

SYSTEM ANALYSIS AND EVALUATION FOR ROUTE RELINQUISHMENT



STATE ROUTE 86

11-IMP-86-PM 0.0/23.8

From State Route 111 to 0.5 mile south of Fredricks Road



Prepared by: Caltrans District 11 System Planning Branch



July 2011

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System Analysis and Evaluation for Route Relinquishment Report: SR-86
11-Imp-86-PM 0.0/23.8

General

Overall, the SR-86 TSAE Report is well presented, clear, and concise. Obviously, the PSR/PSSR will flesh more specifics, detailed maps, and funding requirements. Headquarters System Planning Branch concurs with District 11's decision to relinquishment SR-86. At this time, we have no further comments.

Reviewers:

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Transportation System Analysis and Evaluation (TSAE) for State Route 86
Relinquishment

July 2011

This Transportation System Analysis and Evaluation (TSAE) was developed by the District 11 Regional & System Planning Branch in conjunction with the Imperial County and Development Review Branch of the District 11 Planning Division. This document addresses the elements described below in determining the appropriateness of relinquishing portions of SR 86 between the beginning of the route at SR-111(PM IMP R0.00) and 0.5 mile south of Fredricks Road (PM IMP 23.8) at the junction with the SR-78 Brawley Bypass.

Imperial County has been experiencing rapid growth and development, especially along the SR-86 corridor. This development growth is expected to continue in the future. The County of Imperial, the City of El Centro, the City of Imperial, and the City of Brawley have expressed an interest in having full control of portions of SR-86 so they would have the ability to issue permits to new developments for roadway connections, thereby eliminating the need to obtain State encroachment permits or State involvement.

The SR-111 expressway is a completed facility that runs parallel to SR-86 from SR-98 to SR-78. SR-111 is an integral part of the "NAFTA Farm-To-Market Highway", which consists of the SR-7 expressway, the SR-111 expressway, the SR-78/111 Brawley Bypass, and the existing SR-86 expressway north of Brawley. This high level expressway system is designed to facilitate interregional travel throughout the Imperial and Coachella Valleys, improves intercity and international travel between Baja California, Mexico, and Los Angeles, and provides an improved facility for the movement of goods throughout the region. This system will be complete once construction is completed on the Brawley Bypass.

Although SR-111 can accommodate existing and short-term future traffic growth, an additional north/south highway is necessary to handle future traffic growth. A new four-lane highway in the vicinity of the existing two-lane Forrester Road is planned to extend from SR-98 to SR-78. The Forrester Road corridor has also been identified as part of the "NAFTA Net" as a high percentage of vehicle traffic in this corridor will be transporting international cargo to destinations in the Los Angeles region and beyond. One alternative under consideration is to develop Forrester Road as a State Highway between SR-98 and SR-78.

Both the SR-111 and Forrester Road facilities will carry the majority of interregional and international traffic which will provide traffic relief on SR-86. South of the City of Brawley, SR-86 carries primarily localized and regional traffic, and this portion of the roadway clearly does not function as an interregional transportation facility or serve its purpose as a State Highway.

For purposes of discussion in this report, SR-86 will be separated into seven segments:

- Segment 1 - County of Imperial - SR-111(PM IMP 0.0) to Duff Road (PM IMP 5.0)
- Segment 2 - City of El Centro - Duff Road to I-8 (PM IMP 6.0)
- Segment 3 - City of El Centro - I-8 to Treshill Road (PM IMP 8.8)
- Segment 4 - City of Imperial - Treshill Road to Ralph Road (PM IMP 12.3)
- Segment 5 - County of Imperial - Ralph Rd to 0.3 miles south of Legion Rd (PM IMP 18.9)
- Segment 6 - City of Brawley - 0.3 miles south of Legion Rd to City of Brawley West City Limits (PM IMP 21.4)

Segment 7 – City of Brawley West City Limits (PM IMP 21.4) to 0.5 mile south of Fredricks Road (PM IMP 23.8).

1. Description of Route and Basis of Request for Relinquishment

A) Provide county, route number, post miles, functional classification, and other designations (such as STAA truck terminal access route or other designations as applicable).

State Route 86 (SR-86) is a north-south State highway facility located in Imperial County. SR-86 begins at State Route 111 (SR-111) (PM IMP R0.00) north of the U.S./Mexico International Border and the City of Calexico, and extends 67.8 miles northward (roughly parallel to SR-111) along the western shore of the Salton Sea, terminating at the Imperial County/Riverside County line (PM IMP 67.80).

The portion of SR-86 being evaluated for relinquishment is from the beginning of the route at Junction SR-111(PM IMP R0.0) to 0.5 mile south of Fredricks Road (PM IMP 23.8).

The existing facility is shown in the following table:

SR-111 (PM IMP 0.0) to Danenberg Rd (PM IMP 5.5)	Two lane conventional highway
Danenberg Road to I-8 (PM IMP 6.0)	Four lane conventional highway
I-8 to Adams Avenue/Imperial Avenue (PM IMP 7.3)	Four lane conventional highway
Adams Avenue/Imperial Avenue junction to 0.3 miles south of Legion Road (PM IMP 18.9)	Four lane expressway
0.3 miles south of Legion Road to Brandt Road (PM IMP 21.7)	Four lane conventional highway
Brandt Road to 0.5 mile south of Fredricks Road (PM IMP 23.8).	Four Lane Expressway

The federal functional classification of SR-86 from SR-111 (PM IMP R 0.0) to 0.5 mile south of Fredricks Road (PM IMP 23.8) is shown in the following table:

SR-111 (PM IMP R 0.0) to urban/rural limit of El Centro (PM IMP 5.1)	Rural Major Collector
Urban/rural limit of El Centro to I-8 (PM IMP 6.0)	Urban Collector
I-8 to Aten Road (PM IMP 9.3)	Other Rural Principal Arterial
Aten Road to 0.6 miles north of 14th Street (PM IMP 11.3)	Urban Minor Arterial
0.6 miles north of 14th Street to 0.3 miles south of Legion Road (PM IMP 18.9)	Rural Minor Arterial
0.3 miles south of Legion Road to Cattle Call Drive (PM IMP R20.0)	Urban Principal Arterial
Cattle Call Drive to City of Brawley West City Limits (PM IMP 21.4)	Other Urban Principal Arterial
City of Brawley West City Limits (PM IMP 21.4) to 0.5 mile south of Fredricks Road (PM IMP 23.8).	Other Rural Principal Arterial

Upon completion of this relinquishment, the new southern terminus for SR-86 will be located at the north junction of SR-78 (PM IMP 43.6).

SR-86 in its entirety is a designated State Highway Terminal Access Route connecting to the National Truck Network as per the Surface Transportation Assistance Act (STAA) for trucks.

The portion of SR-86 from the south junction of SR-78 (PM IMP 20.6) to 0.5 mile south of Fredricks Road (PM IMP 23.8) is currently included in the Interregional Road System (IRRS). A statutory legislative description change will be required to remove this portion of SR-86 from the IRRS.

