycle path off-roadway are provided in Sheet No. S113 of the document. This sheet shows typical section for an eight foot bicycle path with a two foot setback from the curb. The City standards that call for a concrete surface differ from the common practice of using asphalt. Additional construction details are shown in the following graphic.



Sheet Number S113

## 2.2 Area Characteristics

### Population

The City of Calipatria is located in the north-central part of Imperial County, approximately ten miles north Brawley and 28 miles north of El Centro. As of 2017, Calipatria had a population of 7,426 of which 3,696 are prison inmates. The prison population is included in the Census data. The median age is 32.3 years. Racial characteristics are 71% of Mexican decent, with 5.5% of white decent.. These values for Calipatria are compared to those for Imperial County and for the State of California in Table 2.1.

**Table 2.1 Population Characteristics (2017)**

Year of 2017	Calipatria	Imperial County	California
<b>Population</b>	7,426	178,807	38,654,206
<b>Prison Population</b>	3,696		
<b>Male</b>	78.80%	51.10%	50.30%
<b>Female</b>	21.20%	48.90%	49.70%
<b>Median Age</b>	32.3	32.2	36
<b>White</b>	5.5%	11.9%	38.4%
<b>Black or African American</b>	14.3%	2.3%	5.6%
<b>Mexican</b>	71.0%	80.0%	32.1%
<b>Other</b>	4.3%	2.2%	5.7%
<b>Other &amp; Two or more Race</b>	4.9%	4.6%	18.2%

Source: American Community Survey, U.S. Census Estimate (2017)

### Households

The 2017 American Community Survey reported Calipatria's non-prison population includes 922 households. The median income of these households was \$35,486. There were 950 Calipatria residents in the labor force, which computed to 25.3% of the non-prison population. These values for Calipatria are compared to those for Imperial County and for the State of California in Table 2.2.

**Table 2.2 Household Characteristics**

Year of 2017	Calipatria	Imperial County	California
<b>Total Households</b>	947	45,800	12,807,387
<b>Median Household Income</b>	\$35,485	\$42,560	\$63,783
<b>Mean Household Income</b>	\$47,900	\$58,040	\$91,150
<b>Labor Force</b>	25.3%	53.3%	63.4%

Source: American Community Survey (2017)

### Commuting

According to the American Community Survey (2017), nearly seven percent of Calipatria's commuters walked to work. Other means could include a number of shared ride options, and could include a small share of bicycle travel to work. These values for Calipatria are compared to those for Imperial County and for the state of California in Table 2.3.

**Table 2.3 Commute Mode Share (Percent)**

Year of 2017	Calipatria	Imperial County	California
<b>Commuting to Work</b>	922	57,190	17,193,695
<b>Drive Alone</b>	81.5%	80.8%	73.5%
<b>Carpool</b>	2.8%	9.6%	10.6%
<b>Public Transportation</b>	0.0%	0.9%	5.2%
<b>Walked</b>	6.8%	2.2%	2.7%
<b>Other means</b>	3.1%	2.5%	2.6%

Source: American Community Survey (2017)

### **Disadvantaged Status**

Calipatria qualifies as a disadvantaged community based all three measures – median income, the California Communities Health Screening Envirocore, and Free or Reduced Price Meal Percentage (FRPM%). Calipatria’s median household income of \$35,485 is under the 80 percent California median income threshold defining low income.<sup>1</sup>

Calipatria’s Envirocore is 44.35, which is in the 80-85 percentile range, which places Calipatria in the top 20percent of census tracts burdened disproportionately by multiple sources of pollution. The most notable factors include hazardous waste, impaired water, education and unemployment.<sup>2</sup>

Student percentage of Free or Reduced Price Lunch (FRPL) participation is 84.2 percent.

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<sup>1</sup> California median income 2017 is \$67,169, 80% = \$53,735, American Community Survey, 2017.

<sup>2</sup> <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>

## SECTION 3

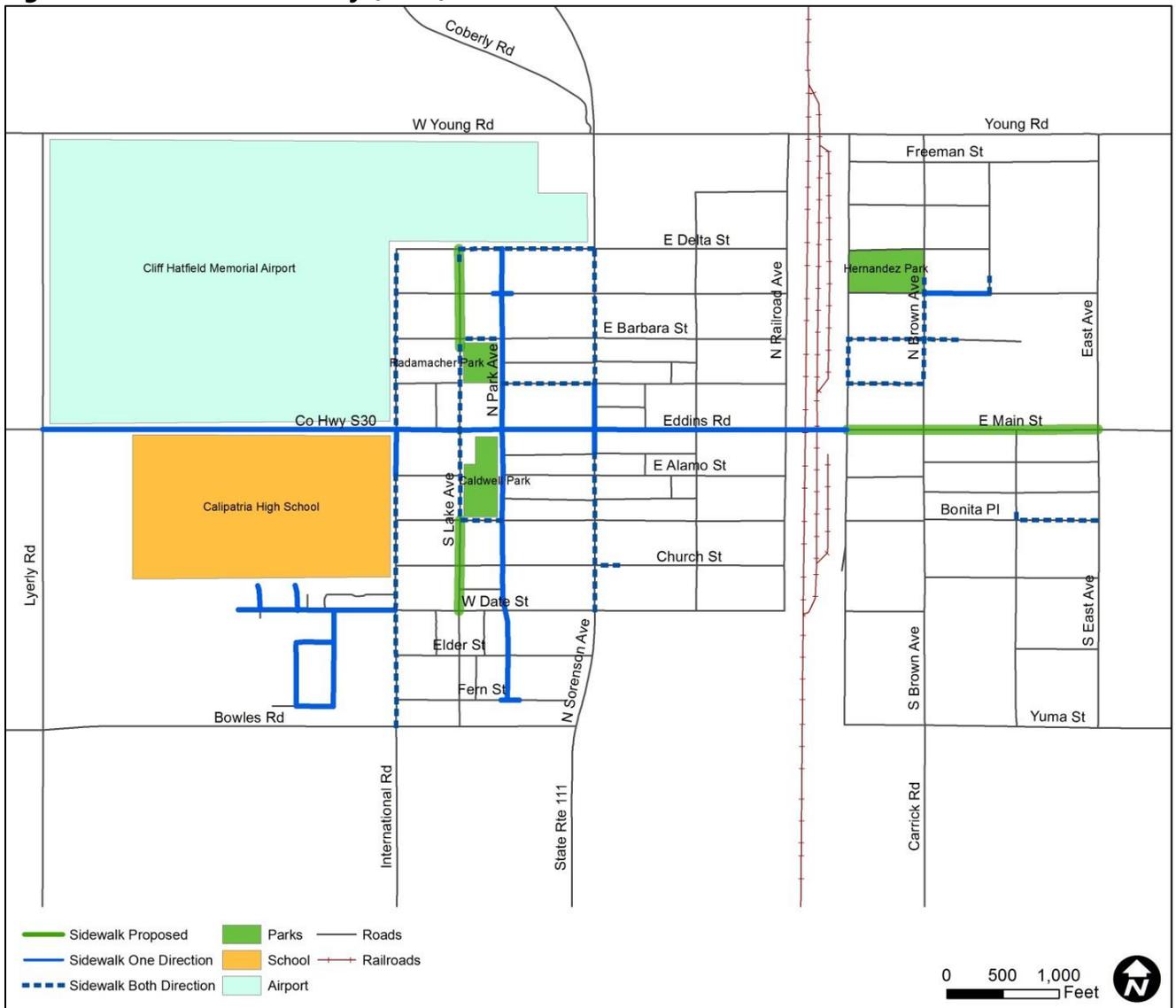
# Inventory of the Current Pedestrian and Bicycle Environment

This section provides information on existing pedestrian and bicycle facilities and detailed mapping of the railroad corridor.

### 3.1 Pedestrian And Bicycle Facilities Inventory

The inventory of bicycle and pedestrian facilities provided in the General Plan was updated and is shown in Figure 3.1. The graphic shows the location of sidewalks within the city limits. Currently, there are no pedestrian trails or designated bicycle facilities in Calipatria.

**Figure 3.1 Sidewalk Inventory (2019)**



Source: KOA Corporation

## 3.2 Rail Corridor Inventory

The Union Pacific Railroad operates rail service that passes through Calipatria along the Calexico track subdivision to Mexico. The railroad corridor is shown in Figure 3.2. Information shown on the figure includes right-of-way limits and easement issues for local and State highways and for the railroad. Also shown are fixed objects, barriers and other features within the railroad corridor. The aerial was developed from a drone flight in February, 2019.

