

CIRCULATION ELEMENT

The Circulation Element of the Coachella General Plan concerns itself with the circulation of people and goods. Its provisions support the goals, objectives and policies of the Land Use Element, and has direct relationships with the Housing, Open Space and Environmental Hazards & Safety Elements. Coachella's General Plan also has an Infrastructure & Public Services Element which concerns itself with the circulation of energy, water, sewage, storm drainage and communications; these are oftentimes included with the Circulation Element.

Coachella's Circulation Element identifies and establishes the City's network of streets, sidewalks, bike paths, equestrian trails and public transportation systems.

The State General Plan Guidelines stress the importance of the circulation element as follows:

Physical - The circulation system is one of the chief generators of a physical settlement patterns, and its location, design and constituent modes have major impacts on air quality, plant and animal habitats, environmental noise, energy use, community appearance and other environmental components.

Social - The circulation system is a primary determinant of the pattern of human settlement. It has a major impact on the areas and activities which it serves, on community cohesion and on the quality of human life. The circulation system should be accessible to all segments of the population, including the disadvantaged, the young, the poor, the elderly and the handicapped.

Economic - Economic activities normally require circulation for materials, products, ideas or employees, and thus the viability of the community's economy is directly affected by the circulation element. The efficiency of a community's circulation system can either contribute to or adversely affect that community's economy.

No city or county is an island in its regional setting. It is therefore prudent for a local planning agency to coordinate its circulation element provisions with applicable state and regional transportation plans (see Government Code Sections

65103(f) and 65080 et. seq.). Likewise, the state must coordinate its plans with local governments (Government code Section 65080(a) and the federal government is under a similar obligation (Section 134, Title 23 of the U.S. Code).

Existing Conditions

Coachella is a desert community of 21,038 permanent residents. The core community is approximately four square miles in size with incorporated City limits extending to approximately 21 square miles. The existing circulation system in Coachella's planning area serves development in three major areas, primarily urban mixed uses in downtown Coachella and Thermal, and low intensity agricultural uses throughout much of the Planning Area.

Street System

The existing circulation system has developed into an incomplete rectangular grid system made up of section line roadways at one mile intervals in each direction, a pattern typical of agricultural areas. Interstate 10, the Southern Pacific Railroad, State Highway 111 and State Highway 86 modify the grid system as they cut diagonally across the Planning Area. Most of the local roadways are undivided, two lane streets without curbs or gutters. Four lane roadway sections and accompanying improvements are found on major arterials. Portions of Harrison Street (old State Highway 86), Dillon Road and Avenue 52 are divided.

The Coachella roadway network consists of State Highway 111 (Grapefruit Boulevard), Interstate 10, State Highway 86, and major, primary and secondary arterial streets, as well as, a system of collector and local collector streets. Key roadways in the City of Coachella Planning Area include the following:

- State Highway 111 - This four lane, northwest-southeast oriented state highway provides the primary access to the City's Central Business District and is a major intra-regional and inter-regional route for the Coachella Valley.
- Interstate 10 - This four and six lane freeway traverses the community in an east-west direction and functions as the major transportation facility carrying regional and national traffic.

- State Highway 86 - This four lane, northwest-southeast oriented, divided expressway provides access to the City of Coachella.
- Harrison Street (formerly State Highway 86) - This four lane divided street changes to a two lane undivided street south of Avenue 54. It is a major north-south oriented roadway providing access to the Salton Sea and Imperial County.
- Dillon Road - This two lane major northeast-southwest oriented roadway serves as a primary access point to the City of Coachella, providing direct access to State Highway 86, State Highway 111, and Harrison Street.

Nine intersections in Coachella are controlled by traffic signals along Dillon Road, Harrison Street and State Highway 111. Seven additional traffic signals control intersections located within the Planning Area but not within the City of Coachella. The remaining intersection locations within the City of Coachella and the Planning Area are controlled by stop signs.

Traffic volumes in Coachella demonstrate considerable seasonal variation, with the winter months representing the highest traffic volume periods and the summer months representing the lowest traffic volume periods. The heaviest traffic flows are found on State Highway 111 between Madison Street and Harrison Street, and on Harrison Street between State Highway 111 and Avenue 52. The relatively high traffic volumes on State Highway 111 contain a high proportion of regional trips.

Truck Routes

There are currently no truck routes designated in the City of Coachella. Critical to Coachella's future is the preparation and adoption of a truck route plan. The plan should restrict truck traffic and associated noise to routes with compatible land uses or noise protection measures. The streets chosen to serve as truck routes shall be constructed to withstand the additional weight and traffic.

Transit Service

Existing transit service in Coachella is provided by SunLine Transit Agency. Figure 12 depicts current SunLine Bus Routes. Transit routes are designed to meet local and regional needs for public transportation in the Coachella Valley.

National bus service is provided by several carriers from stops in Indio.

Nonmotorized Trail Systems

Existing pedestrian and bicycle trails in Coachella are limited and consist of the following:

- Shared bicycle and automobile routes
- Unpaved trails
- An incomplete system of sidewalks primarily found adjacent to developed areas

Equestrian trails do not currently exist in the City of Coachella.

Rail Service

There are railroad lines which run parallel to State Highway 111 through Coachella. Rail service includes freight and limited passenger service. The lines are owned by Southern Pacific Railroad.

Air Service

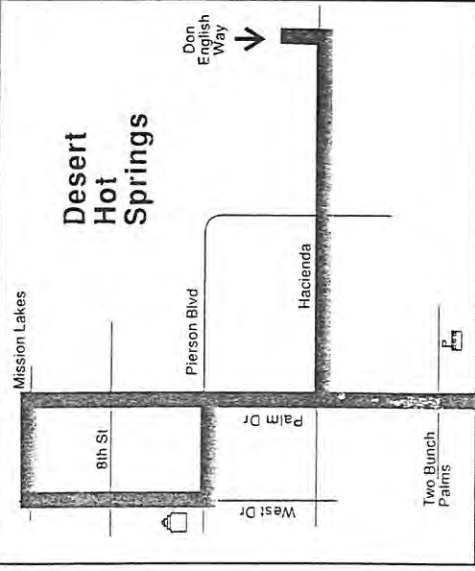
The Thermal Airport provides nearby freight and private plane services. Figure 13 shows the Thermal Airport Influence Area. Bermuda Dunes Airport located west of Indio, approximately eight miles from Coachella, provides the same services. National and international service for passengers and freight is provided from Palm Springs International Airport, located approximately 28 miles from Coachella.

SUMMARY OF KEY CIRCULATION ISSUES

- The City's goal of continued economic and physical growth requires an efficient transportation system to accommodate increased travel demand while also maintaining and reinforcing an attractive City character.
- For many years, the City lacked an active functioning program for street maintenance. This resulted in the deterioration of a significant number of streets to such an extent that structural failure of the pavement in many areas has resulted. Consequently, the City has implemented a systematic pavement reconstruction program to address this significant problem. The identification of adequate resources for this program is a constant challenge.

