

### 3.1 OVERVIEW OF CIRCULATION PLAN

The McCabe Ranch II Circulation Plan complements the Land Use Plan and creates a safe, interconnected system for both vehicles and pedestrians. The Land Use Plan provides narrow front setbacks, orients buildings to the street, and encourages front porches to create comfortable streetscapes that encourage pedestrian activity, passive visual surveillance, and social interaction throughout the Plan area. The Circulation Plan emphasizes comfortable streetscapes via a hierarchy of walkable streets lined with sidewalks, paseos, bike facilities, medians and landscaping. The design of the Circulation Plan emphasizes visual and physical connectivity to the parks and schools. The pedestrian and bicycle facilities provide the residential areas with connections to the multiple community amenities, while the landscaping, including street tree canopies and landscape areas provide all Plan area roadways with shade, a comfortable human scale, and attractive planting areas. Short residential blocks and open cul-de-sacs further enhance the Plan and reinforce the goals of a pedestrian orientation, recreation, and social interaction. The Circulation Plan also provides the community with convenient access to the regional arterial and highway network.

The Circulation Plan also connects to adjacent planned roadways in the Heber Community and the City of El Centro. In the southern portion of the Specific Plan area, abuts the Heber Community along Correll Road. The northern portion of the plan abuts the sphere of influence of the City of El Centro at McCabe Road. In the western portion of the Plan area, the Main Parkway Entry on SR-86 is aligned to allow it to connect to Dogwood Road.

### 3.2 PROPOSED ROADWAYS

The Circulation Plan includes nine roadway types that serve a variety of functions: Dogwood Road; Correll Road; McCabe Road; Main Entry Parkway (at State Route 86 and Dogwood Road); Entry Avenue (at McCabe Road and Farnsworth Road), Collector Street (at State Route 86 and Correll Road); Community Park Street with Paseo (southern extension of Farnsworth Road); Mid-Volume Residential Street with Paseo, Residential Street; Private Drive; Business Park Access and Commercial Street.

The proposed roadways that bound the Plan area (i.e., Dogwood, McCabe, Black Hills, and Correll roads) are designed consistent with the Street Cross-Sections identified in the Imperial County General Plan, Circulation Element (**Table 3-1**). The configurations of the proposed internal roadways are essentially based on the Street Cross-Sections identified in the Imperial County General Plan per road classification (**Figure 3-1**) with minor exceptions (**Table 3-2**). Deviations of road widths for internal roads area are also acceptable where the Traffic Study requires a larger roadway, additional travel lanes and turn lanes. At no point will the Plan's roads' right-of-way be less than that which is required by the Imperial County General Plan at time of the recordation of Tract Map.

As discussed in Section 1.8 – Relationship to Existing Plans and Regulations, an amendment to the Circulation Element of the Imperial County General Plan may be required to ensure that the proposed roadways of the McCabe Ranch II Specific Plan are consistent with the goals of the County's General Plan pursuant to the requirements of California State Law (Government Code §65454).

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**TABLE 3-1**  
**CROSS-SECTION DESIGN CRITERIA FOR RECOMMENDED ROADWAY CLASSIFICATIONS<sup>D</sup>**

Roadway Classification	Travel Way No. Lanes/Width	ROW Width	Road Surface Width	Parkway Width	Paved Shoulder No/Width	Median Width	Median Shoulder No/Width	Minimum Design Speed (MPH) <sup>a</sup>
Expressway (6)	6 – 12'	210, <sup>b</sup>	154'	56'	2 – 10'	46'	2 – 8'	65
Prime Arterial	6 – 12'	136, <sup>c</sup> 6'	106'	30'	2 – 8'	18'	None	65
Minor Arterial	4 – 12'	102'	82'	20'	2 – 8'	18'	None	55
Major Collector (Collector)	4 – 12'	84'	64'	20'	2 – 8'	None	None	55
Minor Collector (Local Collector)	2 – 12'	70'	40'	30'	2 – 8'	None	None	30
Local County (Residential)	2 – 12'	60'	40'	20'	2 – 8'	None	None	30
Local County (Residential Cul-de-Sac or Loop Street)	2- 12'	60'	40'	20'	2-8'	None	None	30
Major Industrial Collector (Industrial)	4 – 12'	96'	76'	20'	2 - 9'	10'	None	30
Industrial Local	2 – 13'	64'	44'	20'	2 – 9'	None	None	25

*Footnote:*

- a. The minimum design speed shall be used as a guideline only. Final minimum design speeds are subject to the Director of Public Works determination and approval.
- b. 164 feet of ROW if transit is planned with roadway (such as on Dogwood Road). Additional ROW needed at intersections and IID facilities not included within 164 feet.
- c. 136' is the minimum, however if transit lanes or ROW is needed for utility corridors or other public facility structures, the ROW width will be greater as determined by the County.
- d. All ROW dimensions are MINIMUM and may be wider as determined on a case by case basis. Please consult with the County.

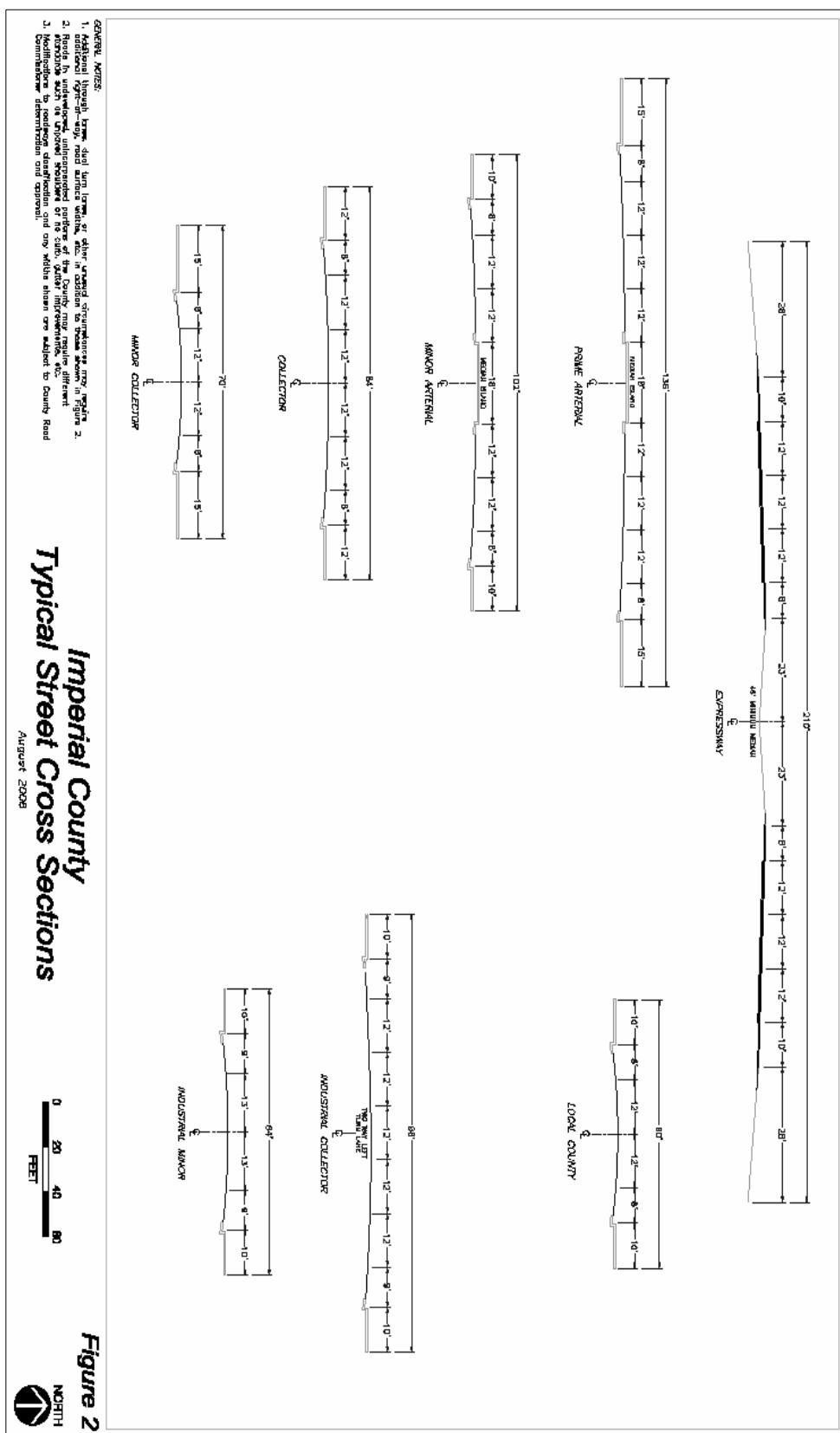
*General Notes:*

Additional through lanes, dual turn lanes, or other unusual circumstances may require additional right-of-way, road surface widths, etc. in addition to those shown in Table 1.