In addition, since the existing portion of SR-86 from 0.5 mile south of Fredricks Road (PM IMP 23.8) to the north junction of SR-78 (PM IMP 43.6) will be redesignated as SR-78 after completion of the relinquishment, the IRRS description for this segment will have to be legislatively changed from SR-86 to SR-78.

This portion of SR-86 is not eligible for Scenic Highway Designation.

There are two additional relinquishments in the Brawley area that are not on SR-86. The first relinquishment is a portion of existing SR-111 from the west junction of SR-78 (PM IMP-111-22.1) to the new Brawley Bypass expressway (PM IMP-111-23.6). This item is anticipated to be approved by the California Transportation Commission (CTC) at their June 2011 meeting.

The second relinquishment will be on SR-78/Main Street from the south junction of SR-86 (PM IMP-78-13.2) to the east junction of SR-111 (PM IMP-78-15.0). This relinquishment is expected to coincide with the completion of Stage 3 of the Brawley Bypass at the end of 2012.

B) Identify the category the route and route segment is included in the Two Tier System Report (primary or secondary). Identify if the district concurs with the category and why.

The Two-Tier Highway System was developed by Caltrans in 1995 in response to local entities expressing interest in gaining control of State Highways traversing their communities. This interest resulted from the limitations of the Caltrans encroachment permit process, workload and resulting controversies over sidewalks, landscaping, lane widths, parking, access control, design standards and other criteria that Caltrans uses to operate our system.

The legislative intent was that the State highway "Primary" system shall be an interconnected network of routes that provide the greatest mobility in both rural and urban areas. Although the Two-Tier Highway System was never legislatively finalized or officially adopted, it still provides a good basis for route analysis. The Primary routes are generally characterized by their higher speed and limited access control.

The State highway "Secondary" system shall consist of routes that should be operated and maintained by the appropriate governmental agency which can be most responsive to the public interests in the administration, planning, and/or construction of that facility. The legislative intent was that Caltrans has the authority to negotiate relinquishment agreements with local agencies for any State highway Secondary route or portions of that route.

The portion of SR-86 being evaluated for relinquishment is included in the Secondary category of this Two-Tier System. District 11 concurs with the placement of this portion of SR 86 into the Secondary category since several segments of SR-86, especially Segments 1-4, behave operationally more like a busy city street than a highway. There are numerous driveways that create significant side friction resulting in slow speeds. This portion of the route clearly does not function as an interregional transportation facility. SR-86 parallels the SR-111 expressway, which carries most of the interregional commercial and passenger vehicular traffic.

- C) Evaluate if the segment proposed is in fact between two logical termini and identify any issues with the proposed limits of the relinquishment. Identify how these will be addressed. Examples of issues with logical termini are relinquishments that will create a stub route, terminate in mid block or intersection, etc.**

The portion of SR-86 being evaluated for relinquishment has a southern terminus at the beginning of the route where it joins with SR-111 in the County of Imperial. The northern terminus is 0.5 mile south of Fredricks Road (PM IMP 23.8) in the County of Imperial. This location is a logical northern terminus because it is where the new four-lane Brawley Bypass expressway will intersect with existing SR-86. Two of the three stages of construction for the Brawley Bypass are completed. Construction is anticipated to be completed on the westernmost remaining portion of the Brawley Bypass (Stage 3) at the end of 2012.

- D) Describe the basis of request for relinquishment and identify local jurisdiction(s) requesting it. Explain why the city or county does not want the State Highway designation. Explain the issues and history including requests for encroachment permits and issues with approving or denying requests. Include district/local jurisdiction IGR/CEQA discussions, comments, and issues. This is important for multiple reasons including documenting context sensitive solutions efforts and what could and could not be resolved. Explain how the relinquishment benefits local planning and community design and circulation considerations.**

Segments 1 and 2: SR-111 (PM IMP 0.0) to I-8 (PM IMP 6.0) - County of Imperial and City of El Centro

Both the County of Imperial and the City of El Centro have expressed strong interest in having this portion of SR-86 relinquished. District 11 is also supportive of the relinquishment. Relinquishment would give the County of Imperial and the City of El Centro full control over the right of way and ability to issue permits to new developments in lieu of developments needing to obtain State Encroachment permits. Land adjacent to this portion of SR-86 has been rapidly changing from predominantly agricultural land uses to developed commercial and residential properties, including, hotels, fast food outlets, shopping centers, malls, single family home subdivisions, etc. There are several planned major developments near or adjacent to this portion of SR-86 that are projected to cumulatively generate additional traffic.

In 1997, Caltrans entered into a Memorandum of Understanding (MOU) with the City of El Centro for the portion of SR-86 from McCabe Road (PM 4.53) to I-8. (See Attachment 3)

An MOU between Caltrans and the County of Imperial for the portion of SR-86 between the beginning of the route at junction SR-111 (PM R 0.0) and McCabe Road was also developed in 1997, but was never finalized. Although these portions of SR-86 are not classified as expressway, access control is still a major issue.

The purpose of the MOU is to provide policy and procedure for the lead agencies and developers regarding specific access locations and intersection controls for sections of SR-86. The use of the MOU for El Centro has been only modestly successful in that regard. Developers have re-subdivided properties to create more lots fronting on SR-86, arguing that each is entitled to a driveway. Other developers have argued that poor economic impacts would result from proposed limited access.

SEGMENT 1 (SR-111 TO DUFF ROAD)



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SEGMENT 2 (DUFF ROAD TO I-8)



Segment 3: I-8 (PM 6.0) to Treshill Road (PM IMP 8.8) - City of El Centro

This portion of SR-86 traverses a mostly built-out area of the City of El Centro. The conventional highway portion of SR-86 from I-8 to Adams Avenue/Imperial Avenue (PM IMP 7.3) behaves operationally like a busy city street due to the prevalence of traffic signals and turning lanes. There are numerous driveways that create significant side friction resulting in slow speeds. This portion of the route clearly does not function as an interregional transportation facility and no longer serves its purpose as a State highway. The expressway portion of SR-86 from Adams Avenue/Imperial Avenue to Treshill Road also has numerous signals and slow-moving traffic.

Land use within the City of El Centro's sphere of influence adjacent to this portion of SR-86 consists of mixed use commercial, including large department and big-box retail stores. Route 86 in this area has designated access points connecting to the expressway. As additional development occurs, the construction of new or expansion of existing access points to SR-86 becomes problematic. From a procedural point of view, new access, including widening existing access, must follow Caltrans public road connection policy, requiring California Transportation Commission (CTC) approval to de-certify the access control. This is a lengthy and expensive process that includes development of environmental reports, a real estate value enhancement report, a Project Study Report, and detailed traffic studies and analysis. From an operational viewpoint, the continued expansion of new development traffic utilizing SR-86 as prime access downgrades the Level of Service (LOS) on the facility and further reduces the State highway functionality. The City of El Centro is strongly supportive of this relinquishment so they can have full access control to the roadway and ultimately streamline the permitting process for their local development projects.