SunBus

SYSTEM WIDE MAP



LEGEND

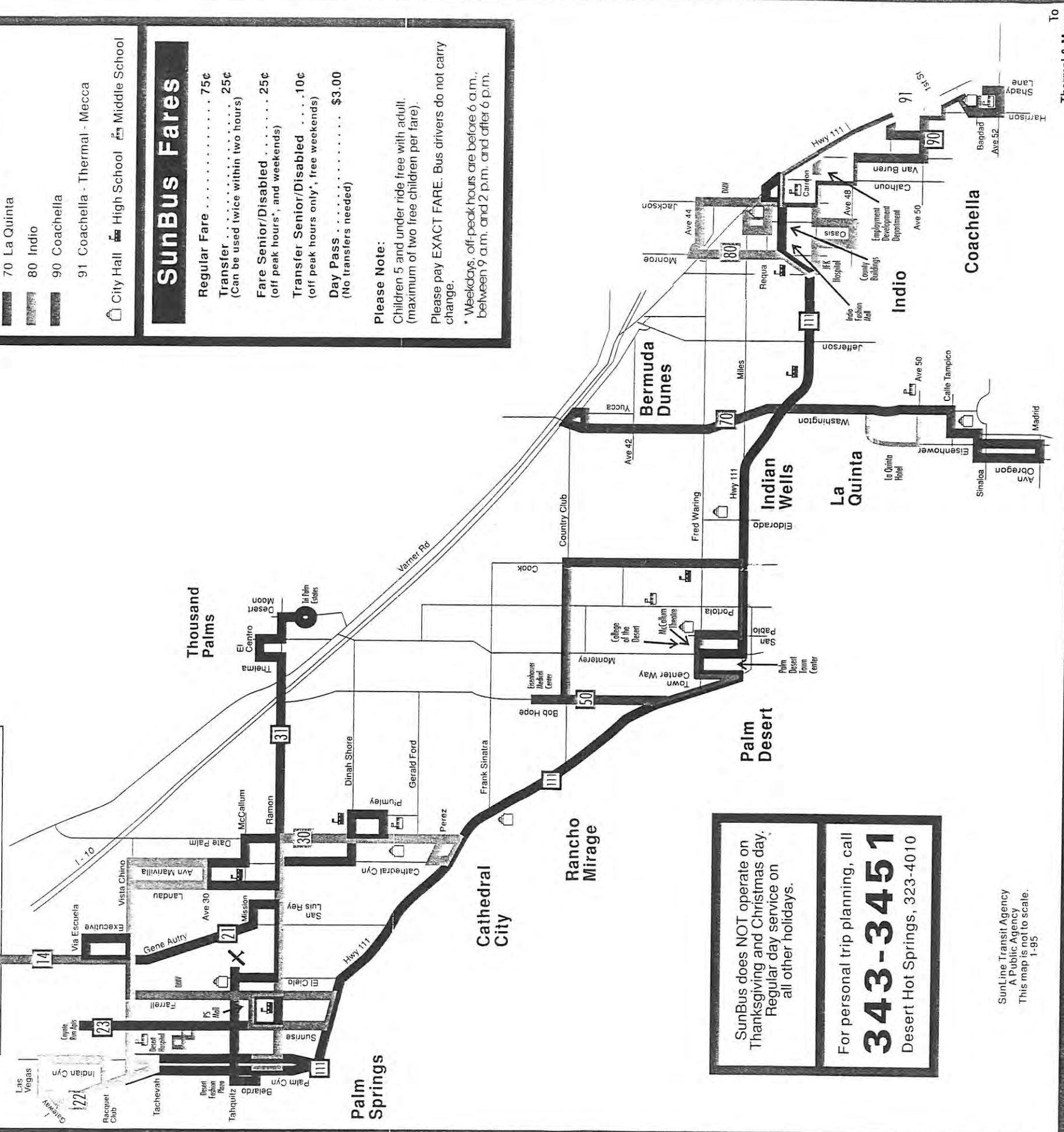
- 111 Palm Springs - Coachella
- 14 Desert Hot Springs - Palm Springs
- 21 Palm Springs
- 22 Palm Springs - Cathedral City
- 23 Palm Springs (Sunrise Way)
- 30 Cathedral City - Palm Springs
- 31 Thousand Palms - Cathedral City
- 50 Palm Desert - Rancho Mirage
- 70 La Quinta
- 80 Indio
- 90 Coachella
- 91 Coachella - Thermal - Mecca

- City Hall
- High School
- Middle School

SunBus Fares

- Regular Fare 75¢
- Transfer (Can be used twice within two hours) 25¢
- Fare Senior/Disabled (off peak hours*, and weekends) 25¢
- Transfer Senior/Disabled (off peak hours only*, free weekends) 10¢
- Day Pass (No transfers needed) \$3.00

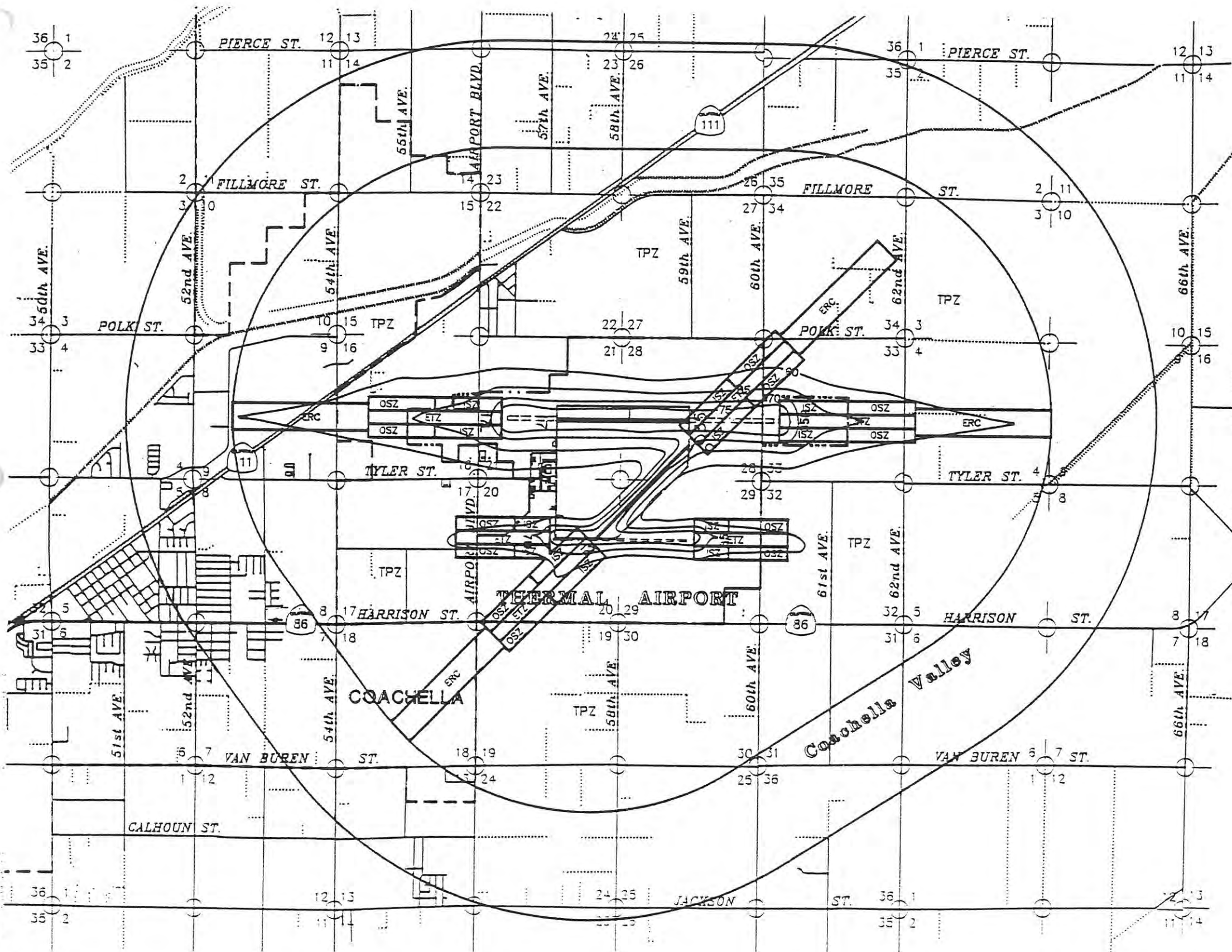
Please Note:
 Children 5 and under ride free with adult (maximum of two free children per fare).
 Please pay EXACT FARE. Bus drivers do not carry change.
 * Weekdays, off-peak hours are before 6 a.m., between 9 a.m. and 2 p.m. and after 6 p.m.



SunBus does NOT operate on Thanksgiving and Christmas day. Regular day service on all other holidays.