Roads in undeveloped, unincorporated portions of the County may require different standards such as unpaved shoulders or no curb, gutter improvements, etc.

Modification to roadway classification and any widths shown are subject to County Road Commissioner determination and approval.

## FIGURE 3-1 GENERAL PLAN CIRCULATION ELEMENT STREET CROSS SECTIONS



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*County of Imperial*  
June 2010

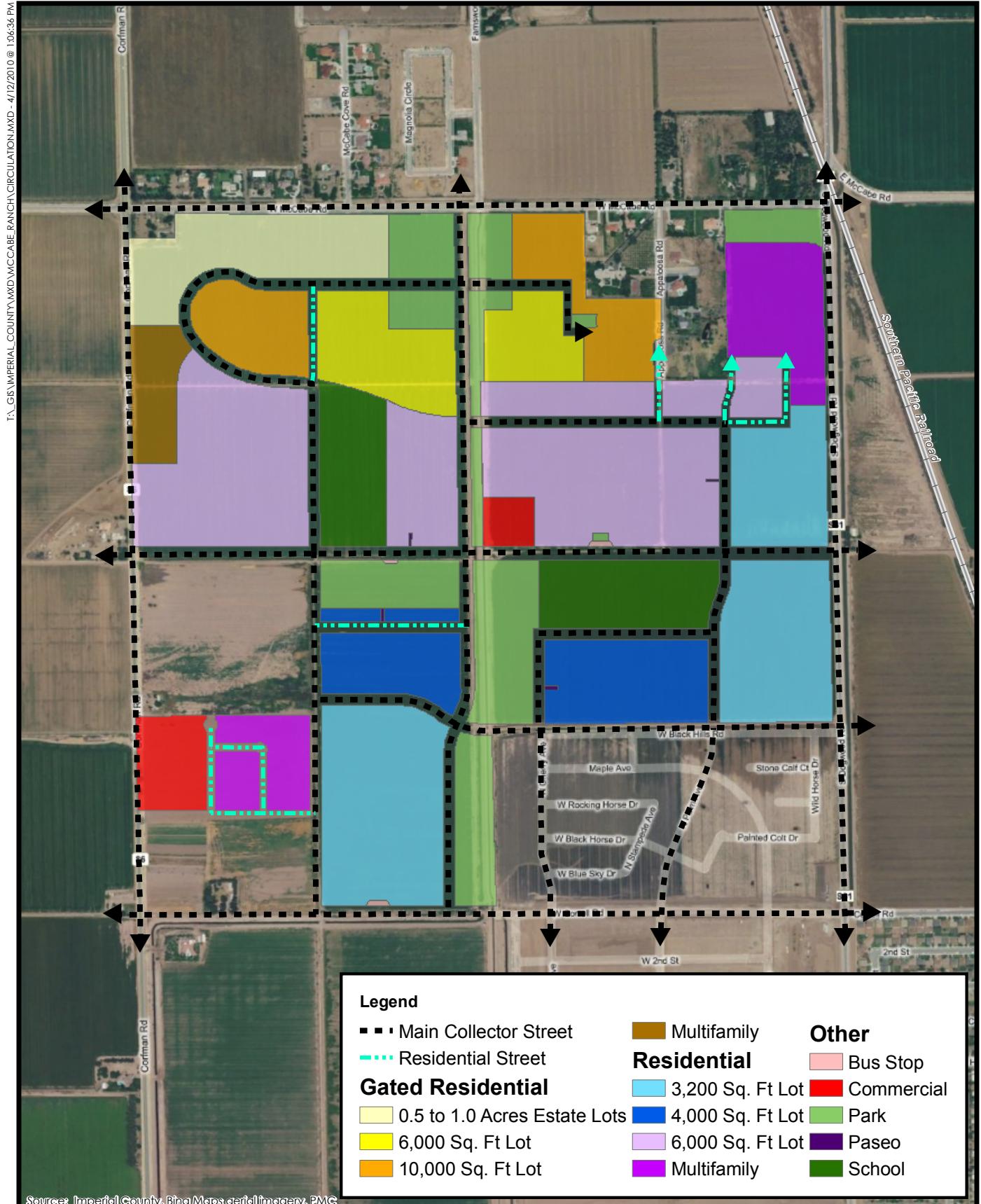
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## *McCabe Ranch II Specific Plan*

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**Figure 3-2**  
Vehicular Circulation Plan

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### 3.2.1 DESIGN AND ENGINEERING STANDARDS

The Circulation Plan includes several roadway types, all of which are strategically designed to accommodate the anticipated vehicular and pedestrian traffic volumes. **Table 3-2** and the following section detail the design and engineering standards for these roadways. Improvements to the arterial roadways and highways surrounding the McCabe Ranch II Specific Plan are also discussed. The distribution of these roadways throughout McCabe Ranch II is presented on the Vehicular Circulation Plan (**Figure 3-2**).

All proposed roadways that cross-over the canals owned by the Imperial Irrigation District will be developed in collaboration with the Imperial Irrigation District.

#### State Route 86

According to the Imperial County General Plan, State Route 86 (SR-86) is an existing two lane conventional highway. SR-86 is major north-south transportation corridor that traverses all of Imperial County from the international border to the Riverside County line. SR-86 provides vehicular access to the main entry of the Plan area, as well as to McCabe, Correll, and the Main Entry Parkway roads. Road improvements at these intersections could range from acceleration and deceleration lanes to full intersections as determined by the EIR Traffic Study. The Circulation Plan does not include improvements to the roadway sections because this roadway is designed and maintained by Caltrans. However, the Plan is consistent with Caltrans requirements for access points and right-of-way width for SR-86.

**TABLE 3-2**  
**ROADWAY SUMMARY<sup>1</sup>**

Roadway Name	Right-of-Way	Pavement Width <sup>2</sup>	Vehicle Lanes	Lane Width	Street Parking	Pedestrian/Bicycle Component	Figure Reference
Dogwood Road <sup>3</sup>	210'	154'	6	12'	n/a	Dual 6' Class II Bike Lanes / within 10' shoulders Dual 5' Sidewalks	3-4
McCabe Road <sup>3</sup>	136'	136'	6	12'	n/a	Dual 6' Class II Bike Lanes / within 10' shoulders Dual 5' Sidewalks	3-5
Main Entry Parkway (at Farnsworth Road)	102'	82'	4	12'	Within 9' parking lanes on both sides	Dual 6' Class II Bike Lanes / Dual Community Paseos 12' (w/ 5' sidewalks & 7 landscaped areas)	3-6
Main Entry Parkway (at Dogwood Road)	102'	82'	4	12'	Within 9' parking lanes on both sides	Dual 6' Class II Bike Lanes / Dual Community Paseos 12' (w/ 5' sidewalks & 7 landscaped areas)	3-7
Correll Road <sup>3</sup>	102'	82'	4	12'	Within 9' parking lanes on both sides	Dual 6' Class II Bike Lanes / Dual Community Paseos 12' (w/ 5' sidewalks & 7 landscaped areas)	3-8
Minor Collector (ILocal) include Black Hills Road, Cherry Avenue and Palm Avenue	70'	52'	2	12'	Within 8' parking lanes on both sides	Dual 6' Class II Bike Lanes & Dual 5' sidewalks	3-9
Business Park	64'	46'	2	12'	Within 8'	Dual 6' Class II Bike Lanes	3-10

Roadway Name	Right-of-Way	Pavement Width <sup>2</sup>	Vehicle Lanes	Lane Width	Street Parking	Pedestrian/Bicycle Component	Figure Reference
Business Park and Commercial Streets	64'	46'	2	12'	Within 8' parking lanes on both sides	Dual 6' Class II Bike Lanes & Dual 5' sidewalks	3-10
Gated Community Loop Street (MCL)	70'	52'	2	12'	Within 8' parking lanes on both sides	Dual 6' Class II Bike Lanes & Dual 5' sidewalks	3-11
Residential Street	60'	40'	2	9'	Within 8' on both sides	Dual 5' sidewalks	3-12
Private Alley	20'	20'	2	10'	n/a	n/a	3-13

1. Caltrans is responsible for design, maintenance, and improvements to State Route 86. As such, this roadway is not included in the McCabe Ranch II Circulation Plan.

