

4.16 TRAFFIC AND CIRCULATION

4.16.1 Introduction

This section analyzes the potential traffic and circulation impacts of the proposed project and is based on the following report: *Traffic Impact Analysis, La Entrada Specific Plan, City of Coachella, Riverside County, California* (LSA, June 2013), which is included as Appendix L of the Environmental Impact Report (EIR).

The *Traffic Impact Analysis* (TIA) examines existing traffic conditions (2012/2013), project opening year traffic conditions (for years 2020 and 2030), and future (2035) traffic volumes at intersections, freeway segments, and freeway ramp merge/diverge locations in the vicinity of the project site and the impact of project traffic on these traffic conditions.

All tables and figures in this section are located at the end of the textual discussion. The source of all tables and figures included in this EIR section is the TIA (cited above) prepared for this project. In addition, please note the TIA uses a nomenclature of Project Phases I, II, III, IV and V that is equivalent to the nomenclature of Project Phases 1, 2, 3, 4, and 5 used through the Chapter and the balance of the EIR.

4.16.2 Methodology

Traffic Analysis Scenarios. The TIA for the proposed project was prepared to assess the potential circulation impacts associated with the proposed project on local and regional streets and intersections, as well as nearby highways and freeways. The TIA has been prepared in accordance with the Riverside County Transportation Department's *Traffic Impact Analysis Preparation Guide*, April 2008 (County traffic study guidelines), which the City of Coachella (City) follows for traffic impact analyses in its jurisdiction. The TIA examines the 10 scenarios covering the existing baseline, Opening Year 2020, Opening Year 2030, and future Year 2035 time horizons. Because the existing baseline and future Year 2035 analysis time horizons take care of the project direct (existing) and cumulative (Year 2035) traffic analysis requirements per the California Environmental Quality Act (CEQA), the Opening Year 2020 and 2030 analysis scenarios are not reported in this EIR. The interim year (2020 and 2030) analysis time horizons were included in the project TIA in accordance with the Riverside County (County) traffic study guidelines, which require analysis of project phasing for projects proposed to be built in phases. Please see the TIA (Appendix L) for a detailed discussion of the Opening Year 2020 and 2030 analysis scenarios. The analysis scenarios from the TIA that are summarized in this EIR include:

- Existing (baseline) without Project (Without Avenue 50 Interchange);
- Existing (baseline) plus Project Phases 1 through 4 (Without Avenue 50 Interchange);
- Existing (baseline) plus Project Build-out (With Avenue 50 Interchange);

- Year 2035 without Project (With Avenue 50 Interchange); and
- Year 2035 with Project Build-out (With Avenue 50 Interchange).

The analysis provides an assessment of traffic impacts and makes a determination of traffic mitigation as required for CEQA compliance. It is important to note that the proposed project will be limited by a condition of approval that will prohibit the development of Phase 5 until such time that the Avenue 50 interchange is constructed. For each scenario, traffic operations at study intersections, freeway segments, and freeway ramp merge/diverge locations are evaluated for the a.m. and p.m. peak hours. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

Traffic Analysis Study Area. Riverside County traffic study guidelines require analysis of all intersections of Collector or higher classification streets, where the proposed project would contribute 50 or more peak hour trips, not exceeding a 5-mile (mi) radius from the project site. Additionally, ramp intersections at Interstate 10 (I-10)/Monroe Street and I-10/Jackson Street were included in the analysis based on discussion with City staff although they are located beyond the 5 mi radius. A select zone model run for year 2035 with project conditions was used to determine the study area for the TIA conducted for this EIR. Based on the project trip generation and distribution (discussed subsequently), the study area includes 83 intersections that also include intersection locations beyond the 5 mi radius based on direction from City staff. The intersection study area is shown on Figure 4.16.1.

In accordance with the California Department of Transportation (Caltrans) guidelines, study area freeway segments have been selected for analysis where the proposed project would add 100 or more peak hour trips. Based on the project trip generation and distribution (discussed subsequently), the study area includes all segments and ramp merge/diverge locations on I-10 between Monroe Street and the future Avenue 50 interchange, on State Route 86 (SR-86) between I-10 and Avenue 62, and the ramp merge/diverge locations at the Dillon Road and Airport Boulevard interchanges on SR-86.

Traffic Level of Service Definitions. Level of service (LOS) refers to the relationship between capacity and traffic volumes for roadways, intersections, or freeways. As described in Table 4.16.A, LOS is defined using the letter grades A through F, with LOS A considered to be excellent driving conditions and LOS F considered to be congested driving conditions. These levels reflect the reality that conditions rapidly deteriorate as traffic approaches the absolute capacity of a transportation facility.

Table 4.16.B shows the relationship between delay and LOS for unsignalized intersections, while Table 4.16.C shows the relationship between delay and LOS for signalized intersections. Consistent with the Riverside County traffic study guidelines, study area intersection LOS values were calculated using the 2000 *Highway Capacity Manual* (HCM 2000) analysis methodologies. LOS at all intersections were calculated using Traffix 8.0 software. Freeway segment and ramps LOS were calculated based on HCM 2000 methodologies using HCS software.

Level of Service Standards. The LOS standards used in the analysis of the proposed project's traffic impacts are listed in Table 4.16.D for local intersections, State highway intersections, freeway ramp terminus intersections, freeway mainline lanes, and freeway merge/diverge locations. For each of these five transportation facility types, the agency responsible for the LOS standard is also shown and discussed below.

Project direct intersection impacts resulting from the existing plus Phases 1 through 4 and existing plus project build-out analysis (Phases 1 through 5) scenarios have been analyzed to address the applicable LOS standard, with the exception of intersections that do not meet the LOS standard in existing conditions. For these intersections, the analysis standard is the pre-project LOS conditions.

Local Street Intersections. The proposed project is within the jurisdiction of the City of Coachella. However, the study area examined in this EIR encompasses local intersection facilities within the jurisdiction of the City of Indio, County of Riverside, and Caltrans. As set forth by the General Plan Circulation Elements for the Cities of Coachella and Indio, the LOS goal is to achieve and maintain LOS D or better on all roadways and intersections. At intersections under the jurisdiction of the County of Riverside, LOS D is considered the standard in Community Development areas and at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional State highways, or freeway ramp intersections. While LOS C is the standard for all other locations within the County, none of these locations are within the study area.