For personal trip planning, call
343-3451
 Desert Hot Springs, 323-4010

SunLine Transit Agency
 A Public Agency
 This map is not to scale.
 1-95



- LEGEND**
- Airport Boundary
 - - - City Limits
 - Unimproved Road
 - Levee
 - 60— CNEL Noise Contour - 2010
 - ISZ Inner Safety Zone
 - OSZ Outer Safety Zone
 - ETZ Emergency Touchdown Zone
 - TPZ Traffic Pattern Zone
 - ERC Extended Runway Centerline Zone
 - Outer Edge of F.A.R. Part 77 Surfaces
 - Future Runway/Extension
 - Future Airport Property



FIGURE _____
AIRPORT INFLUENCED AREA

- The Planning Area contains several existing linear barriers which have restricted the development of efficient circulation patterns, especially in an east-west direction. These include the Southern Pacific Railroad, the Coachella Valley Stormwater Channel, the All American Canal, State Highways 86 and 111, and the Interstate 10 Freeway. Localized circulation within the area bounded by the Railroad right-of-way and the stormwater channel is particularly constrained. The City is presently implementing design and construction projects to provide grade separation, bridges and other facilities along Avenue 50 and Avenue 52 as continuous east-west arterial roadways through the Planning Area.
- Regional circulation routes to Mexico are an important component of the City's future vision. Consequently, the City places a high value on the completion of State Highway 86, (the "NAFTA Highway") which will link Coachella with Mexicali, Mexico. Portions of State Highway 86 through the Planning Area have been constructed, with 12 miles remaining to be completed.
- Most of Coachella's streets are older and were constructed without serious and consistent attention to aesthetics. Consequently, it is the City's desire to create an improved streetscape, especially at key entry portals to the City. The design philosophy should also respect and build upon the "open, spacious" feeling of the City by providing opportunities for vistas and avoiding the "tunnel effect" created in other communities by the extensive use of monotonous perimeter walls.
- The existing railroad tracks are at grade with intersecting streets. There is a history of collisions between agricultural trucks and trains.
- There is a high demand for SunLine bus service within the City. Because of the City's young population and large family size there is a need to expand the current network of bus routes coupled with more frequent service to enhance the usability of public transit within the City.

CIRCULATION VISION STATEMENT

The essence of Coachella's vision for circulation is captured in the following statement.

The creation of a circulation system network with new, upgraded and reconstructed streets, and the addition of streetscape improvements to reflect the City's commitment to safety, quality and excellence.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Circulation Element is one of eleven elements of the Coachella General Plan. The goals, policies, standards and proposals within this element shall relate directly to, and shall be consistent with all other elements. The Circulation Element outlines the network of streets and other transportation modes for the efficient movement of people and goods.

OVERVIEW OF THE CIRCULATION ELEMENT POLICY DIAGRAM

A graphic depiction of the future is included as Figure 14, Daily Traffic Volumes. Proposed roadway designations are shown on Figure 15, Circulation Policy Diagram.

Proposed street cross-sections for each of the designations are depicted on Figure 16, Proposed Street Cross-Sections Diagram.

CIRCULATION ELEMENT GOALS, OBJECTIVES AND POLICIES

The City of Coachella's official development policies related to the circulation system are presented below. In a manner similar to the other elements of this General Plan, development policies include goals, objectives and policies based on the definition as outlined in the Introduction.

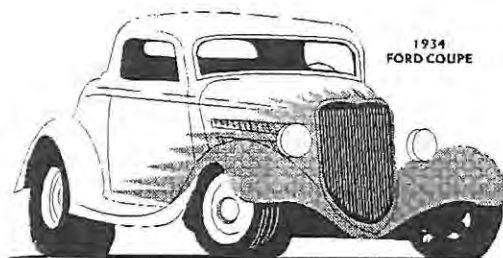


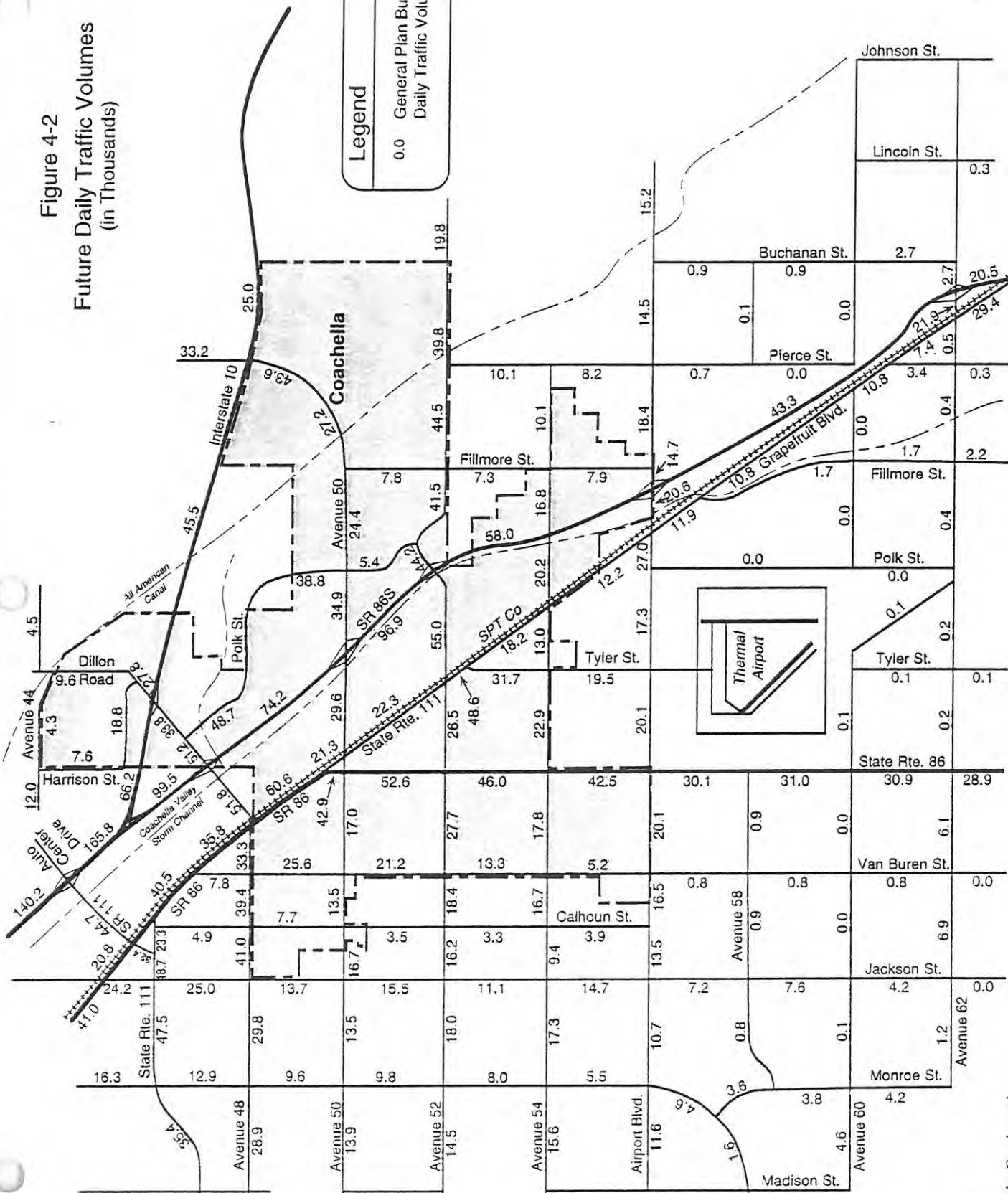
Figure 4-2
Future Daily Traffic Volumes
 (in Thousands)