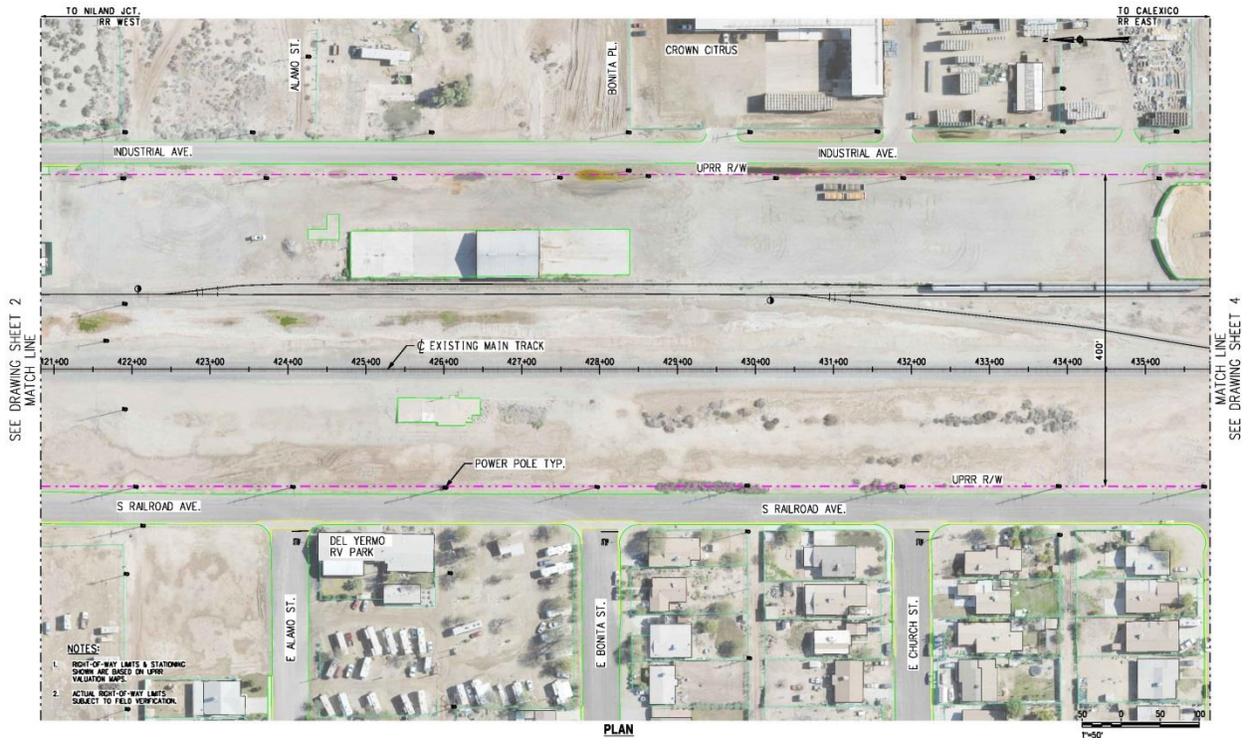
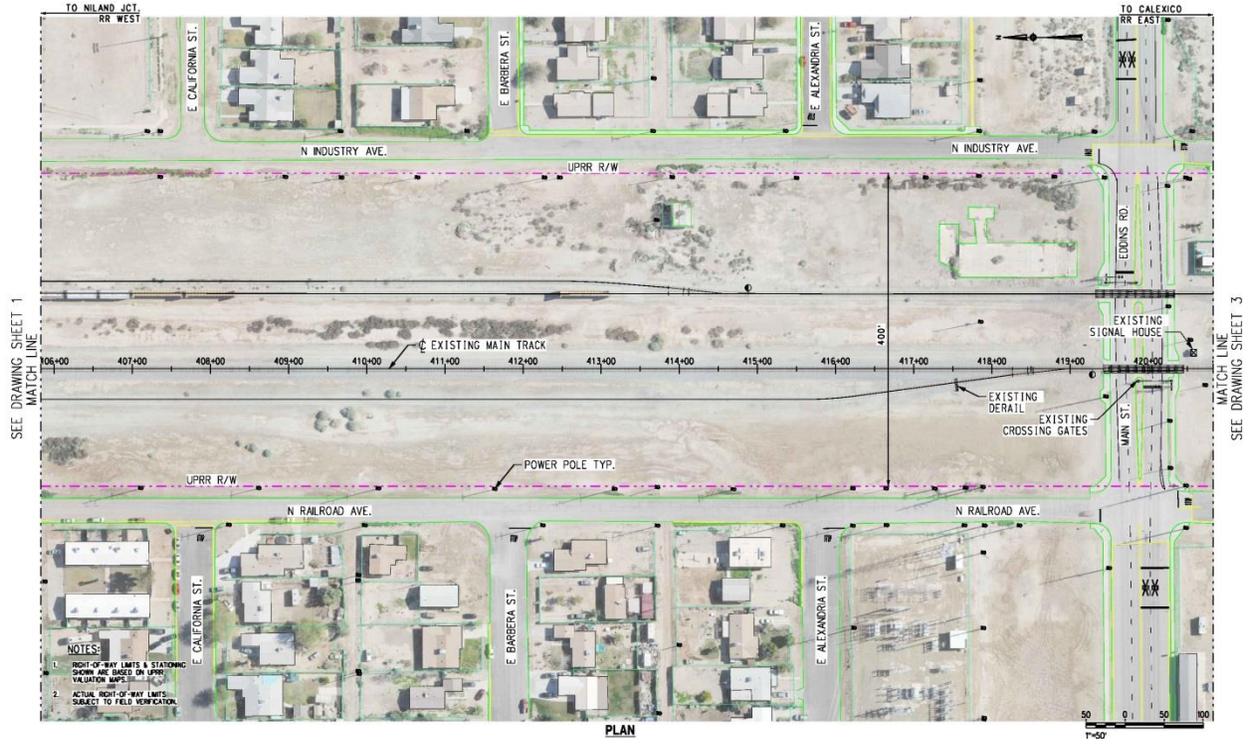
Findings include:

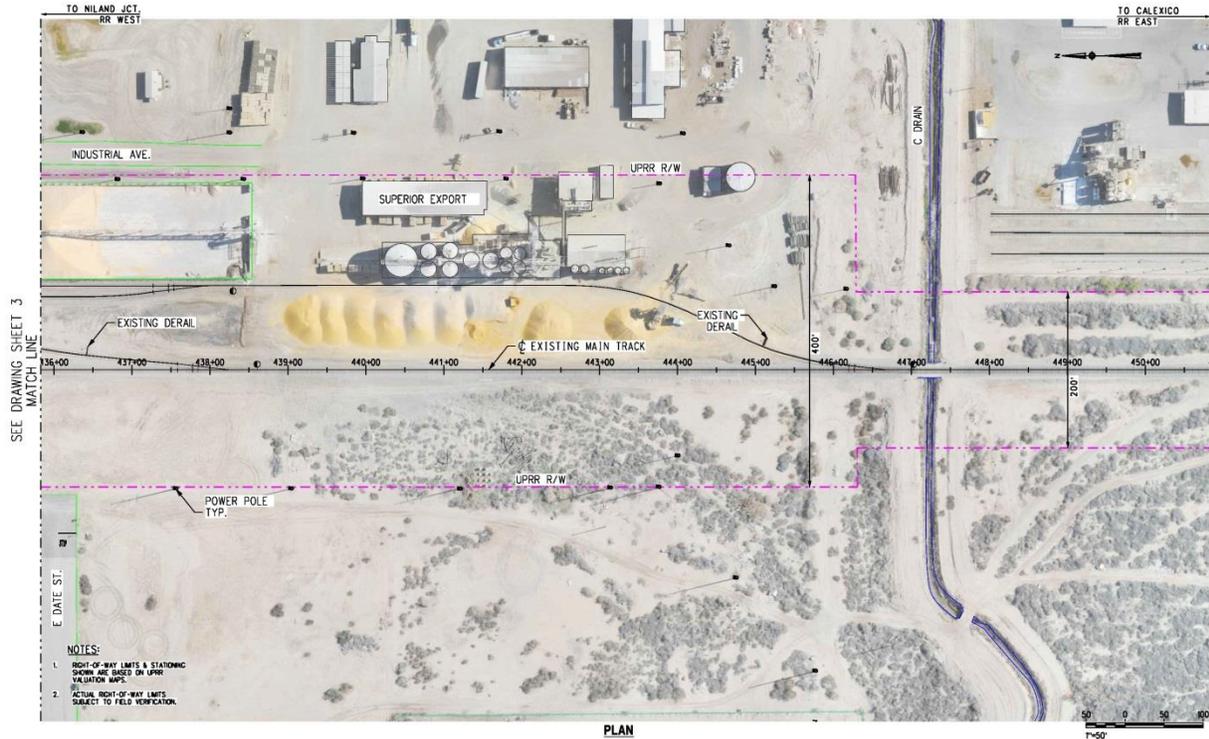
- The figure shows the existing main track and sidings. There is one main track, with one siding extending from the south part of the city through Calipatria. A second siding begins just north of SR-115. The main track and the two sidings extend past Young Street on the north.
- Crossing gates are shown at Young Drive and Main Street (SR 115)
- The railroad right of way width is 400 feet through Calipatria
- Power poles are located at the edge of city right-of-way along Industrial Avenue and Railroad Avenue
- Superior Export and William Holder Onions are two businesses located within the railroad right-of-way.
- There are 2-3 trains per day on this section of the Union Pacific railroad.

**Figure 3.2 Railroad Corridor Inventory**



Section 3: Existing Pedestrian and Bicycle Inventory





### 3.3 Review of Pedestrian Safety

Based upon the review of studies, updated inventories and public input, the following needs and concerns were identified:

- Pedestrians crossing railroad tracks – new housing has been constructed in the southeast part of the city, along Bonita Place. With the schools located on the far west edge of the city, students may try to cross the railroad tracks to shorten the walking distance. Primary crossing locations at south of Main Street near Alamo Street or Bonita Place. Some pedestrian crossing activity has been observed north of Main Street also.
- Lack of sidewalks east of the railroad tracks, on Main Street and on streets that connect to Main Street may also lead to pedestrians crossing the railroad tracks in addition to requiring pedestrians to walk in the street.
- The railroad crossing at Main Street (SR- 115) is well constructed with gates, medians and sidewalks. This crossing location is not a safety concern.

- The speed limit on SR- 115 for one block from SR-111 to Centro Avenue has been lowered to 35 miles per hour which then speeds on SR-115 are 45 miles per hour.
- Concerns and comments related to pedestrian crossings of Main Street near the schools located on the west side of the City has been documented in the Imperial County Safe Routes to School Plan (2016). The SRTS project recommendations are described in Section 2.1.
- Some transit users living east of the railroad tracks are required to walk a long distance between the transit stop and their residences. The City is working with Imperial Valley Transit to provide a stop further east of SR-111 for night time transit service from Imperial Valley College to address this need.

# SECTION 4

## Public Outreach

## 4.1 Outreach Plan

Calipatria, as a result of this study, will develop a list of priority projects, design policies, and strategies that meet the needs and objectives of the city residents. Calipatria values the experiences and opinions of its residents, the public at large and other stakeholders in preparation of its studies. Public participation is a vital component to ensuring that the public is aware of the study, is involved in the entire process, able to review milestone accomplishments and provide feedback. The Study's community outreach informed and engaged project stakeholders and the public. Public involvement activities included the following:

- Hold two project workshops
- First workshop held at City Hall on March 19, 2019
- Second workshop/open house was held on October 17, 2019
- Prepared meeting announcement/flyers for the two meetings
- Power point presentation developed for first meeting
- Boards and open house format for second meeting
- Provide announcements in Spanish and English
- Meeting advertisements provided in City mailers to residents (inserted in utility bills) and posted on City web site
- Survey distributed to meeting participants, posted at City Hall and provided to city groups

The power point presentation and meeting materials are provided in the Appendix.

The first public meeting included a power point presentation as well as a workshop that enabled participants to identify issues and suggest trail alternatives. Comments received during the meeting included:

- Need to connect residents to parks
- Concern about safety crossing railroad tracks
- Need for lighting
- Provide for handicapped and wheelchair accessibility
- Provide benefits of trail to both the east side and west side communities
- Make sidewalks and crossings handicapped accessible
- Provide flashing beacons for crosswalks
- Need for the trail in Calipatria

The initial alternatives were presented along with the draft design guidelines. During the workshop, participants identified important connections and also provided suggestions on the location of the multi-use trail to provide a connection along both sides of the tracks, crossing along SR-115.

The second public meeting provided an open house format. Display boards were created to illustrate the recommended multi-use trail and also connecting sidewalk projects. Comments received at the second public meeting included the following:

Support for the multi-use trail that will connect Hernandez Park with the new proposed Date Park.  
 Support for the sidewalk projects on the east side of the railroad tracks  
 Interest in plantings  
 Interest in potential noise reduction from train noise

Desire to add benches and break areas along trail  
Need for lighting of trail  
Need for crosswalks

A survey was provided at the initial meeting and provided to others during the study. A limited number of surveys were completed and returned. The results of the surveys are provided in the Appendix.

