05 | MOBILITY

INTRODUCTION

A robust and interconnected transportation system is a key contributor to the economic and social health of a Community. This Element provides Goals and Policies related to the development, monitoring, and maintenance of such a transportation system. This Element addresses both automobile travel as well as the movement of bicycles, pedestrians, and transit users. Rather than prioritize one mode of travel as compared to another, the Goals and Policies outlined are focused on creating a balanced transportation system in which all modes of travel are treated equally.

Coachella will have a balanced, multi-modal transportation system with a high degree of bicycle, pedestrian and vehicular connectivity. In terms of connectivity, the City should seek to overcome the many northwest-to-southeast barriers that exist – SR111, the Union Pacific Railway, SR86S and even the Coachella Canal. New east-west and north-south roadways and grade-separated crossings may help achieve the existing barriers. Additionally, the future roadway network should be planned to encourage dispersed road access with many route choices across the City, instead of concentrating traffic on a few major arterials. This means that direct east-west and north-south roadways should be spaced every quarter or eighth of a mile and that all development projects – residential and non-residential – should be planned to encourage connectivity through the project.

Given that the City will grow from a small town into a medium sized city, plans should be made now for a comprehensive network of transit, bicycle paths and other non-driving options. This will ensure access and mobility for all age and income levels, more active lifestyles and will address the growing concern over global climate change. To pursue this, the City should build a transit center, probably near the downtown area. It will build multi-modal streets with context-sensitive design. These should be planned to accommodate future bus rapid transit, will contain cycling amenities where appropriate, and will be pleasant to walk along. Walking and cycling amenities will be organized in a highly connected network.

OUR COMMUNITY'S GOALS

Achieving this vision of a robust and interconnected transportation system represents a significant challenge for the City. To achieve the community's vision as presented in Chapter 3 of the General Plan, the Mobility Element is organized around the following broad goals.

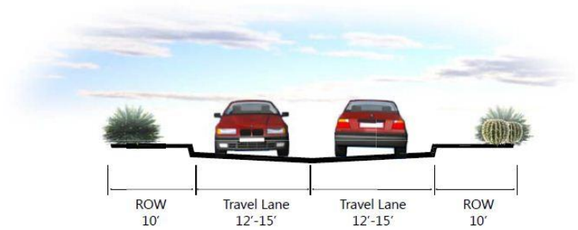
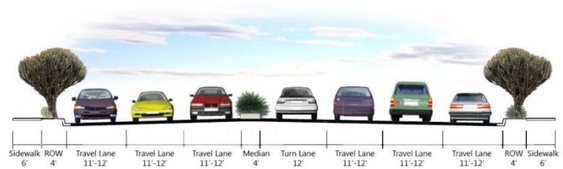
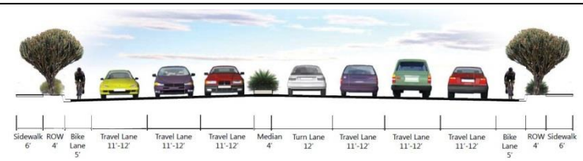
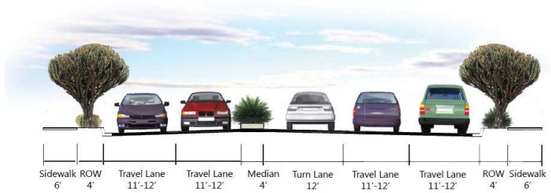
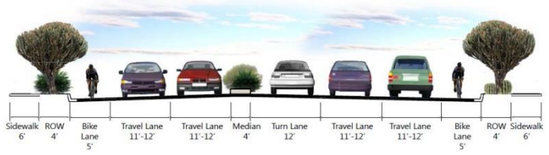
- **A balanced transportation system.** A balanced transportation system that accommodates all modes of travel safely and efficiently without prioritizing automobile travel. Many communities have developed transportation systems that move automobiles quickly and easily which makes it difficult for persons to walk or use bicycles. Transit users are also often negatively impacted as well. Since it is often difficult for a city to retrofit a transportation system to move away from an auto-centric focus, it is essential for Coachella to plan and implement a transportation system before the City further expands.