SEGMENT 3 (I-8 TO TRESHILL ROAD)



SEGMENT 3 (I-8 TO TRESHILL ROAD)



Segment 4: Treshill Road (PM IMP 8.8) to Ralph Road (PM IMP 12.3) City of Imperial

This expressway segment within the City of Imperial has signals and slower moving local and regional traffic. Issues related to new public road connections are the same as mentioned in the previous segment. There are numerous existing commercial developments adjacent to SR-86, and there are several proposed major developments near or adjacent to SR-86 that are expected to cumulatively generate significant additional traffic. The City of Imperial is supportive of this relinquishment.

SEGMENT 4 (TRESHILL ROAD TO RALPH ROAD)



SEGMENT 4 (TRESHILL ROAD TO RALPH ROAD)



Segment 5: Ralph Road (PM IMP 12.3) to 0.3 miles south of Legion Road (PM IMP 18.9) - -County of Imperial

This expressway segment provides direct access to local traffic between the City of El Centro and the City of Imperial to the City of Brawley. Current land use adjacent to this portion of SR-86 is mostly agricultural. This area is expected to accommodate a large amount of the rapid development growth in the Imperial Valley that is expected to continue in the future. There are several large scale developments or Specific Plan Areas that are expected to cumulatively generate significant additional traffic. Many of these new developments will need public road access to SR-86, which will create new traffic conflict points and further degrade the level of service at these access points with SR-86. Again, this will be

problematic as long as SR-86 is a State facility. Relinquishing this portion of SR-86 to the County of Imperial will provide them with full access control to the roadway and ultimately streamline the permitting process for their local development projects.

SEGMENT 5 (RALPH ROAD TO 0.3 MILE SOUTH OF LEGION ROAD)



SEGMENT 5 (RALPH ROAD TO 0.3 MILE SOUTH OF LEGION ROAD)



Segment 6: 0.3 miles south of Legion Road (PM IMP 18.9) to City of Brawley West City Limit (PM IMP 21.4)

This segment of SR-86 is within the City of Brawley and is a four lane conventional highway. The north/south portion of this segment is from Legion Road (PM IMP 18.9) to the south junction of SR-78 (PM IMP 20.6). Land use on the west side of SR-86 consists mostly of residential with some individual commercial developments such as restaurants and small businesses. The east side of SR-86 is agricultural up to Cattle Call Road and mostly

residential and commercial between Cattle Call Road and the junction with SR-78. There are five or six proposed developments that are projected to cumulatively generate approximately 35,000 additional daily vehicular trips, including the Brawley Gateway Specific Plan: The Specific Plan includes 145 acres located along the east side of Highway 86, south of Malan Street. The amended Specific Plan proposes 125 single family dwelling units on 25.5 acres, 300 multi-family dwelling units on 18.3 acres, 36.5 acres of retail commercial development, 5.5 acres of office commercial development, and 44 acres of light industrial/business park development. Access control and new public road connections will still be problematic until this relinquishment is completed.

The east/west portion of this segment is from the south junction of SR-78 (PM IMP 20.6) to the City of Brawley West City Limit (PM IMP 21.4). This portion of SR-86 is also named Main Street and is the principal east-west arterial through downtown Brawley. It is characterized by signalized and non-signalized intersections, reduced speed zones, and developed property adjacent to the state right-of-way. Few streets traverse the city in an east-west direction, forcing local and interregional traffic to concentrate on Main Street. Most of the traffic on Main Street is destined for locations outside of the city. In addition, 20% of the traffic on Main Street is truck traffic, which is unusually high for an urban arterial. Heavy congestion and time delays are experienced daily on this portion of SR-86.

SEGMENT 6 (0.3 MILE SOUTH OF LEGION ROAD TO BRAWLEY WEST CITY LIMIT)



SEGMENT 6 (0.3 MILE SOUTH OF LEGION ROAD TO BRAWLEY WEST CITY LIMIT)



Segment 7: City of Brawley West City Limit (PM IMP 21.4) to 0.5 mile south of Fredricks Road (PM IMP 23.8).

The first portion of this segment is a four lane conventional highway extending west from the City of Brawley West City Limit (PM IMP 21.4) and extending across the New River to Brandt Road (PM IMP 21.7). From Brandt Road to the northern terminus of this relinquishment 0.5 mile south of Fredricks Road (PM IMP 23.8), SR-86 is a four lane expressway. Adjacent land use is almost exclusively agricultural.

The Brawley Bypass project is a four lane divided expressway that extends from 1.5 miles south of the eastern junction of SR-111 and SR-78 to SR-86 0.5 mile south of Fredricks Road. This project is being constructed in three stages. Stage 1 and 2 of the Brawley Bypass are already complete. Stage 3, the westernmost portion connecting to SR-86, is anticipated to be completed at the end of 2012.

SEGMENT 7 (CITY OF BRAWLEY WEST CITY LIMIT TO 0.5 MILE SOUTH OF FREDRICKS ROAD)



SEGMENT 7 (CITY OF BRAWLEY WEST CITY LIMIT TO 0.5 MILE SOUTH OF FREDRICKS ROAD)



Identify status of the route in local agency circulation element of the General Plan and any current applicable local planning studies or community initiatives impacting the request.

SR-86 is discussed and classified as a "State Highway" in the Open Space/Circulation Element of the Imperial County General Plan. Specifically, the General Plan states:

"In order to plan the ultimate circulation system for the County of Imperial, it is critical to account for existing as well as future development patterns. The methodology utilized to forecast traffic volumes on future roadways within Imperial County consisted of a variety of commonly used tools. These include trend line analysis, future population projections, projections contained in Caltrans District 11 Route Concept Reports (RCRs), and manual assignment of approved projects and land use decisions made by the County Board of Supervisors. Circulation Elements from the incorporated cities were also examined to ensure consistency on a county-wide basis."

In the City of El Centro General Plan Circulation Element, SR-86 in the City of El Centro is classified as a "Four-Lane Arterial", not a "State Highway".

The City of Imperial General Plan was completed in May 1993. SR-86 in the City of Imperial is classified in their "Master Plan Classification" as a "Four lane freeway" They do not include an "Expressway classification" in their General Plan.

The City of Brawley General Plan was updated in September 2008. SR-78 and SR-86 through Brawley are classified as a "Four Lane Arterial". Specifically the City of Brawley General Plan states:

"Caltrans addresses the construction of a four-lane divided expressway from State Route 86, northwest of the City of Brawley, to State Route 111, southeast of Brawley. The proposed improvements represent realignment and upgrading of State Route 111 and State Route 78. The project is part of a series of projects planned to address the regional highway concerns in the Imperial Valley and provide for improved international and interstate movement of goods. Under this alternative, regional through traffic will be diverted around the City. The City of Brawley experiences substantial truck traffic within the urbanized area due to the City's locations at the intersection of State Routes 86, 78, and 111. The agricultural sector of Imperial Valley generates a large number of local and regional truck trips. While truck traffic is necessary for the agricultural sector and should be supported by the City, trucking can impact urban uses if not properly controlled. Potential impacts from truck traffic include congestion of local roadways, excessive noise, and inappropriate truck parking in local residential and commercial areas. With the completion of the Brawley Bypass, Main Street should no longer be a Main Truck Route".