Legend

0.0 General Plan Buildout
 Daily Traffic Volume



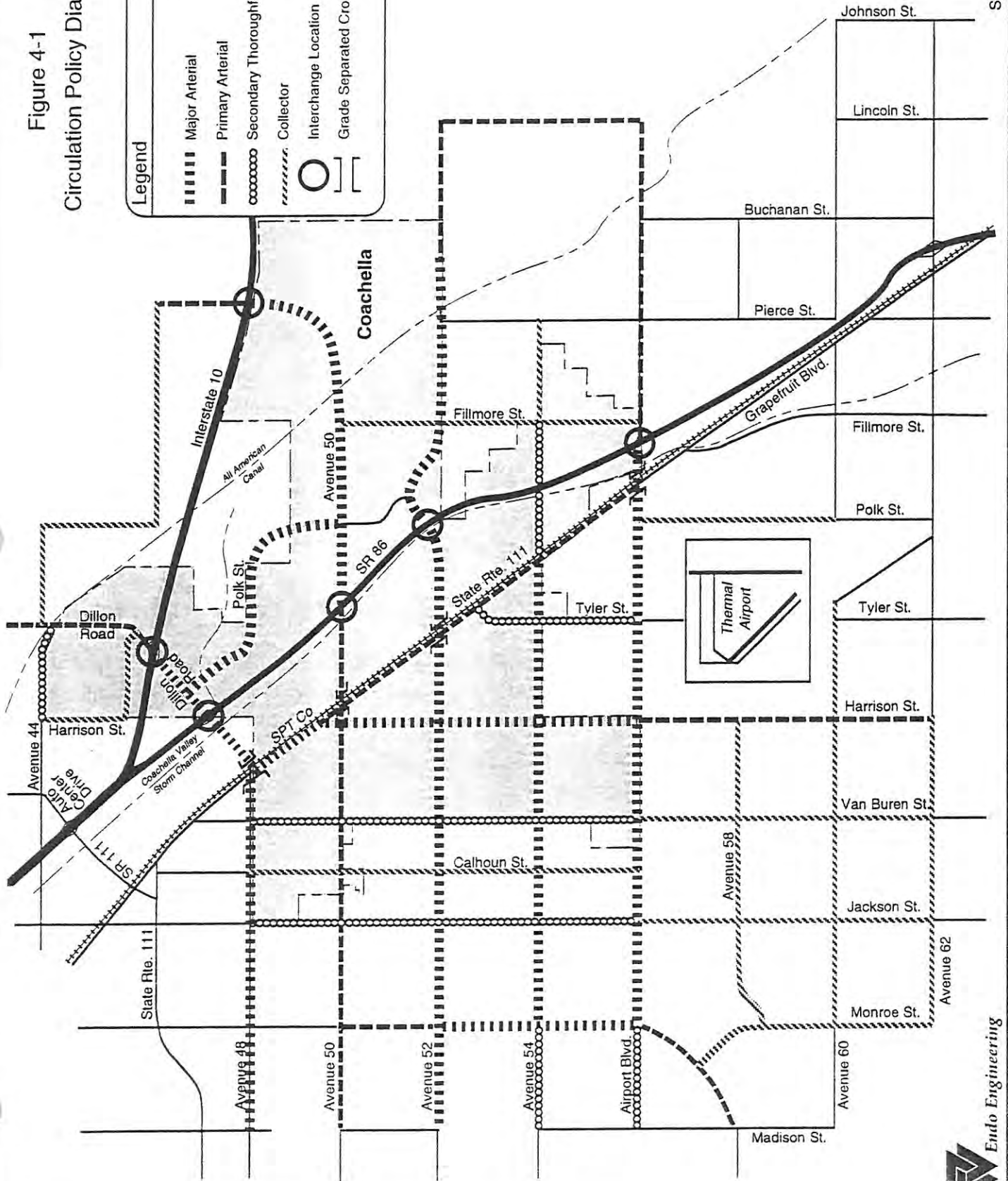
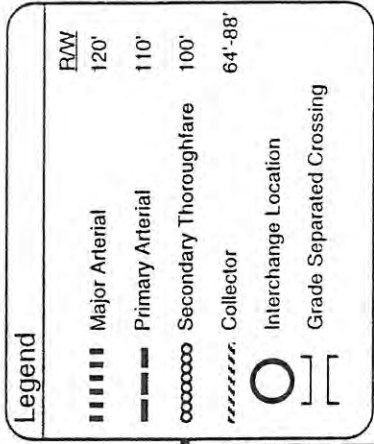
Scale: 1" = 1.4 Miles



Revised 8/17/96



Figure 4-1
Circulation Policy Diagram



Scale: 1" = 1.4 Miles

**Figure 16
Roadway Function Classifications
Daily Roadway Volume Estimates For Each Level of Service**

Classification	Typical Lane Configuration	Volume At The Upper Limit Of Each Level Of Service (Vehicles/Day)				
		LOS A	LOS B	LOS C ^a	LOS D	LOS E
Freeway ^b	6-lane divided	54,000	75,000	96,000	117,000	138,000
Freeway ^b	4-lane divided	34,000	47,000	60,000	73,000	86,000
Expressway ^b	4-lane divided	20,000	35,000	50,000	65,000	80,000
Expressway ^c	2-lane divided	10,000	17,500	25,000	32,500	40,000
Enhanced Major Arterial	8-lane divided					
Major Arterial	6-lane divided	20,000	30,000	40,000	50,000	60,000
Primary Arterial	4-lane divided	14,000	20,500	27,000	33,500	40,000
Secondary Arterial	4-lane divided	12,000	18,000	24,000	30,000	36,000
Major Collector ^b	4-lane undivided	10,000	15,000	20,000	25,000	30,000
Minor Collector ^b	2-lane undivided	6,000	9,000	12,000	15,000	18,000

- a. The upper limit of LOS C was assumed as the "design" capacity throughout this study.
- b. Source: Riverside County Road Department, *Information Pamphlet for Riverside County Traffic Circulation and Roadway Improvement Requirements*, Revised 11/24/87.
- c. Source: Endo Engineering

Goal

Provide a network of streets including major arterial, arterial, collector and local streets that adequately serves the projected traffic volumes that result from the land use designations and development as proposed under the Land Use Element.

Objective

Proposed land uses shall not overburden the City's circulation system.

Policy

The City shall review all development proposals related to their impact on land use and circulation to ensure that the circulation system is not overburdened, and shall require improvements to adequately serve the development and adjacent properties. Special studies may be required as a part of application submittals to identify the impacts of a development.

Policy

Through traffic movements shall be limited to general plan roads and shall avoid streets through residential neighborhoods. Provisions shall be made for highways capable of carrying high volumes of through traffic between major trip generators.

Policy

City and district level centers of commerce and employment will be efficiently joined and linked by appropriate levels of circulation.

Objective

The City shall reserve space in appropriate locations for the movement of persons and objects in a transportation system to adequately serve the proposed land use pattern.

Policy

Standards defining the necessary right-of-way to accommodate future traffic demands will be developed.

Policy

New developments will be required to dedicate the necessary land to provide for the construction of the ultimate roadway system.

Objective

The General Plan shall establish a system of street classifications and set standards for each.

Policy

The functional classifications for the streets in the City of Coachella shall be enhanced major arterial, major arterial, primary arterial, secondary arterial, collector streets and local streets. The classification of the streets in the City of Coachella are shown on Figure 15. Figure 16, Roadway Functional Classifications, provides typical lane configurations for each of the classifications and provides the volume at the upper limit of each Level of Service, stated in vehicles per day, for each street classification. The Circulation System Policy Diagram is based on Level of Service C for the majority of streets, and in two instances is based on Level of Service D.

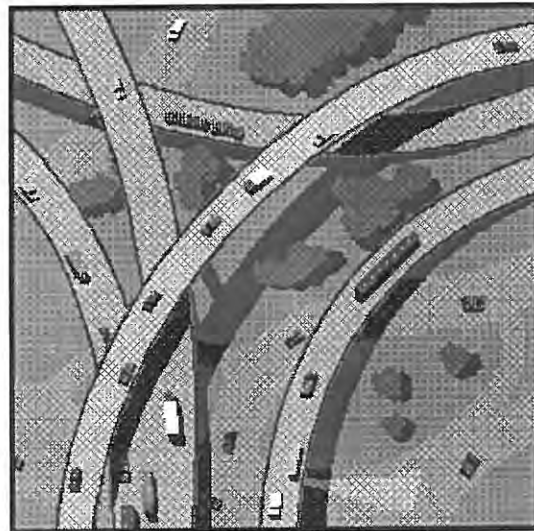


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- a. The upper limit of LOS C was assumed as the "design" capacity throughout this study.
- b. Source: Riverside County Road Department, *Information Pamphlet for Riverside County Traffic Circulation and Roadway Improvement Requirements*, Revised 11/24/87.
- c. Source: Endo Engineering