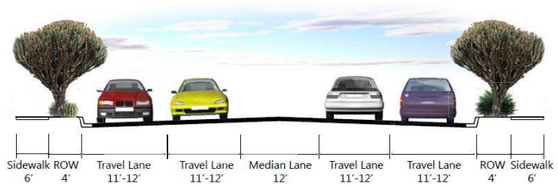
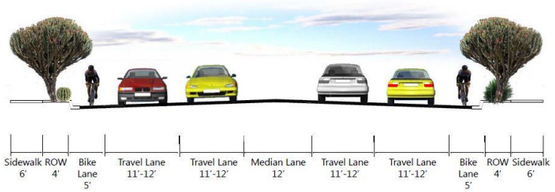
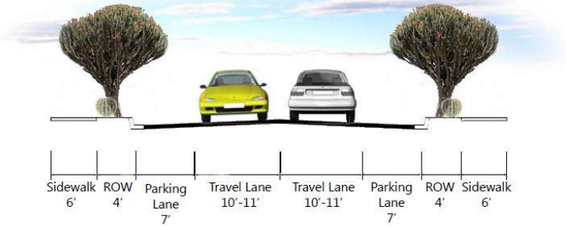
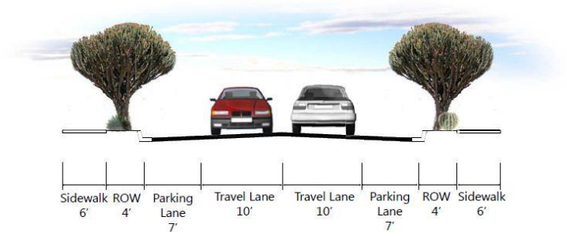
- **Mitigated transportation impacts.** A transportation system that limits negative impacts from vehicular travel on residents and workers. There are many negative consequences associated with vehicular travel including speeding and collisions. A key goal for the City is find ways through policies and physical improvements to limit these negative effects.
- **Pedestrian connectivity.** A safe pedestrian network that provides direct connections between residences, employment, shopping and civic uses. Walking is a key aspect of travel which is often neglected at the expense of automobiles. Higher levels of walking contribute to increased physical activity, which in turn can lead to improved health outcomes like reductions. Providing facilities for pedestrians also accommodate persons who are unable to drive such as children, the elderly, and other persons who lack access to automobiles.
- **Multi-use trail network.** A bicycle and multi-use trail network that facilitates bicycling for commuting, school, shopping and recreational trips. Bicycling serves an important role within the larger transportation system by serving intermediate distance trips which are not easily served by walking. Cycling is also an activity that includes persons of all ages including both children and adults who may use bicycles to travel to/from work, school, and other trips.
- **Transit supportive development patterns.** An integrated land use and transportation network that supports transit ridership. Transit is an important aspect of travel in the Coachella Valley where City residents rely heavily on transit for travel to work, shopping, and other destinations. Many residents who might otherwise use transit do not do so because of limitations in the existing transit service patterns, the lack of connections to transit stops, and land use patterns which do not support transit usage.
- **Fiscally sustainable transportation system.** A sustainable transportation system that can be built, operated, and maintained within the City's existing and future resource limitations. Cities have historically focused more on the construction costs associated with transportation infrastructure as compared to the costs of operating and maintaining a system. With further funding constraints likely, it is essential that Coachella develop a transportation system that both serves the needs of their residents and is one the City can afford.
- **Transportation management system.** An ongoing monitoring system that allows the City to evaluate the performance of the transportation system. Few cities actively monitor the performance of their transportation system except in limited instances where such monitoring is dictated by an outside agency. As such, addressing potential problems often occurs reactively rather than proactively after small issues become significant problems. Monitoring the performance of all aspects of the transportation system will allow Coachella to identify problems with the transportation system and move to quickly correct these issues.
- **Regional connectivity.** A transportation system that provides an appropriate level of regional connectivity for residents and businesses through vehicular, freight, transit and non-motorized connections. The City of Coachella exists within a larger regional system that provides access for the movement of people and goods. Maintaining the integrity of these regional connections is an important element in the continued well-being of the City.