2. Route or Corridor Concept and Recommendations for Route Development

A) Identify the route development or relinquishment recommendations in the districts route concept or transportation corridor report and other applicable internal reports or studies. (Cite date of latest Transportation Concept Report or Transportation Corridor Report).

A Route Concept Report for State Route 86 was completed in February, 1995. At that time, there were no relinquishment considerations under discussion.

The District completed a Transportation Concept Report Summary for SR-86 in April 2011. This Summary extensively discusses the proposed relinquishment, and specifically states,

“The proposed relinquishment should extend from SR-111 to the logical northern terminus 0.5 mile south of Fredricks Road. This is the location where the new 4-lane expressway known as the Brawley Bypass will connect with SR-86.”

Additional planning documents include an SR-86 Issue Paper that was developed by the District 11 System Planning Branch in May 2003. This is an internal, information only document that analyzes specific relinquishment issues on SR-86 and recommends that additional studies consider relinquishing SR-86 from SR-111 to the City of Brawley.

On a statewide level, besides the development of the proposed Two-Tier Primary/Secondary Highway System, there was an effort to reduce the inventory of State Highways which were inconsistent with legislative intent. Consequently, a 1996 proposal for a Relinquishable Highway System was developed but not approved by the legislative process. However, the proposed legislation stated that "Relinquishable Route 86 is from Route 111 to Route 8 near El Centro, and from Route 8 near El Centro to Route 78 near Brawley."

B) Describe current and projected future traffic and components of the traffic stream (5 plus axle trucks) for the route as it exists in the state highway system and any system restrictions for large trucks. Identify how this is forecasted to change based on the relinquishment.

Some future 2025 traffic volumes shown below may be lower than expected. The projected 2025 traffic in the Imperial County Transportation Model does not reflect several recently completed developments and some proposed developments. This Transportation Model is currently being upgraded, and it is anticipated that the 2025 projected volumes shown below will be higher based on the land use changes in the upgraded model.

Accurate and current truck volume and truck volume percentage data is either unavailable or outdated. The Caltrans publication entitled 2009 Annual Average Daily Truck Traffic on the California State Highway System (December 2010) shows very old (1978) or estimated truck volumes and percentages on SR-86. However, the Corridor Mobility Improvement Account (CMIA) Application for the Brawley Bypass Expressway Stage 3 (January 2006) states that, “20% of the traffic on SR-86/Main Street is truck traffic, which is unusually high for an urban arterial”. This application also states that 60-70% of future truck traffic on SR-86/Main Street will be diverted to the Brawley Bypass expressway once it is completed in late 2012.

The aforementioned 2009 Annual Average Daily Truck Traffic on the California State Highway System does include a 2007 verified truck percentage of 25% of total traffic on the SR-111 expressway from I-8 to SR-78. 5 axle trucks make up 39-65% of these total trucks.

The following volumes are total traffic volumes for Segments 1-7:

Segments 1 and 2-SR-111 to I-8: Current 2010 traffic volumes range from 4,900-23,200. Future 2025 traffic volumes range from 10,000- 24,100.

Segment 3 - I-8 to Treshill Road: Current 2010 traffic volumes approx. 18,600-29,500. Future 2025 traffic volumes approx. 46,000.

Segment 4 - Treshill Road to Ralph Road: Current 2010 traffic volumes approx. 13,700-22,600. Future 2025 traffic volumes approx. 46,000.

Segment 5 - Ralph Road to 0.3 miles south of Legion Road: Current 2010 traffic volumes approx. 13,700 -14,500. Future 2025 traffic volumes approx. 30,000.

Segment 6 - 0.3 miles south of Legion Road to City of Brawley West City Limits: Current 2010 traffic volumes approx. 11,600-18,400. Future 2025 traffic volumes approx. 30,000.

Segment 7 - City of Brawley West City Limits to 0.5 mile south of Fredricks Road. 2010 traffic volumes approx .10,500-12,700. Future 2025 traffic volumes approx 19,000.

- C) Identify the primary origins and destinations for travel on the route segment in terms of interregional and major regional trips and sub area localized trips as applicable. Identify any primary route segment functions that may impact relinquishment considerations, for example, connectivity to a regional mall, a regional area industrial park, regional airport, and other functions.**

Travel on SR-86 between SR-111 and 0.5 mile south of Fredricks Road consists of a wide mix of local, regional and interregional and international traffic. However, interregional and international traffic on the north/south portions of SR-86 has declined due to the existence of both the parallel SR-111 expressway from SR-98 to SR-78 and the SR-7 expressway from the U.S./Mexico border to I-8. SR-111 and SR-7 carry the majority of the international and interregional trips, further reducing the need to retain SR-86 in the State system. In addition, once the Brawley Bypass 4 lane expressway is completed, interregional and international traffic, especially commercial vehicles, will be reduced on SR-86/Main Street through the City of Brawley.

- D) Identify any issues with the local agencies request that will or may negatively impact interregional or regional travel and connectivity, inter-modal transfer for freight, and other functions. Identify how the concerns will be addressed. This includes potential local restrictions of truck access and timing for deliveries.**

None anticipated by the relinquishment.

- E) Identify if the relinquishment is expected to cause diversion of interregional and regional trips (including large trucks) to other state routes or local arterials thus creating a potential need for additional improvements to accommodate increased travel demand on the routes.**

The 20-year plan for Imperial Valley purposefully moves interregional and international traffic to the SR-111 expressway facility. Once the SR-78/111 Brawley Bypass is completed, diversion of interregional trips to SR-111 is expected to be slightly higher than today. The SR-111 expressway is a relatively new facility with sufficient capacity to carry regional and interregional commercial and automobile vehicular trips. As mentioned in a previous section, it is expected that truck traffic through the City of Brawley on SR-78 and SR-86 will be diverted to the new Brawley Bypass facility.

- F) Identify any compatibility issues with the transition created by the proposed relinquishment for the adjoining jurisdiction and any “gaps” created by the relinquishment. For example will a relinquishment terminate at an intersection or mid-way in an identified bikeway segment creating potential traveler confusion or differences in design standards Identify how compatibility issues will be resolved.**

No gaps or traveler confusion are expected to result from the relinquishment.

- G) Identify any issues with signal coordination and control along the route and existing agreements with local jurisdictions that will need to be modified with the relinquishment. Identify recommended actions to resolve.**

Caltrans will work closely with all the Imperial County jurisdictions throughout the relinquishment process on coordination and future ownership of City-owned and Caltrans-owned traffic signals.

- H) Identify actions that may be needed to advise interregional travelers and the trucking industry on connecting routes or adjacent route segments if the segment recommended for relinquishment will not accommodate through or connecting trips based on anticipated or known local redesign and development plans.**

No notification need is currently foreseen. Localized truckers serving local developments adjacent to SR-86 will continue to serve these commercial businesses via the relinquished SR-86.

International and interregional truckers are very familiar with the "North American Free Trade Agreement (NAFTA) Farm-To-Market Highway", which consists of the SR-7 expressway, the SR-111 expressway, the SR-78/111 Brawley Bypass, and the existing SR-86 expressway north of Brawley. This system facilitates interregional travel throughout the Imperial and Coachella Valleys, improves intercity and international travel between Baja

California, Mexico and Los Angeles, and provides an improved facility for the movement of goods throughout the region.