- Enhanced Major Arterial - the typical lane configuration for an Enhanced Major Arterial is eight lane divided. Typical street section requires 144 feet of right-of-way.
- Major Arterial - the typical lane configuration for a Major Arterial is six lane divided. Typical street section requires 120 feet right-of-way with a 22 foot median island. The volume at the upper limit of Level of Service C is 40,000 vehicles per day.
- Primary Arterial - the typical lane configuration for a Primary Arterial is four lane divided. Typical street section requires 110 feet right-of-way with a 22 foot median island. The volume at the upper limit of Level of Service C is 27,000 vehicles per day.
- Secondary Arterial - the typical lane configuration for a Secondary Arterial is four lane divided. Typical street section requires 100 feet right-of-way with a 12 foot median island. The volume at the upper limit of Level of Service C is 24,000 vehicles per day.
- Collector Streets - there are two types of Collector Streets, Major and Minor. The typical lane configuration for a Major Collector is four lane undivided. Typical street section requires 88 feet right-of-way with no median island. The volume at the upper limit of Level of Service C is 20,000 vehicles per day. The typical lane configuration for a Minor Collector is two lane undivided. Typical street section requires 64 feet to 72 feet right-of-way with no median island. The volume at the upper limit of Level of Service C is 12,000 vehicles per day.
- Local Streets - All remaining streets which do not fit within the arterial or collector classifications are local streets. The local street system is designed primarily to provide access to abutting properties with the movement of traffic given secondary importance.

Policy

The City will utilize Level of Service (LOS) as a measure of acceptable traffic flow and operational conditions at intersections. Level of Service is a qualitative measure of traffic flow and driver satisfaction with values ranging from A (free flow) to F (over saturation). The traffic flow characteristics corresponding to these values are described as follows:

Level of Service Traffic Flow Characteristics

- A Extremely favorable progression with very little delay. Most vehicles do not stop at all.
- B Good progression and stable flow with an occasional approach phase fully utilized.
- C Satisfactory operation with fair progression and longer cycle lengths. Individual cycle failures may begin to appear.
- D Tolerable delay where congestion becomes noticeable and many vehicles stop.
- E Unstable flow with poor progression and frequent cycle failures. This is considered the limit of acceptable delay.
- F Over saturation with arrival flow rates exceeding the capacity of the intersection. Considered unacceptable to most drivers.

Source: Highway Capacity Manual, Special Report 209, 1985.

Policy

The City shall establish intersection Level of Service "D" as the minimum acceptable Level of Service. No development project shall be approved which will increase the traffic on City intersections to a level worse than a Level of Service "D" during the A.M. or P.M. peak hour without adequate mitigation. The City may approve alternatives to this policy based upon detailed review and consideration of other factors. The methodology used to determine the traffic impacts of new development shall be generally consistent with those described in the Model Traffic Impact Analysis Guidelines of the Riverside County Congestion Management Plan (CMP).

Policy

The City shall establish street Level of Service "D" as the minimum acceptable Level of Service. No development project shall be approved which will increase the traffic on City streets to a level worse than a Level of Service "D" during the A.M. or P.M. peak hour without adequate mitigation. The City may approve alternatives to this policy based upon detailed review and consideration of other factors. The methodology used to determine the traffic impacts of new development shall be generally consistent with those described in the Model Traffic Impact Analysis Guidelines of the Riverside County Congestion Management Plan (CMP).

Policy

Intersection capacity and Level of Service shall be determined using techniques prescribed in the 1985 Highway Capacity Manual (Transportation Research Board). The City Engineer shall have the final determination regarding appropriate utilization of the techniques included within the Highway Capacity Manual.

Policy

The City shall adopt design standards for all streets in accordance with their functional classification and recognized design guidelines. All streets within the City of Coachella shall be designed in accordance with the standards presented in Figure 17, City of Coachella Typical Street Sections.

Policy

Based on Figure 14, two segments of streets have been identified as approaching capacity based on buildout. The City shall monitor and identify traffic conditions and implement Transportation System Management (TSM) strategies as warranted along the following street segments:

- Dillon Road between Interstate 10 and State Highway 111 (Avenue 48)
- State Highway 111 from the Avenue 48/Dillon Road intersection to Harrison Street

TSM strategies to be considered shall include:

- Intersection geometric and signalization improvements
- Spot roadway widenings
- Directional control
- Access control
- Land use controls and Transportation Demand Management (TDM).

Transportation Demand Management refers to programs and facilities that are intended to change demand on the circulation system and to change user behavior in order to reduce traffic congestion. Examples of TDM measures are flexible work hours and switching from single occupancy of an automobile to transit or ridesharing.

Policy

The City shall develop a Transportation Demand Management Ordinance and it shall be utilized as a TSM measure to improve traffic flow on congested roadway segments.

Policy

When necessary, the City shall review traffic impacts to roadway segments associated with new developments utilizing methodologies consistent with those of the Model Traffic Impact Analysis Guidelines of the Riverside County Congestion Management Plan to ensure proper mitigation.

Policy

Installation of all new traffic control devices shall be based upon established warrants and professional analysis in order to assure traffic safety and reduce potential public liability. A development fee may be imposed on new developments.

Policy

The construction and improvement of bridges or at grade crossings of the Whitewater River Channel shall be designed in a safe and appropriate manner. A development fee may be imposed on new developments for the construction and improvement of bridges.

Policy

Through traffic movements shall be limited to general plan streets and shall avoid traversing residential neighborhoods. Provisions shall be made for highways capable of carrying high volumes of through traffic between major trip generators.

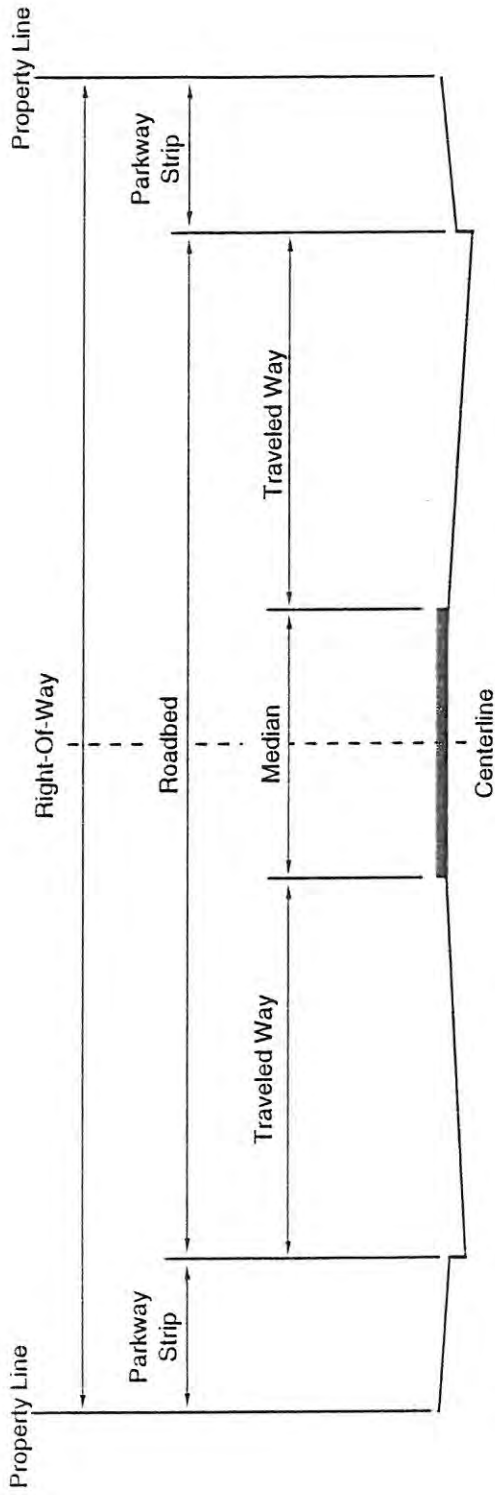
Policy

Whenever access must be taken directly off of a general planned highway for abutting parcels, common access shall be provided at the property line. Parcels on opposite sides of a highway shall have access points located directly opposite each other, whenever possible, to allow for future street intersections and increased safety.