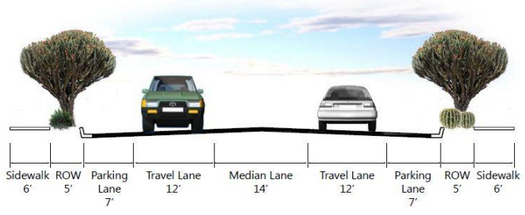
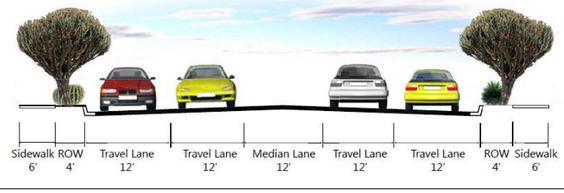
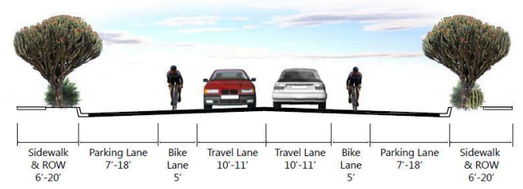
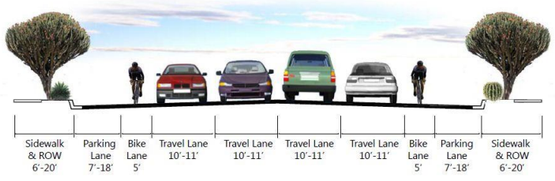
STREET TYPOLOGIES

The General Plan provides for a network of interconnected network of transportation facilities. The following street typologies are proposed for implementation within the General Plan.

Table 5-1: Street Typologies

STREET TYPE	DESCRIPTION	CROSS-SECTION	ROW	TRAVEL LANE WIDTH	SIDEWALK WIDTH	BIKE LANE WIDTH	PRIORITIZED			
							PED	BIKE	BUS	AUTO
COUNTRY ROAD	Two-lane roadways designed to carry traffic through rural areas of the City. It is designed for higher speeds and a variety of vehicles including cars, large trucks, and agricultural equipment as necessary. Limited bicycle and pedestrian usage is anticipated.		50 feet	12 to 15 feet	Not Present	Not Present	N	N	N	Y
MAJOR ARTERIAL	These facilities provide for all modes of travel, but they acknowledge that the arterial is a primary link in the City's vehicular transportation system. Major arterials have six travel lanes and can have ROW up to 120 feet. Travel lanes can vary from 11 to 12 feet.		108 feet	11 to 12 feet	6 feet or more	Not Present	N	N	Y	Y
MAJOR ARTERIAL WITH ENHANCED BICYCLE FACILITIES	These facilities provide for all modes of travel, but they acknowledge that the arterial is a primary link in the City's vehicular transportation system. Major arterials have six travel lanes and can have ROW up to 132 feet. Travel lanes can vary from 11 to 12 feet.		118 feet	11 to 12 feet	6 feet or more	5 feet or more	Y	Y	Y	Y
PRIMARY ARTERIAL	These facilities provide for all modes of travel, but they acknowledge that the arterial is a primary link in the City's vehicular transportation system. Major arterials have four travel lanes and can have ROW up to 110 feet. Travel lanes can vary from 11 to 12 feet.		84 feet	11 to 12 feet	6 feet or more	Not present	N	N	Y	Y
PRIMARY ARTERIAL WITH ENHANCED BICYCLE FACILITIES	These facilities provide superior accommodations for bicyclists as compared to regular arterials. In-street Bicycle lanes (Class II) facilities are provided. The bicycle lanes can vary from 5 to 6 feet. The travel lanes can vary from 11 to 12 feet.		94 feet	11 to 12 feet	6 feet or more	5 feet or more	Y	Y	Y	Y