The Southern California Regional Intelligent Transportation System (ITS) Architecture document was prepared by a consultant for the Southern California Association of Governments (SCAG) in March 2005. The document recommends several ITS strategies for Imperial County, several of which have the potential to benefit interregional and international commercial vehicle traffic. This strategies include: enroute traveler information, highway advisory radio, in vehicle navigation route guidance, additional call boxes, commercial truck speed notification , additional changeable message signs (CM), improved emergency response using 911 service , improved security and Port of Entry control, improved traffic management on major commercial vehicle routes, real time traveler and trip information, and traffic/traveler information.

I) Identify any Department of Transportation funded studies ongoing or completed that impact the route portion (Environmental Justice, Community Planning, State Planning and Research and others) and related recommendations.

There are no DOT-funded studies of this type that would impact the relinquishment recommendations.

J) Identify adjacent local agency position(s) on the relinquishment and how they have been coordinated and addressed between jurisdictions.

The County of Imperial, the City of El Centro, the City of Imperial, and the City of Brawley are supportive of this relinquishment. They have expressed an interest in having full control of these portions of SR-86 within their jurisdictions so they would have the ability to issue permits to new developments for roadway connections, thereby eliminating the need to obtain State encroachment permits or State involvement.

3. District Coordination with Regional Transportation Planning Agency

A) Identify steps the district has taken to coordinate the relinquishment request with the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO).

The Imperial County Transportation Commission (ICTC) is aware of the historical interest in relinquishment possibilities for SR-86. Discussions and coordination has taken place between Caltrans and ICTC, as well as with the affected Imperial Count jurisdictions. Caltrans will continue to work closely with the RTPA, the County of Imperial, the City of El Centro, the City of Imperial, and the City of Brawley throughout the relinquishment negotiation process.

B) Identify the route development strategy in the Regional Transportation Plan and any supportive or contrary recommendations on the relinquishment.

The Southern California Association of Governments' (SCAG) Adopted RTP from May 2008 includes a project list of improvements to SR-7, SR-98, SR-11 and SR-115. The RTP also

includes a discussion of Imperial County Strategic Plan projects, which includes a new north/south facility in the Forrester Road Corridor, the development of the Westmorland Bypass, and additional improvements to SR-111 and SR-115.

SCAG is currently in the process of developing their 2012 RTP. Relinquishment recommendations and/or actual relinquishment of portions of SR-86 will be coordinated closely with SCAG RTP planning staff and the ICTC staff. Another benefit of relinquishment from a funding perspective is that more dollars may potentially be available for improvements to remaining State routes in Imperial County.

C) Identify district actions to provide information and recommendations to the RTPA technical committee and as applicable the policy committee and other applicable groups to educate and inform on state highway issues and coordinate the relinquishment. This should include how the district has worked with the technical advisory committee to encourage consideration of relinquishment of entire routes and route segments that were identified as eligible in the Two Tier analyses from 1995.

As mentioned, ICTC is aware of the local jurisdictional interests regarding this proposed relinquishment and has met with the Caltrans District 11 Director. Caltrans planning staff also met with former RTPA staff when the Two-Tier Highway System was proposed, the potential for relinquishment of Secondary routes was discussed.

D) Identify regional studies on this portion of the route or impacting it and the related recommendations from the studies. Identify if the study recommendations support the relinquishment request.

The Forrester Road Interregional Corridor Study was completed in April 2009. The report analyzes a variety of short-term and long-term alternatives to improve Forrester Road between SR-98 and SR-78. These alternatives including widening the existing two lane roadway to a four and six lane facility, and developing interchange improvements at I-8/Forrester Road. The study also evaluates transportation demands and resulting infrastructure needs required to serve the demand for growing regional, interregional, and international traffic. In addition, the study looks at transportation improvements intended to facilitate the movement of freight and related goods to meet the needs of agriculture and related industries in Imperial Valley, including cross-border commercial vehicle traffic.

One of the study's long range future network alternatives is to develop Forrester Road as a Caltrans facility between SR-98 and SR-78. The study discusses the need to relinquish SR-86, which supports this current relinquishment recommendation. By providing the additional Forrester Road corridor for commercial goods movement and international, interregional and regional traffic, the need to retain SR-86 as a State highway is minimized.

E) In regional areas where State congestion management planning and program statutes apply (counties with an urbanized area or portion of urbanized area) and where the county and cities have not exercised the "opt out" provision, identify district actions to encourage relinquishment of the entire Two Tier route in order to most effectively link local land use decisions to transportation planning and

funding decisions across jurisdictions for comprehensive congestion management.

CMP Program statutes applicable to Imperial County, however, the CMP provisions are not currently being enforced for a variety of reasons.

4. Coordination with State Plans and Programs

- A) Identify any known Plans of other State Agencies, Departments or Public entities impacting the route portion and adjacent portions (Coastal Plans, Coastal Bike Trails and Pedestrian Plans, other plans).**

There are no known plans from other State or public entities that would impact the proposed relinquishment.

- B) Identify projects that are now programmed or planned on the state highway within the area or in adjacent segments that may be impacted by the relinquishment. Include all programs regardless of funding type (STIP, SHOPP, Local Programs – CMAQ, TEA, RSTP) and include transit capital programs as applicable.**

There are no programmed projects on this portion of SR-86. Smaller planned projects in the District 11 10-Year SHOPP Needs Plan include the provision of rumble strips and upgrading end treatments (PM IMP 0.0-67.8) scheduled for FY 2012/13, and some Bridge Rail upgrades, rehabilitation, and scour mitigation (Various Postmiles) scheduled for FY 2012/13. There is also a planned project to construct ADA curb ramps at various locations along SR-86 in the City of El Centro, the City of Imperial, the County of Imperial, and the City of Brawley (PM IMP 6.1 -21.3).

5. Internal District Coordination

- A) Identify the functional unit in the district and project manager for the relinquishment package and person to call for questions on the system evaluation.**

For Transportation System Analysis and Evaluation (TSAE) contact Bill Figge, District 11 Planning Director (619) 688-6681, or Kim Sturmer, San Diego Regional/System Planning Branch (619) 688-6967.

For Relinquishment Project Manager, contact Sam Amen, (619) 718-7835.

For Relinquishment PSR/PDS information, contact Chi Vargas, 619-688-3157.