# SECTION 5

## Design Policies and Guidelines

## 5.1 Framework

Planning, design, and implementation standards in this document are derived from the following sources:

- American Association of State Highway and Transportation Officials (AASHTO), Guide for the Development of Bicycle Facilities, 4th Edition, 2012.
- Caltrans, California Manual on Uniform Traffic Control Devices (MUTCD), 2012.
- Institute of Transportation Engineers (ITE), Design and Safety of Pedestrian Facilities, 1997.
- National Association of City Transportation Officials (NACTO), Urban Bikeway Design Guide, 2nd Ed, 2012.
- Federal Highway Administration (FHWA) Small Town and Rural Multi-modal Networks, 2016.

## 5.2 Trail Standards

The trail design standards have been developed to guide future project phases of trail design and construction.

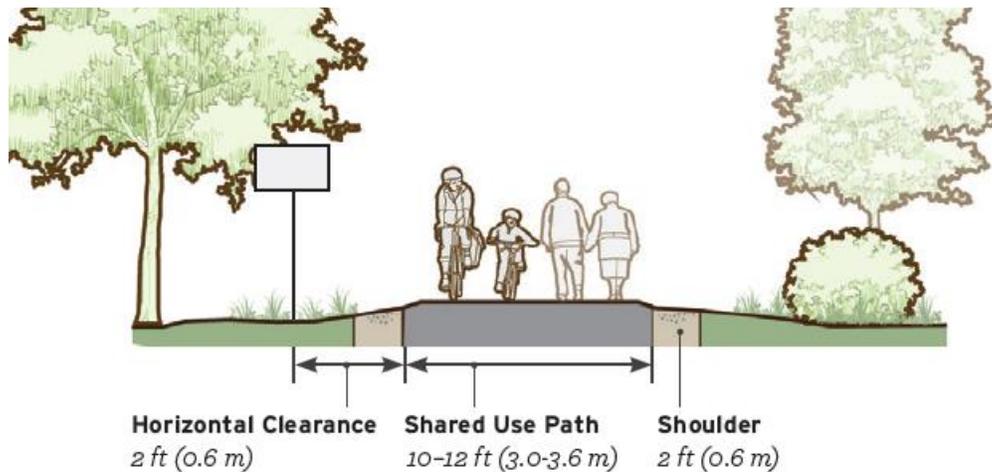
### Multi-Use Paved Path

A multi-use paved path is a derivative of the Caltrans-defined Class I bike path. Unless otherwise noted, the terms “trails” and “paths” in this document are used synonymously to refer to paved bike/pedestrian multi-use facilities defined by Caltrans as a “Class I Bikeways (Bike Paths)” in the Caltrans Highway Design Manual, Chapter 1000, Bicycle Transportation Design, Topic 1003 - Bikeway Design Criteria. A Class I bike path provides bicycle travel on a paved right-of-way, completely separated from any street or highway. A multi-use paved path permits a variety of users, in addition to bicyclists, including walkers, joggers, wheelchair users, and non-motorized scooter users.

Typical design elements of a multi-use path include:

- Paved surface of between ten to twelve (10-12') feet wide (concrete, asphalt, or permeable), and a two-foot (2') wide shoulder on each side
- Separation from adjacent roadways by a 5 foot minimum

Multi-use path typical section concept is shown below in Figure 5.1.

**Figure 5.1 Multi-use path Typical Section**

Source: Small Town and Rural Networks, Federal Highway Administration, December 2016.

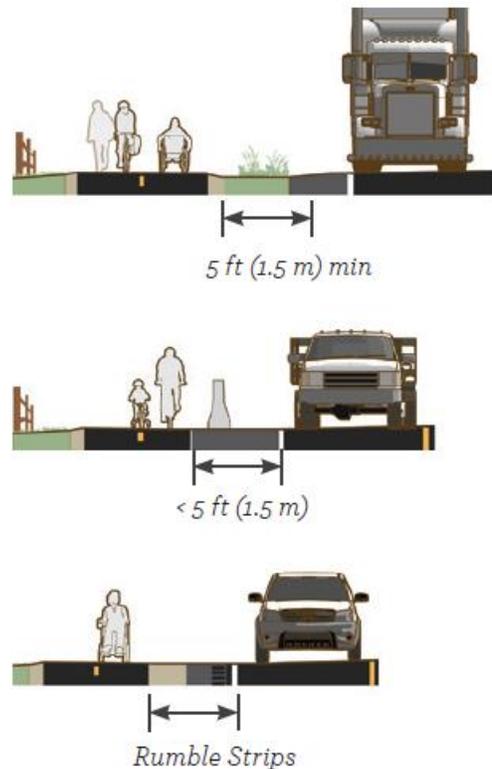
### Multi-Use Sidepath

The sidepath is a variation of the multi-use path. When adjacent to a roadway, the shared use trail is also referred to as a sidepath. The single path would serve bicyclists and pedestrians in both directions. Separation from the roadway is determined by the available right-of-way and speed of the adjacent roadway. There are a number of options available to provide separation between non-motorized and motorized traffic. Separation options typically include using land separation, providing a barrier or providing a rumble strip.

Typical design elements may include:

- Paved surface of ten to twelve (10-12') feet wide (concrete, asphalt, or permeable), a two-foot (2') wide shoulder on each side
- Separation from adjacent roadways by at least five (5) feet, or with physical barrier or rumble strip
- A sufficient setback from railroad centerline (over 10 feet)

Sidepath typical section concepts are shown in Figure 5.2

**Figure 5.2 Sidepath Typical Section**

Source: U.S. Federal Transportation Administration, December, 2016

### **Pavement Surface**

While a number of surface pavement options are available, asphalt is often used as the surface treatment due to ease of construction and initial project cost. While the City standard lists concrete, asphalt is the most common surface treatment for roads and paths. Asphalt is prone to thermal expansion and thus transvers cracking. The material composition and construction methods used can significantly affect the longevity of the surface. Thicker asphalt sections and a well-prepared subgrade will reduce deformation over time and reduce long-term maintenance costs. Active management of cracking is advised, to include use of slurry coating shortly after new paving to protect it from UV aging. Asphalt is suitable for a wide variety of users and is less jarring on people's joints than concrete. Concrete is another option, but it also has thermal expansion issues.

### **Barrier and Safety Fence**

Fencing will typically be used for the following reasons: safety, security, trespass prevention, environmental impacts, and privacy. The following describes the types of fencing appropriate for various locations and needs. When a fence is required, it will be located at the right-of-way edge or a minimum of two feet from the outermost edge of the trail surface. The specific location of the trail fence will be determined at the time of the preliminary design and finalized in the construction documents for each

implementation phase of the project.

Fence options include:

Use of a six foot high woven-wire fence with metal posts (Figure 5.3). This fence type provides a high level of trespass prevention and security. This fence also provides an opportunity for screening with vine plantings to soften the look of the fence and could provide additional protection from train blown dust and debris.

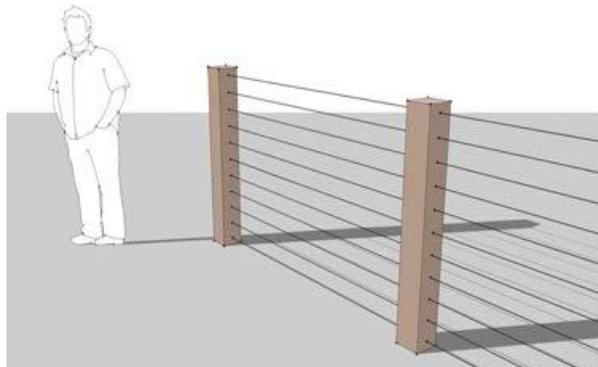
**Figure 5.3 Six Foot High Woven Wire Fence**



Source: Monterey Bay Scenic Trail Network Master Plan

Smooth wire fencing is typically 4 ½ feet high, includes ten wire strands, and has a concrete or metal post (see Figure 5.4). This fence type reduces trespassing and provides open visibility of the surrounding landscape.

**Figure 5.4 4 1/2 Foot Smooth Wire Fence**



Source: Monterey Bay Scenic Trail Network Master Plan



Commission's Rail Crossings and Engineering Branch (RCEB) reviews notices of intent, establishment or continuation of Quiet Zones, and provides written comments to local authorities, focusing on safety concerns related to the potential for collisions between trains and the public.

Localities desiring to establish a quiet zone are first required to mitigate the increased risk caused by the absence of a horn by constructing improvements such as grade crossing and medians to restrict a vehicle's ability to interact with a train at a crossing. The requirements to establish a quiet zone are described in:

- Federal Railroad Administration Train Horn Rule
- California Public Utilities Commission General Orders
- United States Department of Transportation's Americans with Disabilities Act Standards for Transportation Facilities
- California Manual on Uniform Traffic Control Devices (published by Caltrans)

The evaluation of a quiet zone for Calipatria is beyond the scope of this project. Completing a quiet zone evaluation is an option that the City may wish to consider to address train horn noise.

### **Signage**

The California Manual on Uniform Traffic Control Devices (CAMUTCD) lists sizes for shared use path regulatory signs in Part 9, Traffic Control for Bicycle Facilities. Proposed sign sizes should be based on the larger dimensions found in the roadway column of table 9B-1 (CA) California Bicycle Facility Sign and Plaque Minimum Sizes.

### **Identity**

A logo could be used to aid in reinforcing the path's identity. Identity signs with the logo should be placed at each major and secondary entry point to the path system.

### **Trail Furnishings**

#### *Benches and Seating Areas*

While the multi-use path will be approximately 3,500 feet in length (0.66 miles), benches could be placed every quarter to half mile. Benches for the trail system should be durable and capable of withstanding the harsh desert environment. The benches should be secured to their locations to avoid theft and or vandalism. For this project, this would place benches near or along SR 115. The area for benches is limited in this vicinity, so benches are not part of the recommended concept.

#### *Trash and Recycling Receptacles*

Trash receptacles can be placed along the trail. The containers shall include animal-proof lids, and the design, color, and style shall stay consistent along the trail segments outside of the existing agency's park and trail segments. The location of trash receptacles would be within existing right-of-way along SR-115 and Industrial Avenue.

## Lighting

Lighting currently is in place along SR 115 and on side streets. There will be some lighting benefit from existing light sources along adjacent roadways and at crossings. Dark sky-compliant lighting could be placed along the trail sections adjacent to Industrial Avenue and Railroad Avenue. Dark sky lighting must project light downward without releasing lighting upwards into the atmosphere or outward past the intended projected path. The use of solar lighting may also be considered. The lighting of the trail is considered optional based upon a cost of approximately \$70 per foot to install, and the operational cost for electricity.