2. Measured to face of curb.

3. Half-street improvement only.

### **Dogwood Road**

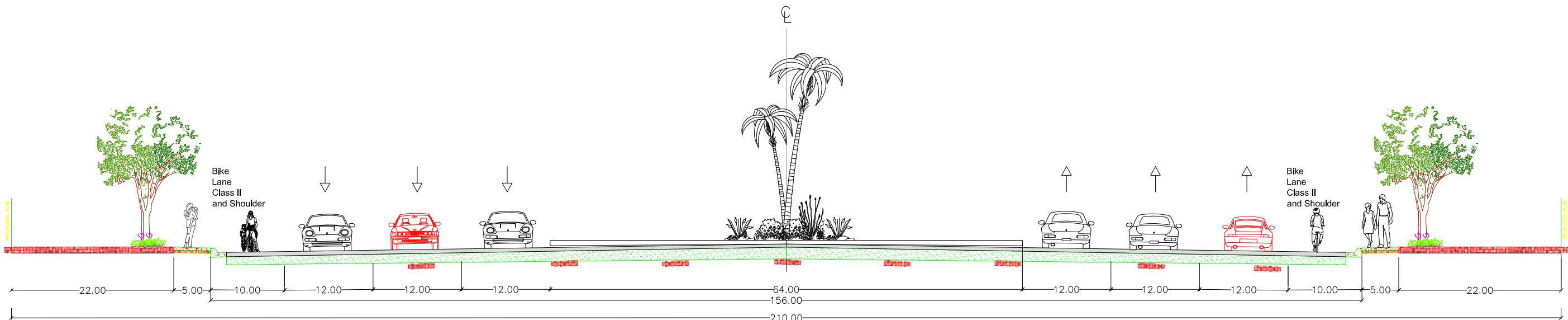
Dogwood Road is a north-to-south trending roadway that forms the eastern border of the Plan area. This segment of Dogwood Road is planned as an Expressway that primarily functions to carry high volumes of vehicular traffic and connect with other arterial roadways and expressways. Access from the Plan area to Dogwood Road is afforded by four local access roads provided within the Business Park as well as McCabe, Entry Parkway, Black Hills, and Correll roads.

The design of Dogwood Road features a 210-foot right-of-way. The configuration of this right-of-way is depicted in **Figure 3-3** and includes a 46-foot median for future transit use with 8-foot shoulders, three 12-foot vehicle lanes in each direction, and 6-foot Class II bicycle lanes within 10-foot shoulders adjacent to each curb. Beyond each curb, 5-foot sidewalks and 23-foot landscape area. The landscaped area will also include a 6-foot height sound wall on top of a 2-foot earthen berm at immediately adjacent residential neighborhoods to create a buffer from traffic noise.

### **McCabe Road**

McCabe Roads trends east-to-west and forms the northern border of the Plan area. This segment of McCabe Road is planned as a Prime Arterial designed to carry high vehicular traffic volumes and connect with other arterial roadways and expressways. Main Entry (Farnsworth) Avenue roadways provide access from the conventional residential neighborhoods and gated community to this roadway.

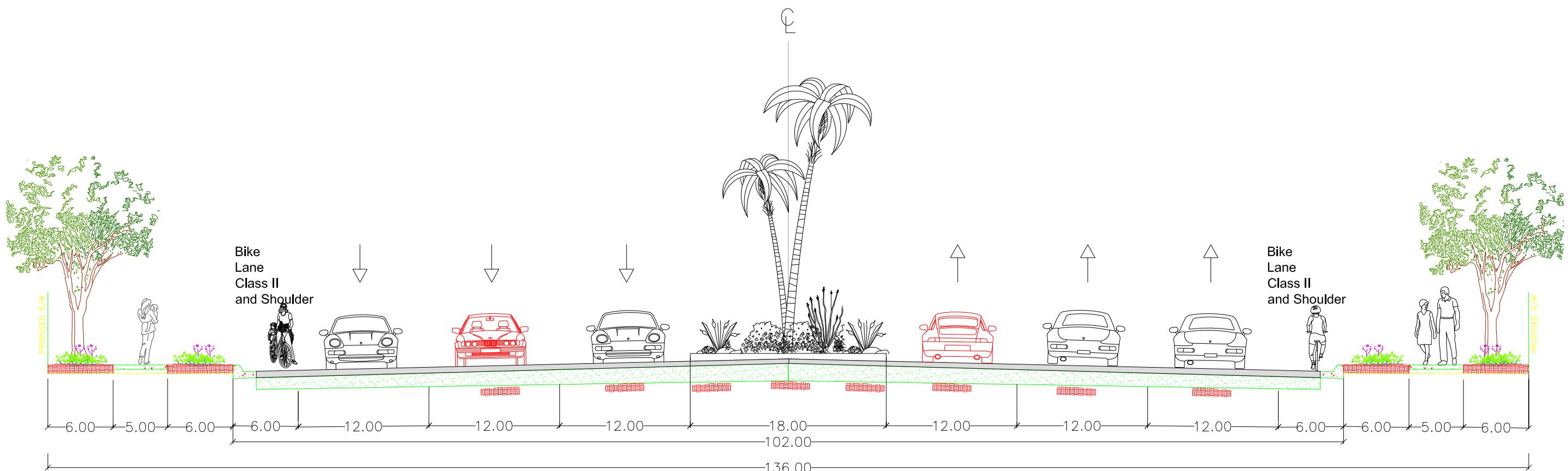
The design of McCabe Road features a 136-foot right-of-way. The configuration of this right-of-way is depicted in **Figure 3-4** and includes an 18-foot median landscaped at focal points only, three 12-foot vehicle lanes in each direction, and 6-foot Class II bike lanes adjacent to each curb. The south side of this right-of-way features a 5-foot sidewalk and 12-foot landscape area. This area also includes a 6-foot height sound wall on top of a 2-foot earthen berm at immediately adjacent residential neighborhoods to create a buffer from traffic noise. The earthen berm is not provided adjacent to the large stormwater detention areas, the residential neighborhoods adjacent to the stormwater detention areas will be required to provide earthen berms between their rear lots and the detention areas.



Source: Imperial County, 2009

Figure 3-3  
Dogwood Road Cross Section

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Source: Imperial County, 2009

Figure 3-4  
McCabe Road Cross Section

### Main Entry E/W Parkway (at State Route 86 and Dogwood Roads)

The Main Entry Parkway (at State Route 86 and Dogwood Roads) roadway is the primary east-west entrance to the McCabe Ranch II Specific Plan area. This major collector style roadway is designed with four vehicle lanes in each direction to provide high volume vehicular access to the conventional residential neighborhood, gated community, commercial area, schools and parks. This roadway is also designed as an impressive visual amenity with two broad landscaped paseos on either side of the roadway. At both the Main Entry Parkway and State Route 86 and Main Entry Parkway and Dogwood Road intersections, special open space areas, landscaped with water or other features and project signage shall be development to create grand entrances to the Plan.

The design of this roadway features a 102-foot right-of-way. As depicted in **Figure 3-5**, and includes two 12-foot vehicle lanes in each direction, and 6-foot Class II bike lanes adjacent to each curb. Both sides of this right-of-way features 12-foot paseos comprised of a 5-foot sidewalk and a 7-foot landscape area). Street trees and street lights are provided within this area. This area also includes a 6-foot height sound wall on top of a 2-foot earthen berm is provided along the right-of-way at immediately adjacent residential neighborhoods to create a buffer from traffic noise.