- B) Identify the responsible unit and individual for coordinating the revised state highway information based on the approved relinquished segment within the district (maintenance, traffic operations, design, other units), to Headquarters Divisions, and for ensuring local enforcement and safety agencies are informed of the**

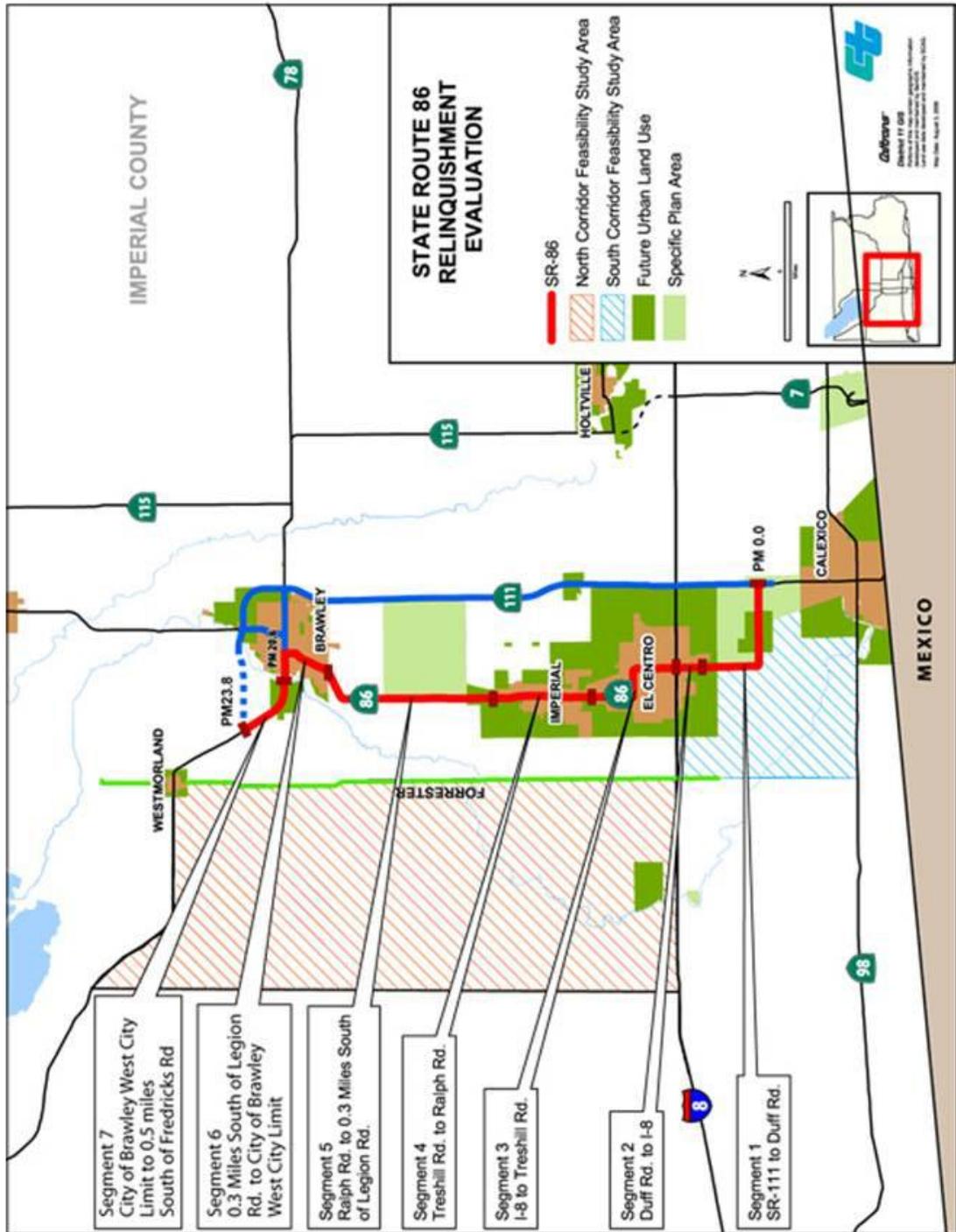
status of the change in route status from a state highway to a local road when it occurs.

Relinquishment Project Manager , Sam Amen (619) 718-7835

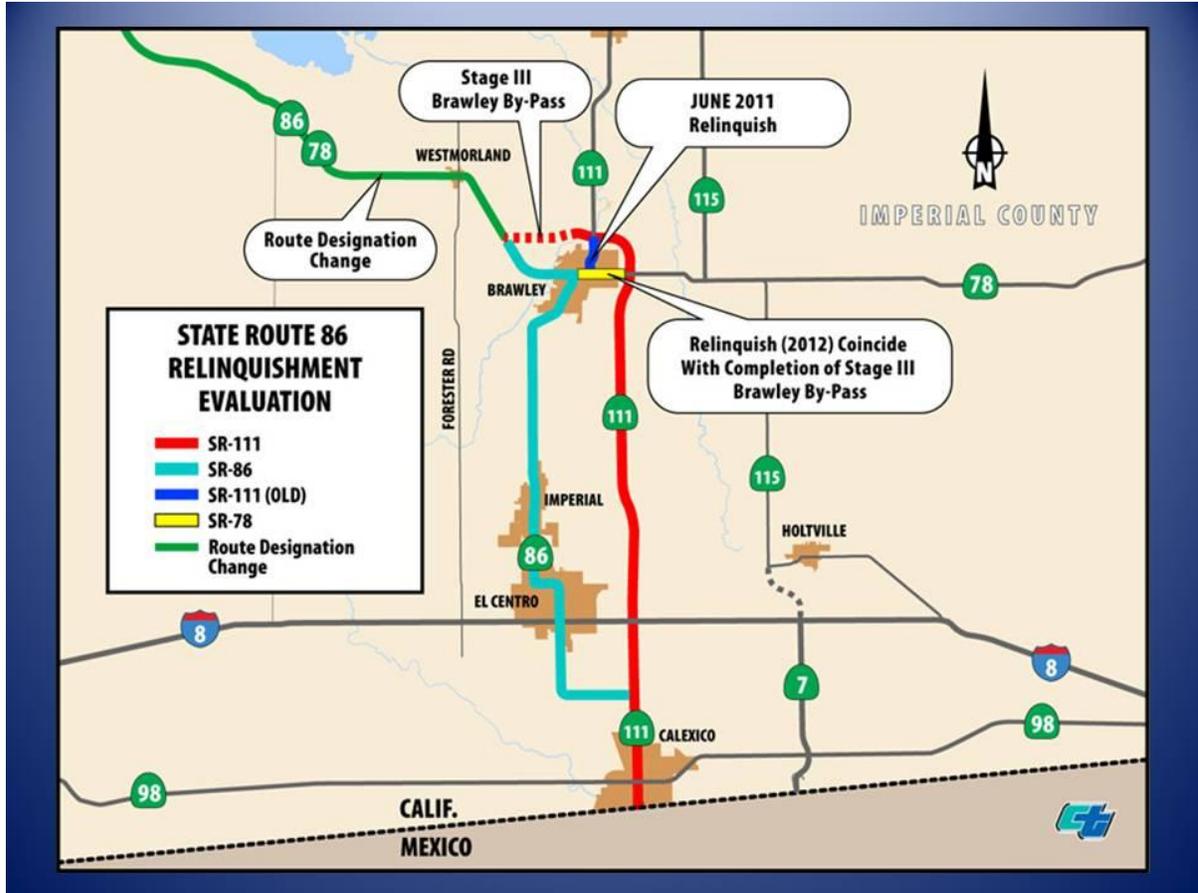
Identify functional unit and responsible position in the district for ensuring that the state highway inventory accurately reflects the relinquished segment post miles with final approval.