## Accessibility

The design guidelines listed above for pedestrian paths, adequately address the needs of people with disabilities. This includes ensuring that travel ways are a minimum of three feet in width. Americans with Disabilities Act (ADA) guidelines currently include:

- Minimum clear width of four feet, and where less than five feet, a passing space should be provided at least every 100 feet.
- Signs shall be provided indicating the length of the accessible path segment.
- Curb ramps shall be provided at roadway crossings and curbs. Tactile warning strips and auditory crossing signals are recommended.
- The path surface shall be firm and stable.

## Planting Guidelines

The landscape for the multi-use trail will be developed to provide a visual buffer between the railroad and the trail. As this project is located in a desert environment, a low water demand materials will be appropriate for drought and to provide a contrast between the adjacent roadway, trail and railroad. There are sandy soils in the Calipatria area. There is little for plant nutrition so that use of native plans will be essential.

Planting will be used to define edges, separate users, and provide a buffer from railroad activities. Typically, these areas are 5-8 feet in width; however, there are locations where small trees could be used for barrier plantings. The planting may include grasses, shrubs and trees. The plants should be selected to have low water requirements and full sun exposure.

## 5.3 Path Examples

Examples of a bicycle path recently constructed in Escondido provide a further illustration the multi-use design options available. Sown in Figure 5.6 is a shared use path where land separation was provided between the roadway and the path. Figure 5.7 shows a different part of the path where separation between the roadway and the path was provided by bollards.

**Figure 5.6 Example of Multi-use path with separation – Escondido, California**



**Figure 5.7 Example of using street pavement for pathway, separated with bollards – Escondido, California**



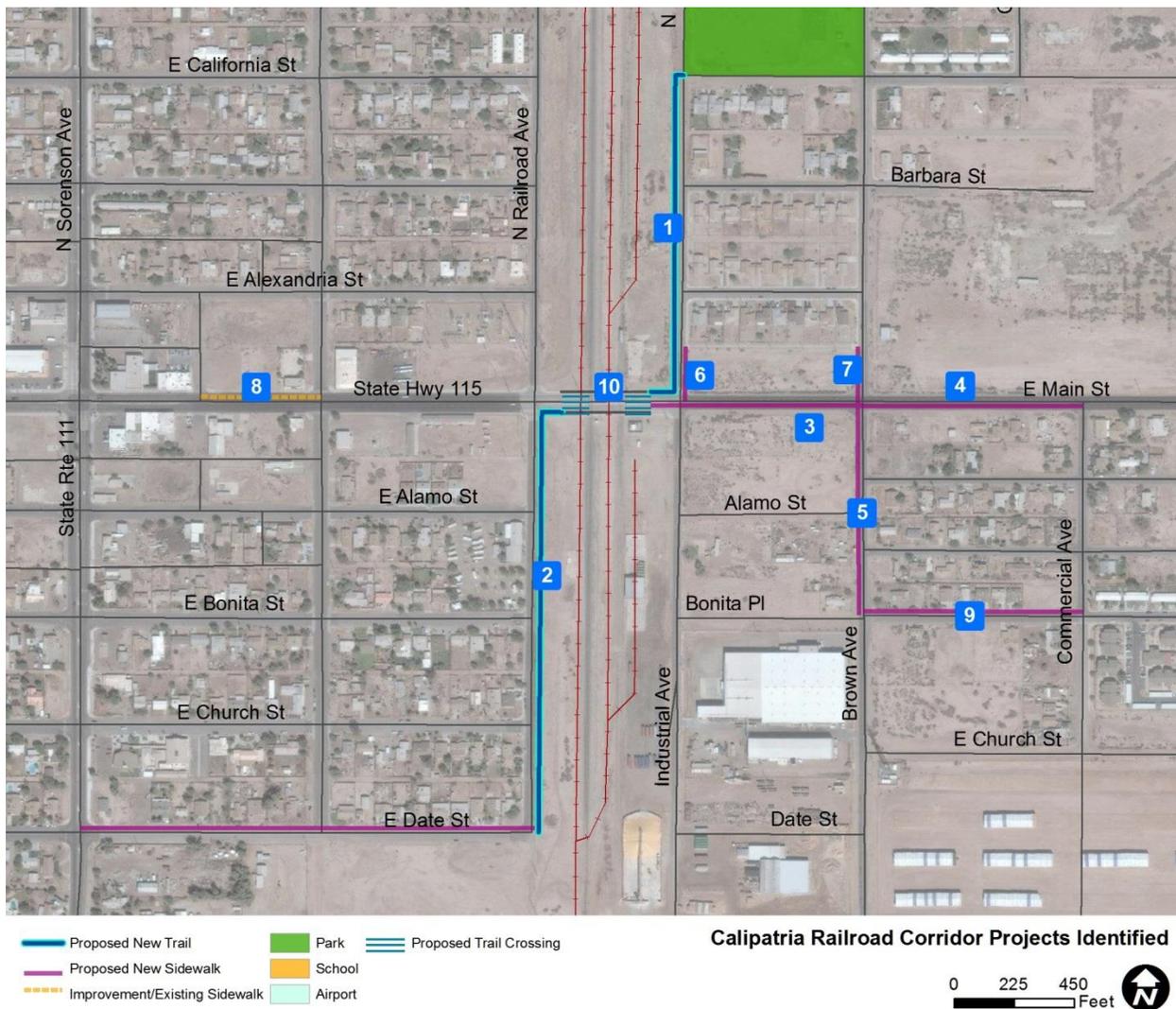
# SECTION 6

## Priority Projects

## 6.1 Proposed Bicycle and Pedestrian Capital Projects

Based on a study of the existing conditions and input received from the public meetings, input from the City and from Caltrans, a list of recommended priority projects are described that meet the needs and objectives of a safe connectivity corridor. The projects include a recommendation for a shared use path along the railroad corridor and pedestrian projects that will improve pedestrian connection to the railroad corridor. The recommended projects are shown in Figure 6.1 and listed in Table 6.1. Each project is described below.

**Figure 6.1 Recommended Projects**



**Table 6.1 Recommended Project List**

No.	Street	Type	From	To	Length (ft)
1	Industrial Ave	Muti-use trail	California	SR 115	1340
2	Railroad Ave	Muti-use trail	SR 115	Date Street	1580
3	SR-115	Sidewalks south side	Industrial Ave	Commercial Ave	1200
4	SR-115	Sidewalks north side	Industrial Ave	Brown Ave	530
5	Brown Avenue	Sidewalks east side	Main Street	Bonita Place	490
6	North Industrial Ave	Sidewalks east side	Main Street	North	170
7	Brown Avenue	Sidewalks west side	Main Street	North	170
8	Main Street	Sidewalk Repair	Imperial Ave	Centro Ave	50
9	Bonita Place	Sidewalks south side	Brown Ave	Commercial Ave	630
10	SR-115	Bicycle Lanes both sides	Railroad Ave	Industrial Ave	380

## 6.2 Railroad Corridor Multi-Use Path

The railroad corridor extends north-south through the City and is located between Railroad Avenue and Industrial Avenue. The Union Pacific owns a 400 foot wide railroad right-of-way through the City of Calipatria from Young Road on the north, to the C Drain on the south. The street right of way is 60 feet.

Initially, a number of trail alignments were considered. The City's Bicycle Master Plan had showed a bicycle path to be located along the west edge of the Union Pacific right-of-way, adjacent to Railroad Avenue. When this alignment was presented, both the city and information from public input stressed the need for the trail to provide connection between any city destinations, including parks, existing trails or sidewalks, or activity centers. Also providing a benefit to residents located on both the east and west side of the railroad corridor was a priority. The trail would provide connectivity for residents of lower income housing located east of the tracks to access schools, parks and businesses located west of the tracks.

For these reasons, the recommended alignment was modified to provide a trail that would be partially located on the east side and the west side of the tracks. North of SR 115, this alignment is located on the west side of Industrial Avenue. The path would begin adjacent to Industrial Avenue at Delta Street and extend to SR-115. The path would utilize the existing sidewalk on the north side of SR 115 for pedestrians to move between Industrial Avenue and Railroad Avenue. The existing shoulders on SR-115 would be striped as bicycle lanes between Railroad Avenue and Industrial Avenue. A pedestrian crossing would be provided at SR-115 and Railroad Avenue and the SR-115 and Industrial Avenue intersections. From SR 115 to the south, the alignment would continue along the east side of Railroad Avenue. The trail would extend to Date Street.

The location of a trail within the corridor was then considered. One option was to place the trail completely within Union Pacific right of way. This option would provide more area for the trail and for landscaping. However, developing this option would require purchase of right-of-way or an easement from the Union Pacific. Negotiating a purchase or easement can be difficult, expensive and lengthy. The recommended approach is to provide the trail location adjacent to the railroad right-of-way, but be placed within City of Calipatria right-of-way.

### Multi-Use Trail Using City Right of Way

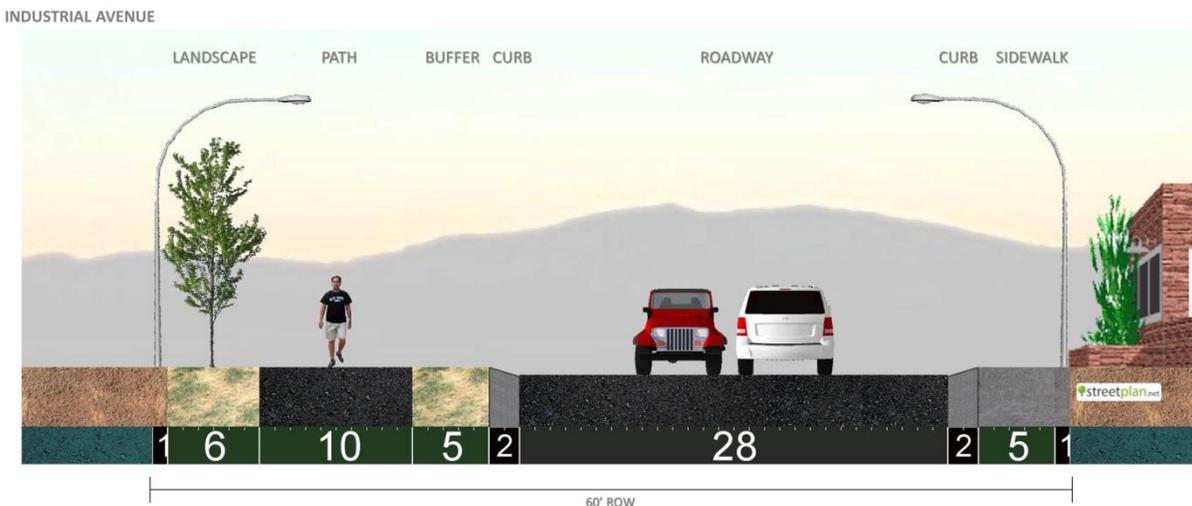
This multi-use trail design concept would avoid the need to purchase right of way or an easement from

the Union Pacific by using available City owned right of way. The trail would be located inside the utility poles that are located along the City right of way line for both Railroad Avenue and Industrial Avenue. The distance between the edge of pavement and the utility poles varies from eight feet to as much as 20 feet. In much of the length of the trail, it is close to ten feet. The width between the light poles and the opposite curb also varies but is sufficient to accommodate the multi-use side path. This option would provide less space for landscaping and provide less of a buffer between the street and the trail.