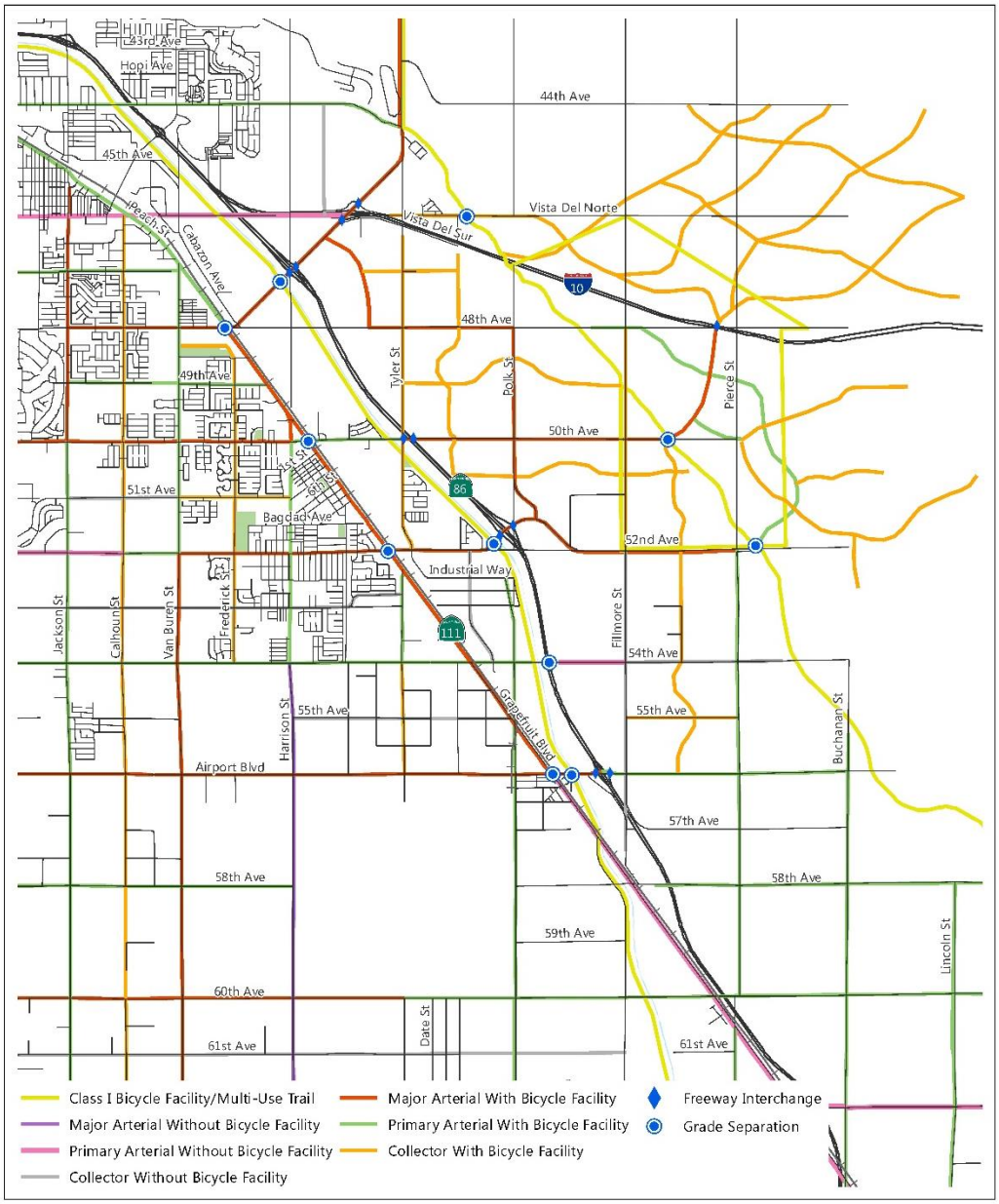
STREET TYPE	DESCRIPTION	CROSS-SECTION	ROW	TRAVEL LANE WIDTH	SIDEWALK WIDTH	BIKE LANE WIDTH	PRIORITIZED			
							PED	BIKE	BUS	AUTO
COLLECTOR	Collectors are meant to serve as intermediate facilities, connecting local areas to regional mobility corridors. Collectors will prioritize bicycles and pedestrians through facility design and speed management. Bus and shuttle transit services can be provided on collectors, and vehicles will use them for accessibility (but these modes are not prioritized in the corridor).		80 feet	11 to 12 feet	6 feet or more	Not provided	N	N	N	Y
COLLECTOR WITH ENHANCED BICYCLE FACILITIES	These facilities are similar to other collectors but have in-street bicycle lanes.		90 feet	11 to 12 feet	6 feet or more	5 feet or more	Y	Y	Y	Y
SUBURBAN RESIDENTIAL WITH PARKING	These are local streets intended to serve adjacent residential properties in suburban neighborhoods. These roadways provide direct access to residences with on-street parking and connect to collectors and secondary arterials. They carry limited through traffic		56 feet	10 to 11 feet	6 feet or more	Not provided	Y	N	N	Y
URBAN RESIDENTIAL WITH PARKING	These local streets are intended to serve residential areas in the more urban areas of the City, near the downtown core. The travel and parking lanes are reduced from the typical suburban residential streets.		54 feet	10 feet	6 feet or more	Not provided	Y	N	N	Y