Kim Sturmer, San Diego Regional/System Planning Branch (619) 688-6967.

ATTACHMENT 1



ATTACHMENT 2



ATTACHMENT 3

MEMORANDUM OF UNDERSTANDING BETWEEN CALTRANS AND CITY OF EL CENTRO

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION



ORIGINAL

February 10, 1997

Bill Dillon, Chief
IGR/CEQA Branch
Department of Transportation
District 11
P.O. Box 85406
Mail Station S-5
San Diego, CA 92186-5406

Subject: Memorandum of Understanding (MOU) of State Route 86 (SR-86)

Dear Mr. Dillon:

The Memorandum of Understanding between the City of El Centro and the State of California for State Route 86 (SR-86) has been approved by the City Council at their January 15, 1997 meeting. Enclosed are two executory originals for your final review and execution along with a copy of the approved Resolution No. 97-3. Please return one signed original.

If there are questions, please contact our office at (619) 337-4505.

Sincerely,


Danny Brammer
Director of Development Services

DB:lr

attachment (3)

CC: City Clerk

A:MOU86.ltr007

Memorandum of Understanding

1
2
3
4 Future improvement and access management plan for State Route 86 (SR-86) south
5 of Interstate 8 (I-8) to the El Centro City limits.
6
7

8 This Memorandum of Understanding (MOU) is between the State of California
9 Department of Transportation (here in after Caltrans) and the City of El Centro (here in
10 after the City). This MOU constitutes solely a guide to the respective obligations,
11 intentions and policies of the City and Caltrans to use in the improvement of the
12 present operating conditions of the highway; and for use in approving new
13 development along State Route 86 (SR-86), south of Interstate 8 (I-8) to the present or
14 future City boundary line where it intersects this highway. Also, the County of Imperial
15 presently has jurisdiction over portions of the property contiguous to SR-86. The City
16 shall consult with and reach a mutual agreement on any proposed changes or
17 additions to access along SR-86 which impacts the County's land use authority. This
18 MOU has not been designed to authorize funding for project effort, nor is it a legally
19 binding contract. This MOU is to remain in affect until it is superseded by a revised
20 MOU, or until the City or Caltrans terminates the document in writing to the other party.
21

22 The basic understanding is as follows:
23

- 24 1. The current route concept for this segment of SR-86 is for an ultimate four lane
25 conventional divided highway (4C). The dimensions of the future facility should be
26 based on the most appropriate typical cross-section shown as Attachment 1 which
27 is part of this MOU. The City shall protect the right of way for the future highway.
28
- 29 2. It is the desire of the City and Caltrans to provide reasonable access to SR-86.
30 Major street intersections with signalization providing movement in all directions
31 will be restricted to a minimum half-mile spacing.
32
- 33 3. Minor street intersections which may occur between major street intersections will
34 be restricted to a minimum one-quarter mile spacing. When SR-86 is widened to
35 four lanes at these intersections, the minor streets will be restricted to right turn
36 in/right turn out access. Horne Road is exempted from this restriction.
37
- 38 4. Existing and future driveways shall be restricted to right turn in/right turn out access
39 when SR-86 is widened to four lanes on this segment. The supermarket access at
40 Post Mile 5.67 is exempted from this restriction.
41
- 42 5. Existing driveways should be eliminated or reduced in number if new development
43 reduces the need for access at these locations.
44
- 45 6. Attachment 2, sheets 9, 10 and 11 which are part of this MOU indicate the desired
46 access control and traffic movement for the future four lane facility. Intersection and

Memorandum of Understanding

limited access design shall be developed in accordance with policies, procedures, practices, and standards normally followed by Caltrans, the City and the County of Imperial.

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I concur:

Gary L. Gallegos
Gary L. Gallegos
District Director
District 11

Feb. 23, 1997
Date

Hank Kuiper
~~Sec. Alex Sanders~~, Mayor, Hank Kuiper
City of El Centro

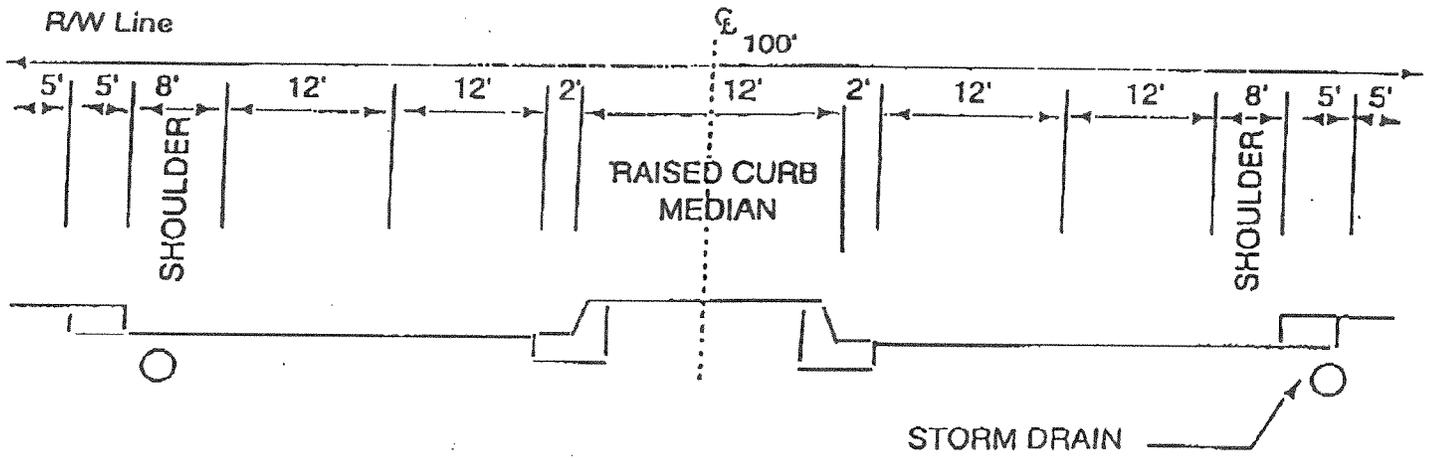
January 15, 1997
Date

Attest:

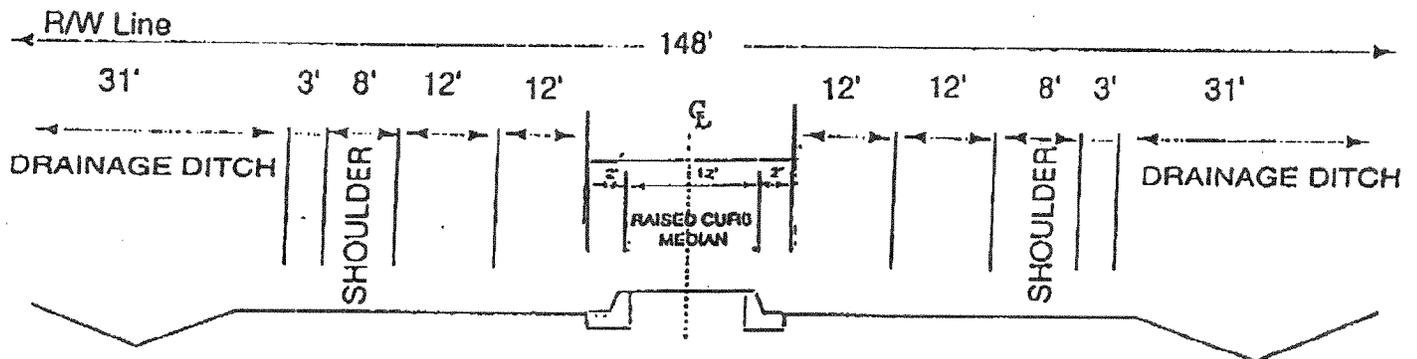
Rita M. Noden
Rita M. Noden, City Clerk

Approved as to form

James Darrow
James Darrow, City Attorney



IN URBAN ENVIRONMENT WITH CITY PROVIDING STORM DRAINS ON STATE HIGHWAY.