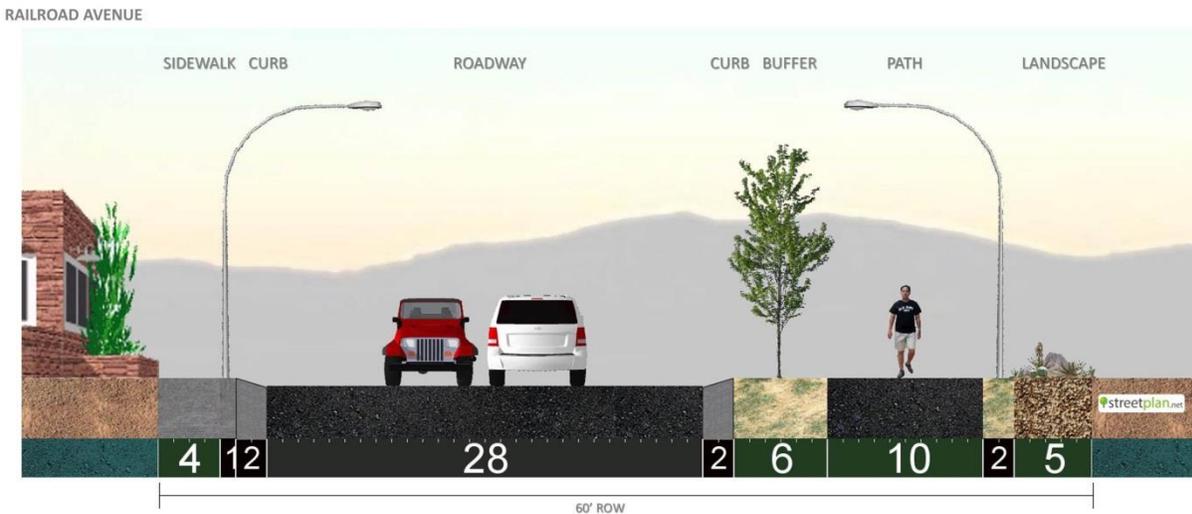
The conceptual design of the multi-use trail is shown Appendix A. The primary feature of this concept is a ten foot wide multi-use path that will extend on the west side of Industrial Avenue to SR 115. The existing sidewalks will provide connection to the section of trail on Railroad Avenue. The north limit is Delta Street and the south limit is Date Street.

The trail will be constructed inside of the utility poles on both streets. The typical section for this concept for Industrial Avenue is shown in Figure 6.2. The right of way along Industrial Avenue is 60 feet. The utility poles are located on the edge of the right of way. Curb and gutter would be constructed along the west side of the street. A five foot wide buffer would be provided adjacent to the curb. The ten foot wide path would be constructed, leaving an additional five to ten feet for a buffer to the edge of the right-of-way and to the utility poles. The buffer areas could be landscaped with draught tolerant vegetation. The block of Industrial Avenue between California Street and Date Street is not paved. As part of the project, this block would be paved. A fence would be provided at the right-of-way line.

**Figure 6.2 Typical Section – Industrial Avenue**



The typical section for this concept for Railroad Avenue is shown in Figure 6.3. The right of way along Railroad Avenue is 60 feet. However, the distance between the utility poles is 50 feet. Curb and gutter currently exists along most of the west side of Railroad Avenue. A curb would be constructed on the east side of the street adjacent to the path. The street pavement width would be 32 feet back of curb to back of curb. A five foot buffer would be provided on the east side of the street behind the curb. The 10 foot multi-use path would be constructed. A three foot buffer would be provided between the trail and utility poles. An additional five foot buffer would be provided behind the poles. The buffer areas could be landscaped with low maintenance vegetation. A fence would be provided at the right-of-way line.

**Figure 6.3 Typical Section – Railroad Avenue**

At both ends of the project, sidewalk extension, curb ramps and crosswalk will be provided. These would be provided at the intersection of Industrial Avenue and California Street and at Railroad Avenue and Date Street.

### SR 115 Crossing Treatments

Traffic volumes on SR 115 are approximately 4,100 vehicles per day<sup>3</sup>. The posted travel speed on SR 115 at the railroad crossing is 45 mph. For these conditions, a speed reduction to 35 mph is recommended which will allow for an unprotected crossing provided consisting of a crosswalk, signing. A 35 mph zone has recently been provided on SR-115 for a two-block long section from SR-111 to the east. It is recommended that this zone be extended to east of the railroad tracks. On two lane residential and collector roads below 15,000 ADT with average vehicle speeds of 35 mph or less, crosswalks and warning signs (“Bike/Pedestrian Xing”) would be provided to warn motorists, and stop signs and slowing techniques should be used on the path approach. With 45 mph speeds approaching to and from the east of the railroad crossing, a “Hawk” pedestrian crossing signal (which provides a flashing beacon when activated) is recommended to provide for safe pedestrian crossing. The signal would be interconnected with the railroad crossing gates to provide for safe movement of vehicles across the railroad tracks.

Pedestrians and bicyclists will be separated on SR-115 between Railroad Avenue and Industrial Avenue. The existing paved shoulders on will be striped and market to provide Class II bicycle lanes providing a separation between pedestrians and bicyclists connecting the east and west sides of the multi-use trail. The existing sidewalks will accommodate pedestrians.

## 6.3 Connecting Projects

The following capital projects to provide connectivity to the railroad corridor and to movement across the railroad corridor on Main Street. Project sheet descriptions are provided in Appendix B.

<sup>3</sup> Caltrans Traffic Census Program, 2017

**East Main Street Sidewalks**

A sidewalk would be constructed on the south side of Main Street, extending from Industrial Avenue to Commercial Avenue. On the north side of Main Street, a sidewalk would be constructed from Industrial Avenue to Brown Avenue. Total length of the two sidewalk projects are 1,730 feet. This project would provide improved and safer pedestrian travel to and from the eastern part of the city. Nearly all pedestrian travel to and from the east side of Calipatria would utilize sidewalks on Main Street.

**Brown Avenue Sidewalks**

A sidewalk would be constructed on the east side of Brown Avenue between Main Street and Bonita Place. A short segment of sidewalk would be constructed on the west side of Brown Avenue from Main Street to where the existing sidewalk ends. Total length of the project is 660 feet.

**North Industrial Avenue**

A short segment of sidewalk would be constructed on the east side of Industrial Avenue from Main Street to where the existing sidewalk ends.

**Main Street Sidewalk Enhancement**

The sidewalks on Main Street are in good condition in most locations. A small amount of repair is needed to provide a level walking surface for the section of Main Street between Imperial Avenue and Centro Avenue on the north side of the street.

**Bonita Place**

Sidewalks would be constructed on the south side of Bonita Place between Brown Avenue and Commercial Avenue in order to provide safe pedestrian movement to the apartments located at the east end of this project.

## 6.4 Cost Estimates

**Multi-Use Trail Project Costs**

The estimated costs for the multi-use trail project is shown in Table 6.2. Costs include mobilization, clearing the project area, grading, constructing a 10 foot-wide trail with four inches of asphalt, providing curb and gutter as described above, sidewalk connections, pavement markings, signing, traffic control, providing the HAWK pedestrian crossing signal. A 30 percent contingency is provided for any design issues and also for use to provide street patching where needed adjacent to the trail.

**Sidewalk Project Costs**

The estimated costs for the sidewalk projects are shown in Table 6.3. Unit costs for cost estimates are derived from KOA Corporation's experience in providing engineering services to communities in Southern California. Estimates for the project costs strive to reflect the actual cost of construction as accurately as possible.

Table 6.2 Multi-Use Trail Cost Estimates

Item	Unit	Unit Cost	California to SR 115	SR 115 to Date	Quantity Total	Item Cost
Mobilization	LS	\$70,000.00	1	1	2	\$ 140,000
Clearing & Grubbing	LS	\$10,000.00	1	1	2	\$ 20,000
Erosion Control	LS	\$5,000.00	1	1	2	\$ 10,000
Grading	CY	\$40.00	833	1067	1900	\$ 76,000
12" Class II Base	SF	\$8.00	25980		25980	\$ 207,840
4" Asphalt Paving	SF	\$4.00	38480	16000	54480	\$ 217,920
Curb and Gutter	LF	\$35.00	1340	1640	2980	\$ 104,300
4" Sidewalk (5' wide)	SF	\$8.00	425	500	925	\$ 7,400
Sidewalk Ramps	EA	\$1,000.00	8	5	13	\$ 13,000
HAWK Signal	EA	\$250,000.00	1		1	\$ 250,000
Pavement Marking	LS	\$8,000.00	1	1	2	\$ 16,000
Signing	LS	\$6,000.00	1	1	2	\$ 12,000
Traffic Control	LS	\$5,000.00	1	1	2	\$ 10,000
<b>Sub Total</b>						\$ 1,084,460
<b>30% Contingency</b>						\$ 325,338
<b>Total</b>						\$ 1,409,798
<b>Administration/Engineering (15%)</b>						\$ 211,470
<b>Total Project Cost</b>						\$ 1,621,268

Table 6.3 Project Cost Estimates for Sidewalk Projects

IMPROVEMENT	UNIT	COST	QTY	Const Cost	Cont/Eng/Env	Total
Concrete Sidewalk (1 side of street)	Per Linear Foot	\$70	1200	\$84,000	\$33,600	\$117,600
Curb/gutter	Per Linear Foot	\$50	1200	\$60,000	\$24,000	\$84,000
<b>Segment Total</b>						<b>\$201,600</b>
Concrete Sidewalk (1 side of street)	Per Linear Foot	\$70	530	\$37,100	\$14,840	\$51,940
Curb/gutter	Per Linear Foot	\$50	530	\$26,500	\$10,600	\$37,100
<b>Segment Total</b>						<b>\$89,040</b>
Concrete Sidewalk (1 side of street)	Per Linear Foot	\$70	490	\$34,300	\$13,720	\$48,020
Curb/gutter	Per Linear Foot	\$50	490	\$24,500	\$9,800	\$34,300
<b>Segment Total</b>						<b>\$82,320</b>
Concrete Sidewalk (1 side of street)	Per Linear Foot	\$70	170	\$11,900	\$4,760	\$16,660
Curb/gutter	Per Linear Foot	\$50	170	\$8,500	\$3,400	\$11,900
<b>Segment Total</b>						<b>\$28,560</b>
Concrete Sidewalk (1 side of street)	Per Linear Foot	\$70	170	\$11,900	\$4,760	\$16,660
Curb/gutter	Per Linear Foot	\$50	170	\$8,500	\$3,400	\$11,900
<b>Segment Total</b>						<b>\$28,560</b>
Concrete Sidewalk (1 side of street)	Per Linear Foot	\$70	50	\$3,500	\$1,400	\$4,900
<b>Segment Total</b>						<b>\$4,900</b>
Concrete Sidewalk (1 side of street)	Per Linear Foot	\$70	630	\$44,100	\$17,640	\$61,740
Curb/gutter	Per Linear Foot	\$50	625	\$31,250	\$12,500	\$43,750
<b>Segment Total</b>						<b>\$105,490</b>
						<b>\$540,470</b>

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## 6.5 Maintenance Strategy

It is important to all roadway users that existing and proposed bicycle and pedestrian facilities are properly maintained. Bicyclists often avoid using bike facilities that provide cracked pavement, gravel, broken glass, waste, and other debris. They will instead ride in the roadway or sidewalks to avoid these types of hazards. Pedestrians will similarly walk in the roadway if no sidewalks exist along their route, sidewalks are obstructed by overgrown vegetation, large tripping hazards along the sidewalk, or if there are no curb ramps provided for ADA accessibility. Bicycle and pedestrian facilities must be maintained for proper use to provide safety accessibility to all active transportation users.