### Main Entry N/S Parkway (at McCabe Road)

The Main Entry Parkway (at McCabe Road) roadway is the primary north-south entrance to the McCabe Ranch II Specific Plan area. It also serves as the southern extension of Farnsworth Road. This major collector style roadway is designed with four vehicle lanes in each direction to provide high volume vehicular access to the conventional residential neighborhood, gated community, commercial area, schools and parks. This roadway is also designed as an impressive visual amenity with two broad landscaped paseos on either side of the roadway. At the Main Entry Parkway and McCabe Road intersection a special open space area, landscaped with water or other features and project signage shall be development to create grand entrance to the Plan. This is similar to the Main Entry Parkway (at State Route 86 and Dogwood Roads) entrances, creating a uniform community design.

The design of this roadway features a 102-foot right-of-way. As depicted in **Figure 3-6**, and includes a two 12-foot vehicle lanes in each direction, and 6-foot Class II bike lanes adjacent to each curb. Both sides of this right-of-way features 12-foot paseos comprised of a 5-foot sidewalk and a 7-foot landscape area). Street trees and street lights are provided within this area. This area also includes a 6-foot height sound wall on top of a 2-foot earthen berm is provided along the right-of-way at immediately adjacent residential neighborhoods to create a buffer from traffic noise.

### Correll Road

Inside the southeastern border of the Plan area and trending east-to-west is Correll Road. This segment of Correll Road is planned as a Minor Arterial designed to carry medium traffic volumes and connect to collectors and/or expressways. Rows of street trees are provided on both sides of the street. The proposed design for Correll Road reflects the proposed western extension of this roadway from Oak Avenue to State Route 86.

Correll Road features a 102-foot right-of-way. As depicted in **Figure 3-7**, and includes a two 12-foot vehicle lanes in each direction, and 6-foot Class II bike lanes adjacent to each curb. The north side of this right-of-way features a 12-foot paseo comprised of a 5-foot sidewalk and a 7-foot landscape area). Street trees and street lights are provided within this area. This area also includes a 6-foot height sound wall on top of a 2-foot earthen berm is provided along the north side of Correll Road right-of-way at immediately adjacent residential neighborhoods to create a buffer from traffic noise.

### **Minor Collector (local) Streets**

The minor collector (local) style streets include the extensions of Black Hills Road, Cherry Avenue and Palm Avenue from the McCabe Ranch I Subdivision. The roads are designed to serve the medium level traffic volumes anticipated at the residential and school areas. As shown in **Figure 3-8**, these roadways feature a 70-foot right-of-way, which includes one 12-foot vehicle lane in each direction. Landscape curb bulb-outs are provided at all intersections. Beyond the vehicle lanes, there are two 6-foot Class II bike lanes on each side of the street. Both sides of this right-of-way will also feature 5-foot sidewalks and 4 foot landscape buffers.

### **Business Park and Commercial Streets**

The Business Park and Commercial Streets are designed to serve the medium level traffic volumes anticipated at the commercial and mixed use areas. As shown in **Figure 3-9**, this roadway features a 64-foot right-of-way, which includes one 12-foot vehicle lane in each direction. Landscape curb bulb-outs are provided at all intersections. Beyond the vehicle lanes, one 6-foot Class II bike lane on one side of the street. Both sides of this right-of-way feature a 5-foot sidewalk and a 5-foot landscape area.

### **Gated Community Loop Street (MCL)**

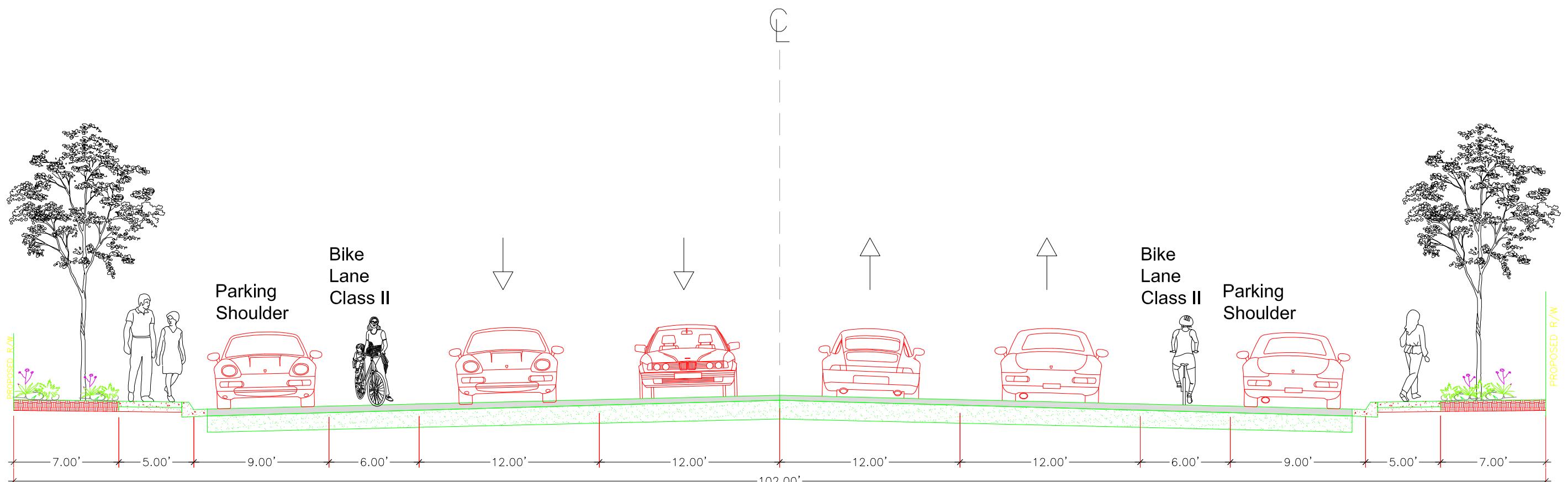
The Gated Community Loop Street is a minor collector (local) style street. The roads are designed to serve the medium level traffic volumes anticipated at the residential and school areas. As shown in **Figure 3-10**, these roadways feature a 70-foot right-of-way, which includes one 12-foot vehicle lane in each direction. Landscape curb bulb-outs are provided at all intersections. Beyond the vehicle lanes, there are two 6-foot Class II bike lanes on each side of the street. Both sides of this right-of-way will also feature 5-foot sidewalks and 4 foot landscape buffers.

### **Residential Street**

Residential streets comprise the majority of roadways within the Plan area and area designed to encourage safe vehicle speeds and accommodate low traffic volumes within residential areas. These roadways feature a 60-foot right-of-way. The design of the residential street is illustrated in **Figure 3-11** and includes one 9-foot vehicle lane in each direction and a parking lane within 8-feet of each curb. Beyond the parking lane, an 8-foot landscape area is provided to buffer the 5-foot sidewalk from the roadway.

### **Private Alley**

Private alleys are provided to service rear-loaded lots with garage access provided at the rear of the lot via the alley. Private alleys are adequately sized for two-way vehicular circulation and emergency vehicle access. The goal of private alleys is to enhance the streetscape of residential areas by allowing garage access at the rear of the lot and eliminating the view of garage doors from the streetscape. Private alleys feature a 20-foot right-of-way (**Figure 3-12**), which includes 10-feet in each direction for two-way travel. Public Utility Easements (PUE) of 5-feet in width are provided on either side of the private alley right-of-way to accommodate utilities and shallow-rooted landscape materials.