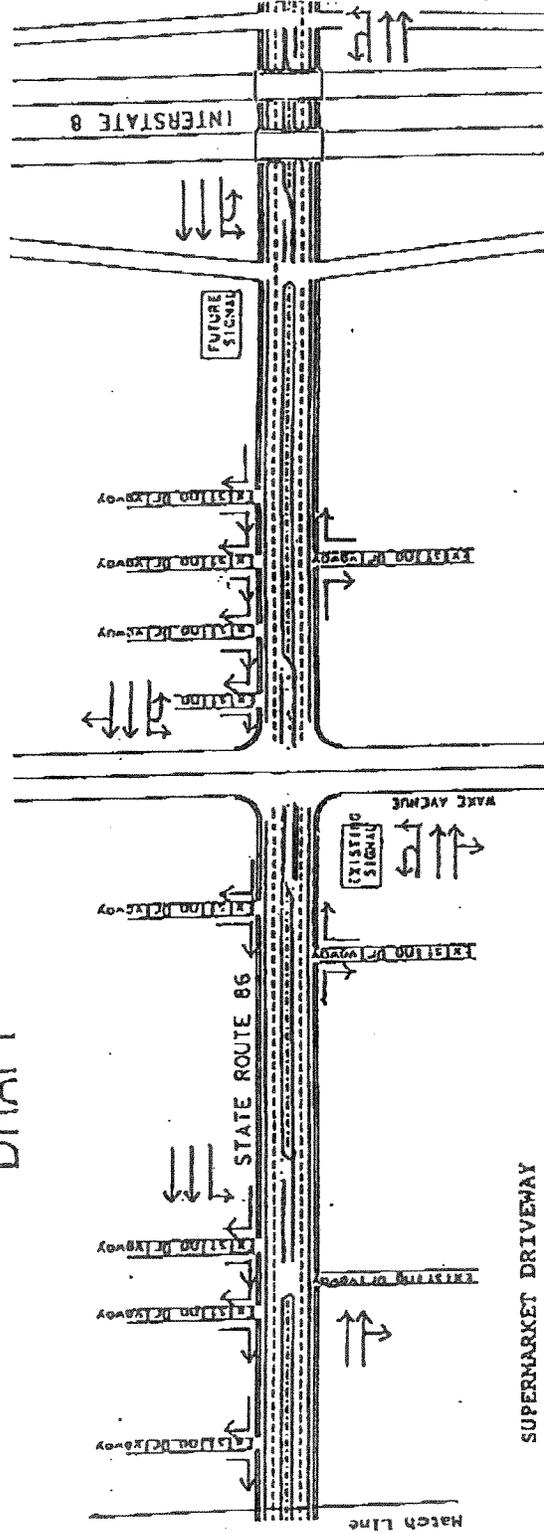


IN URBAN ENVIRONMENT WITHOUT STORM DRAIN ACCESS.

- Note: 1. USED TO PREVENT LEFT TURNS EXCEPT AT DESIGNATED INTERSECTIONS.
 2. ADDITIONAL R.W REQUIRED AT INTERSECTIONS FOR TURN POCKETS.

**TYPICAL CROSS SECTIONS
 4-LANE DIVIDED HIGHWAY
 No Scale
 Attachment 1**

DRAFT

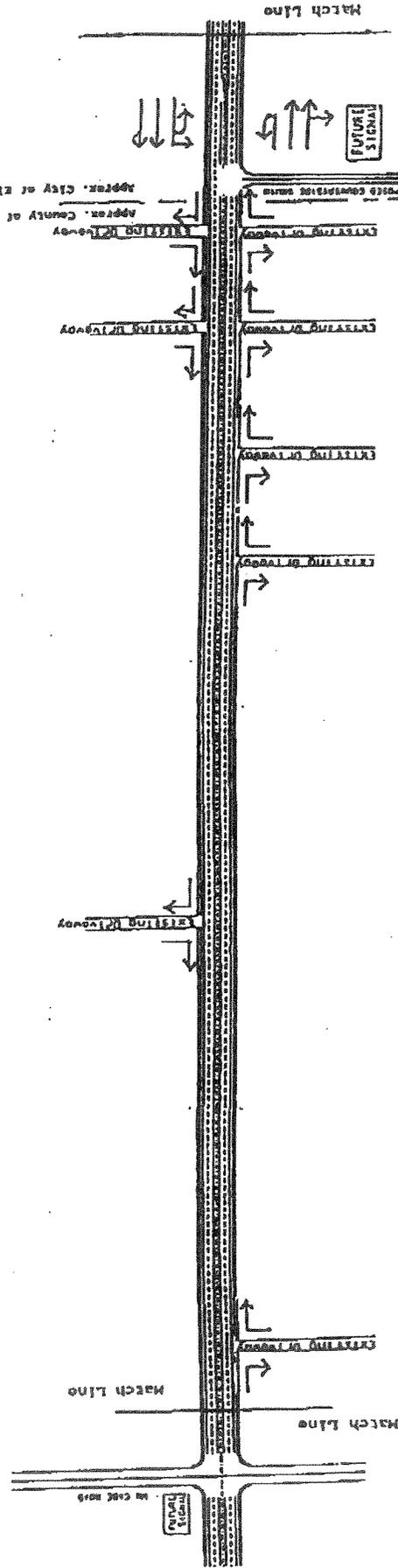


SUPERMARKET DRIVEWAY
 (Present moves permitted)

MAJOR INTERSECTION
 All moves permitted

Note: May require future signal and/or
 elimination of left turns from
 driveway to southbound SR-86.

Note: All private driveways to be
 right turn in / right turn out
 when SR-86 is widened to 4 lanes
 at their location.
 (Additional Driveways beyond
 those shown may exist)



APPROX. COUNTY OF IMPERIAL LIMITS
 APPROX. CITY OF EL CENTRO LIMITS
 PROPOSED COMPACTOR RAMP

DRAFT

MAJOR INTERSECTION

All moves permitted

ATTACHMENT 2

SR-86 Access Management
Sheet 9 of 11

Note: All private driveways to be
 right turn in / right turn out
 when SR-86 is widened to 4 lanes
 at their location.
 (Additional Driveways beyond
 those shown may exist)