Policy

The City shall ensure through the design review process that sight distances shall be adequate to provide for safe vehicular movement at a street's design speed.

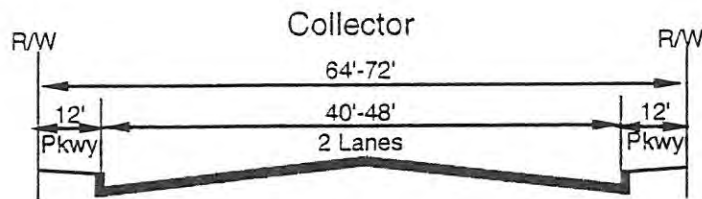
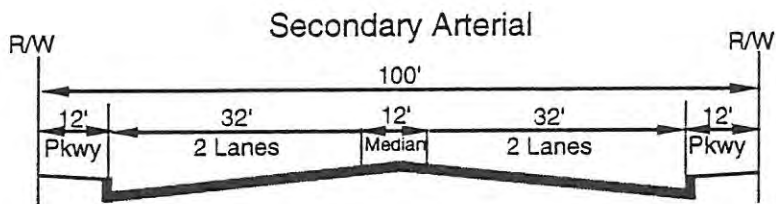
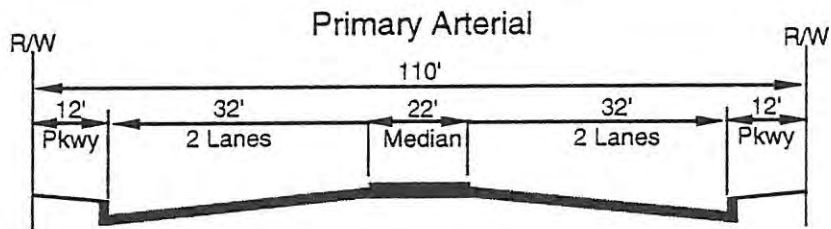
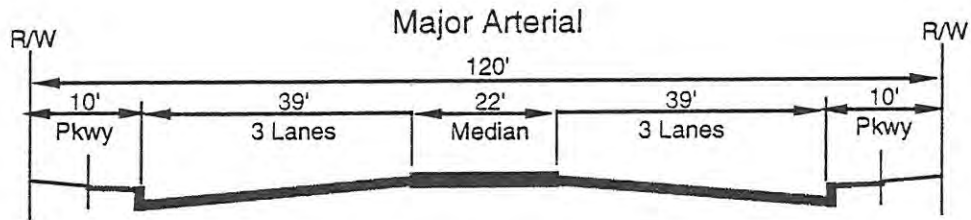
Figure 3-6
City of Coachella
Typical Street Sections



Corridor Classification	Median	Traveled Way	Travel Lanes	Parkway Strip	Roadbed	Right-Of-Way
Major Arterial	22'	39'	6	10'	100'	120'
Primary Arterial	22'	32'	4	12'	86'	110'
Secondary Arterial	12'	32'	4	12'	76'	100'
Major Collector	NA	32'	4	12'	64'	88'
Minor Collector	NA	24'	2	12'	48'	72'
Minor Collector	NA	20'	2	12'	40'	64'

Notes: All arterial and major collector sections include a six-foot sidewalk in each parkway strip.
Minor collectors include a five-foot sidewalk in each parkway strip.

City of Coachella Typical Street Sections



Policy

The City shall ensure through the design review process that setbacks allowing for clear, unobstructed sight distance shall be provided at all intersections.

Policy

The City shall ensure through the design review process that roadways shall be located outside identified floodplains whenever possible.

Policy

The City shall ensure through the design review process that any streets or highways located within identified blowsand areas shall be protected from blowsand hazards.

Policy

The City shall ensure through the design review process that developments which are identified as major trip attractors incorporate design features that increase the potential for public transit service.

Goal

Limit access for Major Arterial and Arterial streets to enhance capacity of these street classifications.

Objective

The General Plan shall specify appropriate guidelines for access control to maintain capacity, efficiency and the safety of the traffic flow on the City's streets.

Policy

The following guidelines shall be used to determine and regulate appropriate access:

- The City may restrict individual driveway access to Major Arterial and Arterial streets.
- Access to Major Arterial and Arterial streets shall be limited through the use of medians, traffic devices and access controls to maintain street capacity.

- When possible, access along Major Arterial and Arterial streets shall be located a minimum of 250 feet from the ends of curb returns.
- Common access may be required to be provided at the property lines.
- Parcels on opposites sides of Major Arterial and Arterial streets shall have access points located directly opposite each other, whenever possible, to allow for future street intersections and increased safety.

Goal

Provide for safe design of streets that are in the process of being developed and are not yet fully developed.

Objective

The General Plan shall specify development standards for streets that are being developed but are not yet fully developed.

Policy

The City shall require new development to improve all affected Major Arterials, Arterials and Collector streets to provide safe two way access directly adjacent to, and leading to and from the new development. The following guidelines shall be used to define appropriate access:

- The City shall require improvements adjacent to the development to include improvements to the centerline plus a complete travel lane on the opposite side of the centerline and shoulder improvements as needed for traffic safety and/or parking. Full improvements are required for the full length of the development.
- The City shall require transitions to the existing roadway beyond the development which may include acceleration and/or deceleration lanes.
- The City shall require improvements adjacent to and beyond the development to adequately provide for impacts created by the new development including pedestrian, drainage facilities and traffic signals.

Goal

Provide a circulation system which reflects pride in the community and the urban design characteristics identified in the Urban Design Element of the General Plan.

Objective

The General Plan shall ensure the creation of an attractive streetscape that will further enhance the identity and character of Coachella.

Policy

Gateways and streetscapes shall contain features of the urban design theme of Coachella to include the following:

- An open, public view of developments within the community by allowing views into a development through the orientation of buildings towards the street or with portions visible from the street
- A combination of hardscape and landscape as described in the report and as shown in the concepts for the Avenue 50 Grade separation included in the Urban Design Element as Figures 19 through 23.
- Streetscape based on the concepts included in Figures 24 through 29 included in the Urban Design Element of the General Plan including raised medians and landscaping treatments.
- Public art displays may be required to be included within streetscapes as shown in Figures 28 and 29 as Gloriettas or in perimeter areas designed for the public. Additional right-of-way may be required to appropriately display public art for the view and enjoyment of pedestrians and the traveling public.
- Use of elements of the street light design concept as presented in Figure 30 included in the Urban Design Element of the General Plan.
- The use of wrought iron as a fence material including elements of the typical design concept shown in Figure 31, Wrought Iron Fencing Design & Details
- A shady, oasis effect of landscaping including Palm trees and plants evocative of the oasis

feeling and water features included in the streetscape.

Policy

Streets classified as Highways, Major Arterials and Arterials may also be designated as Primary Image Corridors requiring special treatment as urban design features reflecting the City's identity and heritage. Primary Image Corridors shall consist of boulevard streets with raised, landscaped medians and heavily landscaped areas within and contiguous to the street right-of-way.

Policy

Primary Image Corridors shall include the following streets:

- Grapefruit Boulevard (State Highway 111)
- Harrison Street (State Highway 86)
- Dillon Road
- Avenue 50
- Avenue 52
- Avenue 56 (Airport Boulevard)

Policy

Streets classified as Arterials or Collectors may also be designated as Secondary Image Corridors requiring special treatment as urban design features reflecting the city's identity and heritage. Secondary Image Corridors would follow the same concepts as Primary Image Corridors, the only difference being the extent of the treatment and size of public areas.

Policy

Secondary Image Corridors shall include the following streets:

- Monroe Street
- Jackson Street
- Van Buren Street
- Tyler Street
- Polk Street
- Fillmore Street
- Pierce Street
- Avenue 48
- Avenue 54
- Avenue 60

Policy

Agrarian Image Corridors shall be defined as streets which serve as the transition from agricultural areas to urbanizing areas or as streets where it is

desirable to use the agricultural theme and shall be used throughout the area designated as "Agriculture to Urban Transition Overlay" on Figure 7.