Roadway conditions are very important when providing bicyclists with bicycle facilities. When roadway improvements are planned for implementation, they should also consider the needs of bicyclists so that the roadway improvements do not create any undesired results that may cause issues with bicyclists. Roadway improvements such as overlay projects can offer a great opportunity to implement bicycle facilities when restriping the roadway.

Conditions of sidewalks are very important in making sidewalks usable and accessible for pedestrians. Existing and future sidewalks should be maintained to eliminate debris, cut back on overgrown vegetation, fix any tripping hazards, and remove other obstructions that may limit the visibility of pedestrians.

New pedestrian and bicycle facilities can be an exciting projects for the area but along with new facilities come the added maintenance. This plan provides a list of many wanted and needed new bicycle and pedestrian facilities. In advance of any new active transportation project, the City must consider the impacts of on-going maintenance needs for each individual project. This plan recommends that bicycle and pedestrian facilities continue to be maintained as part of the City's regular roadway and public right-of-way maintenance programs.

# Appendix

Appendix A: Proposed Shared Used Path

**CITY OF CALIPATRIA  
PROPOSED SHARED USED PATH**

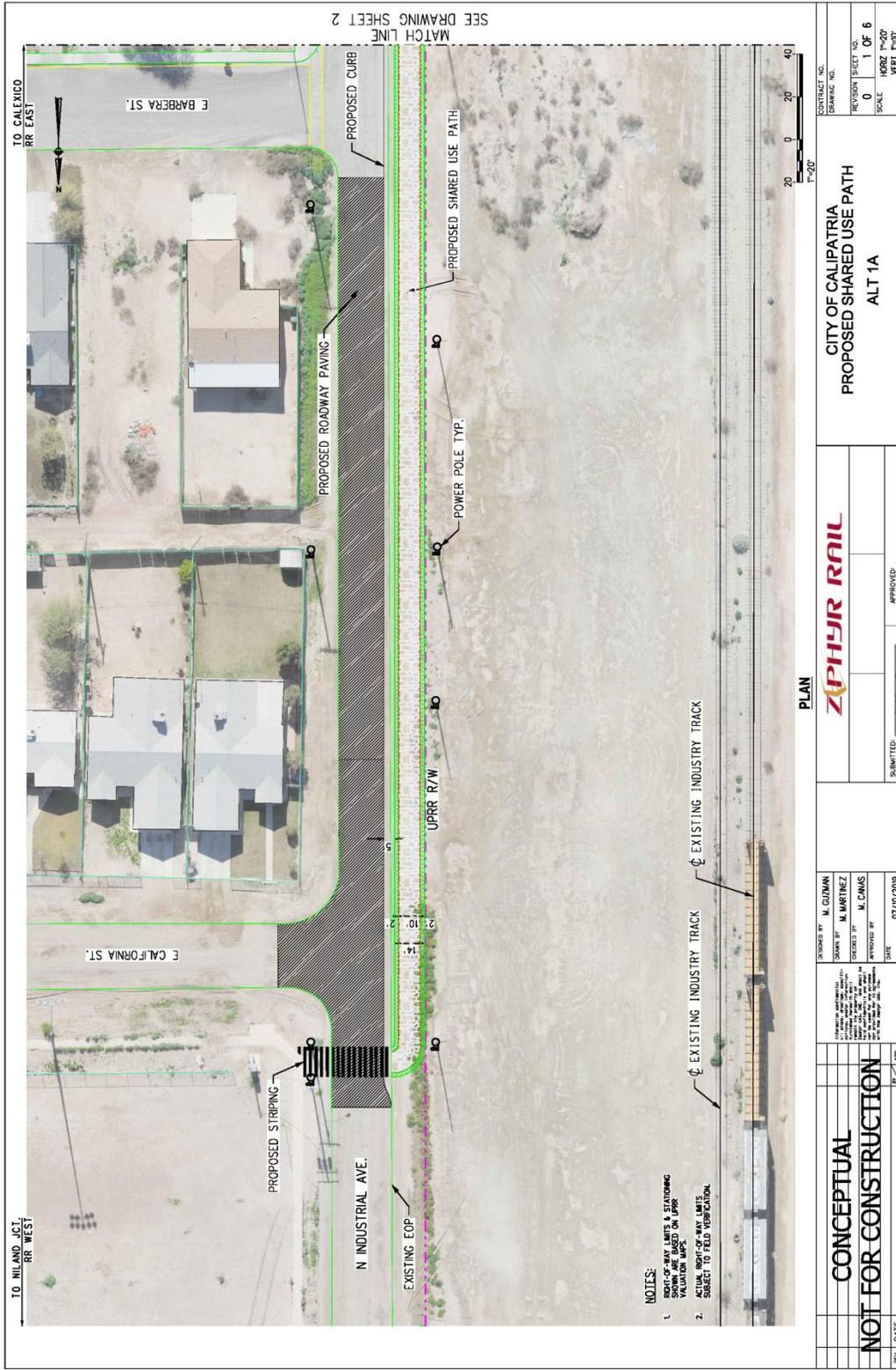


VICINITY MAP  
NOT TO SCALE

INDEX OF DRAWINGS

SHEET NO.	DWG NO.	TITLE
1	ALT 1A -01	CITY OF CALIPATRIA PROPOSED SHARED USED PATH ALT 1A
2	ALT 1A -02	CITY OF CALIPATRIA PROPOSED SHARED USED PATH ALT 1A
3	ALT 1A -03	CITY OF CALIPATRIA PROPOSED SHARED USED PATH ALT 1A
4	ALT 1A -04	CITY OF CALIPATRIA PROPOSED SHARED USED PATH ALT 1A
5	ALT 1A -05	CITY OF CALIPATRIA PROPOSED SHARED USED PATH ALT 1A
6	ALT 1A -06	CITY OF CALIPATRIA PROPOSED SHARED USED PATH ALT 1A





- NOTES:**
1. RIGHT-OF-WAY LIMITS & STATIONING REFLECTED ON UPRR VALUATION MAPS.
  2. ACTUAL RIGHT-OF-WAY LIMITS SUBJECT TO FIELD VERIFICATION.

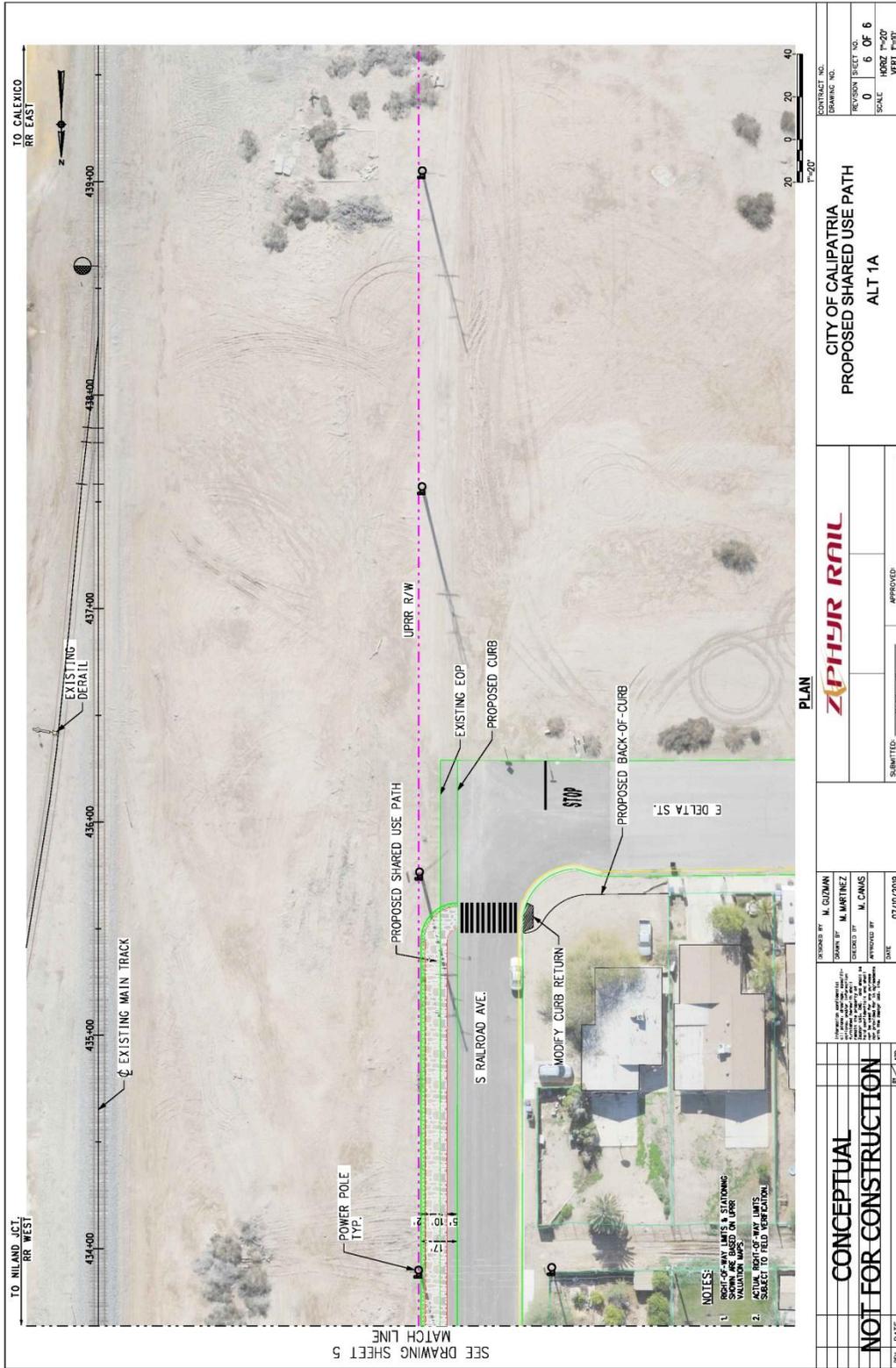
<p>CONTRACT NO. _____ DRAWING NO. _____</p>		<p>REVISION / SHEET NO. 0 / 1 OF 6</p>	
<p>SCALE: HORIZ: 1"=200' VERT: 1"=40'</p>		<p>CITY OF CALIPATRIA <b>PROPOSED SHARED USE PATH</b> ALT 1A</p>	
<p>OWNER BY: M. SUZMAN DESIGNED BY: M. MARTINEZ CHECKED BY: M. CHAVIS APPROVED BY: _____ DATE: 07/10/2019</p>		<p>APPROVED: _____ SUBMITTED: _____</p>	
<p><b>CONCEPTUAL</b> <b>NOT FOR CONSTRUCTION</b></p>		<p>PLAN <b>ZEPHYR RAIL</b></p>	