STREET TYPE	DESCRIPTION	CROSS-SECTION	ROW	TRAVEL LANE WIDTH	SIDEWALK WIDTH	BIKE LANE WIDTH	PRIORITIZED			
							PED	BIKE	BUS	AUTO
LOCAL INDUSTRIAL STREET	These are local streets intended to serve adjacent industrial properties. These roadways provide direct access to industrial buildings and connect to collectors and secondary arterials. They carry limited through traffic but are wide enough to support heavy vehicles.		74 feet	12 feet	6 feet or more	Not provided	N	N	N	Y
INDUSTRIAL COLLECTOR	These facilities are primarily provided to serve thriving industrial development within the City. They provide for all modes of travel, but their primary purpose (and design) is to connect industrial uses to the regional transportation system. These collectors are designed such that heavy vehicles can access the area.		80 feet	12 feet	6 feet or more	Not provided	N	N	N	Y
URBAN STREET 2-LANE	Urban facilities provide access to key activity centers within the City. They focus on linking people to the place they are visiting; thus, they should be complete streets that prioritize the human scale (walkability and bike ability). Urban streets also provide parking, either through angled or parallel parking.		70 feet	10 to 11 feet	6 feet or more (could be as wide as 20 feet in selected areas)	5 feet or more	Y	Y	N	N
URBAN STREET 4-LANE	Urban facilities provide access to key activity centers within the City. They focus on linking people to the place they are visiting; thus, they should be complete streets that prioritize the human scale (walkability and bike ability). Urban streets also provide parking, either through angled or parallel parking.		92 feet	10 to 11 feet	6 feet or more (could be as wide as 20 feet in selected areas)	5 feet or more	Y	Y	Y	Y

Page intentionally left blank.

TRANSPORTATION NETWORK

The following map, Figure 5-1, shows the City's intended future roadway network. The location and extent of the Street Typologies are presented here. Together, the Street Network and Street Typologies comprise the standards to be used for future development.



Not to Scale

Figure 5-1: Future Roadway Network

GOALS AND POLICIES

Goals 1. Complete Streets. A balanced transportation system that accommodates all modes of travel safely and efficiently without prioritizing automobile travel at the expense of other modes.

Policies

1.1 **Complete streets for new construction.** Require that the planning, design and construction of all new transportation projects consider the needs of all modes of travel to create safe, livable and inviting environments for pedestrians, bicyclists, motorists and public transit users of all ages and abilities.

1.2 **Complete streets for existing roadways.** Require that the planning, design and reconstruction of any existing transportation projects consider the needs of all travel modes to the extent feasible.

1.3 **Transportation system impacts.** Evaluate impacts to all modes of travel when considering transportation system performance.

1.4 **Development performance measures for roadway segments and intersections that consider all modes of travel. When developing these performance measures, allow the following roadway segments to have levels of vehicular congestion that are worse relative to other roadways in the City:**

- Grapefruit Boulevard (South of Avenue 48)
- Grapefruit Boulevard (North of Harrison)
- Harrison Street (North of Avenue 52)
- Harrison Street (South of Avenue 52)

1.5 **Transportation improvements.** Require that the City consider improvements to add roadway capacity only after considering improvements to other modes of travel.

1.6 **Pedestrian and cyclist safety.** Balance the safety concerns of pedestrians and cyclists with motor vehicles and emergency response to ensure that the safety of all users of the transportation system is considered.

1.7 **Street Beautification:** Require that the City maintain consistency among landscape and streetscape elements along roadway projects to create a more uniform approach to these items throughout the City.

1.8 **City Gateways.** Coordinate with Riverside County and other jurisdictions to maintain consistent landscape and streetscape elements along major roadways connecting to the City from other jurisdictions.

1.9 **Low Speed Electric Vehicles.** Support the use of low speed electric vehicles on City roadways, consistent with regional planning document, the requirements of the California Vehicle Code, and other regulations as appropriate.