State Highway and Freeway Ramp Terminus Intersections. The study area examined in this EIR included intersections on State Route 111 (SR-111), SR-86, and I-10 freeway ramp terminus locations. As stated in the Caltrans traffic study guidelines, Caltrans endeavors to maintain an LOS between C and D at all State highway intersections and freeway ramp terminus intersections. Therefore, a maximum 45-second average delay per vehicle standard, which represents the mid-point of the range of delay values for LOS D at signalized intersections, is used as the LOS standard for all SR-111, SR-86, and I-10 freeway ramp terminus intersections.

Freeway Mainline Lanes and Merge/Diverge Locations. The study area examined in this EIR included I-10 and SR-86, both regional freeways. The Congestion Management Program (CMP), administered by the Riverside County Transportation Commission (RCTC), uses LOS E as the standard LOS for freeways. This LOS standard is used in the analysis of area freeway mainline and freeway merge/diverge analysis locations. This includes all locations on the I-10 and the segments on SR-86 that operate as a freeway (segments between I-10 and Avenue 50).

Future Traffic Volume Methodology. Background traffic volumes at the study area intersections and freeway locations for year 2035 were developed utilizing a complicated process that generally includes the addition of interpolated traffic volume increases projected in the City's Traffic Model (traffic model) to existing traffic volumes followed by a traffic volume refinement process referred to as post-processing. The traffic model was created by the City using the Riverside County Traffic Analysis Model (RIVTAM). By using traffic volume projections from the traffic model that represent

build out of the City's General Plan land uses as opposed to projections based on historic growth trends, regional estimates, etc., year 2035 traffic volumes represent a conservative, worst-case, and likely high estimate of future cumulative conditions based on the summary of projections methodology consistent with CEQA procedures. The methodology used is consistent with standard traffic engineering practices and procedures for post-processing of modeled traffic volumes.¹ The TIA (Appendix L) provides an in depth, detailed discussion of the post-processing methodology used to develop the year 2035 future traffic volumes based on the projections from the traffic model. It should be noted that the City's General Plan (and therefore the City's year 2035 traffic model) includes significant speculative land uses² north of the project (mostly consisting of Desert Lakes Specific Plan) that are not included in traffic study for the Avenue 50 interchange. The TIA being undertaken for the Avenue 50 interchange includes land uses proposed in the City of Coachella General Plan Update. The traffic volumes in the TIA prepared for the La Entrada Specific Plan are higher than what is being analyzed in the Avenue 50 Interchange traffic study. That is because the La Entrada TIA uses the currently approved General Plan, prepared in November 1996, which forecasts significant land uses north of the project. Since the City currently does not have any approved plans for development north of the project, these land uses have been eliminated in both the interchange study as well as the General Plan update. Hence, both of these studies have lower volumes under year 2035 conditions than what is being forecast in the La Entrada TIA.

The I-10/Avenue 50 Interchange is proposed to be built as a new interchange, thereby providing direct freeway access to the project. This interchange is not part of the Specific Plan, and the project is conditioned such that Phase 5 will not be constructed until the interchange is built.

Proposed Project Trip Generation and Distribution. Trip generation for the proposed project was calculated using the following rates from the Institute of Transportation Engineers (ITE) *Trip Generation*, 9th Edition:

- Land Use 210 (Single Family Detached Housing)
- Land Use 230 (Residential Condominium/Townhomes)
- Land Use 220 (Apartments)
- Land Use 820 (Shopping Center)
- Land Use 411 (City Park)
- Land Use 710 (General Office Building)
- Land Use 417 (Regional Park)
- Land Use 522 (Middle School/Junior High School)
- Land Use 520 (Elementary School)

¹ *Highway Traffic Data for Urbanized Area Project Planning and Design*, National Cooperative Highway Research Program 255, Transportation Research Board, December 1982.

² The approved General Plan land uses for the area north of the I-10 are not being considered in the forthcoming General Plan Update, or in the Caltrans approval process for the future I-10/Avenue 50 Interchange. For this reason, this EIR is based on higher traffic volumes on the future interchange in comparison to the General Plan Update and I-10/Avenue 50 Interchange analyses.

For high-density residential uses, the rates used were based on an average of Land Use 230 (“Residential Condominium/Townhomes”) and Land Use 220 (“Apartments”), since the proposed project proposes to build a mix of both uses for this category of land use.

Internal Trips. For large, mixed-use projects, a percentage of trips would begin and end entirely within the project itself, such as trips made from a retail store to a home or from a home to a school. These trips are referred to as “internal trips” and do not affect the surrounding street traffic outside of the project limits. These trips, together with pass-by and diverted linked trips discussed subsequently are subtracted from gross trips to obtain net trips. For the community commercial and neighborhood community parks use in Phase 1, all trips were assumed to be internal trips. Based on information obtained from the City and planning consultant for the project, the approximate number of students attending each of the elementary schools and the middle school was determined and it is reasonable to assume that all students attending the schools would be from within the Specific Plan. The number of students was used to determine the equivalent number of employees for each school based on ITE Trip Generation rates and all employee trips were considered external trips (the most conservative estimate) thereby resulting in approximately 18 percent of the total trips being external trips. Thus, 18 percent of the trips generated by the proposed elementary and middle school were considered as external trips to account for teachers and staff. For the remainder of the project land uses, internal trips were calculated using the percentage of project trips that was captured within the project boundaries as projected by the traffic model.

Pass-By Trips. Retail establishments typically draw trips from traffic passing the site on an adjacent street. These trips are not “new” trips and were already occurring on the adjacent street system prior, meaning these trips would be found traveling on the adjacent street regardless of whether the commercial use is present or not. These trips, together with internal and diverted linked trips discussed subsequently, are subtracted from gross trips to obtain net trips. These trips enter the commercial site while en route to some other destination. These trips are referred to as “pass-by” trips and only affect traffic at the project driveways. The community commercial uses in Phase 1 would not generate external trips, while the retail uses in Phase 2 would generate nominal pass-by trips due to the low quantity of non-project traffic volume on the adjacent street traffic. For the large-scale retail uses proposed along Avenue 50 in Phase 5 of the project, there would be no pass-by trips in the existing plus project conditions. This is because there would be nominal non-project traffic volume traveling on Avenue 50 under existing conditions. Under year 2035 conditions, pass-by trips for the retail uses proposed as part of Phase 5 were adjusted from the total gross trips by taking pass-by trip percentages for the proposed commercial land uses from the *ITE Trip Generation Handbook*, 2nd Edition for Land Use 820 (Shopping Center).