Agrarian Image Corridors shall incorporate agricultural plants into the landscape treatment and mimic agricultural planting patterns i.e. date/citrus groves, groves or row crops and may include equestrian trails.

Policy

Agrarian Image Corridors shall include the following roadways:

- Avenue 52 east of Fillmore Street and from Monroe Street to Frederick Street
- Avenue 54 east of Fillmore Street and from Monroe Street to Van Buren Street
- Avenue 56 (Airport Boulevard) east of Fillmore Street and from Monroe Street to Van Buren Street
- Fillmore Street
- Pierce Street
- Avenue 58
- Avenue 60
- Avenue 62
- From Avenue 56 south:
Jackson Street
Van Buren Street
Harrison Street
Tyler Street
Polk Street
Buchanan Street
Lincoln Street

Policy

Primary Gateways are defined as areas where pedestrians and the traveling public are entering the City of Coachella from a neighboring jurisdiction and special emphasis within the public areas and streetscapes is desirable.

Policy

Primary Gateway treatments shall include the design elements as detailed in the Urban Design Element and shall be designed to dramatically represent Coachella's identity and commitment to quality.

The use of Gloriettas as shown in the design concepts in Figure 24 shall be required whenever possible from a traffic standpoint in designated Primary Gateways. Pedestrian areas may also be required to include a Glorietta in designated Primary Gateway areas.

Primary Gateway treatments may also include special paving, street furniture, bus shelters, displays of public art, monument signage, landscaping, decorative lighting and street lighting.

Policy

Primary Gateway treatments shall occur in the following areas:

- Grapefruit Boulevard at Avenue 48
- Dillon Road at Interstate 10 Freeway
- Dillon Road at State Highway 86 Freeway
- Grapefruit Boulevard at Avenue 54
- State Highway 86 Freeway at Airport Boulevard
- Harrison Street at Airport Boulevard

Policy

Secondary Gateways are defined as areas where pedestrians and the traveling public are entering a special neighborhood or Colonia of the City of Coachella and special emphasis within the public areas and streetscapes is desirable.

Secondary Gateway treatments shall include the design elements as detailed in the Urban Design Element and designed to represent the identity of the special neighborhood or Colonia. Secondary Gateway treatments may also include special paving, street furniture, bus shelters, displays of public art, monument signage, landscaping, decorative lighting and street lighting.

Policy

Landscaped setbacks are necessary to soften the effect of the hardscape including buildings, parking areas and perimeter walls. Setbacks may vary, but shall generally be as follows:

- Harrison Street (State Highway 86) and Grapefruit Boulevard (State Highway 111) - 10 to 20 feet
- Major Arterials - 10 to 15 feet

- Arterials - 10 feet
- Collector Streets - 10 feet

Landscaping within these setback areas shall be consistent with the appropriate image corridor designation.

Policy

Special right-of-way width and design treatments will be identified for streets recognizing established setbacks of adjacent developments and the maturity of existing landscaping materials.

Policy

Perimeter walls and fences should be designed to allow public views into projects from the street and shall be required where possible. Varying setbacks and landscape treatments may also be required to enhance the public view of perimeter areas. Designs of perimeter walls should be varied from project to project for visual relief along a streetscape but should have unifying or consistent elements to achieve a pleasing transition.

Policy

The City's streetscape quality shall be improved by undergrounding of utilities wherever possible.

Policy

Freestanding signs shall be required to be located within landscaped areas of a size and proportion compatible with the sign size and height. Design and color of signs shall be required to be compatible with the surrounding area and enhance rather than detract from the neighborhood. Signage shall be professionally designed and constructed.

PUBLIC TRANSPORTATION POLICIES

The provision of public transportation is a critical need in a city such as Coachella. A greater proportion of the population is reliant upon its provision and is more greatly affected if the modes of transportation are not well coordinated.

Increased use of public transportation reduces congestion noise impacts and improves air quality. The provision of public transportation for visitors to Coachella and the planned Entertainment Area is a new challenge to be met.

The following policies are intended to provide guidance in establishing an expanded transit system to serve the needs of the City and region.

Goal

Provide safe, available, convenient, inviting and efficient public transportation to the residents of the City of Coachella.

Objective

The General Plan should promote convenient and efficient public transportation as an alternative to the automobile.

Policy

The City shall ensure through the design review process that developments which are identified as major trip attractors incorporate design features that increase the potential for public transit service.

Policy

New industrial, commercial and residential development should be designed and developed to promote alternative forms of travel through the use of bike routes, park and ride facilities, bus stops and other alternative travel facilities.

Policy

The City shall coordinate with SunLine Transit to provide bus service within the city and throughout the Coachella Valley that is safe, available, convenient, inviting and efficient.

The City shall review the bus routes and connections to assure that adequate service is being provided and adjustments are being made as the city grows and develops. The City shall review the SunLine bus routes from the perspective of connections to regional and national carriers such as Greyhound and The Red Line. The City shall work with regional and national carriers to promote and provide bus stops within the city limits to better serve the residents of the City of Coachella.

The City shall review the SunLine bus routes from the perspective of connections to the passenger rail service provided by Southern Pacific Railroad and Amtrak in Indio. The City shall review the SunLine bus routes from the perspective of connections to

air passenger services provided at Palm Springs, Ontario and Los Angeles airports.

The City shall also review all bus stop locations and conditions to assure that the locations have been appropriately chosen and that sufficient locations exist to meet the needs of the residents. The City shall review all bus stop facilities to assure that they provide adequate shelter from the climate and safe conditions including condition of pavement, setbacks, defensibility, lighting, access to public payphones and accessibility to the youth, handicapped and elderly.

Policy

The City shall coordinate with SunLine Transit and the Coachella Valley Association of Governments to identify potential park and ride facility locations as a means of encouraging increased transit and ridesharing.

Policy

Covered bus shelters shall be provided at every bus stop in the City.

Policy

Where appropriate, the City shall require developers to construct transit facilities such as bus pullouts, covered bus shelters and benches on Arterial and Collector streets. Payment of development fees may be required.

Policy

The City shall coordinate with SunLine Transit to establish transit stops adjacent to medical facilities, senior citizen facilities, major areas of employment, shopping centers and parks.

Policy

The City shall work with SunLine to provide dial-a-ride and other types of public transportation to meet needs that are not met by bus service.

Policy

The City shall review and update ordinances regarding the provision of taxicab service within the City of Coachella.

Policy

The City may require dedication and/or improvement of waterways for the transport of visitors within the Entertainment Area.

Policy

The City shall design a typical segment of the waterway, stations, ticket booths and docks and adopt specifications to be used for the waterways planned for the transport of visitors within the Entertainment Area.

NON-MOTORIZED TRANSPORTATION POLICIES

Goal

Provide a well designed circulation system that includes bike routes, equestrian trails and pedestrian ways.

Objective

The siting of future development shall carefully consider locations that can most readily accommodate and support alternative modes of transit other than the automobile.

Policy

Employment centers will be created which consist of a series of small industrial park complexes within which office and related commercial activities are also allowed for convenient access from jobs to needed services.

Policy

Open Space, parks, recreational areas, schools and community facilities shall be required to be connected by bike routes and pedestrian facilities. New residential developments shall be required to identify routes to the facilities that will serve their development and may be required to improve segments that connect their development to existing facilities with a projected high demand.

Policy

The City shall ensure through the design review process that bike routes link major activity centers such as residential areas, employment centers,

commercial facilities, recreation areas and education facilities.

Policy

The City shall ensure through the design review process that bike routes shall be located in aesthetically pleasing surroundings such as through parks, adjacent to scenic highways and near watercourses, whenever possible.

Objective

The General Plan shall promote the use of the bicycle as a safe and convenient mode of transportation and recreation.

Policy

Encourage bicycling as an alternative mode of transportation to reduce fuel consumption, traffic congestion and air pollution.

Policy

The City shall work with the schools and others in the community to identify a conceptual system of bike routes.

Policy

Bike routes shall be designed and constructed in conformance with requirements highlighted in the CALTRANS Manual, "Planning and Design Criteria for Bikeways in California". Adherence to these standards will ensure eligibility for state funding of bike routes projects, as well as the development of a safe and uniform bike routes system that complies with accepted state standards.