Goals 2. Traffic Calming. A transportation system that limits negative impacts from vehicular travel on residents and workers.

Policies

2.1 **Traffic calming for existing streets.** Develop traffic calming policies for selecting targeted existing neighborhoods to include: clearly marked bike and pedestrian zones, bike boulevards, bulb outs, median islands, speed humps, traffic circles, speed tables, center island narrowings, raised crosswalks, blinking crosswalks, chicanes, chokers, raised intersections, realigned intersections, and textured pavements, among other effective enhancements.

2.2 **Traffic calming for future streets.** Apply traffic calming techniques to future residential streets to limit cut-through traffic and speeding on these roadway streets. Potential traffic calming applications can include clearly marked bike and pedestrian zones, bike boulevards, bulb outs, median islands, speed humps, traffic circles, speed tables, center island narrowings, raised crosswalks, blinking crosswalks, chicanes, chokers, raised intersections, realigned intersections, and textured pavements, among other effective enhancements.

2.3 **Designated truck routes.** Identify, implement, and maintain a system of truck routes within the City that minimizing negative impacts on local roads and sensitive land uses including residents, schools, parks, recreation facilities and other similar land uses.

2.4 **Truck route monitoring.** Periodically review and update designated truck routes to ensure efficiency and limit negative impacts on residential areas and other sensitive land uses.

2.5 **Parking and loading.** Encourage business owners to schedule deliveries during off-peak periods to limit freight impacts on other modes of travel.

2.6 **Truck idling.** Develop a localized anti-idling ordinance to limit truck idling by schools and residents. This ordinance should reference currently statewide and regional regulations by the Air Resources Board, the Air Pollution Control District, and other agencies as applicable.

Goals 3. Pedestrian Network. A safe pedestrian network that provides direct connections between residences, employment, shopping and civic uses.

Policies

3.1 **Pedestrian network.** Improve health outcomes by creating a safe and convenient circulation system for pedestrians that focuses on crosswalks, improves the connections between neighborhoods and commercial areas, provides places to sit or gather, pedestrian-scaled street lighting, buffers from moving vehicle traffic, and includes amenities that attract people of all ages and abilities.

3.2 **Pedestrian improvement prioritizations.** Prioritize pedestrian improvements in existing areas of the City with supportive land use patterns and those facilities that provide connectivity to other modes of travel such as bicycling and transit.

3.3 **Sidewalks for roadways.** Require that the City provide wide sidewalks along all roadways which are built or reconstructed in the City except in those instances in which there is insufficient right-of-way or other physical limitations.

3.4 **Pedestrian connections for development.** Require that all development or redevelopment projects provide pedestrian connections to the external pedestrian network.

3.5 **Pedestrian access to gated communities.** Require that all new communities, regardless of the presence of gates and sound walls, provide pedestrian connections from external areas into the community.

3.6 **Pedestrian only areas.** Promote the closure of streets on a recurring basis to create temporary pedestrian zones for Community Events, such as farmers markets, community events, ciclovías (bicycle and pedestrian events), and other events consistent with the walking and biking environment policies of the Mobility Element. Leverage the momentum of other regional bike events, such as Tour de Palm Springs, to create events locally.

3.7 **Neighborhood connectivity.** Create bicycle and pedestrian connections through existing residential neighborhoods, providing access to adjacent neighborhoods and external bicycle/pedestrian facilities.

3.8 **Park once.** Design dense nodes of commercial and retail businesses with reduced off-street parking that is accessible to public parking locations so people can park once for many errands/trips.

3.9 **Pedestrian and bike use education and awareness.** Support pedestrian education, encouragement, and enforcement activities. Encourage bicyclists to be aware of bicycling issues, and lawful/responsible riding. Support bike education events and classes that help new and experienced bike riders become more knowledgeable and effective at bike riding and bike maintenance.

Goals 4. Bicycle Trail Network. A bicycle and multi-use trail network that facilitates bicycling for commuting, school, shopping and recreational trips

Policies

4.1 **Bicycle networks.** Require that the City provide additional bicycle facilities along all roadways in the City which are built or reconstructed in the City except in those instances in which there is insufficient right-of-way or other physical limitations

4.2 **Priority bike improvements.** Prioritize improvements that address bicycling in existing areas of the City with complementary land use patterns and connections to other modes of travel including walking and transit.