Diverted Linked Trips. Retail establishments that are located close to major freeways and roadways typically draw trips from traffic passing on those thoroughfares. Similar to pass-by trips, these trips are also not “new” trips and were already occurring on the major freeway/roadway and would be found traveling on the nearby freeway or roadway regardless of whether the commercial use is present or not. These trips, together with internal and pass-by linked trips discussed previously, are subtracted from gross trips to obtain net trips. These trips divert to the

commercial site en route to some other destination and are referred to as “diverted linked” trips and only affect traffic on the roadways between the commercial use and the freeway or roadway from which it is diverted. For the proposed project, only the large-scale commercial uses planned in Phase 5 are anticipated to attract diverted linked trips from I-10 and SR-86. For year 2035 conditions, diverted linked trips were adjusted from the total gross trips by taking diverted linked trip percentages for the proposed commercial land uses from the *ITE Trip Generation Handbook*, 2nd Edition for Land Use 820 (Shopping Center). Under existing plus project build-out conditions, diverted linked trips would be lower since traffic volumes of the I-10 and SR-86 are not high enough to generate the volume of trip diversion anticipated under year 2035 conditions. Diverted linked trips for existing plus project build-out conditions was calculated by applying a ratio of existing freeway traffic on I-10 and SR-86 to future freeway traffic to the diverted linked trips under year 2035 conditions.

Trip Generation. Trip generation for a project generally refers to the net trips associated with a project. Net trips include gross trips minus internal, pass-by, and diverted linked trips. Table 4.16.E summarizes the peak hour and daily net trip generation for Phases 1 through 4 under existing conditions. As shown in Table 4.16.E, Phases 1 through 4 of the project are expected to generate 3,429 trips during the a.m. peak hour, 4,284 trips during the p.m. peak hour, and 44,052 trips per day.

Table 4.16.F summarizes the peak hour and daily net trip generation for the project build-out under existing conditions. As shown in Table 4.16.F, project build-out under existing conditions is expected to generate 5,831 trips during the a.m. peak hour, 9,120 trips during the p.m. peak hour, and 99,972 daily trips.

Table 4.16.G summarizes the peak hour and daily net trip generation for the project build-out under year 2035 conditions. As shown in Table 4.16.G, project build-out under year 2035 conditions is expected to generate 5,831 trips during the a.m. peak hour, 7,466 trips during the p.m. peak hour, and 98,319 daily trips. Trip generation for the project build-out in year 2035 is less than the trip generation for the project build-out under existing conditions for the p.m. peak hour and daily. This is due to the higher background traffic volumes on nearby freeways and roadways in year 2035 in comparison to existing traffic volumes and the associated increase in the pool of available diverted linked trips (discussed above) resulting from the higher background traffic volumes.

Additionally, the trip distribution pattern was adjusted to account for trips from the proposed project that would be using the proposed high school located south of the project on Airport Avenue, west of Pierce Street. As described in Section 4.16.7, Project Impacts, the proposed project would be constructing the Avenue 52 extension over the Coachella Branch of the All-American Canal (Coachella Canal) and the intersection of Pierce Street/Avenue 52, thereby providing direct access to the high school from the Specific Plan. Based on these data and related committed improvements, there would be adequate circulation access to the high school.

4.16.3 Existing Environmental Setting

Existing Roadway Network. The project study area contains two major transportation routes that accommodate regional circulation in the project vicinity and beyond. These are I-10 located on the northern boundary of the project site and SR-86 located to the south of the project site. I-10 is an interstate freeway that runs generally east-west through the Coachella Valley, from the City of Santa Monica to the west to the Arizona border and beyond to the east. SR-86 is a State highway that runs generally north-south from I-10 near the City of Coachella south to Imperial County.

The project site is located in the eastern portion of the City and is characterized by limited and unpaved roadways. Access to the Specific Plan project area would be provided via extensions of Avenue 50 and Avenue 52 from the west. Due to the project site's location near I-10, direct access to the local circulation system would also be accommodated by a proposed freeway interchange on I-10 at Avenue 50 (not a part of this project). Previously known as the McNaughton Parkway Interchange, the proposed interchange is now known as the Avenue 50 Interchange. The proposed interchange will serve areas both north and south of the I-10, including the proposed project and several proposed large development projects to the south of the proposed project, in "The Entertainment Area" and "The Industrial Area" as described in the City's General Plan Circulation Element. Although the I-10/Avenue 50 Interchange is not included as part of the proposed project, Phase 5 of the proposed project is conditioned upon the completion and operation of the interchange. In fact, the proposed project has been designed to accommodate the future interchange but is not reliant on the interchange for site access for Phases 1 through 4. Please see Section 3.6.1, Avenue 50, for additional discussion of the relationship of the future I-10/Avenue 50 Interchange to the proposed project.

The principal local network of roadways within the study area includes Jackson Street, Golf Center Drive-Lorraine Street, Golf Center Parkway, Calhoun Street, Van Buren Street, Highway 111, Dillon Road, Harrison Street, Leoco Lane, Tyler Street, 50th Avenue, Apache Trail, Polk Street, Fillmore Street, Avenue 50, Pierce Street, Buchanan Street, and Monroe Street. The jurisdiction that each roadway is located in is shown in Table 4.16.H. Figure 4.16.1 shows the location of the proposed project in relation and the study area intersections analyzed in this EIR. Figure 4.16.2 shows the existing approach lane geometrics and intersection control for the study area intersections.

Existing Traffic Conditions. Existing traffic volumes at study intersections are based on peak hour intersection turn movement counts collected in 2012 and 2013. Existing freeway segment volumes are based on the most current peak hour traffic counts published by Caltrans dated 2011. In addition, total peak hour volumes were divided into passenger vehicles and truck volumes using the most current truck percentage published by Caltrans dated 2011.

Table 4.16.H shows the existing LOS conditions at area intersections. At present, four study intersections are operating at less than the LOS standard in existing baseline conditions.

Tables 4.16.I and 4.16.J show the existing LOS conditions at area freeway mainline segments on I-10 and SR-86, respectively. At present, all freeway mainline lanes within the project study area are operating within the LOS standard.

Tables 4.16.K and 4.16.L show the existing LOS conditions at area freeway ramp merge-diverge locations on I-10 and SR-86, respectively. At present, all freeway ramp merge-diverge locations on I-10 and SR-86 are operating within the LOS standard.

4.16.4 Regulatory Setting

Federal Policies and Regulations. There are no federal regulations applicable to the proposed project with respect to transportation.