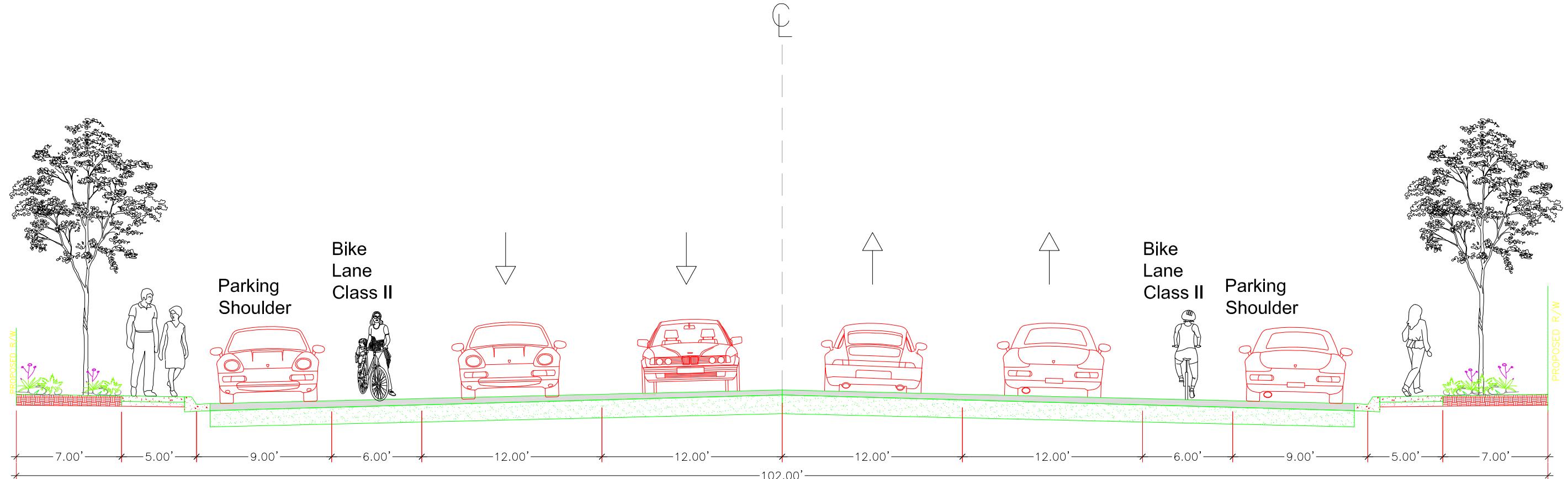


Source: Imperial County, 2009

**Figure 3-5**

## Main Entry Parkway – 86 and Dogwood

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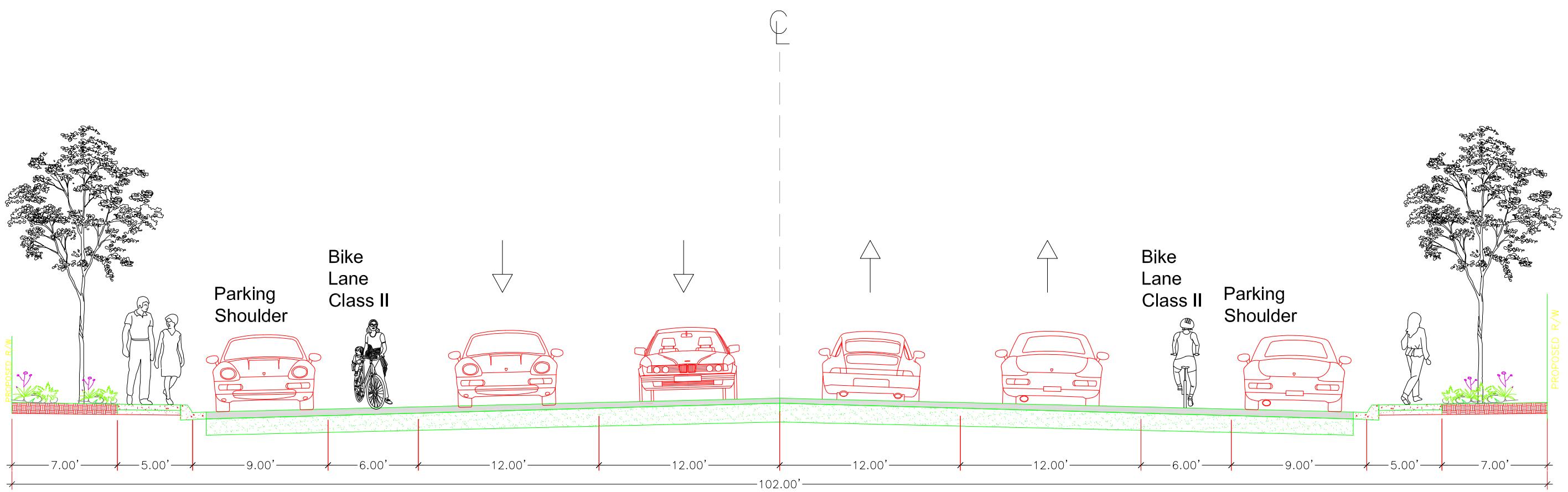


Source: Imperial County, 2009

Figure 3-6

Main Parkway Entry – Farnsworth

**PMC**  
McCarthy



Source: Imperial County, 2009

Figure 3-7  
Correll Road Cross Section

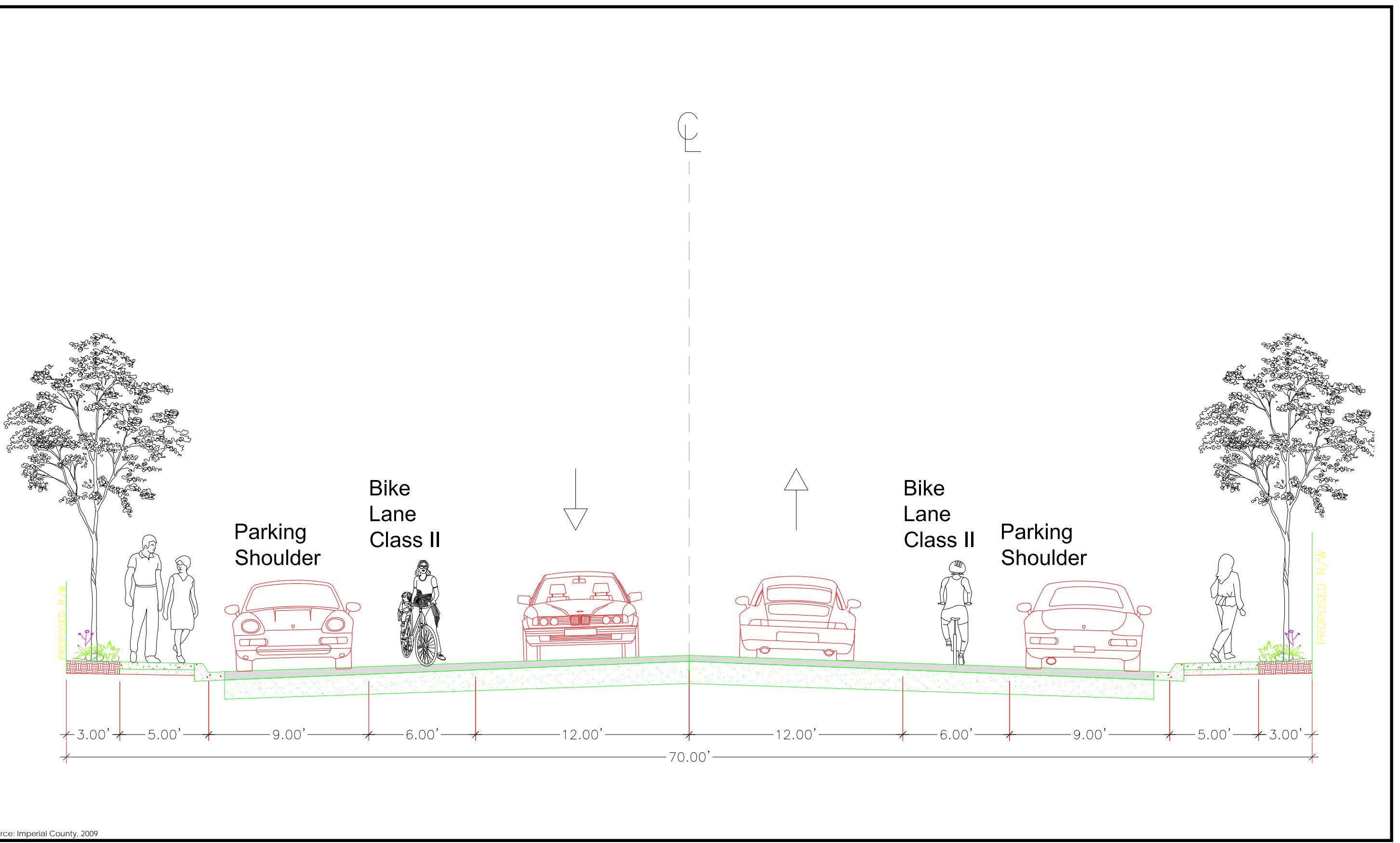
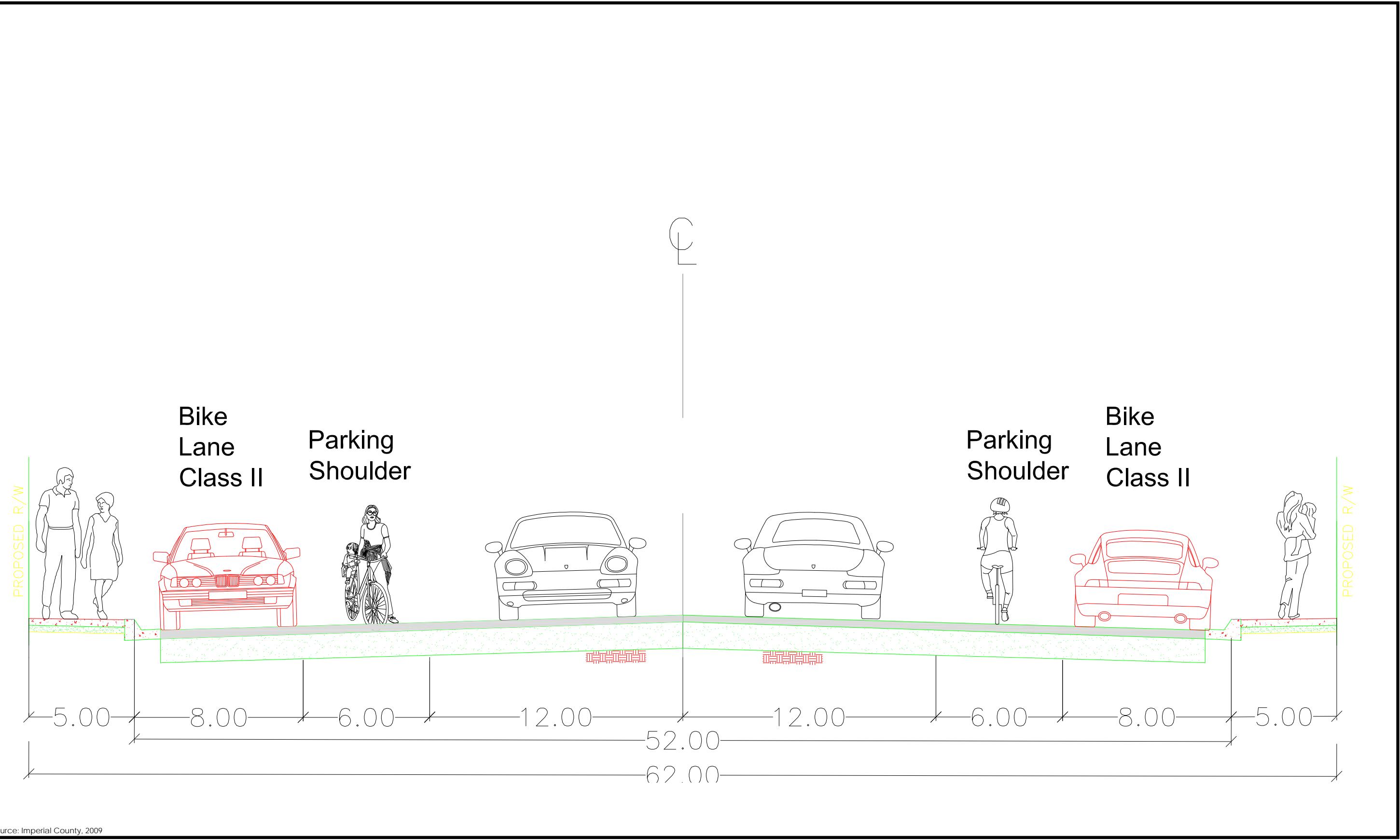