4.3 **Bicycle access to gated communities.** Require that all new communities, regardless of the presence of gates and sound walls, provide bicycle connections from external areas into the community.

4.4 **Bicycle parking.** Require that the public and private development in the City provide sufficient bicycle parking.

4.5 **Wayfinding.** Develop a comprehensive and visible way-finding signage system in the city to direct cyclists to transit facilities, local and regional bike routes, civic and cultural amenities, and visitor and recreation destinations. The way-finding system should make an effort to connect with the region and surrounding cities.

Goals 5. Transit Supportive Development Patterns. An integrated land use and transportation network that supports transit ridership

5.1 **Transit improvements.** Promote transit service in areas of the City with sufficient density and intensity of uses, mix of appropriate uses, and supportive bicycle/pedestrian networks.

5.2 **Bus stops.** Review existing bus stop locations to determine their accessibility to key destinations such as schools, residential areas, retail centers, civic facilities. The City will encourage bus shelters as public art and work with Sun Line to relocate bus stop locations as needed to provide greater access to these key destinations. Prioritize those bus stop locations which are connected to bicycle and pedestrian facilities.

5.3 **Promote bus shelters.** Encourage bus shelters in new development, if a stop is determined necessary by SunLine. Bus shelters should be designed as public art or to be compatible with the building architecture of the site.

5.4 **Transit accessible development.** Encourage new large residential or commercial developments to locate on existing and planned transit routes.

5.5 **Senior transit.** Expand affordable and reliable transportation options for older adults and persons with disabilities through collaboration with Sun Line, the Senior Center, and other community groups.

5.6 **Commute survey.** Periodically participate with Sun Line Transit's efforts to identify commuter travel behavior with the intent of creating vanpools, carpools, and employment center shuttles to reduce single occupant vehicles.

5.7 **Safe routes to transit.** Regularly review and improve pedestrian and cyclist access to transit.

Goals 6. Sustainable Transportation. A sustainable transportation system that can be built, operated and maintained within the City's existing and future resource limitations

Policies

6.1 **Fair share costs.** Require that new development pay for its fair share of construction costs for new and/or upgraded transportation infrastructure needed to accommodate this development.

6.2 **Operations and maintenance (O&M) costs.** Require that the City evaluate operations and maintenance costs in addition to construction costs for new transportation infrastructure

6.3 **Development contributions to O&M costs.** Require the new development and redevelopment contribute to the operations and maintenance of new transportation infrastructure

6.4 **Existing O&M costs.** Promote the use of allowable funding mechanisms to assist with the maintenance of existing transportation infrastructure within the City.

6.5 **Sustainable Landscaping.** Promote the use of sustainable landscape and streetscape elements along roadways and other transportation facilities as they are constructed or reconstructed.

Goals 7. Monitoring. An Ongoing Monitoring System. An ongoing monitoring system that allows the City to evaluate the performance of the transportation system

Policies

7.1 **Ongoing traffic monitoring.** Regularly evaluate traffic conditions.

7.2 **Evaluation of bicycle and pedestrian activity.** Regularly collect data regarding bicycle and pedestrian travel.

7.3 **Transit monitoring.** Collaborate with Sun Line Transit to report transit ridership at all stops within the City of Coachella.

7.4 **Safety review.** Collaborate with the Riverside County Sherriff and other agencies on an ongoing basis to identify accident locations within the City including unsafe pedestrian and bicycle areas.

Goals 8. Regional Connectivity. A transportation system that provides an appropriate level of regional connectivity for residents and businesses through vehicular, freight, transit and non-motorized connections.

Policies

8.1 **Regional transit.** Collaborate with Sun Line Transit to identify regional connections for City residents and employees

8.2 **Regional park and ride.** Collaborate with CVAG to identify potential park and ride locations in Coachella.

8.3 **Regional non-motorized connections.** Prioritize connections between the City's bicycle and pedestrian network to regional facilities such as the CV Link and other regional trail facilities.

8.4 **Regional planning for alternative transportation.** Collaborate with CVAG on the development of any regional planning documents related to bicycles, pedestrians, transit, and low speed electric vehicles.