State Policies and Regulations. There are no State regulations applicable to the proposed project with respect to transportation.

Local and Regional Plans and Policies.

Riverside County Congestion Management Program. Every county in California is required to develop a CMP that looks at the links between land use, transportation, and air quality. The RCTC prepares and periodically updates the Riverside County CMP to meet federal Congestion Management System guidelines as well as state CMP legislation. The Southern California Association of Governments (SCAG) is required under federal planning regulations to determine that CMPs within its region are consistent with the Regional Transportation Plan (RTP). The current Riverside County CMP was adopted in March 2010.

The CMP does not require traffic impact assessments for development projects. However, local agencies are required to maintain their own minimum LOS standards included in their respective General Plans. Local agencies do this by requiring the preparation of traffic impact assessments on proposed developments. However, the CMP does require that local agencies prepare a deficiency plan if proposed development impacts cause the LOS on a non-exempt CMP facility to fall to below the LOS E standard. Deficiency plans outline specific mitigation measures and a schedule for mitigating the deficiency.

Coachella Valley Association of Governments Transportation Uniform Mitigation Fee. The Coachella Valley Association of Governments (CVAG) implements the Transportation Uniform Mitigation Fee (TUMF) program. The TUMF is a component of the countywide Measure A sales tax. Mitigation fees are imposed on development projects by local agencies and collected by the applicable jurisdiction and then transmitted to CVAG where the funds are placed in the Coachella Valley Transportation Mitigation Trust Fund. The fund is used to construct regional arterial improvement projects.

City of Coachella Development Impact Fee Program. The City has an established street facilities mitigation fee program to fund the construction of traffic improvements to the local and regional roadway system. These street facilities fees are collected as part of the City's overall Development Impact Fee (DIF) Program, which includes fees imposed on development projects to offset impacts from new development on City public facility infrastructure including general

government facilities, libraries, park and recreation facilities, streets, police facilities and fire facilities. The DIF is assessed on new development to fund necessary public infrastructure improvements, including roadway improvements, needed to maintain adequate LOS and to prevent further degradation of roadway facilities that currently operate below the prescribed LOS standard. The street facilities fees are imposed on new development and collected at the building permit stage. After the impact fees are collected, they are placed in separate interest-bearing accounts in compliance with the requirements of *Government Code*, Section 66000 *et seq.* These fees are then made available to the City to implement identified roadway improvements. The timing of the improvements is established through the City's Capital Improvement Program (CIP).

The City conducts traffic counts and reviews traffic trends throughout the City and uses these data to determine the timing of necessary roadway improvements and makes necessary adjustments to the CIP to ensure that construction and needed improvements occur prior to or concurrent with the time at which the identified roadway segment or intersection LOS is forecast to fail to achieve performance levels established by the City. As a result of its continual monitoring of the local circulation system, the CIP is adjusted and fine-tuned so that roadway improvements are constructed prior to the time the LOS deteriorates below the City's established performance criteria. A vast majority of the streets included within the study area for this report are scheduled for future improvements based on the City's CIP that is funded by the collection of impact fees.

City of Coachella General Plan. Table 4.16.M contains policies within the Circulation Element of the City of Coachella General Plan that are applicable to the proposed project.

4.16.5 Project Design Features

As summarized in Chapter 3.0, Project Description, the proposed Specific Plan includes components that are referred to as Project Design Features. Project Design Features related to traffic and circulation are:

- The Specific Plan proposes non-vehicular circulation facilities that would include bicycle lanes, trails, pathways, and sidewalks that promote alternative non-vehicular modes of transportation.
- The Specific Plan proposes mixed use commercial, recreational, and school facilities which would reduce vehicle trips to the adjacent City and regional street system.
- The Specific Plan incorporates substantial circulation system improvements, including the extension of Avenues 50 and 52 to their existing terminus.
- The Specific Plan provides for secondary and emergency access, at the request of City staff, through the extension of Avenue 52.
- The Specific Plan allows and provides for the use of electric Low Speed Vehicles (LSVs) or Neighborhood Electric Vehicles (NEVs) on all internal project streets. The Specific Plan proposes paseo cross-sections that provide striped dual NEV and bike lanes.

- Sunline Transit District would be consulted, in conjunction with project development, to coordinate the potential for expanded transit/bus service and vanpools and to discuss and implement potential transit turnout locations within the project area.

4.16.6 Thresholds of Significance

Based on Appendix G of the *CEQA Guidelines*, the proposed project would create potentially significant traffic impacts if it would exceed the following thresholds:

- Threshold 4.16.1:** Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections,¹ streets, highways, and freeways, pedestrian and bicycle paths, and mass transit;
- Threshold 4.16.2:** Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- Threshold 4.16.3:** Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, which results in substantial safety risks;
- Threshold 4.16.4:** Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Threshold 4.16.5:** Result in inadequate emergency access; or
- Threshold 4.16.6:** Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

4.16.7 Project Impacts

- Threshold 4.16.1:** **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit**

¹ A significant project-specific traffic impact would occur if the project would cause a decrease from a standard LOS to a less than standard LOS based on a study area intersection, freeway mainline lane, or freeway merge/diverge analysis. A significant cumulative traffic impact would occur if the project contributes traffic toward those facilities projected to operate at less than standard LOS in the cumulative condition.

Significant Unavoidable Adverse Impact.

Existing Plus Project Intersection Impacts. The existing plus project scenarios consider the addition of traffic generated by the proposed project to the existing intersection conditions. This scenario is not required per City or County traffic study guidelines, but is required by recent Court of Appeals decisions for purposes of full disclosure and to satisfy *CEQA Guidelines* Section 15125(a). The reason the “existing plus project” analysis scenario is not typically provided by most traffic impact study guidelines published by local jurisdictions is that it rarely materializes as an actual scenario in the real world. For example, the I-10/Avenue 50 Interchange is required to be operational prior to the development of Phase 5. Therefore, the “existing plus project” scenario would never materialize for the proposed project and thus does not accurately describe the environment that would exist when the last phases of the project are constructed and become operational. Nevertheless, LOS calculations for study intersections and the freeway mainline and merge-diverge locations were conducted to evaluate their operations under hypothetical existing plus project build-out conditions.¹

As stated previously, LOS analyses were also performed to evaluate existing plus Phases 1 through 4 of the project without the future I-10/Avenue 50 Interchange, and existing plus project build-out scenario with the inclusion of the future I-10/Avenue 50 Interchange. The purpose of the existing plus project Phases 1 through 4 analyses is to identify impacts and necessary mitigation measures prior to the addition of the regional I-10/Avenue 50 interchange improvement project. The purpose of the existing plus project build out with Avenue 50 interchange analysis is to identify impacts and necessary mitigation measures with the addition of the regional I-10/Avenue 50 interchange improvement project and Phase 5 development.