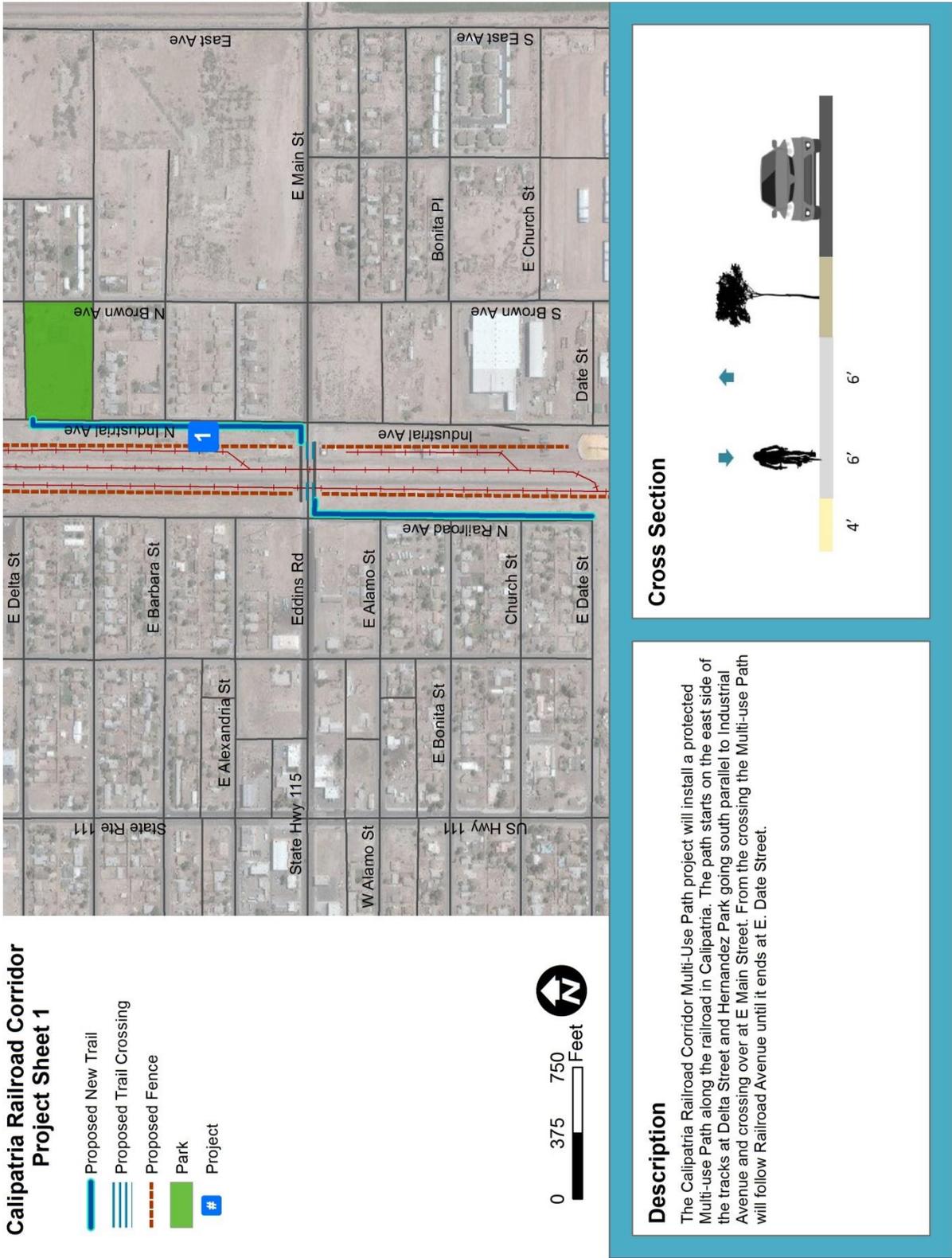
SEE DRAWING SHEET 5

- NOTES:
1. RIGHT-OF-WAY LIMITS & STATIONING SHOWN ARE BASED ON THE LATEST AVAILABLE VALUATION MAPS.
  2. ACTUAL RIGHT-OF-WAY LIMITS SUBJECT TO FIELD VERIFICATION.

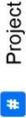
<p>CONTRACT NO. _____</p> <p>DRAWING NO. _____</p> <p>REVISION   SHEET NO.  </p> <p>0   6 OF 6</p> <p>SCALE   HORIZ 1"=20'  </p> <p>VERT 1"=10'  </p>	
<p><b>CITY OF CALIPATRIA</b></p> <p><b>PROPOSED SHARED USE PATH</b></p> <p><b>ALT 1A</b></p>	
<p><b>ZEPHYR RAIL</b></p>	
<p>OWNER BY: M. SUZMAN</p> <p>DESIGNED BY: M. MARTINEZ</p> <p>CHECKED BY: M. CHAVIS</p> <p>APPROVED BY: _____</p> <p>DATE: 07/10/2019</p>	<p>APPROVED: _____</p>
<p>BY: [Signature] / [Name]</p> <p>DATE: _____</p>	
<p><b>CONCEPTUAL</b></p> <p><b>NOT FOR CONSTRUCTION</b></p>	

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 8/1/2019 8:51:10 AM mrs.martinez

