LA QUINTA GENERAL PLAN

CIRCULATION ELEMENT

Buildout Traffic Volumes

X-Section – Hwy 111

X-Sections – All Classifications

X-sections @ Intersections

Traffic Calming

Street Classification Map

Image Corridors

Golf Cart Classifications

Golf Cart Routes – Phase I

Golf Cart Routes – Phase II

Multi-Purpose Trails

Policies

CITY OF LA QUINTA

COMPREHENSIVE

GENERAL PLAN

By Steve Plone

Prepared for

City of La Quinta
78-495 Calle Tampico
La Quinta, CA 92253

Prepared by

Terra Nova Planning & Research, Inc.®
400 South Farrell, Suite B-205
Palm Springs, CA 92262

Adopted March 20, 2002

Chapter 3
TRAFFIC AND CIRCULATION ELEMENT

VISION STATEMENT

La Quinta strives to continue to improve its roadways to keep pace with development through technological and system enhancements. The City also encourages the maintenance and improvement of pedestrian, equestrian, bicycle and golf cart routes which link neighborhoods to retail and job centers.

PURPOSE

As one of the fastest growing communities in California, La Quinta and the Coachella Valley, the level of vehicular traffic has steadily increased, and challenges the City to balance the character and qualities of a destination resort community with the accessibility needs of the community's residents and visitors. Balancing these two potentially conflicting goals requires careful planning of the local and intercity roadway networks.

The potential for delays and the risk of traffic accidents increases as the City's road system nears its capacity for handling traffic in a safe and efficient manner. The General Plan Circulation Element has been developed in order to preserve the City's unique character and quality of life, while providing the safest and most efficient roadway system possible.

The Circulation Element examines the City's current road system and operating conditions, and analyses future traffic impacts due to growth projected for the City and region. The Circulation Element and associated technical analysis provide an efficient, cost-effective and comprehensive transportation management strategy consistent with regional plans, local needs to maintain and improve mobility, and in a manner consistent with the goals, quality and character of the community.

The Circulation Element also serves as a comprehensive transportation management strategy, which is based upon an analysis of existing conditions within the City and future development, as set forth by the General Plan Land Use Map (see Land Use Element). Regional traffic growth has also been considered, and has been based upon statistical trends, an assessment of long-term regional growth potential and the regional transportation model, CVATS, prepared by the Coachella Valley Association of Governments (CVAG).

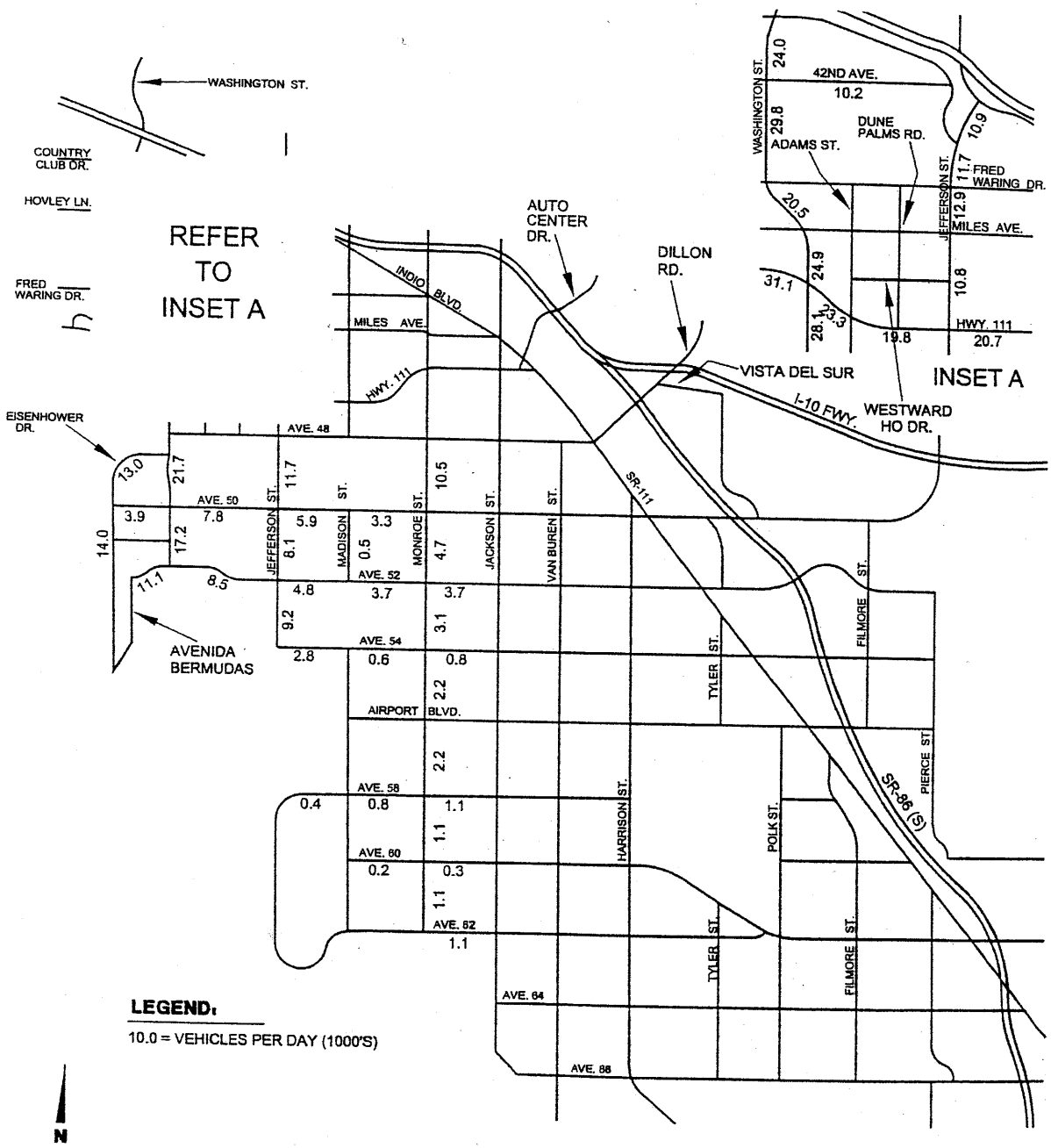
A variety of data were used to quantify and characterize existing traffic volumes and conditions along roadway links and at major intersections. In addition to traffic counts collected by the City, CVAG and CalTrans, additional sets of data were collected from project-specific studies and other sources to gauge existing conditions and provide a sound basis for projecting future traffic volumes. These various data are from the period of 1990 through 1999 and include mid-block roadway segments, as well as counts of intersection turning movements. Detailed information on the City's circulation system is available in both the General Plan Master Environmental Assessment, and General Plan Environmental Impact Report.

Acceptable Levels-of-Service

An essential goal of the Circulation Element is to establish and maintain acceptable levels of service on all community roadways. LOS C has long been considered the desirable and optimal level of traffic volume on any given roadway, however, it represents a standard that is progressively more difficult and costly to achieve in urban areas. For peak operating periods, LOS D and/or a maximum volume to capacity ratio of 0.90 is now considered the generally acceptable service level. Buildout of the City General Plan is not expected to result in any intersections operating at levels worse than LOS D. In those temporary periods where a V/C ratio of 1.0 or worse exists along certain roadway segments, every measure to improve operating conditions shall be pursued.

Average Daily Traffic Volumes

Average Daily Traffic Volumes (ADT) for the current period for the General Plan designated roadways inside the boundaries of the City, sphere of influence, Planning Area No. 1 and Planning Area No. 2, as well as regionally, are listed in Table 3.1 and are graphically presented in Exhibit 3.1. ADT is a useful "benchmark" number for determining various roadway configurations and design aspects.



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City of La Quinta
General Plan
Year 2000
Average Daily Traffic (ADT) Volumes

Exhibit
3.1

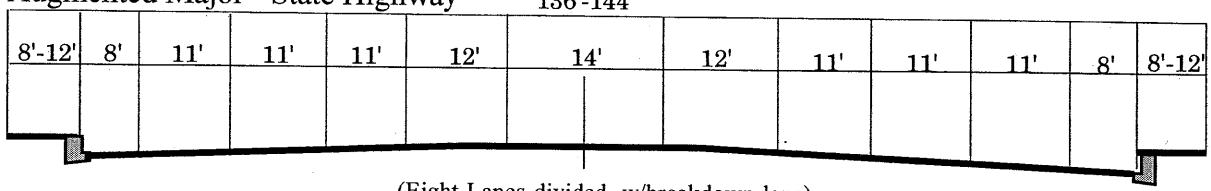
Table 3.1
General Plan Road Analysis

Roadway Link	1998 ADT	1998 V/C Ratio	Buildout General Plan Designation	Buildout ADT	Buildout V/C Ratio
Highway 111					
E. Of Washington Street	23,300	N/A	Major	61,288	1.08
W. Of Washington Street	25,501	N/A	Augmented Major	62,214	0.82
Adams to Dune Palms Road	25,000	N/A	Major	40,684	0.71
Dune Palms to Jefferson	25,000	N/A	Major	48,510	0.85
Washington Street					
I-10 to Country Club	23,390	N/A	Augmented Major	75,838	1.00
Country Club to Ave. 42	20,771	N/A	Major	52,745	0.93
Ave. 42 to Fred Waring Dr.	26,079	N/A	Major	54,929	0.96
Fred Waring to Miles Ave.	25,488	N/A	Major	68,392	1.20
Miles Ave. To Hwy. 111	24,897	N/A	Major	65,518	1.15
Hwy 111 to Ave. 48	28,094	N/A	Augmented Major	67,202	0.88
Ave. 48 to Eisenhower Dr.	22,744	N/A	Augmented Major	62,551	0.82
Eisenhower to Ave. 50	17,392	N/A	Major	53,233	0.93
Jefferson Street					
Country Club to Fred Waring	12,195	N/A	Major	37,650	0.66
Ave. 48 to Ave. 50	11,197	N/A	Major	47,324	0.83
Ave. 52 to Ave. 54	9,421	N/A	Major	47,199	0.83
Madison Street					
Hwy 111 to Ave. 48	6,664	N/A	Primary	35,802	0.94
Ave. 48 to Ave. 50	3,564	N/A	Primary	33,778	0.89
Ave. 50 to Ave. 52	464	N/A	Primary	28,211	0.74
Country Club Drive					
Oasis Club to Washington	17,741	N/A	Primary	39,238	1.03
Ave. 42 to Jefferson St.	N/A	N/A	Primary	32,979	0.87
Fred Waring Drive					
Oasis Club to Washington	20,876	N/A	Major	58,172	1.02
Washington to Adams	17,651	--	Primary	32,566	0.86
Adams to Dune Palms	15,087	--	Primary	32,914	0.87
Dune Palms to Jefferson	15,087	N/A	Primary	31,198	0.82

Miles Avenue					
Hwy. 111 to Washington	3,800	N/A	Primary	11,012	0.29
Washington to Adams	4,745	N/A	Primary	18,633	0.49
Avenue 48					
Washington to Adams	2,066	N/A	Primary	11,972	0.32
Adams to Dune Palms	5,018	N/A	Primary	26,262	0.69
Dune Palms to Jefferson	5,018	N/A	Primary	35,778	0.94
Van Buren to Hwy. 111	5,964	N/A	Primary	35,140	0.92
Avenue 50					
Eisenhower Dr. To Washington	1,910	N/A	Primary	29,360	0.77
Washington to Jefferson	7,837	N/A	Primary	27,198	0.72

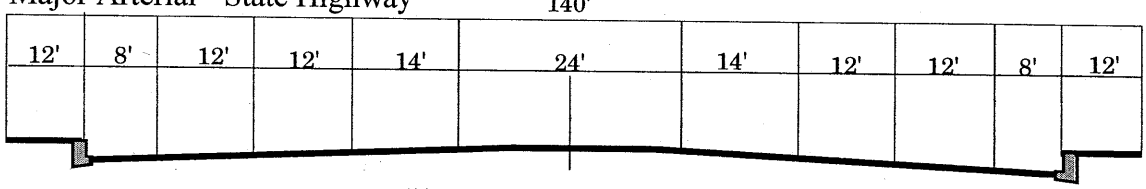
N/A = data not available

Augmented Major - State Highway 136'-144'



(Eight Lanes divided, w/breakdown lane)

Major Arterial - State Highway 140'



(Six Lanes divided, w/ bike lane)

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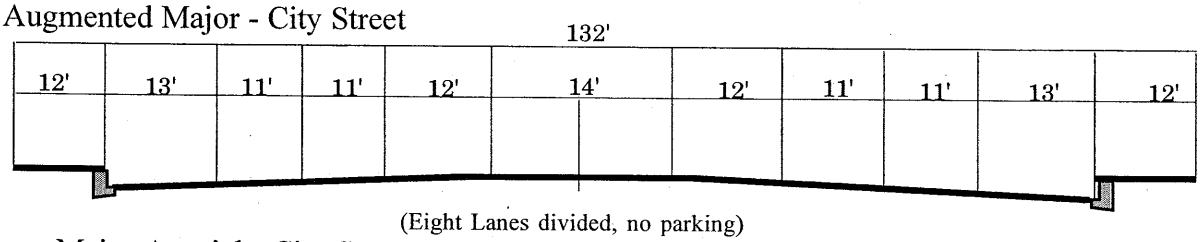
City of La Quinta
General Plan
Street Cross Sections - State Highways

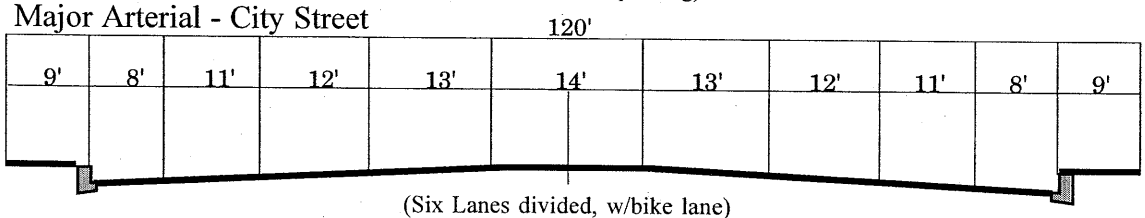
Exhibit
3.2

Augmented Major - City Street



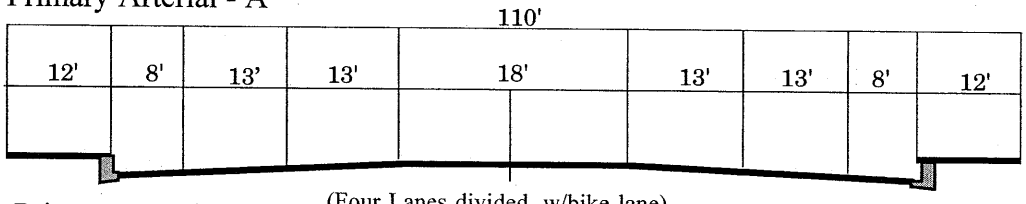
(Eight Lanes divided, no parking)

Major Arterial - City Street



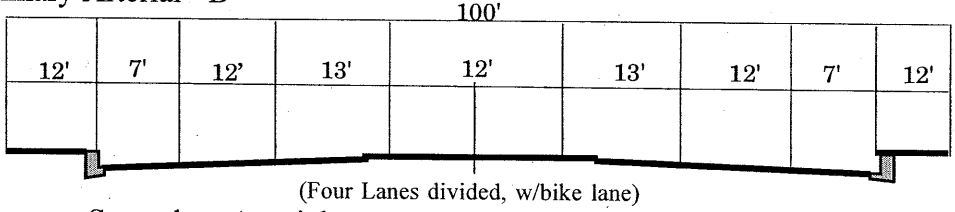
(Six Lanes divided, w/bike lane)

Primary Arterial - A



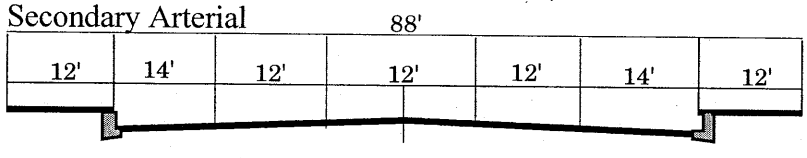
(Four Lanes divided, w/bike lane)

Primary Arterial - B



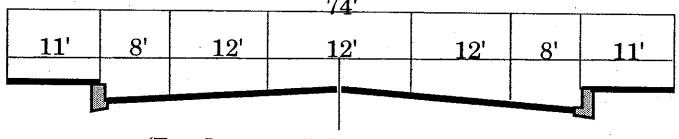
(Four Lanes divided, w/bike lane)

Secondary Arterial



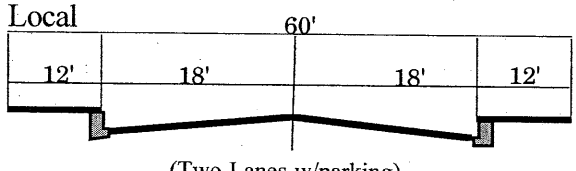
(Four Lanes undivided, no parking)

Collector



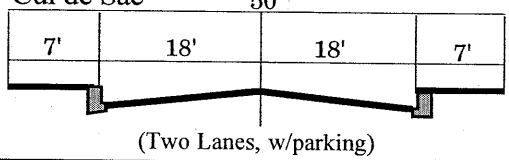
(Two Lanes undivided, w/bike lane)

Local



(Two Lanes w/parking)

Cul de Sac



(Two Lanes, w/parking)

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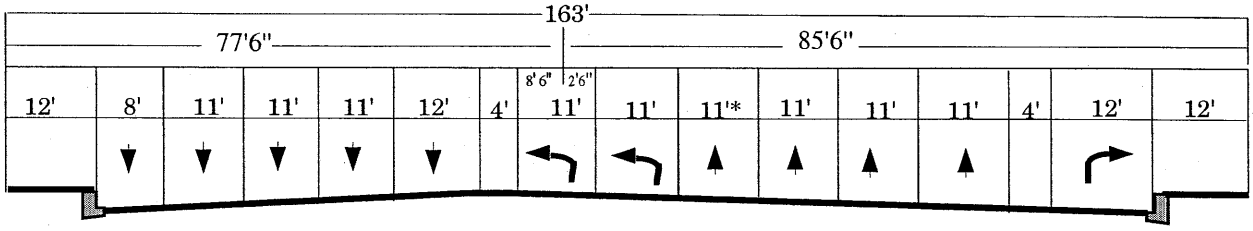
City of La Quinta
General Plan
Street Cross Sections - City Streets

Exhibit
3.3

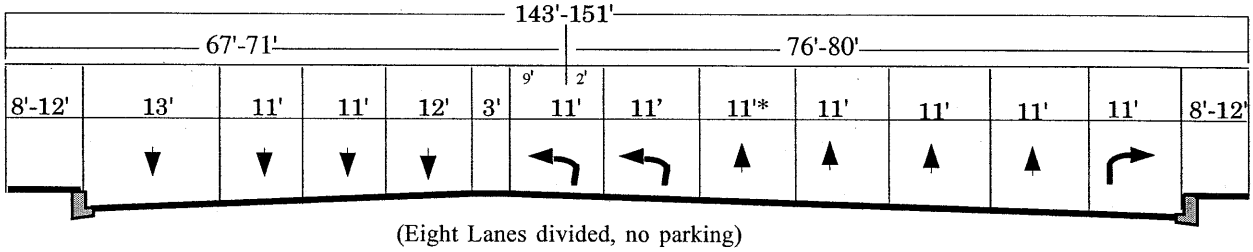
Augmented Major at Dual Left Intersections - State Highway



(Eight Lanes divided, w/breakdown lane)

*Through lane adjacent to turn lane is reduced 1 foot, but returns to standard width on far side of intersection adjacent to median nose.

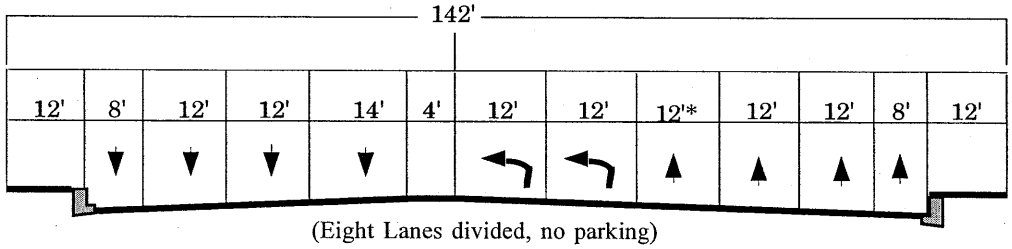
Augmented Major at Dual Left Intersections - City Street



(Eight Lanes divided, no parking)

*Through lane adjacent to turn lane is reduced 1 foot, but returns to standard width on far side of intersection adjacent to median nose.

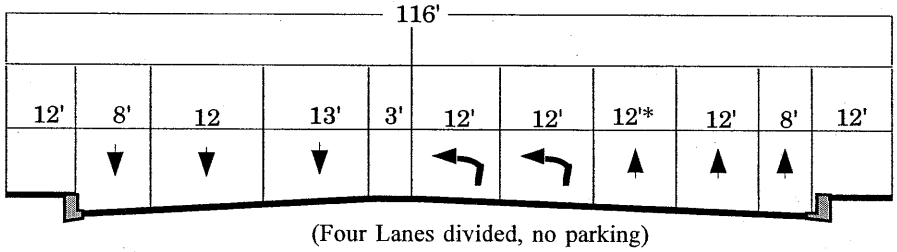
Major Arterial at Dual Left Intersections - State Highway



(Eight Lanes divided, no parking)

*Through lane adjacent to turn lane is reduced 2 foot, but returns to standard width on far side of intersection adjacent to median nose.

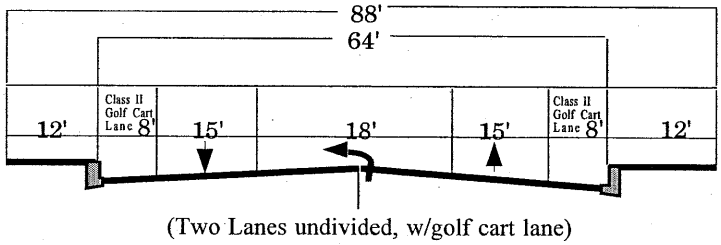
Primary Arterial A at Dual Left Intersections - City Street



(Four Lanes divided, no parking)

*Through lane adjacent to turn lane is reduced 1 foot, but returns to standard width on far side of intersection adjacent to median nose.

Modified Secondary at Single Left Intersections - City Street



(Two Lanes undivided, w/golf cart lane)

GENERAL PLAN BUILDOUT

As a direct result of the analysis conducted on existing traffic and roadway conditions, and on projections of future traffic resulting from General Plan buildout, and buildout in the region, a roadway classification system has been developed and assigned to existing and future roads. This process has also taken into consideration special issues of concern and opportunities to enhance community circulation. The following table lists these General Plan roadways and also provides the following information:

A. 1998 Average Daily Trips (ADT) and Volume to Capacity Ratios
B. General Plan Roadway Designation.
C. General Plan Buildout Average Daily Trips and Volume to Capacity ratios.

Intersections

The capacities of the various roadway segments within the City, its sphere of influence, Planning Area No. 1 and Planning Area No. 2 are defined by a variety of variables, including the number of travel lanes, the number of access points onto the roadway, and the roadway geometry, i.e. is it divided or undivided, the width of travel lanes, and other constraints. However, the most constraining and defining portions of the roadway network are intersections, which are typically the ultimate arbiters of capacity. Detailed analysis and recommendations regarding intersection improvements are generally outside the realm of the General Plan, however, analysis of several key intersections provides important perspective on the constraints expected at these locations.

As part of the General Plan analysis, twenty intersections were evaluated to establish the projected average total delay per vehicle and the anticipated levels of service for each intersection in the AM and PM peak hours. Currently (2000), all of these intersections are operating at acceptable levels of service. As shown below, each of the twenty intersections are projected to operate at LOS D or better in the buildout (Post 2020) condition.

Table 3.2
Intersection Analysis for the General Plan

Intersection	Traffic Control[2]	Average Delay[1] (Secs) AM	Average Delay[1] (Secs) PM	Level of Service AM	Level of Service PM
Washington St. (NS) at:					
Country Club Dr. (EW)	TS	48.7	49.4	D	D
Hovley Ln. (EW)	TS	34.9	51.2	C	D
Fred Waring Dr. (EW)	TS	49.5	46.8	D	D
Miles Ave. (EW)	TS	45.2	50.7	D	D
SR-111 (EW)	TS	41.3	48.6	D	D
Eisenhower Dr. (EW)	TS	49.6	51.0	D	D
Ave. 50 (EW)	TS	42.4	47.3	D	D
Jefferson St. (NS) at:					
Country Club Dr. (EW)	TS	50.5	45.7	D	D
Ave. 44 (EW)	TS	30.6	49.5	C	D
Miles Ave (EW)	TS	27.2	43.7	C	D
SR-111 (EW)	TS	28.3	36.2	C	D
Ave. 48 (EW)	TS	46.7	44.1	D	D
Ave. 50 (EW)	TS	30.5	42.7	C	D
Ave. 52 (EW)	R	--	--	--	--
Madison St. (NS) at:					
Ave. 50 (EW)	TS	40.1	49.8	D	D
Ave. 52 (EW)	TS	38.5	45.2	D	D
Jackson St. (NS) at:					
Airport Blvd. (EW)	TS	46.6	50.9	D	D
Harrison St. (NS) at:					
Airport Blvd. (EW)	TS	39.8	38.6	D	D
SR-111 (NS) at:					
Airport Blvd. (EW)	TS	45.9	49.0	D	D
Ave. 62 (EW)	TS	50.3	46.4	D	D

[1] Source: Dowling Associates, Traffix Version 7.10607 (1999).
[2] TS=Traffic Signal, R=Roundabout

GENERAL PLAN ROADWAY CLASSIFICATIONS

Each major roadway has been assigned a specific design classification based upon existing and projected traffic demands generated by buildout of the General Plan. The need for and appropriateness of each classification has been based upon modeled future traffic volumes and overall community design goals set forth in the General Plan. Each of the classifications corresponds with the street cross sections illustrated in this element. Certain refinements may be required when securing right-of-way and constructing improvements at specific locations.

The City has successfully implemented, within its roadway classification standards, requirements for medians on Major and Primary Arterials. Medians provide an opportunity to improve capacity on these roadways. The City will continue to develop 12 to 14 foot wide medians in street designs developed to accommodate buildout of the General Plan.

The standards associated with each roadway classification, including traffic control devices, driveway separation and design speeds, are included in the policies and programs below.

Golf Cart Transportation Program

As part of the overall evaluation and planning of the City circulation system, the General Plan identifies pathways along existing and future roadways connecting residential, recreational, commercial and other community amenities. As with on-street bikepaths, cart path safety is of the utmost importance. Expanded golf cart usage can provide an enjoyable, convenient, economical and safe alternative to automobile use. State law requires that golf cart paths be limited to routes shown on an adopted plan, which also provides minimum design criteria, signage, and golf cart and operator requirements.

A two-phase golf cart route implementation plan has been developed for the General Plan (see General Plan EIR Circulation Study Appendix). The initial phase has a five-year time horizon and is meant to benefit existing developments. Phase II provides a longer term and more comprehensive route plan (see exhibits below).

Golf carts to be used on the public golf cart routes must meet specific physical requirements set forth in the City golf cart transportation program, must be certified as "road ready" by the City and carry an appropriate permit sticker. Golf cart operators must carry a valid California Driver's license, have proof of insurance, be equipped with seatbelts and appropriate child safety equipment, and be properly maintained.

Off-street (Class I) golf cart paths must be designed to be shared with bicyclists and pedestrians and should be a minimum of 12 feet in width. On-street (Class II) cart paths should be a minimum of 8 feet in width and appropriately striped. Designated Class III routes should not require extensive modifications to existing roadways, except for the installation of appropriate signage.

Traffic Calming

The City encourages the use of traffic calming devices within new subdivisions. The implementation of such devices helps to maintain low speeds, and promotes traffic safety in new neighborhoods. New projects should consider such design features as curvilinear streets, narrowed intersections, stop signs on through-streets, when in the design phase.

Pedestrian and Other Non-Motorized Issues

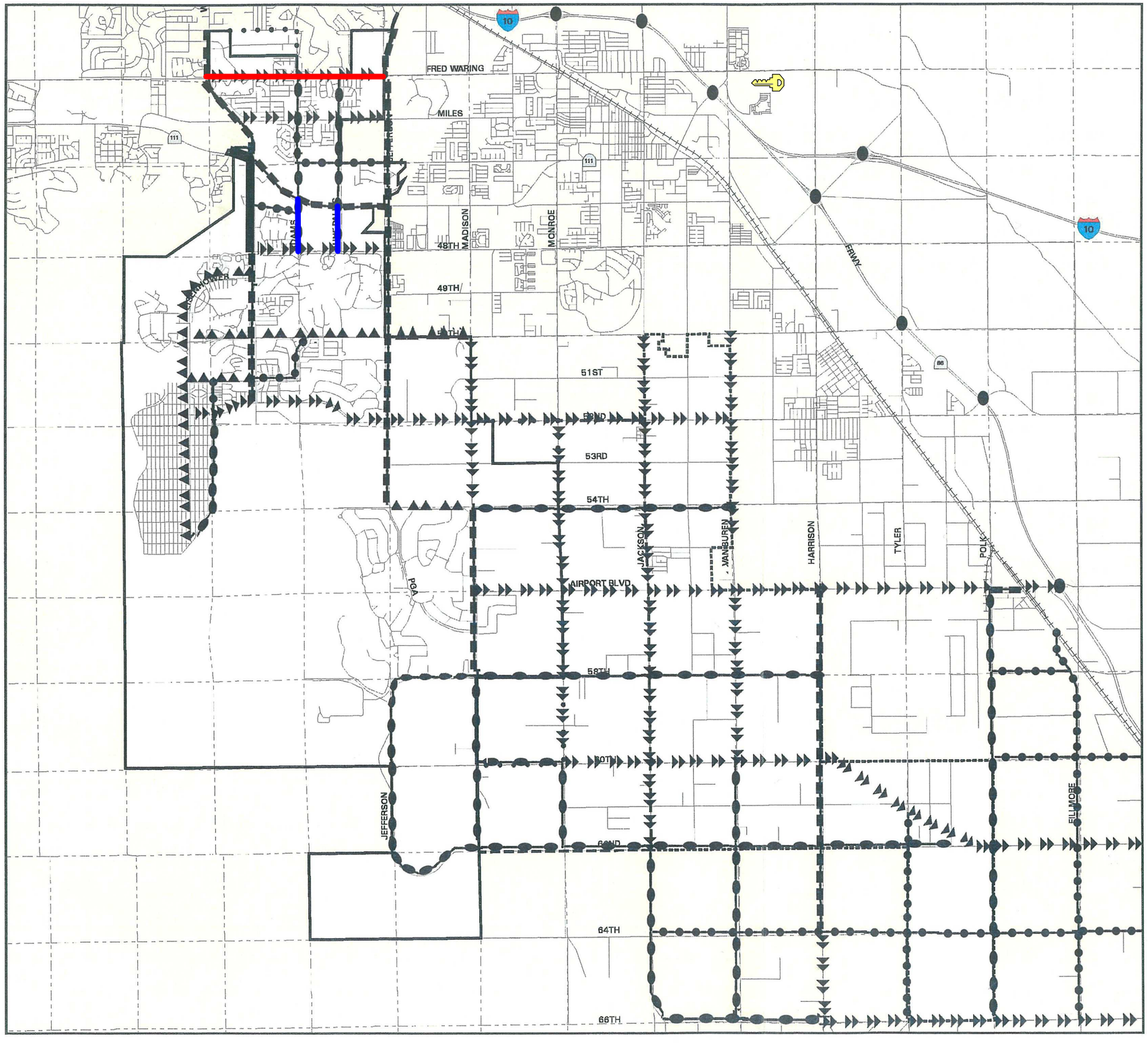
Pedestrian and other non-motorized circulation is encouraged in the City wherever possible. The provision of sidewalks, bike lanes and multi-purpose trails is especially important along major roadways in the community. While sidewalks have been constructed in various parts of the City, their design and construction has been inconsistent, disjointed and unconnected. In future development, pedestrian and other non-motorized transportation safety and accommodation should be given emphasis equal to that currently given to automobile access.

City Council Resolution 2003-___
General Plan Amendment 2002-088
Adopted: February 4, 2003

EXHIBIT "A"

STREET	EXISTING CLASSIFICATION	PROPOSED CLASSIFICATION	LOCATION
Fred Waring Drive	Primary Arterial A (4D)	Major Arterial 6(D)	Washington Street to Jefferson Street
Adams Street	Secondary Arterial (4U)	Primary Arterial A(4D)	South of Highway 111 to Avenue 48
Dune Palms Road	Secondary Arterial (4U)	Primary Arterial A(4D)	South of Highway 111 to Avenue 48

City of La Quinta General Plan



LEGEND

- Roads
- Township/Range Sections
- Railroads
- City Limits
- Planning Area #1
- Planning Area #2
- City Sphere of Influence

EXHIBIT 3.5
CITY ROADWAY CLASSIFICATIONS

- Freeway Interchanges
- Augmented Major (8D)
- Major Arterial (6D)
- Primary Arterial - A (4D)
- Primary Arterial - B (4D)
- Secondary Arterial (4U)
- Modified Secondary (2D)
- Collector (2U)

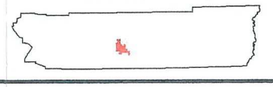
Source: City of La Quinta General Plan Update Traffic Study, RKJK & Associates, Inc. September, 2000

Scale
1:72,000

0 5,000 10,000 15,000
Feet

N
NORTH

Riverside County Vicinity Map



City of La Quinta

Map Prepared on: December 14, 2001
Map Prepared by: Aerial Information Systems
Map Version No.: 6

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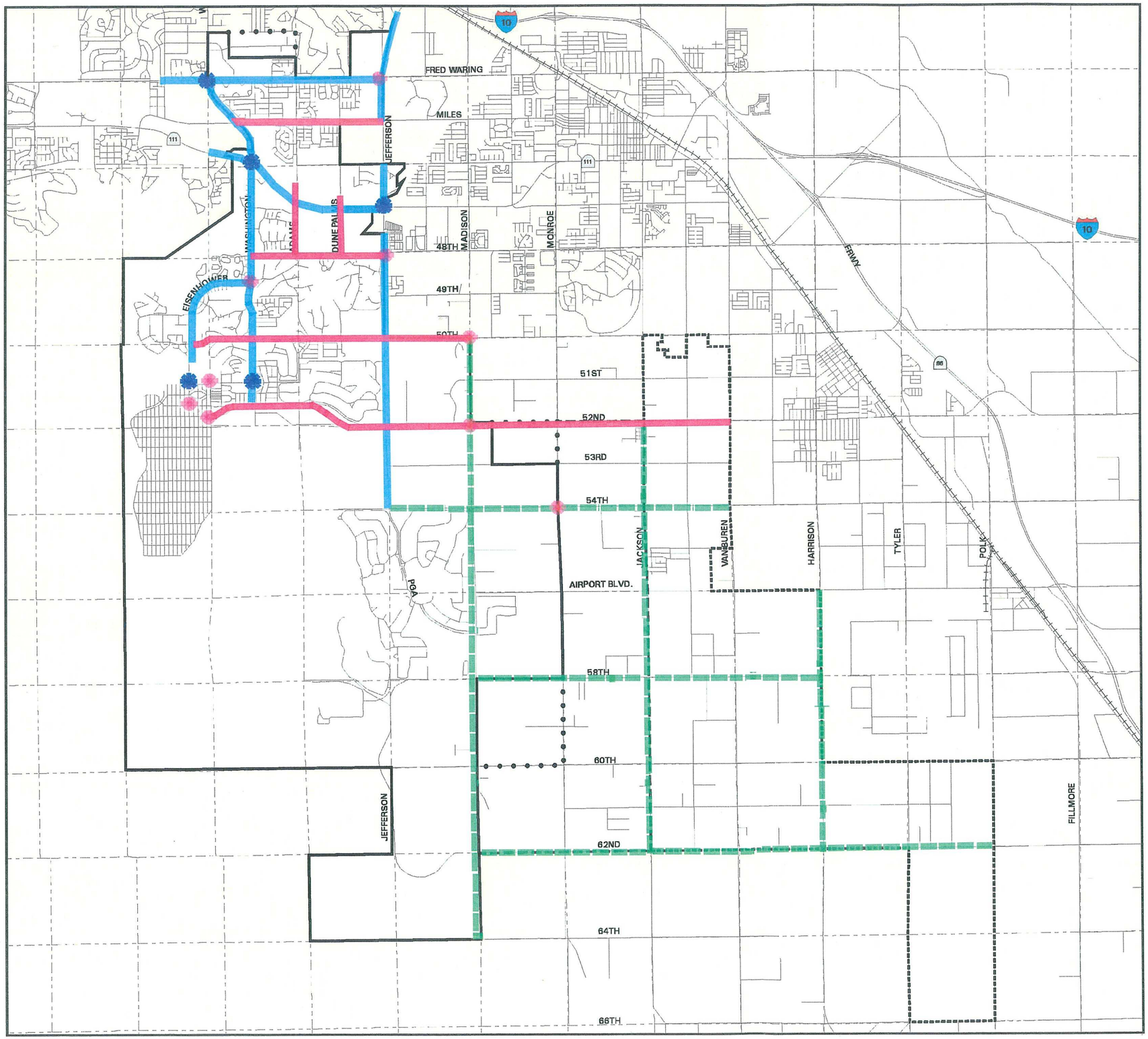
aerial information systems

City of La Quinta General Plan



LEGEND

- Roads
- Township/Range Sections
- Railroads
- City Limits
- Planning Area #1
- Planning Area #2
- City Sphere of Influence

EXHIBIT 3.6
IMAGE CORRIDORS

- Primary Image Corridor
- Secondary Image Corridor
- Agrarian Image Corridor
- Primary Gateway Treatment
- Secondary Gateway Treatment

Source: City of La Quinta General Plan
June, 1992

Scale
1:72,000

0 5,000 10,000 15,000
Feet

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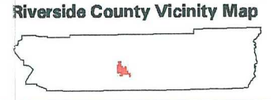
NORTH

Riverside County Vicinity Map

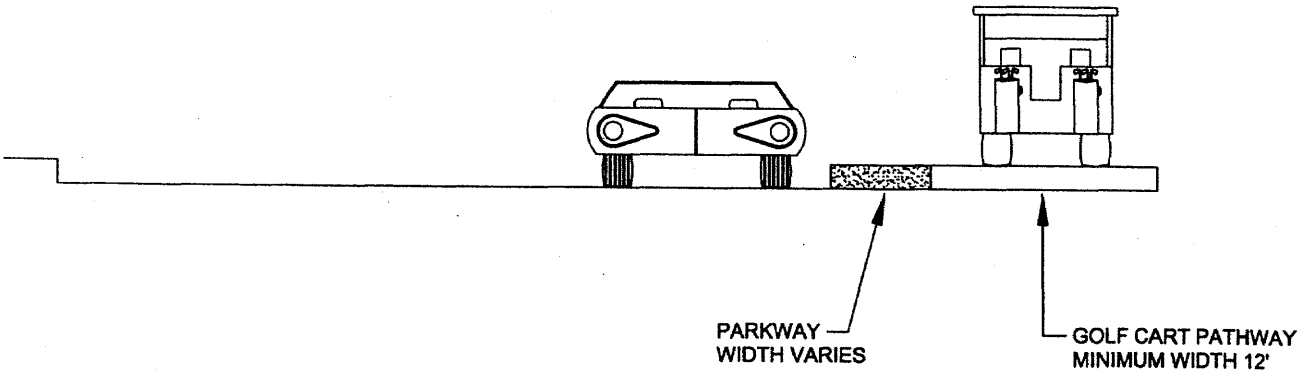


Map Prepared on: December 14, 2001
Map Prepared by: Aerial Information Systems
Map Version No.: 6

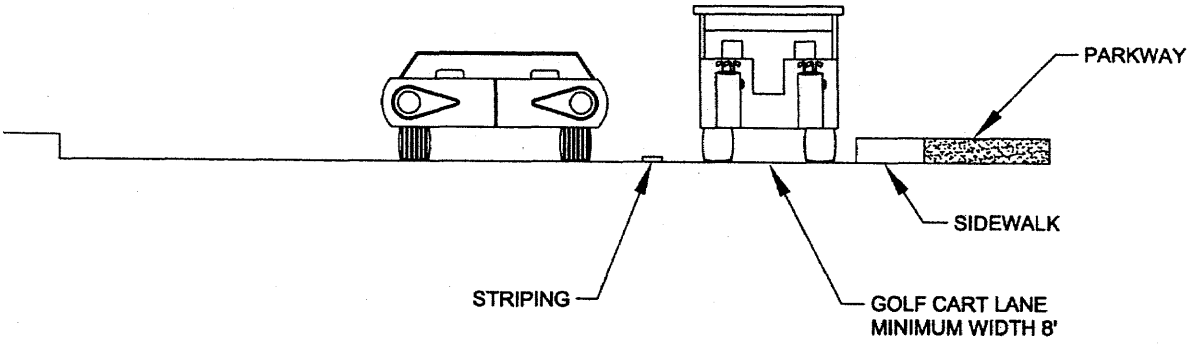
TERRA NOVA® Planning & Research, Inc.

aerial information systems

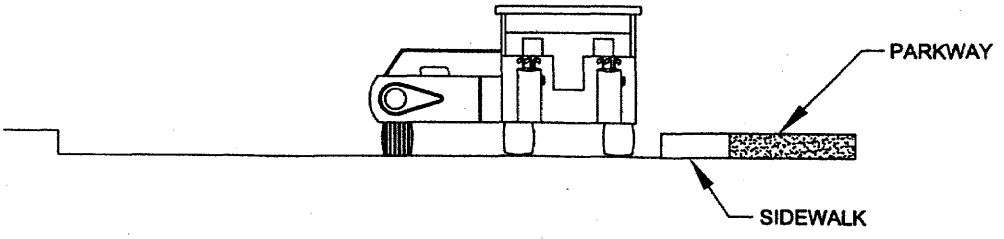
CLASS I: OFF-STREET PATHWAY ACCOMMODATING TWO-WAY GOLF CART TRAVEL SHARED WITH PEDESTRIANS AND BICYCLISTS.

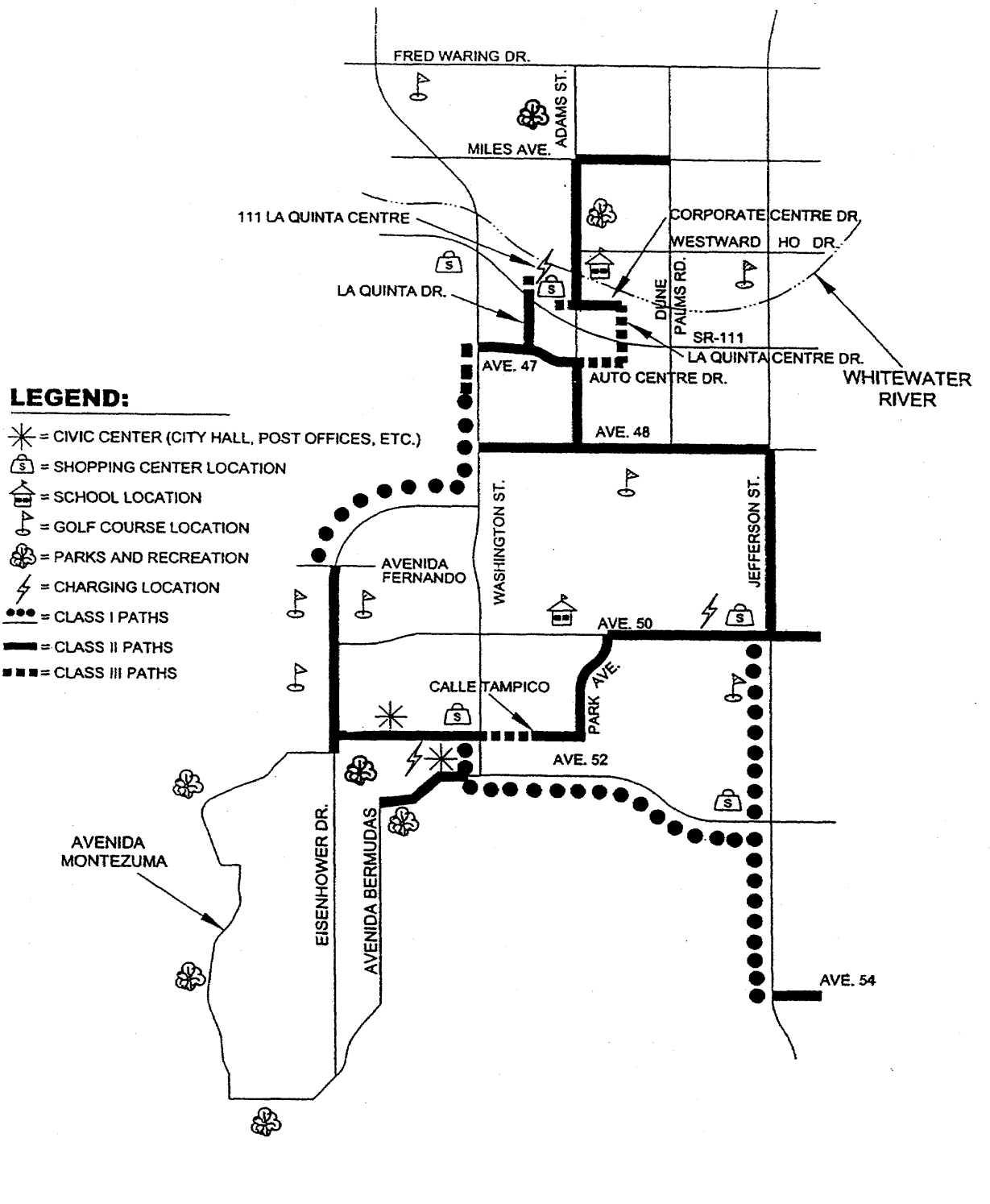


CLASS II: ON-STREET STRIPED LANE ACCOMMODATING ONE WAY GOLF CART TRAVEL SHARED WITH BICYCLISTS.



CLASS III: ON-STREET ROUTE SHARED WITH AUTOMOBILE AND BICYCLE TRAFFIC. CLASS III ROUTES ARE RESTRICTED TO STREETS WITH SPEED LIMITS OF 25 M.P.H. OR LESS.





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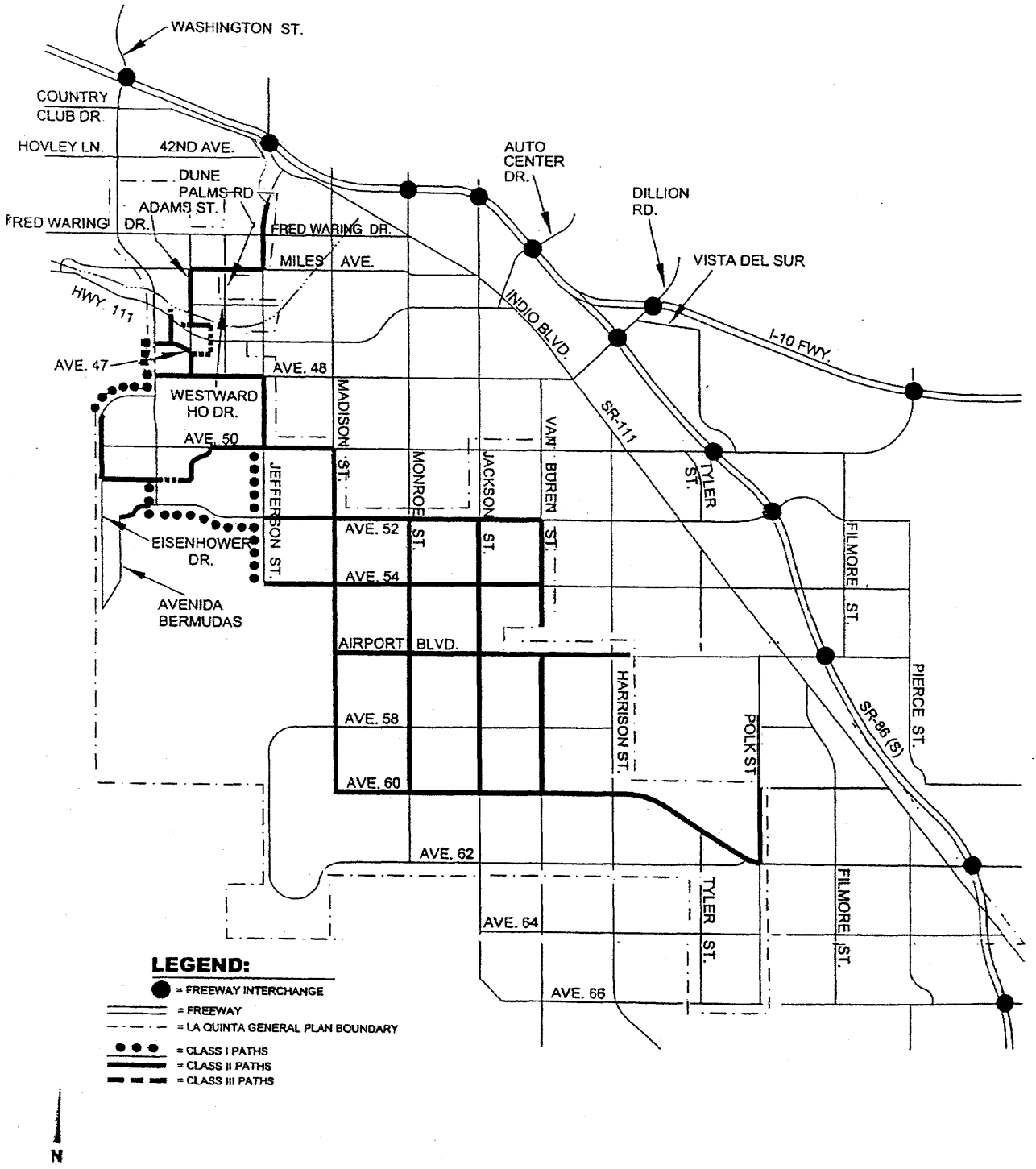
City of La Quinta
General Plan
Phase I (2005) Golf Cart Routes

Exhibit

3.8



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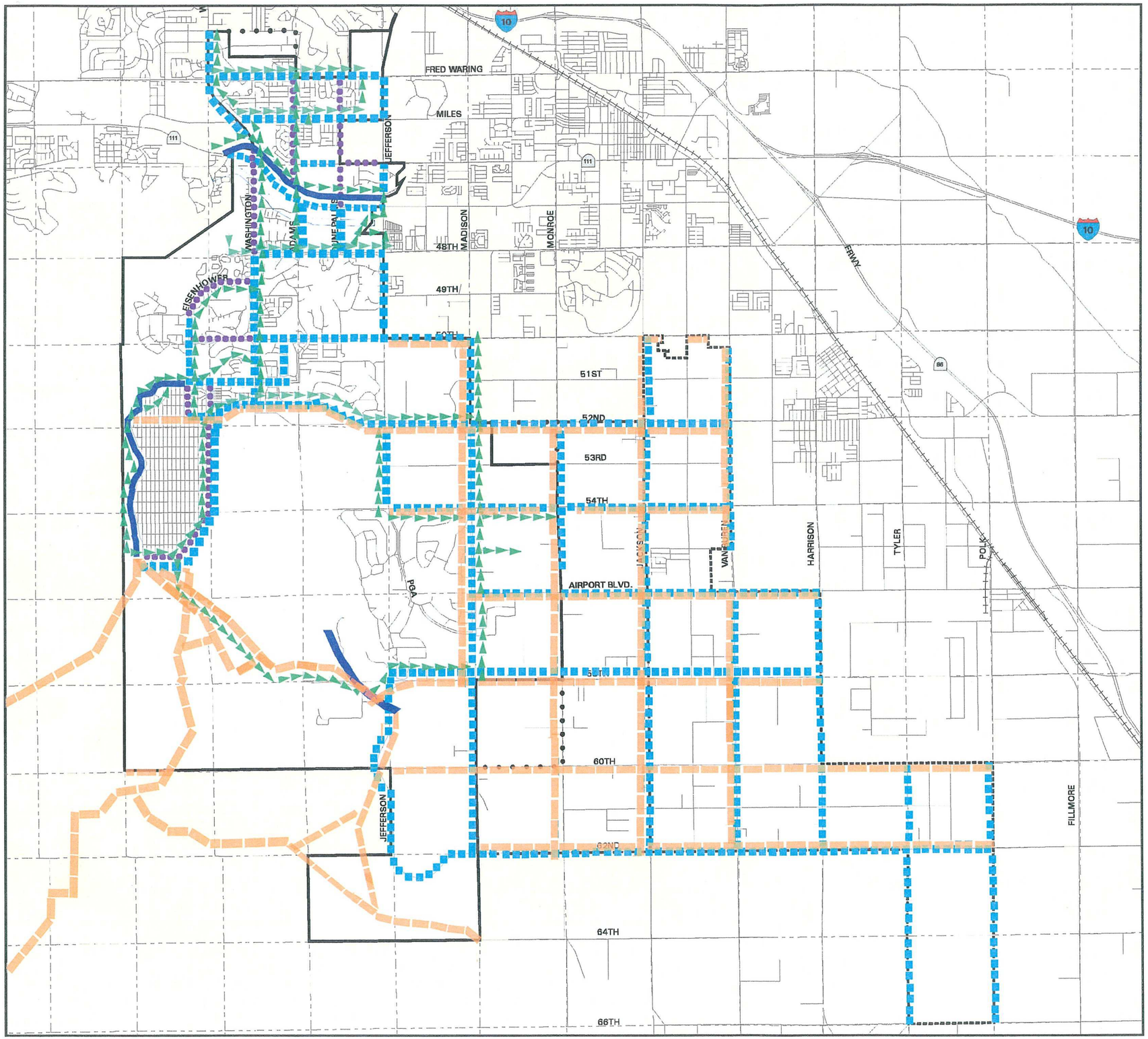
City of La Quinta
General Plan
Phase II (Buildout) Golf Cart Routes

Exhibit

3.9

City of La Quinta General Plan



LEGEND

- Roads
- Township/Range Sections
- Railroads
- City Limits
- Planning Area #1
- Planning Area #2
- City Sphere of Influence

EXHIBIT 3.10
MULTI-PURPOSE TRAILS

- Class I Bicycle Trails (Exclusive Bicycle/Pedestrian Lane)
- Class II Bicycle Trails (On Road Bicycle Lane)
- Class III Bicycle Trails (Shared Facilities)
- Multi-Purpose Trails
- Pedestrian/Hiking Trails

Scale
1:72,000

0 5,000 10,000 15,000
Feet

NORTH

Riverside County Vicinity Map

Map Prepared on: December 14, 2001
Map Prepared by: Aerial Information Systems
Map Version No.: 6

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aerial Information systems

FUTURE BUILDOUT NEEDS

Based upon an analysis of the Post-2020 buildout period, the Circulation Element sets forth specific design classifications for the City's backbone circulation network. The geometry assumed for intersections can be accommodated based upon the roadway classification system. A total of 15 roadway segments are projected to have potential traffic volumes which exceed capacity (i.e. V/C ratios of 1.0 or greater). Although a roadway segment may be identified as exceeding the allowable capacity, intersection improvements may allow the endpoints of a segment to operate acceptably. The modelling effort also makes certain assumptions about access to network roadways, and actual impacts to capacity from adjoining development may be lessened by thoughtful site planning, restricted access and conditions of approval.

Therefore, the City shall continue to review and monitor land use trends and their associated changes in traffic volumes and patterns, and make periodic adjustments in planning and program implementation by utilizing roadway improvement and maintenance management programs. This will be accomplished by regularly monitoring traffic on major roadways and by conducting ongoing inventories of current traffic and circulation patterns. Given the rate of growth in the community, this should be done at a minimum of once every two years. The City shall continue to coordinate with State and regional agencies that have jurisdiction over the state highways in or affecting the community. Through the phased implementation of the roadway cross-sections and identified intersection geometries set forth in this Element, and coordination with regional, state and federal regulators, the City will work towards alleviating current problems and avoid future system inadequacies.

The development and implementation of Transportation Demand Management (TDM) techniques should be as widely used as practical to extend or preserve capacity of existing roadways. These techniques may include efforts to encourage car or van pooling, work flex-time and the continued utilization and future expansion of public transit services provided by Sunline Transit.

On-going planning and analysis of the City circulation network will also suggest special intersection designs that allow dedicated right turn overlap signal phasing to provide free right turns where appropriate, and other system enhancements that provide cost effective solutions. Detailed analysis is periodically undertaken for the intersections identified in project-specific, City monitoring and engineering studies, and the General Plan to refine realignments and design engineering. These on-going monitoring, analyses and design procedures will help to assure availability of necessary right-of-way for adequate long-term Levels of Service.

Other transportation management techniques that address specific issues of concern within the City of La Quinta include limiting, and in some cases restricting, access onto Highways 111, Washington Street, Jefferson Street and other major roadways. This can be accomplished by combining driveways, installing raised center medians to restrict turning movements, adding travel and turning lanes, and minimizing the number of intersections. Finally, a concerted effort by the City to balance local jobs and housing, and encouraging mixed-use development will minimize future traffic volumes in the City. All of these measures are discussed in detail in the General Plan Traffic Study and EIR.

TRAFFIC AND CIRCULATION GOAL, POLICIES AND PROGRAMS

GOAL

A transportation and circulation network that efficiently, safely and economically moves people, vehicles, and goods using facilities that meet the current demands and projected needs of the City, while maintaining and protecting its residential resort character.

Policy 1
Establish and maintain a master plan of roads, which sets forth detailed improvement plans and schedules for implementation, to assure minimal levels of roadway segment and intersection operations at V/C ratio of 0.80 and LOS D, respectively.

Program 1.1: Initiate and complete a master plan of roads, which includes targets for ultimate rights-of-way and pavement width and provides a schedule for securing right-of-way and constructing

improvements consistent with the projected needs and standards set forth in the City Circulation Element and Program EIR.

Program 1.2: Establish and maintain a roadway pavement management program (PMP) that sets forth timelines and schedules for the maintenance of existing roads in the community. The program shall establish funding levels for each fiscal year.

Policy 2
Coordinate and cooperate with CalTrans, CVAG, Riverside County and adjoining cities to assure preservation of capacity and maximized efficiency along Washington Street, Jefferson Street, Highway 111 and other major roadways.

Program 2.1: Maintain a liaison with adjoining cities, CalTrans, CVAG, Riverside County planning and engineering staffs to study and implement effective means of preserving and improving capacity along Interstate-10 and its interchanges, Washington Street, Jefferson Street, Highways 111 and other major roadways serving inter-city traffic. Strategies shall include but are not limited to synchronized signalization, consolidation of access drives and restriction of access, construction of additional travel and turning lanes, raised median islands, and improvements to critical intersections.

Program 2.2: Review new and redeveloping projects along Washington Street, Adams Street and Highway 111 with the intent of limiting access and aligning and/or consolidating access drives in a manner which minimizes conflicting turning movements and maximizes the use of existing and planned signalized intersections.

Program 2.3: On Major Arterials, the minimum intersection spacing shall be 2,600 feet in residential areas, and may be 1,060 feet for commercial frontage. Intersection spacing may be reduced to 500 feet at the Whitewater Channel and La Quinta Evacuation Channel. The design speed shall be 60 miles per hour (mph). Left turn median cuts may be authorized if turn pocket does not interfere with other existing or planned left turn pockets. Right in/right out access driveways shall exceed the following minimum separation distances (in all cases, distances shall be measured between the curb returns):

-- more than 250 feet on the approach leg to a full turn intersection;
-- more than 150 feet on the exit leg from a full turn intersection;
--more than 250 feet between driveways.

All access configurations shall be subject to City Engineer review and approval.

Program 2.4: On Primary Arterials, the minimum intersection spacing shall be 1,060 feet. The design speed shall be 50 mph. Left turn median cuts may be authorized if turn pocket does not interfere with other existing or planned left turn pockets. Right in/right out access driveways shall exceed the following minimum separation distances (in all cases, distances shall be measured between the curb returns):

-- more than 250 feet on the approach leg to a full turn intersection;
-- more than 150 feet on the exit leg from a full turn intersection;
--more than 250 feet between driveways.

All access configurations shall require City Engineer review and approval.

Program 2.5: On Calle Tampico, between Eisenhower Drive and Washington, and on Eisenhower Drive, between Calle Tampico and Avenida Bermudas, full turn intersections may be permitted at a minimum distance of 500 feet, if the intersection complies with the approved Corridor Signal Plan.

Program 2.6: On Secondary Arterials, the minimum intersection spacing shall be 600 feet. The design speed shall be 40 mph. Full access to adjoining property shall be avoided and when necessary shall exceed the following minimum separation distances (in all cases, distances shall be measured between the curb returns):

-- more than 250 feet on the approach leg to a full turn intersection;
-- more than 150 feet on the exit leg from a full turn intersection;
--more than 250 feet between driveways.

All access configurations shall be subject to City Engineer review and approval.

Program 2.7: On Collectors, the minimum intersection spacing shall be 300 feet. The design speed shall be 30 mph. Access driveways shall exceed the following minimum separation distances (in all cases, distances shall be measured between the curb returns):

-- more than 250 feet on the approach leg to a full turn intersection;
-- more than 150 feet on the exit leg from a full turn intersection;
--more than 250 feet between driveways.

All access configurations shall be subject to City Engineer review and approval.

Program 2.8: On Local streets, the minimum intersection spacing shall be 250 feet. The design speed shall be 25 mph. All access configurations shall be subject to City Engineer review and approval.

Program 2.9: The City Engineer shall prepare, or cause to be prepared, a Corridor Signal Plan for Calle Tampico, between Eisenhower and Washington, and for Eisenhower, between Calle Tampico and Avenida Bermudas.

Program 2.10: Within subdivisions, private streets may be designed to a width of 28 feet with restricted parking, subject to City Engineer and Fire Department approval.

Program 2.11: Standards for all City streets shall be maintained in the Development Code. The standards shall include, but not be limited to:

-- Streets with speed limits of 45 mph or more should be painted in each lane, parallel to each posted sign.
-- Left turn pockets should be 10 feet long for each 10 mph of speed limit
-- Dual left turn lanes should be 6 feet long for each 10 mph of speed limit
-- All traffic signals should be equipped with LED lights as soon as possible.
-- Parking stall size and location should also be regulated.
-- Landscaped parkway berming heights shall be within definite parameters.

Program 2.12: The City Engineer shall establish and maintain a traffic calming program which details acceptable traffic calming devices or concepts in residential neighborhoods.

Program 2.13: Confer and coordinate with CalTrans in efforts to secure state and federal funding sources for preservation and expansion of capacity on Interstate-10, State Highway 111 and other important City arterials.

Program 2.14: New streets which are extensions of existing streets shall carry the same name for their entire length.

Policy 3
Participate and represent the City's interests in circulation-related regional planning activities, and encourage acceptance of City policies regarding regional transportation issues.

Program 3.1: Establish and maintain a liaison with CVAG, SCAG and CalTrans and proactively represent City in transportation planning meetings to assure that City policies, programs and strategies are given priority consideration in resolving regional transportation issues affecting the community.

Policy 4
Encourage expansion of ridership and the service area of the public transit systems operated by the Sunline Transit Authority within the City.

Program 4.1: Consult and coordinate with the Sunline Transit Authority and assure vocal representation on the Authority Board and its decision making process.

Program 4.2: When reviewing development proposals, consult and coordinate with the Sunline Transit Authority and solicit comments and suggestions on how bus stops and other public transit facilities and design concepts, including enhanced handicapped access, should be integrated into project designs.

Program 4.3: When reviewing development proposals, consult and coordinate with the Sunline Transit Authority to encourage the development of rideshare and other alternative, high occupancy transit programs for employers with sufficient numbers of employees.

Program 4.4: Encourage and proactively support the efforts of the Sunline Transit Authority in organizing a Transportation Management Organization (TMO) among employers to provide an on-going information network, develop a rideshare plan, and determine opportunities for transit/shuttle operations.

Policy 5
As a means of reducing traffic associated with work-related out-migration, make every reasonable effort to enhance the City's jobs/housing balance.

Program 5.1: In order to locate jobs and housing near each other to produce shorter work commutes, make a concerted effort to increase City-based employment; encourage mixed-use development with a residential component contiguous with or near to employment centers; facilitate use of the City's home occupation ordinance; and encourage major employers to evaluate tele-commuting opportunities, either home-based or at local centers, as well as part-time options for employees.

Program 5.2: To the extent practical, prepare a rideshare plan for City employees to serve as an example for area employers. This plan should include meaningful incentives for employees to walk, bike, or rideshare to complete their work commutes.

Policy 6
Develop and encourage the use of continuous and convenient bicycle routes and multi-use trails to places of employment, recreation, shopping, schools, and other high activity areas with potential for increased bicycle, equestrian, golf cart and other non-vehicular use.

Program 6.1 Prepare and adopt a master plan of bicycle-ways, and multi-purpose trails, and develop or require the development of secure bicycle and golf cart storage facilities, horse staging facilities and other support facilities which increase bicycle, equestrian and golf cart use.

Program 6.2: The construction of bikeways shall conform to the CalTrans manual "Planning and Design Criteria for Bikeways in California." Bikeways shall be a minimum of 6 feet in width.

Program 6.3: Sidewalks shall be provided on both sides of all arterial and collector streets, except where there is a multi-use trail on one side.

Program 6.4: Golf carts shall be permitted on designated routes, as depicted in Exhibit 3.8 and 3.9, and on all public local streets. Specific street crossings for golf carts from the cove onto collectors and arterials shall be designated by the City Engineer.

Policy 7
The City will continue to participate in the assessment of the potential for development of perimeter trails in the La Quinta area through the Coachella Valley Trails and Bighorn Sheep Working Group.

Policy 8
Coordinate with the Coachella Valley Water District and its consultants to assure the provision of all-weather crossings along critical roadways.

Program 8.1: Consult and coordinate with the Coachella Valley Water District, and cooperate in the planning and development of all-weather crossings as part of the community's Master Drainage Plan and its implementation.

Policy 9
Facilitate the design and installation of a community locational/directional sign program to efficiently direct traffic to high use areas, including civic center, parks, Desert Resorts Regional Airport, and other facilities, without creating excessive signage.

Program 9.1: Provide clear public signage directing traffic to the City's park and recreational facilities, and all public facilities, including but not limited to, libraries, hospitals, police and fire stations, and civic centers.

Policy 10
Coordinate and cooperate with the Riverside County Airport Commission (for the Desert Resorts Regional Airport) and the Palm Springs Regional Airport Authority to assure that these airports continue to meet the City's existing and future transportation, commercial and emergency response needs.

Program 10.1: Proactively consult and coordinate with the County in updating the Desert Resorts Regional Airport Master Plan and encourage the expansion of facilities to accommodate commercial aircraft serving the eastern portions of the valley.

Policy 11
Streets within planned residential areas shall be installed and maintained as private streets, and shall be developed in accordance with development standards set forth in the Development Code and other applicable standards and guidelines.

Program 11.1: Private streets will be designed to meet the standards of the City's public street system at the point where they connect with it, in order to safely integrate into it.

Policy 12
Truck routes shall be designated and limited to Washington Street, Jefferson Street, and Highway 111.

Policy 13
Continue to implement the Image Corridors in the City, and identify new image corridors for streets brought into the City through annexation.

Program 13.1: Primary Image Corridors shall include: Washington Street, Jefferson Street, Highway 111, Fred Waring Avenue, and Eisenhower Drive from Avenue 50 to Washington Street.

Program 13.2: Secondary Image Corridors shall include: Miles Avenue, Dune Palms Road, south of the Coachella Valley Stormwater Channel, Adams Street, south of the Coachella Valley Stormwater Channel, Avenues 48, 50 and 52, and Eisenhower Drive, south of Calle Tampico to Avenida Bermudas.

Program 13.3: Agrarian Image Corridors shall include: Madison, Jackson and Harrison Streets, and Avenues 54, 58, 62 and 66.

Program 13.4: Standards for all Image Corridors shall be maintained in the Development Code.

Program 13.5: Image Corridor standards shall be superseded by the Village Design Standards in that land use designation.

Policy 14
In order to preserve the aesthetic values on the City's streets, minimum landscape setbacks shall be as follows:

Highway 111: 50 feet
Other Major Arterials & Primary Arterials: 20 feet
Secondary Arterials & Collector Streets: 10 feet

Policy 15
The City shall maintain building height limits along Primary, Secondary and Agrarian Image Corridors in its Development Code.

Policy 16
Cadiz, Barcelona and Amigo Streets, in the Village area, shall be allowed to remain at a maximum 50 foot right-of-way.

Policy 17
The City Engineer shall review individual development proposals located at critical intersections, and shall have the authority to request additional right of way if necessary.