

An aerial photograph of a city grid. A prominent yellow horizontal arrow points from left to right across the middle of the grid. Several vertical yellow arrows point both up and down from the horizontal line to various points in the grid. There are also blue rectangular boxes highlighting specific areas: one in the upper left, one in the upper center, and one in the lower center. A green rectangular box highlights a park area on the left side. The text "Why 8th Street?" is overlaid in white on a blue background at the bottom left. Below this, a list of three bullet points is overlaid in white on a white background.

Why 8th Street?

- Connects Bucklin Park with M.L.K Jr. Sports Complex
- Serves to connect residential areas to each other and schools
- Connect Civic Center area with Downtown El Centro



8th Street Conditions

- High travel speeds
- 12-foot wide travel lanes
- 76-foot wide pedestrian crossings
- Parking lane abutting travel lanes



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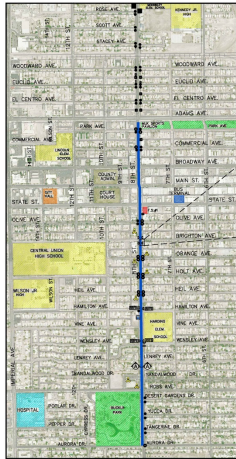
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8th Street ATP Project



EL CENTRO PEDESTRIAN & BICYCLIST IMPROVEMENT PROJECT -PRELIMINARY PLAN-



8TH STREET IMPROVEMENTS PLAN

ATTACHMENT I-1C - CITY INITIATED ROAD DIET PROJECTS

City applied for Active Transportation Project (2014) funding and was awarded

- 1.25 miles bicycle lanes
- Vehicle lanes reduced from 12' to 10.5'
- Curb extensions added at 3 intersections
- Rapid flashing beacons at 2 school crosswalks
- ADA curb ramps replaced/installed on alleyways and corners
- Installation of continental style crosswalks
- Rehabilitation of existing pavement

8th Street Demonstration Project



Demonstration project previewing 8th Street project (April 2016)

- Partnered with SCAG/Go Human
- Temporary bicycle lane striping
- Temporary bollards simulating curb extensions



Curb Extensions

- Reduced walking distance from 76' to 65'
- Increased visibility of pedestrians attempting to cross street
- Reduced speed of vehicles turning



High Visibility Crosswalks

- Increases visibility distance of crosswalks
- Effective in getting drivers to yield to pedestrians
- Striping placed to avoid wheel paths to reduce wear



Rectangular Rapid Flashing Beacons

- Increases motorist compliance with crosswalks
- Pedestrian median refuge
- Activated by pedestrians



Class II Bicycle Lanes

- Deter motorist from encroaching on to bicycle path of travel
- Encourages bicyclists to stay within lane and ride with traffic
- Buffer persons entering/existing from parked vehicles

Project Benefits



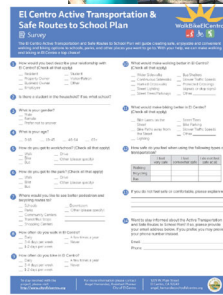
- Pedestrians
 - ▣ Increased visibility of pedestrians by motorists
 - ▣ Reduced crossing distance
 - ▣ Increase driver's compliance with crosswalks
- Cyclists
 - ▣ Bicycle lane helps separate vehicle/bike traffic
 - ▣ Reduced vehicle speeds
- Drivers
 - ▣ Rehabilitated pavement
 - ▣ Lane striping



Active Transportation/ Safe Routes to School Plan



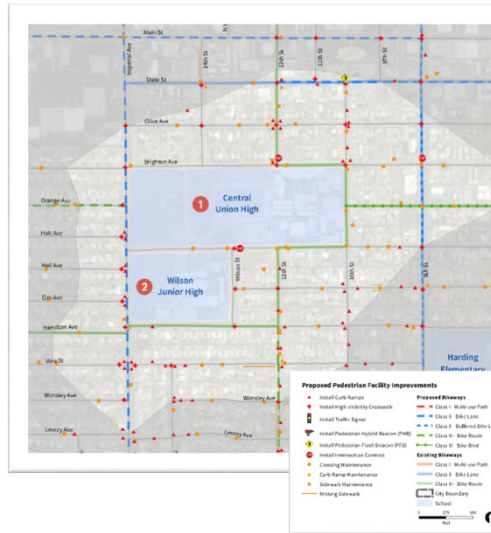
- Strong public outreach campaign
- Studied 1/2 mile walkshed from schools
- Identify of areas with missing sidewalks
- Identify future improvement projects



Active Transportation/ Safe Routes to School Plan



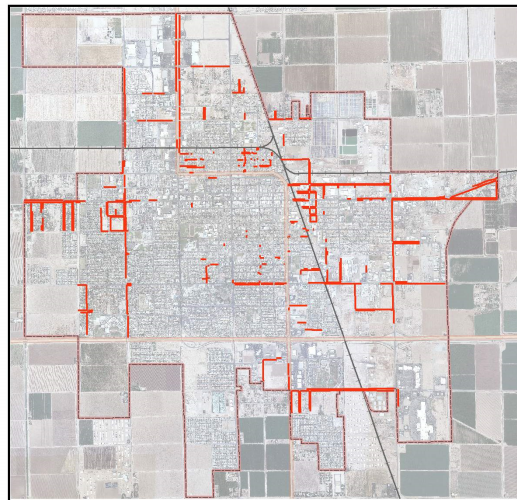
- Strong public outreach campaign
- Studied ½ mile walkshed from schools
- Identify of areas with missing sidewalks
- Identify future improvement projects



Active Transportation/ Safe Routes to School Plan



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Active Transportation/ Safe Routes to School Plan



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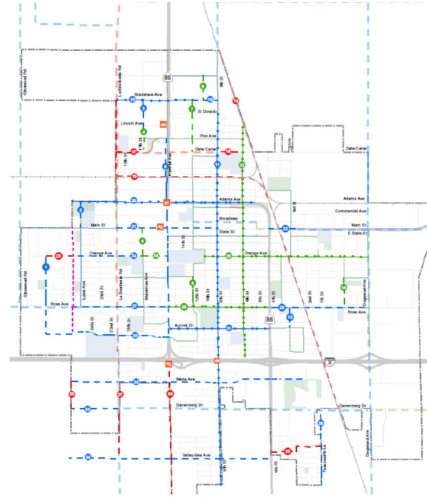


Figure 5-1: City-wide Recommended Projects Map