APPENDIX B: PROJECT SHEETS

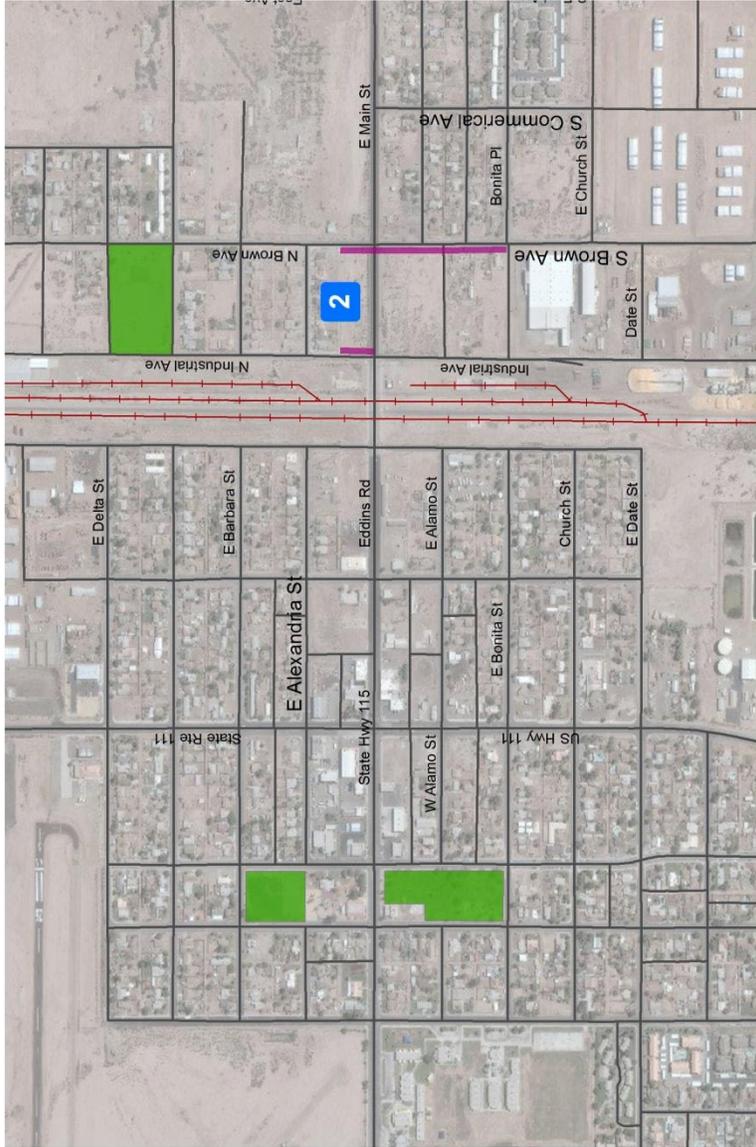


## Calipatria Railroad Corridor Project Sheet 2

-  Proposed New Sidewalk
-  Park
-  Project



0 500 1,000 Feet



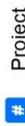
### Cross Section

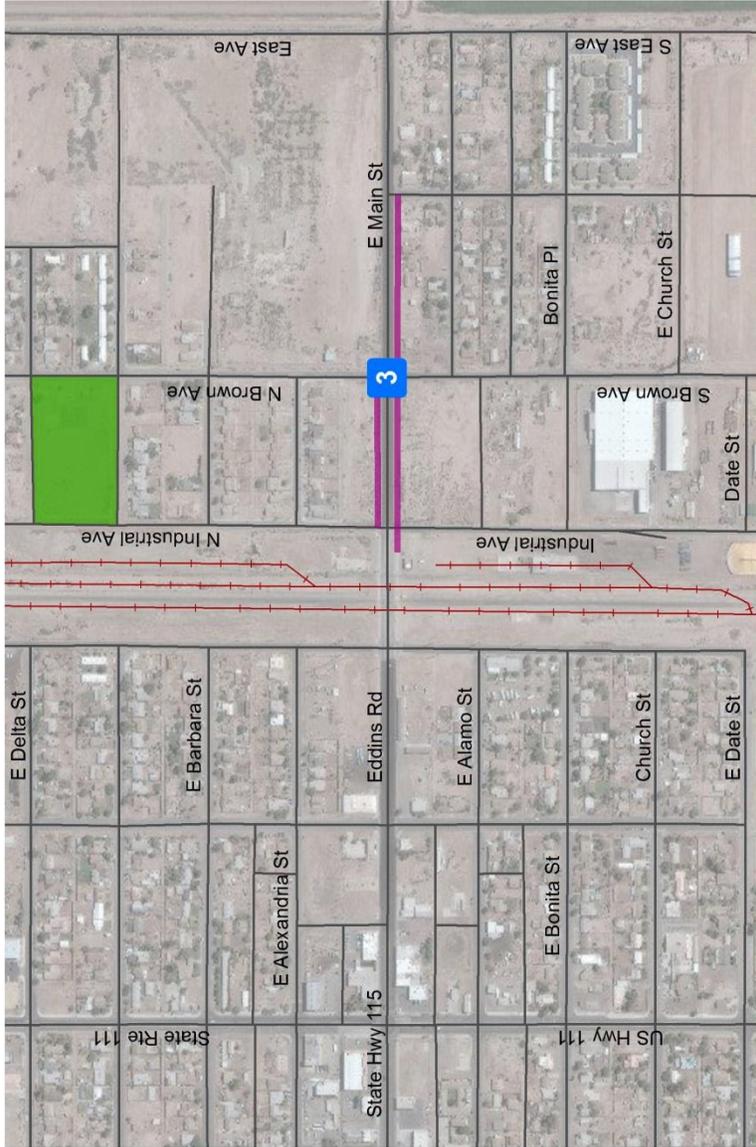


### Description

The Brown and Industrial Avenue Sidewalk Project north will install sidewalks on the east side of Industrial Ave. north of Main St. and on the west side of Brown Ave. north and south of Main St. The sidewalk improvements will connect to existing sidewalk infrastructure and make traversing to Main Street easier for local residents.

### Calipatria Railroad Corridor Project Sheet 3

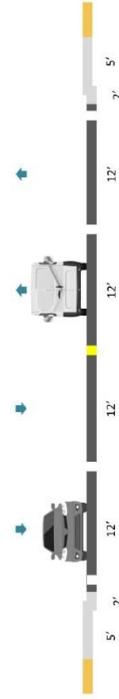
-  Proposed New Sidewalk
-  Park
-  Project



#### Description

The Main Street Sidewalk Project will install sidewalks on both sides of Main Street from the railroad junction to Brown Ave. and south of Main Street from Brown Ave. to S. Commercial Ave. The sidewalk improvement project will connect pedestrian access from east Calipatria to the west.

#### Cross Section



**Appendix C: Public Involvement Information**

The City of **Calipatria** invites you to:

**Community Workshop**

for the

**The RAILROAD CORRIDOR  
MULTI-USE BICYCLE  
MASTER PLAN**

The City would like to improve bicyclists and pedestrian travel by providing a safer and more comfortable travel along and across the Union Pacific railroad corridor. The City is investigating opportunities to develop a multi-use bicycle path along the railroad.

At this meeting **YOU** will have an opportunity to help us identify risks that you face while walking or biking along the corridor or crossing the railroad tracks. We are looking for ideas on how to improve your travel in this part of the City. Findings from the meeting will help the City with engineering recommendations for projects in the corridor.

**COME JOIN US!**



**Tuesday**

**March 19**

**2019**

**6:00PM to 8:00PM**

City Hall  
125 N Park Avenue  
Calipatria, CA 92233

Questions or  
Comments?

Please email  
[cprem@koacorp.com](mailto:cprem@koacorp.com)



The City of **Calipatria** invites you to an:

## Open House

for  
**The RAILROAD CORRIDOR  
MULTI-USE BICYCLE  
MASTER PLAN &  
PROPOSED DATE STREET  
PARK AND SIDEWALK  
IMPROVEMENTS**

A proposed multi-use walking trail to be constructed next to the Union Pacific Railroad tracks will be presented. A list of recommended sidewalk projects will also be available for review and comment.

The City will also be presenting proposed park, sidewalk, street curb and gutter improvements for Date Street between Highway 111 and Railroad Avenue. The combination of both projects will greatly improve walking options in Calipatria.

At this meeting **You** will have an opportunity to review and provide comments on the proposed plans.

### COME JOIN US!



**Tuesday  
October 15  
2019  
Between  
6:00PM to 7:30PM**

Community Center  
150 N. Park Avenue  
Calipatria, CA 92233

Questions or  
Comments?

Please email  
[cprem@koacorp.com](mailto:cprem@koacorp.com)



# City of Calipatria Railroad Corridor Master Plan: Survey

The City of Calipatria Railroad Corridor Master Plan is a transportation planning effort that, when complete, will provide guidance to improving bicycle and pedestrian facilities, safety to school and visual appearance. Help shape the future of Calipatria and make your voice heard by filling out this survey!



**1** How would you best describe your relationship with the project area? (Check all that apply) (See Map Reverse Side)

- 80% Resident
- Business Owner
- Employee
- 10% Student
- 20% Visitor/Patron
- Other

**2** What is your gender?

- 64% Male
- 36% Female
- Prefer not to answer

**3** What is your age?

- 8% 0-18
- 28% 19-30
- 28% 31-45
- 36% 45+

**4** How do you travel throughout Calipatria? (Check all that apply)

- 50% Walk
- 14% Bike
- Transit
- 100% Drive
- Electric Vehicles
- Other (please specify) \_\_\_\_\_

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

	Not at all	A little	A lot
Walking	7%	28%	28%
Bicycling	14%	21%	28%
Transit	28%	28%	7%
Driving	21%	28%	14%



If you have any questions, please contact or email us at: [rj\\_medina@calipatria.com](mailto:rj_medina@calipatria.com)

**6** Where would you like to see better bicycle and pedestrian facilities located?

- 50% Parks
- 50% Schools
- 7% Community Centers
- 21% Transit/Bus Stops
- 50% Along Main St.
- 28% Along Sorensen Ave
- 7% Other (please specify) \_\_\_\_\_

**7** Do you have any of these concerns with the railroad corridor in Calipatria?

- 21% Noise
- 36% Not safe to cross
- 14% Not safe to bike in vicinity
- 28% Visual appearance
- 28% None
- Other (please specify) \_\_\_\_\_

**8** Do you want to stay informed about this project? If so, please provide your email address below. If you prefer, you may provide your phone number instead.

Email: \_\_\_\_\_  
Phone: \_\_\_\_\_

Return To:  
Rom Medina  
City of Calipatria  
City Manager  
(760) 348-4141

# CIUDAD DE CALIPATRIA

## Railroad Corridor Master Plan: Encuesta

El Plan del Corredor de ferro carril de la ciudad de Calipatria es un esfuerzo de planificación del transporte que, cuando se complete, proporcionara orientación para mejorar las instalaciones de bicicletas y peatonales, seguridad a la escuela y tenga una apariencia visual. ¡Ayude a moldear el futuro de Calipatria y haga que su voz se escuche al completar esta encuesta!



**1** ¿Como describiría su relación con la zona del Proyecto? (Marque todos los que apliquen) (Mire el Mapa en el lado de atrás)

- Residente                       Propietario de negocio  
 Empleado                       Estudiante  
 Visitante/jefe                 Otro

**2** ¿Cuál es su género?

- ¿Hombre?  
 ¿Mujer?  
 Prefiero no responder

**3** ¿Cuál es su edad?

- 0-18     19-30     31-45     45+

**4** ¿Como viaja a lo largo de Calipatria?

- ¿Caminando?                 Otro (especifique) \_\_\_\_\_  
 ¿Bicicleta?                    \_\_\_\_\_  
 ¿Transito?                    \_\_\_\_\_  
 ¿Maneja?                      \_\_\_\_\_  
 ¿Vehículos Electrónicos?

**5** ¿Que tan preocupado esta por la seguridad de los siguientes modos de transporte?

	nada	poco	mucho
Caminando			
Bicicleta			
Transito			
Manejando			



If you have any questions, please contact or email us at: [rj\\_medina@calipatria.com](mailto:rj_medina@calipatria.com)

**6** ¿En dónde le gustaría ver mejores instalaciones para bicicletas y peatones?

- Parques  
 Escuelas  
 Centros de comunidad  
 Transito/parada de autobus  
 A lo largo de Main St.  
 A lo largo de Sorensen Ave.  
 Otro (especifique) \_\_\_\_\_

**7** ¿Tiene alguna de estas preocupaciones con el corredor del ferrocarril en Calipatria?

- Ruido  
 No es seguro cruzar  
 No es seguro andar en bicicleta  
 Apariencia Visual  
 Nada  
 Other (please specify) \_\_\_\_\_

**8**

Quiere estar informado sobre este proyecto? Su es así, proporcione su correo electronico. Si lo drefiere, puede proporcinar su numero de telefono.

Comeo electronico: \_\_\_\_\_  
 Telefono: \_\_\_\_\_

Devolver el correo a:  
 Rom Medina  
 City of Calipatria  
 City Manager  
 (760) 348-4141

# RAILROAD CORRIDOR MULTI-USE PATH: BIKEWAY MASTER PLAN

The purpose of the plan is to provide planning and conceptual design for a multi-use path along the railroad corridor and identify connecting projects that will:

- Improve connections across the railroad
- Make travel safer
- Improve the look of the area
- Reduce noise



- 1** Industrial Ave: Multi-use trail
- 2** Railroad Ave: Multi-use trail
- 3** SR-115: Sidewalks south side
- 4** SR-115: Sidewalks north side
- 5** Brown Ave: Sidewalks east side
- 6** North Industrial Ave: Sidewalks east side
- 7** Brown Ave: Sidewalks west side
- 8** Main St: Sidewalk repair
- 9** Bonita Pl: Sidewalks south side
- 10** SR-115: Bicycle lanes both sides



The trail will include the following design features:



# CORREDOR MULTI-USO: PLAN MAESTRO CICLISTA

El plan busca proveer diseños conceptuales y de planificación para la creación de un corredor multiuso adjacente a la vía ferroviaria. A su vez, el plan identificará otros proyectos que ayudarán a:

- Mejorar las conexiones que atraviesen la vía ferroviaria
- Aumentar la seguridad
- Crear un ambiente más gradable para los residentes
- Reducir el ruido



- 1** Industrial Ave: Corredor Multiuso
- 2** Railroad Ave: Corredor Multiuso
- 3** SR-115: Nuevas banquetas al sur
- 4** SR-115: Nuevas banquetas al norte
- 5** Brown Ave: Nuevas banquetas al este
- 6** North Industrial Ave: Nuevas banquetas al este
- 7** Brown Ave: Nuevas banquetas al oeste
- 8** Main St: Reparación de la banqueta
- 9** Bonita Pl: Nuevas banquetas al sur
- 10** SR-115: Nuevos carriles para bicicletas en ambos lados de la calle



El corredor incluirá estos elementos:

