
Miles A
NO PARKING
3 A.M.-5 A.M.
2 HOUR PARKING


*chapter four*

# MOBILITY

The purpose of the Mobility element is to create a transportation network for the City that balances model priorities to address the safe and efficient operation, maintenance, and management of the circulation network. The goals and policies in the element have been developed to ensure that all streets within the City are reviewed through a "complete streets" lens – meaning that all streets should provide safe accommodation for all users of the transportation network.

This approach does not mean that all streets should equally prioritize all modes of travel nor does it imply that one mode should dominate street planning on all streets within the City. Rather, different modes should be prioritized on different streets, providing a layered network of streets that responds to the context of the adjacent land use.

# Key Considerations and Strategies

Mobility serves as a key component of a City. City-owned streets represent the single largest asset for a City and need to be planned for accordingly. However, streets need to be properly sized to meet the user's demand. Making streets unnecessarily wide increases the City's capital and maintenance costs, increases vehicle speeds, and increases pedestrian exposure crossing the roadway. While under sizing a roadway can create congestion and increase travel times for vehicles and deliveries. The goal of this Element is to develop a street network that balances the needs of all users.

The City's vision for the future will only be realized by ensuring that each new public improvement builds towards that future. The following strategies shall guide public and private investments in the transportation to achieve the vision and are reflected in the General Plan mode priority map, Street Plan, and policy framework.

- **Implement Complete Streets**: The City will provide a safe, efficient, and accessible transportation system that serves the mobility needs of all users of all ages and abilities. Additional details on complete streets are provided in the following section.
- **Advocate for Active Transportation**: One of the City's goals is to provide a network of bicycle and pedestrian infrastructure that supports the City's complete street efforts and provides connectivity to existing local and regional facilities, activity centers in the City, employment areas, and parks, open space, and trails like CV Link.
- **Support Transit**: The City will work with SunLine Transit and RCTC to analyze and forecast commuter traffic trends to develop strategic ways to make a more efficient transit system.
- **Maintain Levels of Service**: The City will identify and maintain existing roadway levels of service, specifically high-volume roads or main corridors in the City's transportation network.
- **Actively Oversee Goods Movement and Airport Compatibility**: The City will maintain a safe and efficient system for delivering goods and services, specifying truck routes on City streets, and shall maintain compatibility with the Bermuda Dunes Airport.
- **Manage Parking**: The City will pursue the "right sizing" of off-street parking within the City by encouraging shared parking, reducing parking requirements, and unbundling parking in key subareas.
- **Integrate Transportation Network Companies (TNCs) and Autonomous Vehicles (AVs)**: This City will plan for and support an increase in use of TNCs and AVs.
- **Manage Traffic**: The City will support the safe and efficient movement of goods and services by providing signal synchronization and to allow optimum flow in automobile prioritized corridors.

Several State laws as well as regional and local planning efforts provide context related to planning the transportation system. Appendix M describes these key efforts in greater detail.

## Complete Streets

The National Complete Streets Coalition (which is a subsection of Smart Growth America) defined complete streets as:

> *"Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations."*

The National Complete Streets Coalition also identifies the following key ten components that make up a comprehensive complete streets policy:

- Includes a vision for how and why the community wants to complete its streets.
- Specifies that "all users" includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and motor vehicles.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by all agencies to cover all roads.
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that Complete Streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy.

A complete streets vision is more than implementation of a State-mandated approach. It is a fundamental shift in how the City will plan and design the street system – recognizing the street as a public space and ensuring that the public space serves all users of the system (elderly, children, bicycles, pedestrians, etc.) within the urban context of that system (e.g. accounting for the adjacent land uses).

The Mobility Element is consistent with and further enhances the State and federal requirements for complete streets. Complete streets recognize that each street within the City is unique given its geographic setting, adjacent land uses, and the desired use of that facility. As such, the Mobility Element identifies the City's transportation network, and based on the uniqueness of the street and surrounding land uses, determines which modes of travel (pedestrian, bicycle, vehicles, etc.) should be prioritized on that street.

Typically, pedestrian streets have slow vehicle travel speeds, short-distance pedestrian crossings, and include some type of buffer between the vehicle travel way and the pedestrian walkway. Streets that prioritize automobiles may have wide travel lanes, multiple turn lanes, and higher travel speeds.

The complete streets implementation utilizes the Institute of Transportation Engineer's guidance related to a "layered networks" approach. This approach identifies preferred travel modes for each street in the City. Non-preferred travel modes are accommodated along the street, but their service is not prioritized. The priorities of some of these streets may shift 10 to 20 years into the future. If the desire for transit or other active modes of transportation increases, more streets could move from auto-prioritized to prioritizing other modes.

*Example of a complete street transformation along Avenue 44 (existing street above, complete street below).*

## Pedestrian Network

Pedestrian environment affects all residents and visitors—whether driving, bicycling, or riding transit, most people are a pedestrian at some point in their journey. Adequate pedestrian infrastructure, together with land uses that promote pedestrian activities, can help increase walking as a means of transportation, recreation, as well as exercise, and can consequently provide significant health benefits to those who are able to participate.

Pedestrian facilities (i.e., sidewalks, crosswalks, trails) are a key component of a multi-modal transportation system, which should enable people of all age groups and abilities to safely walk to their destinations. These facilities help connect and provide access to schools, shopping, employment, transit stations, and other amenities.

*Pedestrians at the Tamale Festival in Indio.*

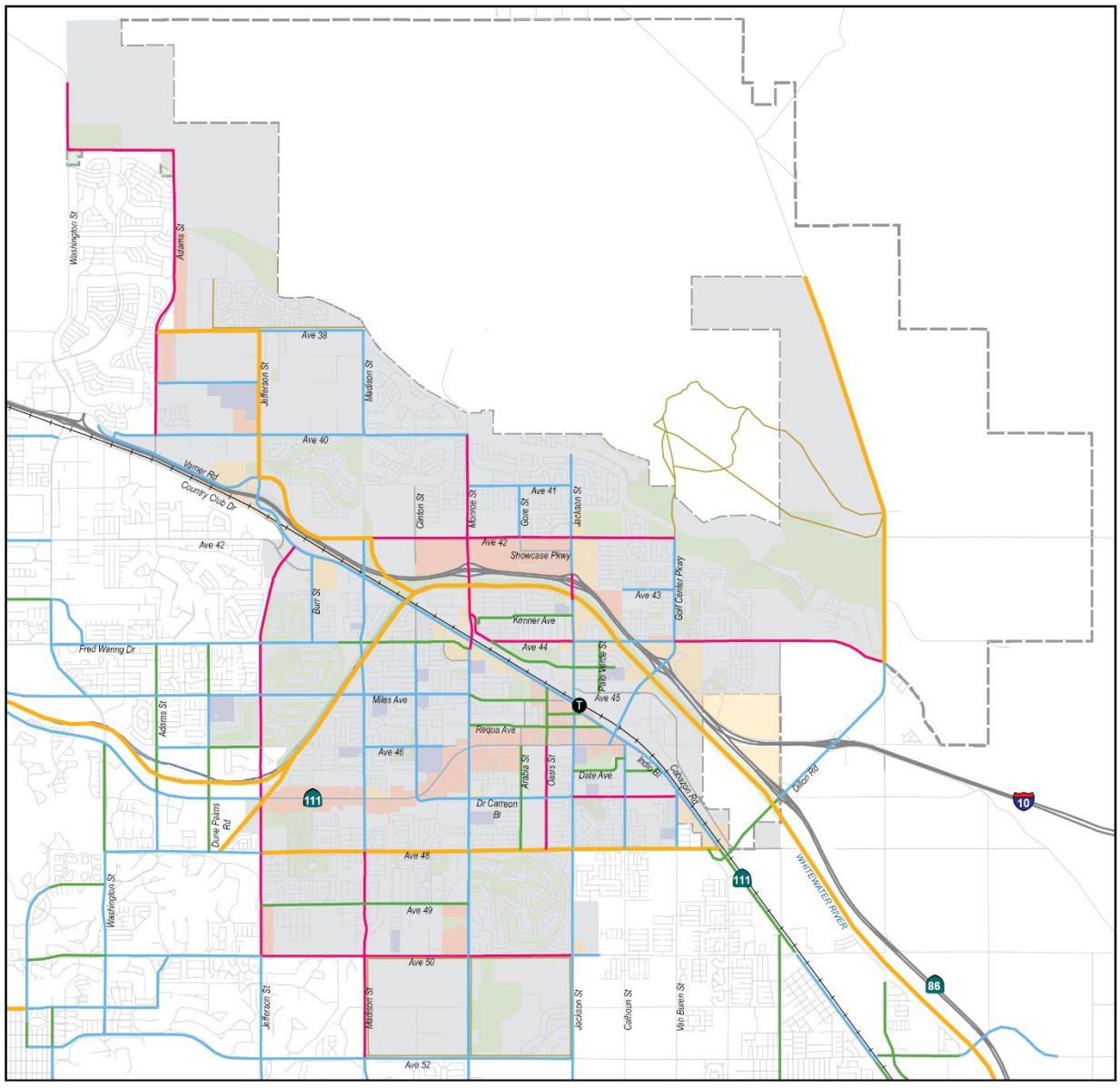
## Bicycle Network

A comprehensive, safe, and well-maintained bikeway network with supporting facilities has multiple benefits. It can help to increase the mode share for bicycling, reducing the number of short vehicle trips by shifting those trips to bicycling helps improve circulation, and reduce greenhouse gas emissions. This mobility element identifies a high-quality bicycle network that includes Class I, II, and IV bicycle facilities to support active transportation.

Figure 4-1 illustrates Indio's planned bicycle network and how the different bicycle facilitates relate to existing land uses. The City is also preparing a Complete Streets Master Plan which provides additional guidance on this topic.


*Existing Class II bikeway along Madison Street*

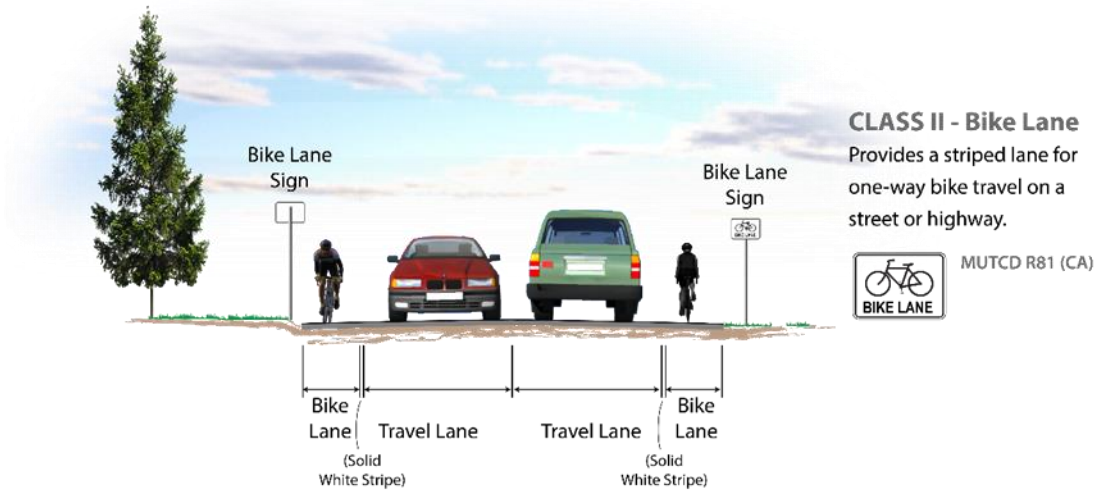
## Figure 4-1: Planned Bicycle Network



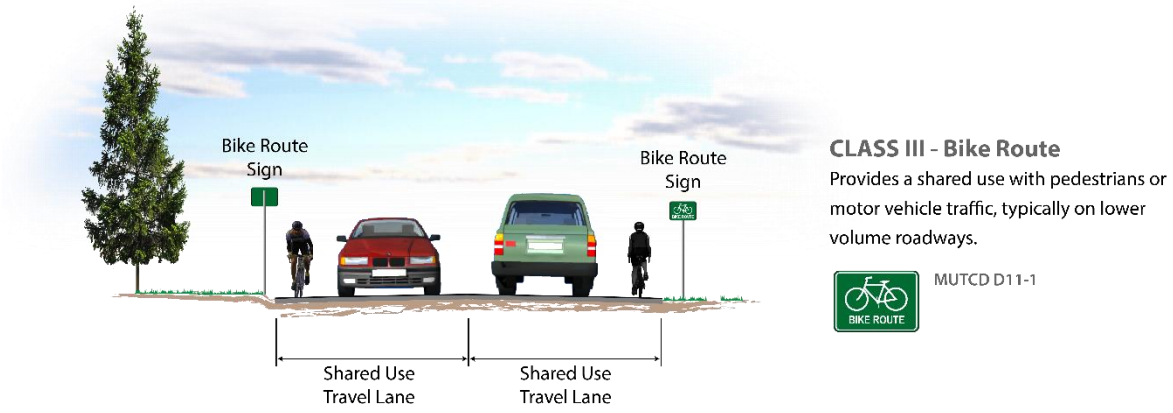
Caltrans has defined four primary bikeway facility types. These facility types are described below:

- **Class I Bike Path**. Provides a separated corridor that is not served by streets and highways and is away from the influence of parallel streets. Class I bikeways are for non-vehicle use only with opportunities for direct access and recreational benefits, right-of-way for the exclusive use of bicycles and pedestrians, and cross flow conflicts are minimized. CV Link will be a Class I facility connecting the Coachella Valley.

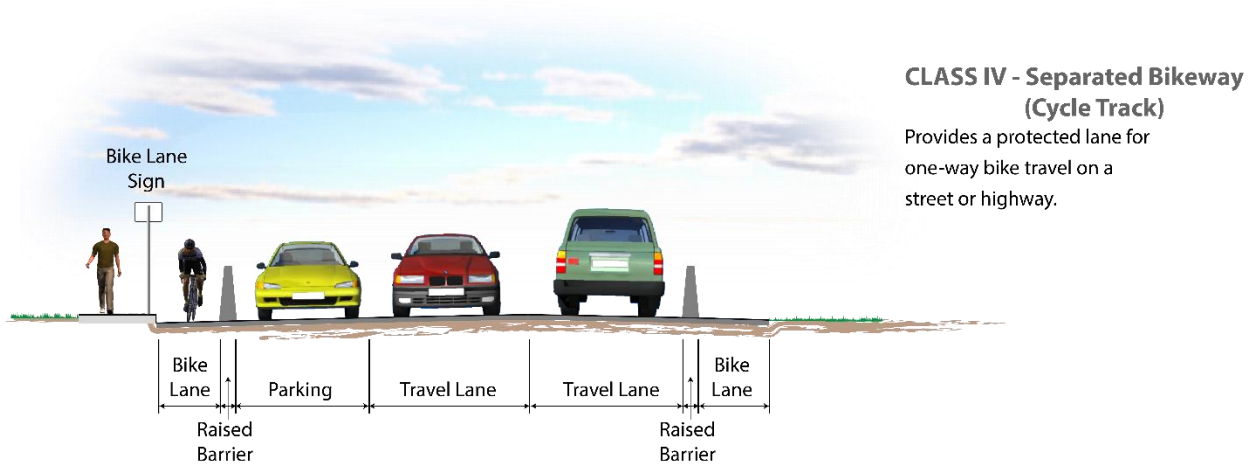

- **Class II Bike Lane**. Provides a delineated right-of-way assigned to bicyclists to enable more predictable movements, accommodating bicyclists through corridors where insufficient room exists for side-by-side sharing of existing streets by motorists and bicyclists.



- **Class III Bike Route.** Shared facility that serves either continuity to other bicycle facilities or designates preferred routes through high demand corridors.




- **Class IV Separated Bikeway or Cycle Track.** Provides delineated right-of-way assigned to bicyclists that have a physical separation between them and a vehicle. This separation can include parked vehicles, bollards, curbs, or any other physical devise that provides this separation. This "new" bicycle classification was defined in AB 1193, amended the streets and highways code to allow for this treatment, and directed Caltrans to update Chapter 1000 of the Highway Design Manual to include this facility (which is currently being updated).




In addition to the four facility types described above, low traffic volume local streets also contribute to the bicycle network. These streets typically do not have a bicycle lane or signage; however, as a result of low traffic volume, it may be adequately safe and efficient as bike routes.

## Golf Cart Network

A golf cart network can provide enhanced mobility for short trips in Indio. It is also an environmentally-superior travel mode compared to the automobile as most carts are electric and produce fewer emissions. Golf carts are also smaller, reducing the wear on City facilities and reducing the needed parking footprint, and they can provide a fun mobility option for persons who are not able to walk or bike for short distance trips. As such, the golf cart network in Indio can play a key mobility role for the City.

The City will continue to promote and support use of golf carts through the maintenance of the existing facilities and support of future facilities that are planned in the City.

The Coachella Valley has been a leader in providing golf cart pathways as part of the off-street and on-street system. The CV Link project will provide golf cart accessibility for the entire region, connecting most of the cities and providing an off-street facility for longer distance golf cart trips.

*Golf cart driven on residential street*

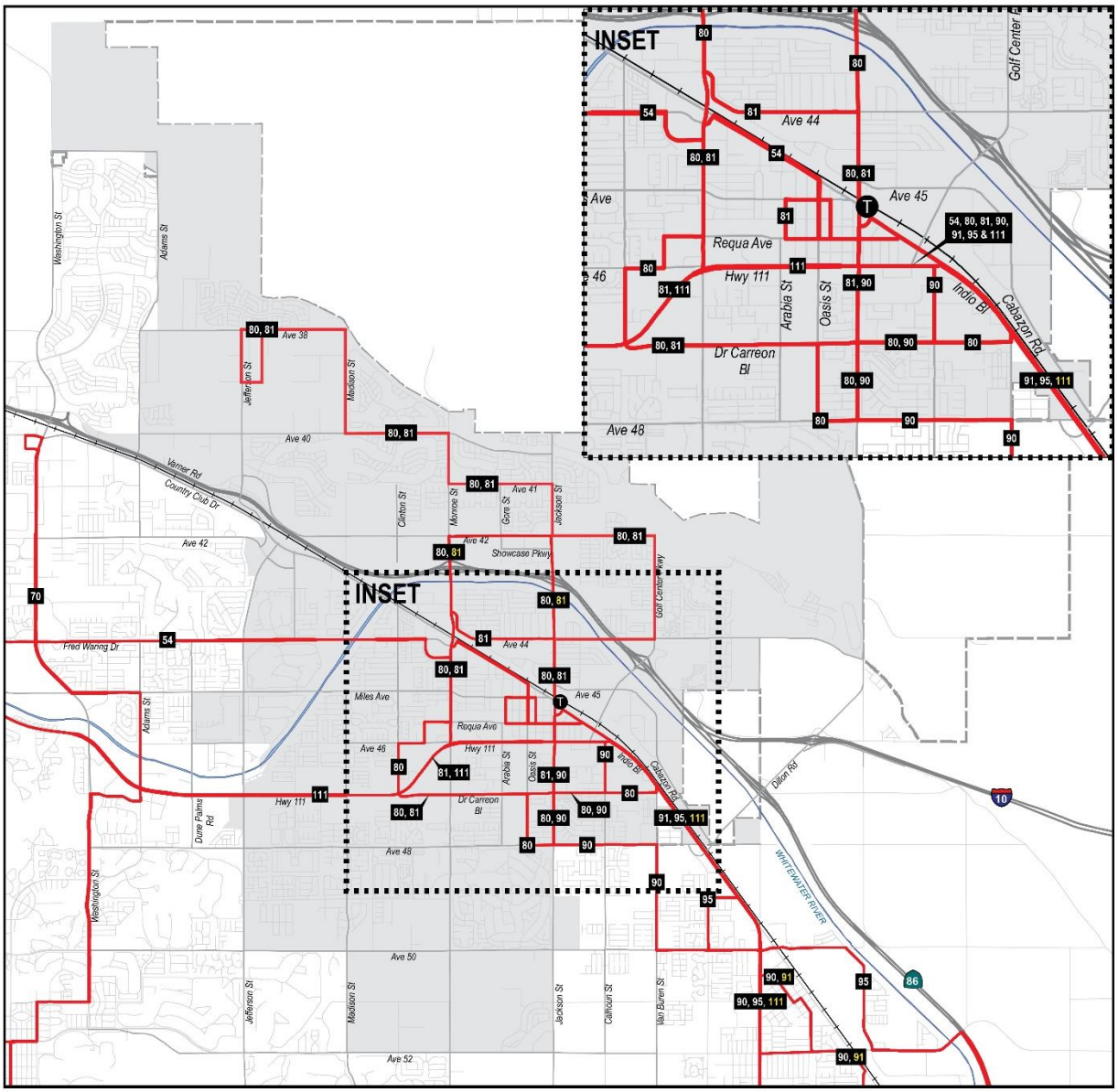
## Transit

Transit typically consists of publicly-operated services, such as buses, trains, paratransit, commuter rail, and streetcar services. Currently, SunLine Transit operates a variety of bus routes in Indio. SunLine transit provides good access to activity centers in the City, particularly around Downtown and Highway 111. This mobility element seeks to enhance accessibility to transit to provide more facilities and connecting services to residents and visitors.

As shown on Figure 4-2, the City is working with other regional planning agencies to create opportunities for future rail options for the City. The goal of rail options is to ultimately serve the residents and visitors by providing a commuter rail connection to and from the City of Riverside and other part of southern California. As such, the element provides policies that support this desire, including the identification of a potential transit station near the City's Downtown.


*Public transit in Indio.*

## Figure 4-2: Proposed Transit Network




# Proposed Public Transit Network

0 0.5 1 2
Miles

City Limits
Sphere of Influence
Roads
Railroads
Highways

SunLine Transit Routes
Realigned Route
Planned Transit Center

Source: Riverside County/LAFCO ( City Boundary,2012; SOI,2012) Riverside County/TLMA (Roads;Railroads;Highways) Riverside County (River)

The information on this map was derived from various digital databases, sourced above. Care was taken in the creation of this map but it is provided "as is". PDC cannot accept any responsibility for any errors, omissions, or positional accuracy, and therefore, there are no warranties which accompany this product. Users are cautioned to field verify information on this product before making any decisions.

## Vehicle Circulation

To provide efficient vehicular circulation in the City, this Mobility Element provides policies related to vehicle mobility, which is a major mode of transportation for residents and visitors of the City.

Although the State and the region have been deemphasizing auto travel as a primary mode of travel due to environmental impacts associated with auto travel (e.g. vehicle emissions), most residents in the City value use of their automobile and using vehicles in Indio is still a priority. The City will continue to use vehicle levels of service (LOS) as a key metric to measure the freedom to maneuver vehicles. Definitions for LOS are summarized below and are based on information from the Transportation Research Board's *Highway Capacity Manual*. Please note that LOS E represents "at capacity" operations.

### Table 4-1 Level of Service

| Auto Level of Service Definitions | |
|---|---|
| **LOS** | **Characteristics** |
| A | Primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Controlled delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed. |
| B | Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed. |
| C | Stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed. |
| D | Less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed. |
| E | Unstable operation and significant delay. Such operations may be due to some combination of adverse signal progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed. |
| F | Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections have a volume-to-capacity ratio greater than 1.0. |

*Source: Highway Capacity Manual 2010.*

Another metric used is called Vehicle Miles of Travel (VMT). VMT is a metric of land use efficiency. A lower VMT reflects either lower trips generated by a land use or shorter trip lengths associated with vehicle trips. Additionally, new State guidance is under the rule making process that will require California Environmental Quality Act (CEQA) documents to utilize VMT as the transportation metric for identifying transportation impacts (VMT is replacing LOS in this respect). Although freedom to maneuver is important to residents, VMT will be required for future CEQA documents.

In addition to these performance metrics, this Mobility Element provides guidance related to Street Classifications. Table 4-2 describes the street classifications and Figure 4-3 illustrates those streets.

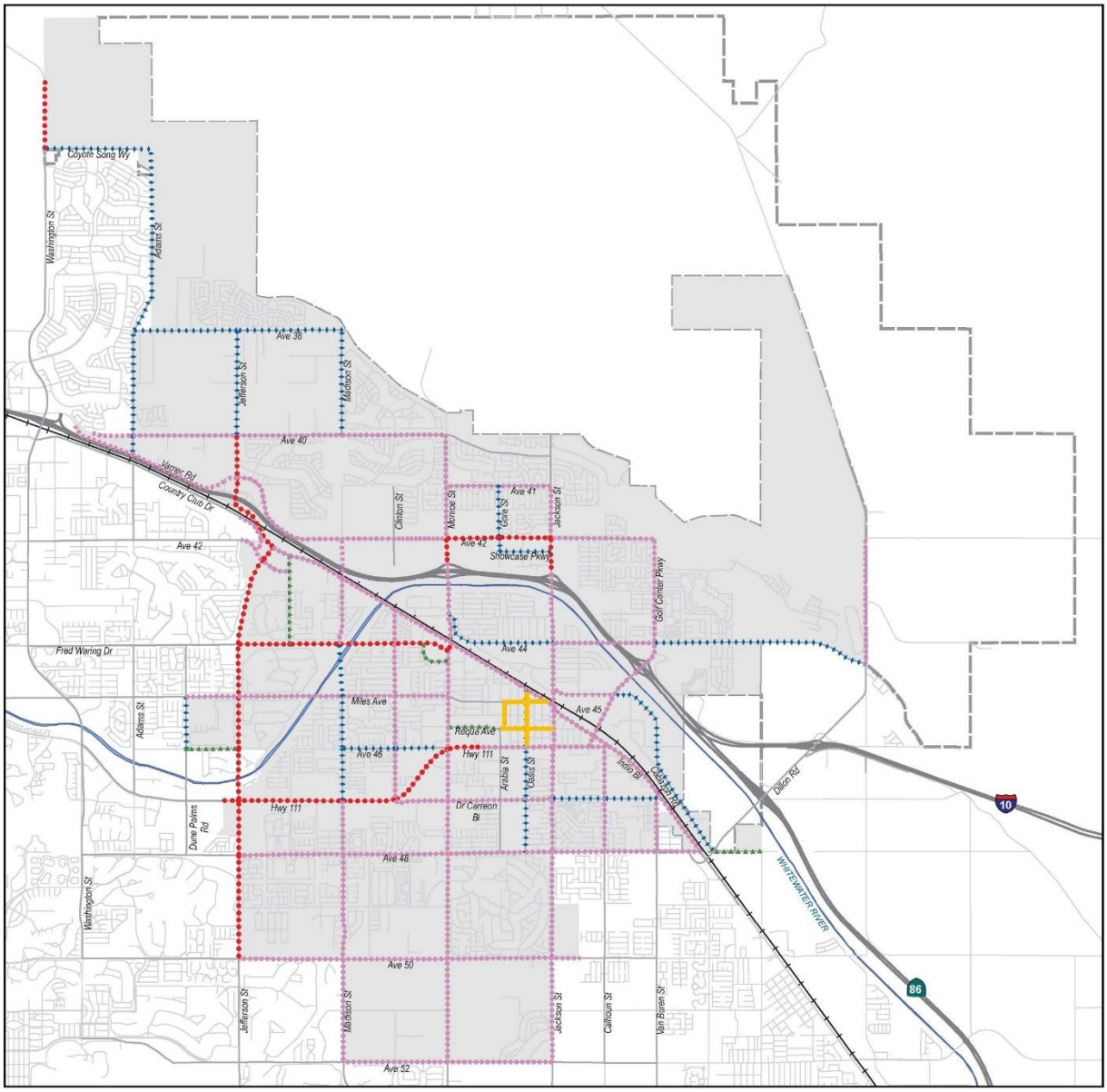
### Table 4-2: Street Classifications

| Street Typology and Priority Modes | Street Attributes |
|---|---|
| Freeways | • High-speed facilities designed to accommodate vehicles moving through the City.<br>• Bicycles and pedestrians are prohibited. |
| Arterial | • Arterials should provide four to six travel lanes.<br>• Vehicular efficiency shall be prioritized.<br>• Traffic signals shall be coordinated to prioritize vehicle movements.<br>• Bicycle lanes can be provided and can be further enhanced or complemented by other facilities or off-street pathways.<br>• Pedestrian facilities should be provided consistent with ADA requirements.<br>• Mid-block crossings should not be provided.<br>• Parking should be prohibited along these corridors.<br>• Traffic calming techniques should not be considered. |
| Secondary Highway | • Secondary Highways should have two to four travel lanes and a median, as shown on Figures 4-4 – 4-6.<br>• Bicycle lanes should be provided.<br>• Off-street bicycle parking should be provided in retail areas.<br>• Bike racks may be provided within the public right-of-way and encouraged on private property.<br>• Traffic calming devices, such as curb extensions (bulbouts) or enhanced pedestrian crossing may be implemented.<br>• Street furniture shall be oriented toward the businesses.<br>• Mid-block pedestrian crossings could be provided at appropriate locations (e.g. where sight distance is adequate and speeds are appropriate).<br>• On-street vehicle parking should be provided. In areas with high parking demand, innovative parking management techniques should be implemented / considered.<br>• Pedestrians should be “buffered” from vehicle traffic using landscaping or parked vehicles. |

| | |
|---|---|
| Collector | • Collector should provide either two lanes without a median or two lanes with a median or center left-turn lane, as shown on Figures 4-7 and 4-8.<br>• The primary function of the street is to connect people and different areas and land uses of the City to each-other directly or by connecting to/from arterial streets.<br>• Collectors should provide for space vehicles, bicycles, and pedestrians.<br>• Bicycle lanes should be provided. Bicycle Boulevards may be considered.<br>• Pedestrians should be accommodated on sidewalks adjacent to the travel way (minimum 5' wide sidewalk).<br>• Mid-block pedestrian crossings and traffic calming devices may be provided, but it should only be considered at locations in areas with high-activity levels or destination attractions.<br>• Parking may be provided on-street. |
| Downtown Street | • Streets should provide two travel lanes with left turn lanes but can be four travel lanes (although not preferred).<br>• Pedestrians shall not cross more than five travel lanes.<br>• Enhanced bicycle and pedestrian crossings should be provided, including:<br>  ○ Enhanced pedestrian notifications (e.g. responsive push-button devices) and treatments to enhance pedestrian visibility; and<br>  ○ Enhanced bicycle detection.<br>• Bicycle lanes shall be provided and can be further enhanced or complimented by other facilities or off-street pathways.<br>• Pedestrian sidewalks should be a minimum of five feet and shall strive for six to eight feet in width and shall conform to ADA requirements.<br>• Wider sidewalks may be provided in high pedestrian activity areas or where on-street dining is provided.<br>• Opportunities for mid-block pedestrian crossings should be investigated.<br>• Traffic calming devices that improve service levels for prioritized modes should be considered.<br>• On-Street parking is typically provided in a variety of forms, including parallel, angled, and back-in angled parking configurations. |

| | |
|---|---|
| Other Pedestrian Priority Areas | • No more than four vehicle travel lanes are typically provided.<br>• Enhanced bicycle and pedestrian crossings should be provided, including:<br>  ○ Enhanced pedestrian notifications (e.g. responsive push-button devices) and treatments to enhance pedestrian visibility; and<br>  ○ Enhanced bicycle detection.<br>• Bicycle lanes shall be provided and can be further enhanced or complimented by other facilities or off-street pathways.<br>• Pedestrian facilities should be a minimum of five feet and shall strive for six to eight feet in width and shall conform to ADA requirements.<br>• Wider sidewalks may be provided in high pedestrian-activity areas or where on-street dining is provided.<br>• Opportunities for mid-block pedestrian crossings should be investigated.<br>• Traffic calming devices that improve service levels for prioritized modes should be considered.<br>• Parallel parking is typically provided. |
| Local / Neighborhood Street | • Local or neighborhood streets provides access to residential use as shown on Figures 4-9 and 4-10.<br>• Pedestrians should be accommodated on a sidewalk.<br>• Bicycles may be accommodated with a bicycle route (Class III) if vehicle volumes and/or speeds necessitate; otherwise, bicycles can share the roadway.<br>• Bicycle boulevards may be considered.<br>• Traffic calming measures should be supported.<br>• On-street parking should be provided.<br>• Pedestrian facilities should be provided consistent with ADA requirements. |

## Figure 4-3: Circulation Plan




# Circulation Plan



Source: Riverside County/LAFCO ( City Boundary,2012; SOI,2012) Riverside County/TLMA (Roads,Railroads,Highways) Riverside County (River)

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**Figure 4-4: Street Cross Section Example: Secondary Highway with 2 Travel Lanes and Bicycle Lanes**

*Example implementation location: Dr Carreon*

**Figure 4-5: Street Cross Section Example: Secondary Highway with 4 Travel Lanes**

*Example implementation location: Monroe Street north of Highway 111*

**Figure 4-6: Street Cross Section Example: Secondary Highway with 4 Travel Lanes and Bicycle Lanes**

## Figure 4-7: Street Cross Section Example: Collector Street

*Example implementation location: Avenue 48th East of Dillon Road*

## Figure 4-8: Street Cross Section Example: Collector Street with Class II Bike Lanes

*Example implementation location: Oasis Street, North of Avenue 48*

## Figure 4-9: Street Cross Section Example: Neighborhood / Local Street

*Example implementation location: John Nobles Aveune east of Monroe Street*

## Figure 4-10: Street Cross Section Example: Neighborhood / Local Street

*Example implementation location: Rubidoux Street south of Highway 111*

## Goods Movement and Airport Compatibility

Facilities that provide for the movement of goods and services in the City consist of the Union Pacific rail corridor that traverses east and west through the City and designated truck routes.

Many of the existing truck routes overlap with the vehicle and bicycle priority routes identified in the layered streets approach. This is not desirable as trucks and bicycles should be prioritized on different routes to the extent possible. As such, this Mobility Element recommends an update to the City's current truck route map to reflect the changes in the City.

In addition to the goods movement corridors noted above, the Bermuda Dunes Airport is adjacent to the City of Indio. As such, the airport flight approaches and departures does influence potential land use within the City to ensure compatibility with the airport and its flight paths. Most of the compatibility requirements related to types of use and building heights within flight paths of the airport. This mobility element ensures that development near the airport remains consistent with the Bermuda Dunes Airport Master Plan.

*Goods movement through Indio*

## Parking

Parking is critical to the success of both residential neighborhoods and commercial businesses. Inadequate parking means that businesses and residents find it difficult to access their destination. For example, visitors to commercial centers may "spillover" into surrounding neighborhoods. On the other hand, too much parking underutilizes valuable land, resulting in lower-density development that discourages other forms of transportation, such as walking and biking. Providing too much parking may also spread out land uses, creating gaps between businesses and store fronts, increasing vehicular use, and introducing additional points of conflict between pedestrians and vehicles. Too much, or too little, parking may also impact Downtown and Midtown redevelopment. Therefore, it is crucial to "right size" and manage parking such that the required spaces are balanced with the number of space needed.

The City's Municipal Code provides standards for parking facilities based on land use type within the City. The Code also identifies bicycle parking requirements and allows parking reductions due to transit proximity and shared parking between land uses.

The City will continue to promote "right sizing" of parking facilities, by applying the following techniques:

- **Park once:** A strategy in destination centers to enable visitors to "park once" and visit a series of destinations on foot. Park-once strategies will work well in areas, such as Downtown, Midtown, and other pedestrian-priority areas that are well-connected by pedestrian and bicycle facilities. The creation of well-signed centralized parking areas supports this strategy.
- **Shared parking:** The City will continue to allow land uses that have different parking demands at different times of the day to share the same parking facilities. This is an effective way to minimize paved area, allow denser land use, provide for more landscaping and open space, and provide improved walkability within a mixed-use area.
- **Unbundled parking.** Rather than provide free guaranteed parking, "unbundling" parking from a development project requires residents and/or employees to separately pay for use of a parking space. Unbundling parking will allow tenants to choose whether or not to purchase (or rent) a parking space, reducing rental or ownership costs and making housing and commercial space more affordable. It may also reduce the total amount of parking required for the building lowering construction costs.
- **In-lieu parking fees.** Allowing developers to contribute fees toward the development of a common parking facility in lieu of providing on-site parking is an important tool to creating shared, park-once locations. This strategy will work best in centers, such as Downtown and Midtown, assisting in paying for structured parking and providing developers an opportunity to increase density on their parcels.
- **Parking management strategies.** The City may also manage high-demand parking locations and destinations through a number of different strategies, including demand pricing, time restrictions, valet parking, and other techniques.
- **Public-private partnerships.** The City, business owners, and developers collaborate to provide both private and public parking opportunities. Instances where this works well include parcels

owned by the City, or private underutilized parking lots where a private entity develops, manages, and enforces parking in these public lots.

- **Parking locater signs.** Electronic monitoring devices that identify the available parking in a given facility and utilize changeable message signs to assist travelers in identifying available parking locations. This may require modifications to the City's Zoning Ordinance to be implemented in some areas of the city.
- **Reduced parking standards.** Reducing parking standards in Downtown, Midtown, and other areas that are well-served by transit and providing parking cash out programs (employers pay employees to not drive a single occupancy vehicle to work) lower parking requirements and help to right size onsite parking.
- **Biking equals business program.** Businesses may provide bicycle parking or corrals and may provide incentives to encourage their patrons and employees to ride rather than drive. For certain businesses, the City may reduce required onsite parking for vehicles if they provide a bicycle corral that accommodates more people.
- **Transit equals business program.** Businesses may provide their customers and employees incentives to encourage them to use transit rather than drive.

Although there are additional parking strategies that are available and may become available in the future, most of the strategies work best in walkable, mixed-use areas, including the Connected Neighborhoods, Neighborhood Centers, and Downtown, as identified in the Land Use and Community Design Element.


*Commercial center parking*

## Transportation Network Companies and Autonomous Vehicles

The future of mobility is changing rapidly. Transportation network companies (TNCs), such as Uber and Lyft, are increasing in popularity and usage. TNCs combine web-based applications, such as mobile applications, and ridesharing vehicles. While TNCs could reduce the number of vehicles on the roadway network, it is also likely to increase VMT as transportation becomes more convenient, especially for the young and elderly. Studies suggest that the limited amount of curb space requires public agencies to make clear choices and tradeoffs about the priority of curb space if they desire efficient operations.

There is a growing trend linking TNCs and transit. TNCs often provide transportation to and from key destinations, such as transit stations. The growth in use of TNCs will be dependent on the ability to expand coverage, reach new passengers while retaining existing passengers, attract drivers, work with cities and regulators, show that TNCs can have a profitable business model, and to develop autonomous technology that will fold into a shared AV fleet network. This Mobility Element guides the policy directives to embrace TNCs and provide infrastructure to support their increase in usage. Policies also address curbside management, such as areas that either prioritize or restrict passenger loading and unloading.

For AVs, there are several levels of vehicle autonomy. They range from cruise control (low level of autonomy) to fully-autonomous vehicles (AVs) that require no interaction with the driver. Manufacturers are developing this technology, and the federal and state governments will likely determine regulations for a fully-autonomous fleet.

It is unknown how long the vehicle fleet will take to turn over to a fully autonomous fleet. However, it is being developed and is something that this element recognizes from a policy perspective.

This expansion will likely change future travel behaviors in the City. AVs are expected to make car travel less stressful, increase travel safety, and reduce operational inefficiencies on freeways. AV interactions with pedestrians and cyclists will also require careful planning and design. In a shared AV fleet, the need for that many parking spaces will not be required and this element directs the City to adjust parking requirements accordingly. This Mobility Element provides guidance to embrace a future AV fleet and provide infrastructure to support this fleet.

## Transportation Management

This Mobility Element also supports and promotes Transportation Demand Management (TDM) and Transportation Systems Management (TSM) techniques. TDM consists of programs and policies to reduce the demand for the single-occupant automobile. Common techniques include carpool programs, car-sharing and bike-sharing programs, flexible work hours, telecommute provisions, shuttle services to nearby transit stations, employee transit subsidies (e.g. employers will subsidize bus or rail tickets), installation of bicycle facilities (lockers, racks, lanes, showers at employment areas, etc.), or other measures that would reduce the demand to drive. TDM is critical for the City to build-out without over expanding infrastructure and serving the “first mile/last mile” component of a transit trip.

The City’s future transit effectiveness will be dependent on major employers assisting with providing TDM measures. TDM is envisioned to include potential shuttle circulators from transit stations to major employers and destinations, showers and changing rooms at those locations, and a host of other typical TDM techniques that would support transit usage and the connection to the ultimate destination. This

Mobility Element also supports TDM through potential incentives (such as reduced parking standards for TDM implementation) to further support transit access to these destinations[1].

The City has also implemented a state-of-the-practice Transportation System Management (TSM) system. This system integrates traffic signals in the City to a single access point, allowing City staff to monitor and update signal timings to improve safety and mobility for all users in the City. This Mobility Element supports further implementation of this program and use of other technologies that become available, which have the ability to improve mobility for all users of the City's transportation system. TSM measures include, but are not limited to: improving design standards (e.g. adjusting design standards to reduce pedestrian crossing distances to promote pedestrian use while allocating more green time toward high demand vehicle movements), upgrading and coordination of traffic control devices, intelligent transportation systems (ITS) (e.g. "smart" systems that manage the system better, such as signal coordination, driver information signs, or other technologies that allow more efficient use of the transportation system), controlling on-street parking, and use of sophisticated electronic control methods to supervise the flow of traffic.

*Traffic flow in Indio*

[1] NCHRP Report 548-A

# Goals and Policies

## Complete Streets

Establishing a comprehensive complete streets policy requires ten key elements be addressed. These policies and guidance are provided below along with other policies supporting the implementation of complete streets.

### Goal ME-1: Complete Streets. A City that embraces complete streets by providing streets that are safe and accessible by users of all ages and all abilities.

### ME-1 Policies

**ME-1.1 Vision.** Utilize the layered networks approach to provide enhanced mobility for prioritized modes. This will guide investment along streets in the City.

**ME-1.2 Users.** Design and build streets that accommodate users of all ages and all abilities. This includes utilizing the layered networks approach to identify key modes that shall be prioritized and enhanced along streets.

**ME-1.3 Projects and phases.** Design, plan, maintain, and operate streets using complete streets principles for all types of transportation projects including design, planning, construction, maintenance, and operations of new and existing streets and facilities. This includes repurposing unneeded roadway pavement to implement bicycle and pedestrian improvements (e.g. road diets) when Average Daily Traffic (ADT) volumes are less than 15,000 vehicles.

**ME-1.4 Street connectivity.** Encourage short block spacing for new development consistent with the Land Use and Community Design Element to enhance connectivity to neighborhoods. In key areas of the City (e.g. the pedestrian-priority areas, Downtown, Midtown, and the Festival District), work with existing land owners to improve connectivity for bicycles and pedestrians.

**ME-1.5 Responsibility.** All departments are responsible for implementing complete streets and incorporating these complete streets policies into their action plans and other planning documents.

**ME-1.6 Design criteria.** Create engineering design and guidelines to specifically address the complete streets goals. This may result in updating the City's Engineering Standards and other City policy or ordinances.

**ME-1.7 Context.** Ensure that complete streets applications integrate the neighborhood and community identity into the street design. This can include special provisions for pedestrians and bicycles.

**ME-1.8 Performance standards.** Monitor and evaluate multi-modal performance standards, such as Multi Modal Levels of Service (MMLOS), as a means to measure the service levels of prioritized modes based on the layered networks approach. When and if these methodologies are applied in the City, LOS D or better for prioritized modes and LOS E or better for non-prioritized travel modes will be maintained.

**ME-1.9 Funding.** Pursue funding for multi-modal infrastructure projects that promote complete streets, such as impact fees and local, regional, State, and federal grants.

**ME-1.10 Residential streets.** Design residential streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, bicycles, and pedestrians. This could be accomplished through management and implementation of complete streets strategies, short block lengths, narrow streets, and/or traffic calming measures.

**ME-1.11 Traffic calming tools.** Use traffic-calming tools to assist in implementing complete streets principles. Traffic calming tools include roundabouts, curb extensions, high-visibility crosswalks, and separated bicycle infrastructure.

**ME-1.12 Compliance.** Require new developments in Indio to comply with the City's Complete Streets Implementation Plan.

## Active Transportation

Establishing a comprehensive active transportation network requires more than implementation of a comprehensive complete streets policy. The following policies provide additional guidance related to active transportation systems.

### Goal ME-2: Active Transportation. A City that provides a first-rate network of bicycle and pedestrian infrastructure.

### ME-2 Policies

**ME-2.1 CV Link.** Support and complement implementation of the CV Link project by providing connections from CV Link to activity centers of the City and assisting in the thoughtful implementation of the facility. This includes CV Link connectivity, including CV Link spur routes and the North Spur Bike Path.

**ME-2.2 Facility enhancement.** Enhance the bicycle and pedestrian facilities as identified in Figure 4-1 as part of development, private grants, signing of shared routes, maintenance activities, etc. The City will also complete and continually update a Complete Streets Master Plan which will also assist in enhancing bicycle and pedestrian infrastructure.

**ME-2.3 Safe Routes to School.** Encourage the use of bicycles and walking as the preferred transportation mode for trips to and from elementary, middle, and high schools. Continue implementation of the City's Safe Routes to School Plan.

**ME-2.4 Intersection and signal enhancements.** Enhance pedestrian and bicycle crossing efficiency and safety, including timing of signals, crosswalks, and intersection design features.

## Transit

Indio strives to provide safe, affordable, and convenient public transportation for the community. The following policies provide additional guidance related to public transit.

**Goal ME-3: Transit. The City will work with SunLine Transit and other regional partners to enhance bus transit, and to implement a future transit station in conjunction with the planned commuter rail extension to and from Riverside.**

### ME-3 Policies

**ME-3.1 Riverside commuter transit.** Support a potential expansion of commuter rail transit from Riverside to the Coachella Valley, including support for a transit station adjacent to the City's Downtown area.

**ME-3.2 Local service.** Work with SunLine Transit to expand transit routes in the City and enhance bus stops in the City to provide shelters, secure bicycle parking, benches, and safe waiting areas at each stop.

**ME-3.3 Safe linkages.** Encourage convenient and safe pedestrian linkages to and from transit service to provide better first-mile/last-mile connectivity. This includes connectivity to/from existing and new development and along streets providing access to the transit stop.

**ME-3.4 Park-ride lots.** Work to expand park-and-ride facilities by partnering with businesses that generate minimal parking demand during typical weekdays, such as assembly uses.

## Vehicle Circulation

The following goals and policies relate to Indio's vehicle circulation.

**Goal ME-4: Vehicle Circulation. The City will provide appropriate vehicle circulation, especially along streets identified as priority-auto streets.**

### ME-4 Policies

**ME-4.1 Street sections.** Minimize street widths to minimize capital costs, maintenance costs, decrease vehicle speeds, and improve safety for all users of the street while ensuring consistency with the street guidance provided in Table 4-2. This will require updates to the City's Engineering Standards and/or the City's Complete Streets Master Plan.

**ME-4.2 Highway 111.** Monitor traffic volumes along Highway 111, and work to transition areas to a more pedestrian-friendly environment in the future.

**ME-4.3 Regional coordination.** Coordinate with Caltrans, CVAG, SCAG, and adjacent agencies to implement complete streets and maintain consistency with regional plans such as the Regional Transportation Plan and Sustainable Communities Strategy and Congestion Management Program.

### Goal ME-5: Truck Routes and Airport Compatibility. The City shall maintain a safe and efficient system for delivering goods and services and ensure compatibility with the Bermuda Dunes Airport.

## ME-5 Policies

**ME-5.1 Rail.** Support the continued use of the rail corridor through the City as a key goods movement corridor.

**ME-5.2 Airport compatibility.** Support the continued use of the Bermuda Dunes Airport through ensuring consistency with the airport master plan.

### Goal ME-6: TNCs and AVs. Proactively plan for and support changes in mobility technologies.

## ME-6 Policies

**ME-6.1 Adaptation.** Monitor the effects of increased use of TNCs and AVs and adjust design standards and codes as needed to adapt to changing travel behaviors.

**ME-6.2 Parking.** New parking facilities will be planned to ensure a relevant use in the future if parking requirements are dramatically decreased due to new technologies.

**ME-6.3 Curb space management.** Manage curb spaces in activity areas to balance the demands of AVs and TNCs, bicycles, pedestrians, delivery loading/unloading, street furniture, etc. to ensure a balanced provision to all users.

### Goal ME-7: Transportation Management. Utilize TDM and TSM techniques to maximize the City's current transportation infrastructure investments.

## ME-7 Policies

**ME-7.1 Transportation Demand Management.** Utilize Transportation Demand Management (TDM) measures throughout the City, where appropriate, to discourage the single-occupant vehicle, particularly during the peak hours.

**ME-7.2 Transportation system management.** Utilize Transportation System Management (TSM) measures throughout the City to ensure that the City's circulation system is as efficient and cost effective as possible and reflect the desire of the City to implement improved pedestrian and bicycle facilities.

**ME-7.3 Festival management.** Work with event producers to control mobility during festivals. This includes appropriate circulation and connectivity for all modes of travel.

## Parking

As parking needs continue to change, Indio will work to achieve parking ratios that serve the community while minimizing impacts on residents. The following goals and policies relate to parking within Indio.

### Goal ME-8: Parking. Parking will be right sized within the City.

### ME-8 Policies

**ME-8.1 Off-street parking.** Require new developments to provide sufficient off-street parking (or payment of in-lieu fees) to reduce on-street parking congestion and increase both auto and pedestrian safety. New development shall provide electric vehicle charging stations and preferential parking for carpools, vanpools, and alternative fuel vehicles.

**ME-8.2 Off-street parking alternatives.** Allow developers to meet their minimum parking requirements via shared parking techniques that can leverage unused parking with nearby parcels, in-lieu fees, or on-street parking.

**ME-8.3 Managed parking supply.** Manage parking supply through implementation of time limits, pay parking, or permits, while ensuring the preservation of economic development goals.

**ME-8.4 Bicycle parking.** Safe and secure bicycle parking facilities shall be provided with all new development.

# Implementation Actions

The table below identifies programs, policy updates, planning efforts, coordination efforts, and other actions that will help implement the General Plan's mobility vision and policies. Programs are consistent with this chapter's goals and policies.

### Table 4-3: Mobility Programs

| | DESCRIPTION | PRIORITY | TIME FRAME | RESPONSIBILITY |
|---|---|---|---|---|
| 1 | **Design guidelines.** Complete the City's complete street design guidelines and update the City's design standards for consistency with complete streets. | High | Short | Public Works |
| 2 | **Protected streets and intersections list.** Develop a list of protected streets and intersections that are exempt from a level of service standard (see policy ME-1.8) for any mode or that are exempt from implementing appropriate complete street standards. This list will be maintained by the City's Public Works Department and shall be approved by City Council resolution. Conditions that would warrant a complete streets exception would include inadequate right-of-way, potential impacts to environmentally sensitive areas, the need to modify mode priority due to an adjacent land use compatibility issue, or the need to maintain enhanced designs for other prioritized modes. | High | Short | Public Works |
| 3 | **Development review**. Update the City's site plan review process and subdivision ordinance to require the provision of adequate bicycle and pedestrian access for new development projects. | High | Short | Planning, Public Works |
| 4 | **SB 743 monitoring**. Monitor implementation of SB 743 and update the City's CEQA guidelines to reflect revisions in CEQA requirements. The City's consistency with SB 743 requirements does not relieve development from maintaining the City's level of service requirements noted in Policy ME-1.8. | Medium | Short | Public Works |
| 5 | **Curb-space allocation.** Develop curb space priorities and guidelines to assist with actively managing increased demands on curb space utilization. | Medium | Medium | Public Works |
| 6 | **Parking requirements.** Revise the Zoning Ordinance requirements for off-street parking to ensure consistency with the General Plan. | High | Short | Public Works, Planning |
| 7 | **Dedicate city staff for complete streets and safe routes to school projects.** Allocate additional staff resources to manage, implement and pursue funding for complete street projects, including the submittal of | High | Ongoing | Public Works |

| | | | | |
|---|---|---|---|---|
| | grant applications for bikeway, pedestrian and Safe Routes to School (SRTS) funding. | | | |
| 8 | **Vehicle idling**. Establish a local ordinance that exceeds the state vehicle idling restrictions where appropriate, including restrictions for bus layovers, delivery vehicles, trucks at warehouses and distribution facilities and taxis, particularly when these activities take place close to sensitive land uses (schools, senior centers, medical facilities and residences). | Medium | Medium | Public Works, Planning |
| 9 | **Collision analysis.** Analyze areas of high risk of pedestrian or cyclist danger and develop a priority list of future physical improvements that consider future land uses within the area. | High | Short | Public Works, Planning |