Table 4.16.N shows the LOS conditions at study area intersections with existing plus project Phases 1 through 4 traffic (without the Avenue 50 Interchange). As shown in Table 4.16.N, 15 study area intersections are forecast to operate at less than the LOS standard in the existing baseline plus project conditions. Because the proposed project causes the LOS to fall below the standard at 11 of the 15 impact locations and causes further degradation at the four intersections not meeting the LOS standard in the pre-project condition, this is considered to be a project direct significant impact and mitigation is required. Mitigation for this significant impact is defined in Table 4.16.AC. Although implementation of the improvements defined in Table 4.16.AC would reduce the significant impacts, the City cannot control the timing of when the intersection improvements for the locations not entirely within the boundaries of the City will be implemented. Similarly, the City cannot control the timing of when the intersection improvements for the locations on Caltrans facilities (i.e., SR-111, SR-86, and I-10) are implemented. For this reason, Mitigation Measure 4.16.1 includes only the seven improvements defined in Table 4.16.AC that are fully in the City of Coachella. Consequently, even with

¹ The *Traffic Impact Analysis* (Appendix L) prepared for the proposed project examines three existing “plus project” conditions: Existing Plus Project Phases 1 through 4 (without Avenue 50 Interchange), Existing Plus Project Build-out (without the Avenue 50 Interchange), Existing Plus Project Build-out (with the Avenue 50 Interchange). Because the project will be limited by a condition of approval that will prohibit development of Phase 5 of the project until such time that the Avenue 50 Interchange is constructed by others, the Existing Plus Project Build-out (without the Avenue 50 Interchange) impacts will not occur; therefore, this scenario has not been reported in this EIR.

implementation of Mitigation Measure 4.16.1, impacts would remain significant and unavoidable at the locations located outside of the City's jurisdiction.

Table 4.16.O shows the LOS conditions at study area intersections with existing plus project build-out traffic (with the Avenue 50 Interchange). As shown in Table 4.16.O, 18 study area intersections are forecast to operate at less than the LOS standard in the existing baseline plus project (with Avenue 50 Interchange) conditions. Because the proposed project causes the LOS to fall below the standard at 14 of the 18 impact locations and causes further degradation at the four intersections not meeting the LOS standard in the pre-project condition, this is considered to be a project direct significant impact and mitigation is required. Mitigation for this significant impact is defined in Table 4.16.AD. Although implementation of the improvements defined in in Table 4.16.AD would reduce the significant impacts, the City cannot control the timing of when the intersection improvements for the locations not entirely within the boundaries of the City will be implemented. Similarly, the City cannot control the timing of when the intersection improvements for the locations on Caltrans facilities (i.e., SR-111, SR-86, and I-10) are implemented. For this reason, Mitigation Measure 4.16.2 includes only the nine improvements defined in Table 4.16.AD that are fully in the City of Coachella. Consequently, even with implementation of Mitigation Measure 4.16.2, impacts would remain significant and unavoidable at the locations located outside of the City's jurisdiction.

Less Than Significant Impact.

Existing Plus Project Avenue 50 and Avenue 52 Roadway Segment Impacts (Between SR-86 and the Project). Currently Avenue 50 ends at Fillmore Street, and Avenue 52 ends at Pierce Street west of the project site. Avenue 50 would be a six-lane Major Arterial roadway and would ultimately connect to a future proposed interchange at I-10. As illustrated on Figure 3.8, Major Arterials within the project site are proposed as six-lane roadways that would include a 14 ft raised landscaped median with 12 ft wide off-street trails on both sides of the roadway (i.e., 6 ft wide bicycle and 6 ft wide pedestrian paths). The right-of-way portion and ultimate improvement area at the proposed extension of Avenue 50 where it crosses the Coachella Canal would be reduced by eliminating the median and multipurpose trails in order to reduce the width of the roadway overcrossing and to minimize impacts to the Canal. From the Specific Plan boundary to the existing terminus at Fillmore Street, Avenue 50 would be fully graded to a standard 130 ft wide cross-section, and initially four travel lanes would be constructed. Avenue 50 would remain a two-lane arterial where the road intersects Fillmore Street and extends west to SR-86 (refer to Figure 3.12).

Avenue 52 is proposed as a four-lane Primary Arterial that would provide access to the southern portions of the project site. As illustrated on Figure 3.9, Primary Arterials within the project site are proposed as four-lane roadways that would include a 14 ft raised and landscaped median and 12 ft wide multipurpose trails (i.e., 6 ft wide bicycle and 6 ft wide pedestrian paths). From the border of the Specific Plan west to Pierce Street, Avenue 52 would be fully graded to the Specific Plan standard 106 ft wide right-of-way cross-section, and two travel lanes (one lane in each direction) will be constructed initially. Avenue 52 would remain a two-lane roadway from the terminus at Pierce Street extending west to SR-86.

Under both existing plus project scenarios, two lanes on Avenue 50 and Avenue 52 between SR-86 and the project would adequately serve traffic flow on these roadway segments. This was based on the peak-hour bi-directional approach volumes from the intersection analysis included in the TIA. The proposed project would extend both Avenue 50 and Avenue 52 from their current termini over the Coachella Canal to connect to the project site. Since both Avenues 50 and 52 are adequate to serve the existing plus project, the impact on the roadway segments is less than significant.

Significant Unavoidable Adverse Impact.

Existing Plus Project Freeway Mainline and Ramp Merge/Diverge Location Impacts.

Tables 4.16.P and 4.16.Q show the LOS conditions at study area freeway mainline lanes for I-10 and SR-86, respectively, with existing plus project Phases 1 through 4 (without Avenue 50 Interchange) traffic. As shown in Tables 4.16.P and 4.16.Q, all study area freeway mainline lanes are forecast to operate within the LOS standard in existing baseline plus project Phases 1 through 4 (without Avenue 50 Interchange) conditions. This is considered to be a less than significant project direct impact and no mitigation is required.

Tables 4.16.R and 4.16.S show the LOS conditions at study area freeway ramp merge/diverge locations for I-10 and SR-86, respectively, with existing plus project Phases 1 through 4 (without Avenue 50 Interchange) traffic. As shown in Tables 4.16.R and 4.16.S, all study area freeway ramp merge/diverge locations are forecast to operate within the LOS standard in the existing baseline plus project Phases 1 through 4 condition. This is considered to be a less than significant project direct impact, and no mitigation is required.

Tables 4.16.T and 4.16.U show the LOS conditions at study area freeway mainline lanes for I-10 and SR-86, respectively, with existing plus project build-out (with Avenue 50 Interchange) traffic. As shown in Tables 4.16.T and 4.16.U, three study area freeway mainline lanes are forecast to operate at less than the LOS standard in existing baseline plus project build-out (with Avenue 50 Interchange) conditions. Under existing conditions without the proposed project, all study area freeway mainline lanes are forecast to operate within the LOS standard as shown in Tables 4.16.T and 4.16.U. Because the proposed project causes the LOS to fall below the standard at these freeway mainline lanes, this is considered to be a project direct significant impact and mitigation is required. However, there is no feasible mitigation for this significant impact because there is no mechanism for the City to design, fund, and construct improvements on State highways and freeways. All improvements to State highways and freeways are controlled by Caltrans. For this reason, impacts would remain significant and unavoidable at these locations.

Tables 4.16.V and 4.16.W show the LOS conditions at study area freeway ramp merge/diverge locations for I-10 and SR-86, respectively, with existing plus project build-out (with Avenue 50 Interchange) conditions. As shown in Tables 4.16.V and 4.16.W, four study area freeway ramp merge/diverge locations are forecast to operate at less than the LOS standard in existing baseline plus project build-out (with Avenue 50 Interchange) conditions. Under existing conditions without the proposed project, all study area freeway merge/diverge locations are forecast to operate within the LOS standard as shown in Tables 4.16.V and 4.16.W. Because the proposed project causes the LOS to fall below the standard at these freeway merge/diverge locations, this is

considered to be a project direct significant impact and mitigation is required. However, there is no feasible mitigation for this significant impact because there is no mechanism for the City to design, fund, and construct improvements on State highways and freeways. All improvements to State highways and freeways are controlled by Caltrans. For this reason, impacts would remain significant and unavoidable at these locations.

Significant Unavoidable Adverse Impact.

Year 2035 Plus Project Intersection Impacts. As discussed previously, this EIR examines project impacts in Year 2035 cumulative conditions based on projections from the City's traffic model. The socioeconomic data (SED) contained in the City's traffic model were compared to cumulative project lists from the City as well as from the Cities of Coachella, Indio, and the County of Riverside. Based on comparing the cumulative project lists and the SED contained in the traffic model, it was determined that the City's traffic included all projects in the study area forecast to be built by year 2035 including the City's cumulative projects and the cumulative projects lists obtained from the other cities and County. Thus, year 2035 conditions represent a cumulative build-out scenario required to be analyzed based on County traffic study guidelines (and therefore complies with the Notice of Preparation [NOP] comment letter submitted by the County that includes all approved and pending development projects within the County and within 1 mi of the project site).

The Year 2035 plus project scenario considers the addition of traffic generated by the proposed project to Year 2035 background traffic volumes. Table 4.16.X shows the LOS conditions at study area intersections for Year 2035 without and with project build-out (with Avenue 50 Interchange) traffic. The analysis was based on adding the projected traffic volumes onto the existing intersection configurations for impact assessment purposes. As shown in Table 4.16.X, 64 study area intersections are forecast to operate at less than the LOS standard with Year 2035 plus project traffic. Under Year 2035 conditions without the proposed project, 61 study area intersections are forecast to operate at less than the LOS standard as shown in Table 4.16.X. However, the forecast intersection LOS deficiencies are caused by future traffic volume growth from the combination of traffic volume increases projected by the traffic model that are attributable to other cumulative projects and the traffic volume increases from the proposed project. For this reason, these impacts represent a significant cumulative impact and mitigation is required. Mitigation for this significant impact is defined in Table 4.16.AG. Although implementation of these improvements would reduce the significant impacts by requiring the project's fair share contribution in the form of DIF and TUMF fee payments towards the future intersection improvements defined in Table 4.16.AG, the City cannot control the timing of when the intersection improvements will be implemented because the locations are not entirely within the boundaries of the City. The timing of improvements in the City of Indio and County of Riverside is controlled by the local agency. For locations on jurisdictional boundaries, the construction of improvements is implemented in a cooperative manner. However, the schedule for implementing joint improvements is limited because all parties may not have the funding or other resources to implement the improvement. Similarly, the City cannot control the timing of when the intersection improvements for the locations on Caltrans facilities (i.e., SR-111, SR-86, and I-10) are implemented. For this reason, Mitigation Measures 4.16.3 and 4.16.4 include only those improvements defined in Table 4.16.AG that are fully in the City of Coachella. Consequently, even with implementation of Mitigation Measures 4.16.3 and 4.16.4, impacts

would remain significant and unavoidable at the locations located outside of the City's jurisdiction.

Less Than Significant Impact with Mitigation.

Year 2035 Plus Project Avenue 50 and Avenue 52 Roadway Segment Impacts (Between SR-86 and the Project). Under the year 2035 plus project scenario, Avenue 50 and Avenue 52 between SR-86 and the project would require the General Plan recommended roadway cross-section (six lanes) to adequately serve traffic flow on these roadway segments. This was based on the peak-hour bi-directional approach volumes from the intersection analysis included in the TIA. This is considered to be a significant cumulative impact and mitigation is required. The applicant is required to pay DIF fees to the City and participate in the CVAG TUMF Program, which would reduce significant impacts toward the future improvements.

Significant Unavoidable Adverse Impact.

Year 2035 Plus Project Freeway Mainline and Ramp Merge/Diverge Location Impacts. Tables 4.16.Y and 4.16.Z show the LOS conditions at study area freeway mainline lanes for I-10 and SR-86, respectively, with Year 2035 plus project traffic. As shown in Tables 4.16.Y and 4.16.Z, 22 study area freeway mainline lanes are forecast to operate at less than the LOS standard with Year 2035 plus project traffic. Under Year 2035 conditions without the proposed project, 18 study area freeway mainline lanes are forecast to operate at less than the LOS standard as shown in Tables 4.16.Y and 4.16.Z. However, the forecast freeway mainline LOS deficiencies are caused by future traffic volume growth from the combination of traffic volume increases projected by the traffic model that are attributable to other cumulative projects and the traffic volume increases from the proposed project. For this reason, these impacts represent a significant cumulative impact and mitigation is required. However, there is no feasible mitigation for this significant impact because there is no mechanism for the City to design, fund, and construct improvements on State highways and freeways. All improvements to State highways and freeways are controlled by Caltrans. For this reason, impacts would remain significant and unavoidable at these locations.

Tables 4.16.AA and 4.16.AB show the LOS conditions at study area freeway ramp merge/diverge locations for I-10 and SR-86, respectively, with Year 2035 plus project traffic. As shown in Tables 4.16.AA and 4.16.AB, 22 study area freeway merge/diverge locations are forecast to operate at less than the LOS standard with Year 2035 plus project traffic. Under Year 2035 without the proposed project, 18 study area freeway merge/diverge locations are forecast to operate at less than the LOS standard as shown in Tables 4.16.AA and 4.16.AB. However, the forecast freeway ramp merge/diverge locations LOS deficiencies are caused by future traffic volume growth from the combination of traffic volume increases projected by the traffic model that are attributable to other cumulative projects and the traffic volume increases from the proposed project. For this reason, these impacts represent a significant cumulative impact and mitigation is required. However, there is no feasible mitigation for this significant impact because there is no mechanism for the City to design, fund, and construct improvements on State highways and freeways. All improvements to State highways and freeways are controlled by Caltrans. For this reason, impacts would remain significant and unavoidable at these locations.

Threshold 4.16.2: Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways

Significant Unavoidable Adverse Impact. The CMP utilizes a LOS standard of LOS E, except for non-exempt locations where the standard is LOS F. The project intersection impact analyses discussed above as part of the discussion contained under Threshold 4.16.1 is based on the more restrictive LOS D standards from the local jurisdiction in which the intersection is located. The analysis of freeway mainline lanes and merge/diverge locations is based on the CMP LOS E standard. Thus, this EIR meets and exceeds the CMP LOS standard for intersection analyses and meets the CMP LOS standard for freeway mainline lanes and merge/diverge locations. The CMP system in the City of Coachella Valley includes SR-111, SR-86, and I-10.

Table 4.16.N shows the LOS conditions at study area intersections with existing plus project Phases 1 through 4 traffic (without the Avenue 50 Interchange). As shown in Table 4.16.N, three study area intersections on SR-111, SR-86, or I-10 are forecast to operate at less than the CMP LOS E standard in the existing baseline plus project conditions. Because the proposed project causes the LOS to fall below the standard or causes further degradation at these intersections, this is considered to be a project direct significant impact and mitigation is required. Mitigation for this significant impact is provided in Mitigation Measure 4.16.1. Although implementation of the improvements defined in Mitigation Measure 4.16.1 would reduce the significant impacts, the City cannot control the timing of when the intersection improvements for the locations on Caltrans facilities (i.e., SR-111, SR-86, and I-10) are implemented. For this reason, even with implementation of Mitigation Measure 4.16.1, impacts would remain significant and unavoidable at these locations.

Table 4.16.O shows the LOS conditions at study area intersections with existing plus project build-out traffic (with the Avenue 50 Interchange). As shown in Table 4.16.O, six study area intersections on SR-111, SR-86, or I-10 are forecast to operate at less than the CMP LOS E standard in the existing baseline plus project build-out (with Avenue 50 Interchange) conditions. Because the proposed project causes the LOS to fall below the standard or causes further degradation at these intersections, this is considered to be a project direct significant impact and mitigation is required. Mitigation for this significant impact is provided in Mitigation Measure 4.16.2. Although implementation of the improvements defined in Mitigation Measure 4.16.2 would reduce the significant impacts, the City cannot control the timing of when the intersection improvements for the locations on Caltrans facilities (i.e., SR-111, SR-86, and I-10) are implemented. For this reason, even with implementation of Mitigation Measure 4.16.2, impacts would remain significant and unavoidable at these locations.

Tables 4.16.T and 4.16.U show the LOS conditions at study area freeway mainline lanes for I-10 and SR-86, respectively, with existing plus project build-out (with Avenue 50 Interchange) traffic. As shown in Tables 4.16.T and 4.16.U, three study area freeway mainline lanes are forecast to operate at less than the CMP LOS E standard (the same standard used in Threshold 4.16.1 for freeway mainline lanes and merge/diverge locations) in existing baseline plus project build-out (with Avenue 50 Interchange) conditions. Because the proposed project causes the LOS to fall below the CMP standard at these freeway mainline lanes, this is considered to be a project direct significant impact and mitigation is required. However, there is no feasible mitigation for this significant impact because there is no mechanism for the City to design, fund, and construct improvements on State highways

and freeways. All improvements to State highways and freeways are controlled by Caltrans. For this reason, impacts would remain significant and unavoidable at these locations.

Tables 4.16.V and 4.16.W show the LOS conditions at study area freeway ramp merge/diverge locations for I-10 and SR-86, respectively, with existing plus project build-out (with Avenue 50 Interchange) conditions. As shown in Tables 4.16.V and 4.16.W, four study area freeway ramp merge/diverge locations are forecast to operate at less than the CMP LOS E standard (the same standard used in Threshold 4.16.1 for freeway mainline lanes and merge/diverge locations) in existing baseline plus project build-out (with Avenue 50 Interchange) conditions. Because the proposed project causes the LOS to fall below the standard at these freeway merge/diverge locations, this is considered to be a project direct significant impact and mitigation is required. However, there is no feasible mitigation for this significant impact because there is no mechanism for the City to design, fund, and construct improvements on State highways and freeways. All improvements to State highways and freeways are controlled by Caltrans. For this reason, impacts would remain significant and unavoidable at these locations.

Table 4.16.X shows the LOS conditions at study area intersections for Year 2035 without and with project build-out (with Avenue 50 Interchange) traffic. As shown in Table 4.16.X, 18 study area intersections are forecast to operate at less than the CMP LOS E standard with Year 2035 plus project traffic. However, the forecast intersection LOS deficiencies are caused by future traffic volume growth from the combination of traffic volume increases projected by the traffic model that are attributable to other cumulative projects and the traffic volume increases from the proposed project. For this reason, these impacts represent a significant cumulative impact and mitigation is required. Mitigation for this significant impact is provided in Mitigation Measures 4.16.3 and 4.16.4. Although implementation of Mitigation Measures 4.16.3 and 4.16.4 would reduce the significant impacts by requiring the project's fair share contribution in the form of DIF and TUMF fee payments towards the future intersection improvements defined in Table 4.16.AG, the City cannot control the timing of when the intersection improvements for the locations on Caltrans facilities (i.e., SR-111, SR-86, and I-10) are implemented. For this reason, even with implementation of Mitigation Measures 4.16.3 and 4.16.4, cumulative impacts would remain significant and unavoidable at these locations.