Figure 3-8

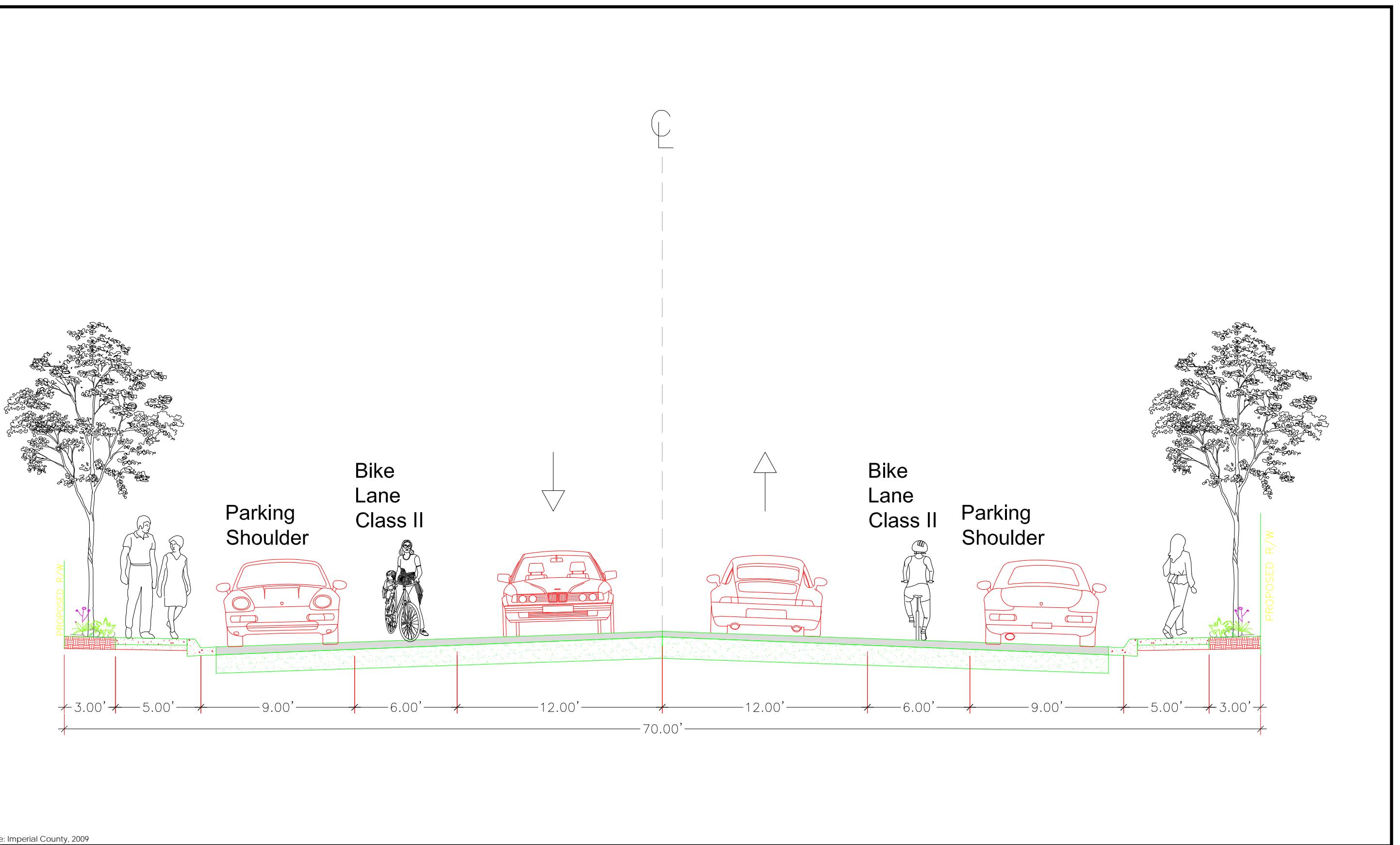
Minor Collector Cross Section

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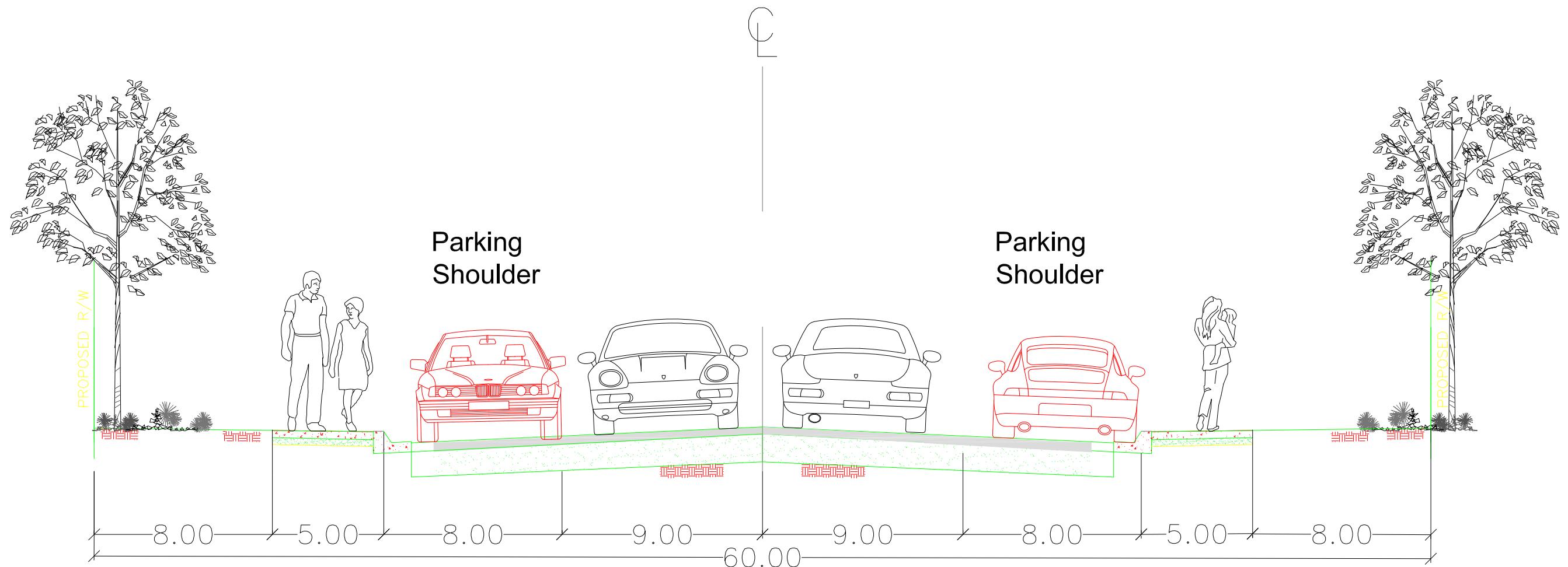
Source: Imperial County, 2009

Figure 3-9  
Business Park and Commercial Streets Cross Section



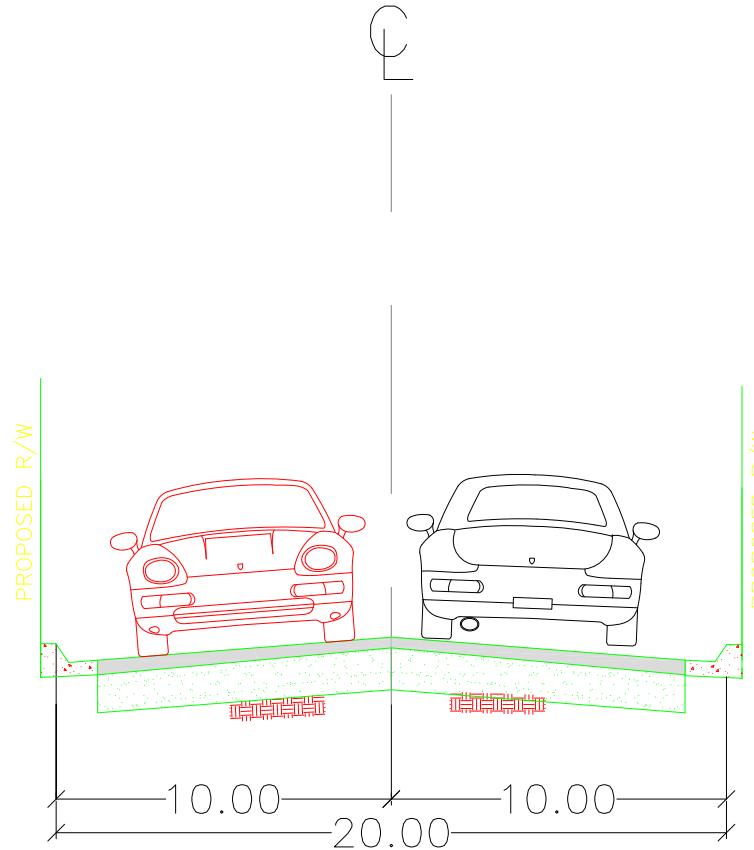
Source: Imperial County, 2009

Figure 3-10  
Gated Community Loop Cross Section



Source: Imperial County, 2009

**Figure 3-11**  
Residential Street Cross Section  
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Source: Imperial County, 2009

**Figure 3-12**  
Private Alley Cross Section

### 3.2.2 STREET CHARACTER AND LANDSCAPING

#### **Landscaping**

Landscaping within roadway rights-of-way and required landscape easements primarily consists of drought-tolerant groundcover and shallow-rooted tree species requiring minimal irrigation, fertilization, and maintenance. As discussed in Section 3.2.1, the Circulation Plan proposes landscape areas within roadway medians, within the right-of-way areas outside the vehicle lanes, and within required landscape easements adjacent to roadway rights-of-way. Responsibilities regarding the financing and maintenance of landscape and tree areas within roadway rights-of-way and required landscape easements are provided in Section 7.0 – Public Facilities Financing and Phasing Plan.

#### **Community Walls Program**

Community walls are provided in key locations within the Plan area to provide visual screening, attenuate noise impacts, contribute to a unifying aesthetic theme, and/or define the limits of the community and enhance entry features. Walls are also used to provide aesthetically consistent screening between private and public spaces in some areas. The locations of required community walls are provided in Figure 2-12. A detailed discussion of the community walls program is provided in Section 2.0 – Land Use Plan.

#### **Cul-de-Sacs**

This layout is adequate for fire and rescue vehicles since the area of special pavers accommodates large vehicle turning radii.

The Plan area also incorporates a reduced radius cul-de-sac (less than 150 feet) that helps promote a walkable environment. The reduced radius cul-de-sac requires less pavement therefore providing more opportunities for landscaped elements, improved water quality due to reduced runoff, and reductions in future maintenance costs. Reduced radius cul-de-sacs have been shown to accommodate fire and rescue vehicles in other jurisdictions and only exist where they do not limit emergency access. The reduced radius cul-de-sac allows fire vehicles to drive in to provide services and then back out easily (due to the short length) when they are finished, unlike standard cul-de-sacs, which allow fire vehicles to drive around them. The reduced radius cul-de-sacs have the following restrictions:

- The cul-de-sac must not be longer than 150 feet,
- No parking is be allowed in the bulb of the cul-de-sac,
- There must be a minimum of 4 feet of clearance around any obstruction (light pole, electrical box, etc) on the sidewalks,
- Driveways must be American Disability Act compliant,
- Fire hydrants must be located at the beginning of the cul-de-sac radius, and
- Curbs must be provided on all public streets.

#### **School bus Pick-Up**

School bus pick-up locations shall be identified by the school districts and incorporated into the street design configurations, including at the location of school sites. Turnouts shall be provided

to accommodate busses and vehicles. Bus stop shelters with seating shall be provided at each bus-pick-up location as prescribed by the school district.

### **3.2.3 TRAFFIC CALMING MEASURES**

The Circulation Plan is designed with various traffic calming measures in order to promote a safe and pedestrian friendly environment. Traffic calming design elements include narrower streets, medians, shorter blocks, knuckles, street tree canopies, landscape bulb-outs, roundabouts, and landscaped sidewalks and paseos; all of which enhance safety and encourage lower traffic speeds. In addition to these elements, streets are designed to be shorter in length and have fewer straight sections in order to discourage high vehicular speeds.

### **3.2.4 INTERSECTION OPERATION AND SIGNALIZATION**

The layout of roadways within the Plan area is designed to minimize through traffic and promote safety. There are three main project access points located at the intersection of SR-86 and the Main Entry Parkway (west), between McCabe Road and Correll Road (western extension); at the intersection of McCabe Road and Farnsworth Road between SR-86 and Dogwood Road; and at Dogwood Road and Main Entry Parkway (east) between McCabe Road and Correll Road. Traffic signal control shall be provided at each of these three intersections. The remaining project access points (two at Black Hills Road and Correll Road) will be right-in right-out uncontrolled intersections with turn pockets. There are two additional roads connecting Plan to McCabe Ranch I (Cherry Avenue and Palm Avenue).