Objective

The General Plan shall promote the development of pedestrian facilities throughout the City to encourage walking as a mode of transportation and recreation.

Policy

A pedestrian system shall be developed to provide safe school routes and/or enhance the continuity of the system.

Policy

All Arterial and Collector streets shall have improved sidewalks within the public street right-of-way on both sides of the road.

Policy

Local streets in residential areas where densities exceed 3 dwelling units per acre shall have improved sidewalks within the public street right-of-way on both sides of the street.

Policy

The location of sidewalks within the public street right-of-way shall consider accessibility to the handicapped, safety and maintenance factors.

Objective

The General Plan shall promote the development of equestrian trails as a safe and convenient mode of transportation and recreation.

Policy

The City shall work with the community to identify a conceptual system of equestrian trails that links to adjacent communities and established trail systems including those provided by the County of Riverside and Bureau of Land Management.

Policy

The City shall prepare and adopt design standards for the development of equestrian trails.

Policy

The City may require the dedication and improvement of equestrian trails throughout the city.

Goal

The City shall actively coordinate and cooperate with adjacent jurisdictions and regional agencies regarding street and intersection design and level of service.

Objective

Coordinate the planning and improvement of streets to achieve maximum safety for the traveling public.

Policy

The City shall actively coordinate efforts with adjacent jurisdictions through regular meetings and written identification of problem areas related to street widths, alignments, classifications and intersection designs.

CIRCULATION ELEMENT STREET DESIGNATIONS**Highways**

- Existing State Highway 86 - CALTRANS. currently routed along Harrison Street.
- New State Highway 86 - Federal Expressway. The eastern adopted alternative is currently under construction with 12 miles yet to be completed.
- State Highway 111 - CALTRANS. A state highway, currently routed along Grapefruit Boulevard from Avenue 48 southeast to Avenue 62
- Interstate 10 - Federal Interstate Freeway, crossing the city in an east-west direction

Enhanced Major Arterials

- Dillon Road from Grapefruit Boulevard (State Highway 111) east to Interstate 10
- State Highway 111 from Avenue 48 to Harrison Street

Major Arterials

- Avenue 48 from Monroe Street to Grapefruit Blvd (State Highway 111)
- Avenue 48 from Tyler Street east to Polk Street
- Avenue 50 from Harrison Street east to Interstate 10
- Avenue 52 from Monroe Street east to the new Federal Expressway 86

- Avenue 56 from Monroe Street east to Johnson Street
- Tyler Street from Dillon Road south to Avenue 50
- Polk Street from Avenue 48 south to Avenue 50
- Polk Street from Avenue 56 south to Avenue 62

Arterials

- Avenue 50 from Harrison Street west to Monroe Street
- Avenue 60 from Madison Street east to Johnson Street
- Avenue 62 from Madison Street east to Johnson Street
- Dillon Road from Interstate 10 east to Avenue 44
- Monroe Street from Avenue 50 south to Avenue 62
- Jackson Street from Avenue 48 south to Avenue 62
- Van Buren Street from Avenue 48 south to Avenue 62
- Fillmore Street from Avenue 50 south to Avenue 56 (Airport Boulevard)
- Pierce Street from Avenue 52 to Avenue 62
- Buchanan Street from Avenue 52 to Avenue 62
- Lincoln Street from Avenue 52 to Avenue 62
- Johnson Street from Avenue 52 to Avenue 62
- Avenue 52 from new Federal Expressway 86 east to Johnson Street
- Avenue 54 from Monroe Street east to Johnson Street
- Frontage Road (north of Interstate 10) from Indio Springs Drive southeast to Dillon Road
- Harrison Street from Interstate 10 southeast to Dillon Road (including Harrison Place)

- Harrison Street from Interstate 10 north to Avenue 44
- Tyler Street from State Highway 111 south to Avenue 56

Commercial & Industrial Collectors

- Avenue 48 from Dillon Road to Harrison Street
- Harrison Street from Dillon Road south to Avenue 50
- Harrison Street (Oates Lane) from Avenue 50 southeast to Tyler Street (north of Avenue 52)

Residential Collectors

- Tyler Street from Avenue 50 south to Avenue 52
- Frederick Street from Mitchell Street south to Avenue 54
- Mitchell Street from Van Buren Street east for $\frac{3}{4}$ section to Frederick Street
- Shady Lane from Ninth Street south to Avenue 56 (Airport Boulevard)

Grade Separations, Interchanges & Bridges

Bridges planned or identified as needed include:

- Grade Separation at State Highway 111 and Avenue 50 at railroad tracks, construction expected in 1996.
- Avenue 50 bridge at Coachella Valley Stormwater Channel, construction expected 1998
- Avenue 50 interchange at new Federal Expressway 86, construction expected 1998
- Avenue 50 bridge over All American Canal
- Smokey Gulch Interchange at Interstate 10 and Avenue 50
- Avenue 52 bridge at Coachella Valley Stormwater Channel, construction completed
- Avenue 52 interchange at new Federal Expressway 86, construction expected 2000
- Grade Separations at State Highway 111, Avenues 48, 52, and 56 at railroad tracks

CIRCULATION ELEMENT IMPLEMENTATION MEASURE

The various actions, programs and strategies the City of Coachella should take to implement the goals, objectives and policies of the Circulation Element are presented on Figure 18, City of Coachella Circulation System Implementation Measures.

- **Implementation Measure** - Includes a description of the action program and/or strategy which implements the circulation system development policies.
- **Purpose** - Identifies the intent and purpose of accomplishing the implementation measure.
- **Key Participants** - Identifies the appropriate public and/or private body, agencies, group, individuals or volunteers responsible to complete the implementation measure.

FIGURE 18

**CITY OF COACHELLA CIRCULATION ELEMENT
IMPLEMENTATION MEASURES**

Implementation Measures	Purpose	Key Participants
Prepare and adopt Access Control Standards by Roadway Functional Classification	To identify specific access control requirements to enhance safety and roadway capacity	City Council Planning Department Engineering Department
Identify options for driveway consolidation along all Major Arterials and Arterials	To provide for elimination of existing driveway conflicts	City Council Engineering Department
Prepare a Critical Intersection Plan	To identify special geometric and right-of-way requirements at key intersections	City Council Planning Department Engineering Department
Prepare and adopt a Transportation Demand Management Ordinance	To set standards for correction of traffic problems	City Council Planning Department Engineering Department
Prepare and adopt a Specific Plan for Dillon Road from Grapefruit Boulevard (State Highway 111) east to Interstate 10 and for State Highway 111 from Avenue 48 to Harrison Street	To assess roadway capacity and operational requirements associated with intersection locations	City Council Planning Commission Planning Department Engineering Department
Prepare and implement a Transit Stop Improvement Program	To identify bus stop locations requiring covered shelters, benches, pedestrian access and other improvements; to identify the need and potential location of park-and-ride facilities; and to review the adequacy of transit stops serving activity centers	City Council Planning Commission Planning Department SunLine Transit
Revise the Infrastructure Fee Program to reflect changes in the Circulation Plan including development fees for regional streets, bridges, bus stops and facilities and traffic signals	To ensure that the infrastructure fee program reflects existing roadway, transit and non-motorized vehicle facility requirements	City Council Planning Commission Planning Department Engineering Department

Implementation Measures	Purpose	Key Participants
Prepare an inventory of existing pedestrian facilities and an assessment of deficiencies	To provide basis for the subsequent identification and prioritization of improvements to the pedestrian circulation system; to implement the policies contained in the General Plan	City Council Planning Department Engineering Department
Prepare Bike routes and Equestrian Trails Plan and Improvement Standards	To identify and prioritize roadway and equestrian trail improvements needed to establish a system of trails	City Council Planning Commission Engineering Department C.V. Recreation & Park District
Prepare inventory and strategy for streets requiring special right-of-way width and design treatments to recognize established setbacks of adjacent developments and the maturity of existing landscaping materials	To identify streets with characteristics requiring special treatments	City Council Planning Department Engineering Department