All-way stop controls with crosswalks is recommended at each corner of the elementary school sites to slow down vehicles and improve driver awareness of children/pedestrians, as well as to provide positive control for pedestrian crossings. In addition, other intersections within the Specific Plan area may require the installation of additional all way stop controls with crosswalks where there is a potential of vehicle and student pedestrian conflicts.

## **3.3 PEDESTRIAN AND BICYCLE NETWORK**

A hierarchy of parks and paseos and sidewalks are provided to promote non-vehicular movement through the Plan area, and to connect the conventional residential neighborhoods and gated community. Paseos also connect pedestrian traffic to the commercial areas of the Plan. The pedestrian paseo/ sidewalk network is an important component in ensuring connectivity and promoting pedestrian activity in the Plan area. In addition to promoting pedestrian activity, the Plan area also provides a design that encourages bicycle use for both recreation and transportation purposes. A bike path route coincides with the pedestrian paseo/sidewalk network and the major road network providing residents and visitors with additional non-vehicular travel options. **Figure 3-13** displays the pedestrian and bicycle circulation plan.

### **3.3.1 CLASS I BIKE PATH**

Class I bike paths provide a completely separate right-of-way designated for the exclusive use of bicycles and pedestrians with cross-flows by motorists minimized. The Plan area provides a 6-foot Class I bike path along pedestrian paseo/sidewalk network, parks and schools. This bike path will also provide maintenance vehicles with access to the detention basin.

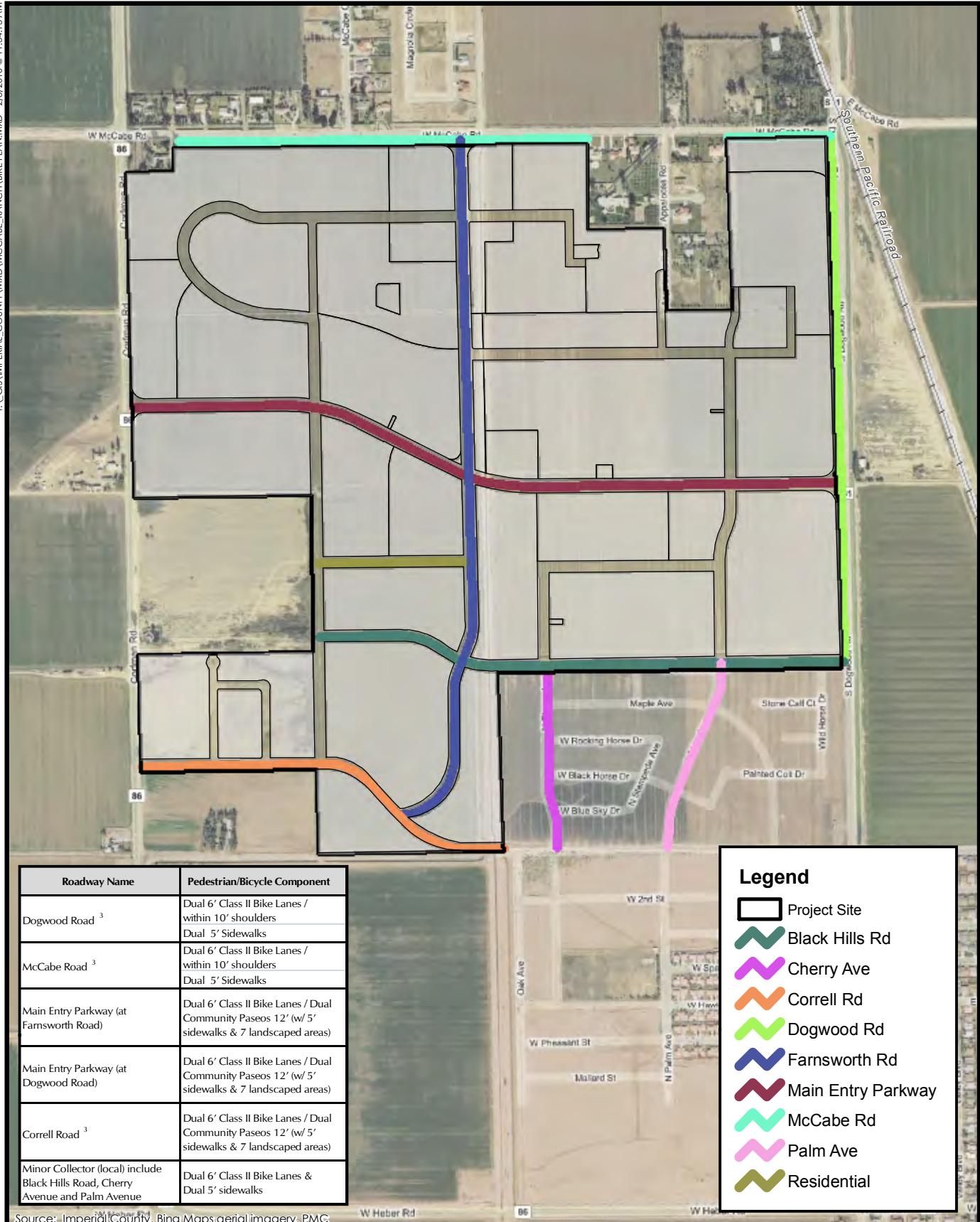
### **3.3.2 CLASS II BIKE LANES**

Class II bike lanes are lanes on the outside edge of roadways reserved for the exclusive use of bicycles, and designated with special signing and pavement markings. Class II bike lanes are

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provided on street segments anticipated to carry high vehicular traffic volumes such as both segments of the Main Entry Parkway and Correll Road to enhance bicycle safety. Class II bike lanes feature a 6-foot zone on the outside edge of roadways reserved for the exclusive use of bikes and designated with special signage and standard pavement markings.



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**Figure 3-13**  
Bicycle and Pedestrian Plan

**PMC**

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### 3.3.3 CLASS III BIKE ROUTES

Class III bike routes are roadways recommended for bicycle use and often connect to bike lanes and bike paths. Routes are designated with signs only and may not include additional pavement width. Class III bike routes are provided on roadways on which low vehicular traffic volumes are anticipated and design speeds are low. Class III bike routes are proposed on the community park Street and on selected streets that lead to the community park or through the community. Each Class III bike route transforms to a Class II bike lane as roadways trend away from the center of the Plan area and traffic volumes increase. These bike routes are designated with signage only and share the roadway with other vehicles.

## 3.4 PUBLIC TRANSIT

The Imperial County Transit Authority offers public transit service to various cities and destinations within Imperial County. Currently, there is no public transit service provided to the Plan area. However, the need for public transit is expected upon build-out of the McCabe Ranch II Specific Plan. The Plan identifies two mass transit stops. Both are located on the east-west Main Parkway.

Additionally, the Dogwood Road right-of-way provides a 46-foot median to accommodate a possible future transit corridor. It is unknown at this time where possible transit stops may be located. However, if a transit stop is located adjacent to the intersection of Dogwood Road and Main Entry Parkway, the paseo/sidewalk network will provide an enhanced pedestrian pathway to points within the Plan area. The County shall coordinate with Imperial Valley Transit Authority to serve the Plan area with public transit service if and when such service becomes appropriate.

Additionally, the following principals have been incorporated into the design of the McCabe Ranch II Specific Plan in order to reduce vehicle miles travel, thereby reducing environmental impacts due to automobile traffic.

**TABLE 3-3**  
**VEHICLE MILES TRAVELED REDUCTION MEASURES**

<b>Strategy</b>	<b>Source Category</b>	<b>Project Measure</b>
Reduce VMT	Transportation	The inclusion of commercial and other residential-serving land uses will help reduce VMT for residents of the proposed project.
Reduce vehicle emissions	Transportation	Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles.
Reduce vehicle emissions	Transportation	Implement on-site circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment.
Reduce VMT	Transportation	On and off-site pedestrian and bicycle improvements to encourage non-motorized forms of transportation, secure bike storage at parks and recreation areas and retail facilities, new bicycle lanes.
Reduce VMT	Transportation	Provide facilities for buses and other transit options.
Reduce VMT	Transportation	Create bicycle lanes and walking paths directed to the location of schools, parks, and other destination points.