Tables 4.16.Y and 4.16.Z show the LOS conditions at study area freeway mainline lanes for I-10 and SR-86, respectively, with Year 2035 plus project traffic (with the Avenue 50 Interchange). As shown in Tables 4.16.Y and 4.16.Z, 22 study area freeway mainline lanes are forecast to operate at less than the CMP LOS E standard (the same standard used in Threshold 4.16.1 for freeway mainline lanes and merge/diverge locations) with Year 2035 plus project traffic. However, the forecast freeway mainline LOS deficiencies are caused by future traffic volume growth from the combination of traffic volume increases projected by the traffic model that are attributable to other cumulative projects and the traffic volume increases from the proposed project. For this reason, these impacts represent a significant cumulative impact and mitigation is required. However, there is no feasible mitigation for this significant impact because there is no mechanism for the City to design, fund, and construct improvements on State highways and freeways. All improvements to State highways and freeways are controlled by Caltrans. For this reason, impacts would remain significant and unavoidable at these locations.

Tables 4.16.AA and 4.16.AB show the LOS conditions at study area freeway ramp merge/diverge locations for I-10 and SR-86, respectively, with Year 2035 plus project traffic. As shown in Tables 4.16.AA and 4.16.AB, 22 study area freeway merge/diverge locations are forecast to operate at less than the CMP LOS E standard (the same standard used in Threshold 4.16.1 for freeway mainline lanes and merge/diverge locations) with Year 2035 plus project traffic. However, the forecast freeway ramp merge/diverge locations LOS deficiencies are caused by future traffic volume growth from the combination of traffic volume increases projected by the traffic model that are attributable to other cumulative projects and the traffic volume increases from the proposed project. For this reason, these impacts represent a significant cumulative impact and mitigation is required. However, there is no feasible mitigation for this significant impact because there is no mechanism for the City to design, fund, and construct improvements on State highways and freeways. All improvements to State highways and freeways are controlled by Caltrans. For this reason, impacts would remain significant and unavoidable at these locations.

Threshold 4.16.3: Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, which results in substantial safety risks

No Impact. There are two general aviation airports located in the vicinity of the project site. Jacqueline Cochran Regional Airport is located 4.25 mi southwest to the southwest and Bermuda Dunes Airport is located 8.5 mi to the west. These two airports provide limited commercial service. Additionally, the project site is not located within an airport land use plan or within the vicinity of a private airstrip. The proposed project would not result in a change in air traffic patterns. Likewise, the proposed project would not be affected by existing airports. Therefore, the proposed project would not result in an impact related to air traffic.

Threshold 4.16.4: Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)

Less than Significant Impact. The design of roadways must provide adequate sight distance and traffic control measures. This provision is normally realized through roadway design to facilitate roadway traffic flows. Roadway improvements in and around the project site would be designed and constructed to satisfy all City and Caltrans requirements for street widths, corner radii, intersection control as well as incorporate design standards tailored specifically to project access requirements that would result in the safe and efficient flow of traffic. In addition, the proposed project is a Specific Plan that includes a circulation plan to guide future construction of internal roadways. The circulation plan addresses vehicular circulation, non-motorized circulation, traffic calming, drainage crossings, and public transportation. The Specific Plan contains the general alignment and street cross sections for all key roadways as well as an infrastructure implementation component. Adherence to the Specific Plan general street alignments and street cross-sections and other applicable City requirements for the construction of streets would ensure the proposed project would not include any sharp curves, dangerous intersections, or other design hazards. Therefore, the project would not increase hazards to a design feature and would result in a less than significant impact. No mitigation is required.

Temporary impacts associated with the construction of the proposed project may temporarily restrict vehicular traffic or cause temporary hazards. Construction operations would be required to implement adequate measures to facilitate the passage of people and vehicles through/around any required road or lane closures. Site-specific activities, such as temporary construction activities, are finalized on a project-by-project basis by the City and are required to ensure adequate traffic flow. At the time of approval of any site-specific development plans required for the construction of infrastructure as a part of the Specific Plan's infrastructure implementation element or other typical conditions of approval, the project would be required to implement measures that would maintain traffic flow and access through standard conditions of approval that would be placed on each project development phase. Such measures include design of streets in accordance with all applicable City and Caltrans requirements for street widths, corner radii, and intersection control as well as implementation of a construction traffic management plan. In the absence of a construction-related roadway design hazard, a less than significant impact would occur during project construction and therefore no mitigation is required.

Threshold 4.16.5: Result in inadequate emergency access

Less than Significant Impact. Adherence to the Specific Plan general street alignments and street cross-sections and other applicable City requirements for the construction of streets would ensure the proposed project would not include any sharp curves, dangerous intersections, or other design hazards that might otherwise impede emergency response vehicles. In the absence of any emergency access restrictions, a less than significant impact would occur and therefore no mitigation is required.

Construction activities that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the passage of people and vehicles through/around any required road closures. Site-specific activities such as temporary construction activities would be required as part of the Specific Plan's infrastructure implementation element and are finalized on a project-by-project basis by the City and are required to ensure adequate emergency access. Such measures are implemented through a construction traffic management plan placed on each project development phase as part of standard conditions of approval. In the absence of any emergency access restrictions, a less than significant impact would occur during project construction and therefore no mitigation is required.

Threshold 4.16.6: Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities

Less than Significant Impact. As noted in the La Entrada Specific Plan,¹ the proposed project incorporates a network of on- and off-street non-motorized circulation elements to promote walkability and reduce vehicle miles traveled within the project. The system provides for bicycles, pedestrians, and allows for future use by NEVs. Project trails provide connections within the project site and would be designed to connect to the City and CVAG regional trails as identified in the

¹ Section 2.4.2 Non-Motorized Circulation, Section 2 Plan Elements, Draft La Entrada Specific Plan, RBF Consulting, November 2012.

CVAG Non-Motorized Transportation Plan.¹ The trail system within the project site is shown in Figure 4.15.2, *Parks, Trails, and Open Space Plan*.

As illustrated on Figure 4.15.2, off-street multi-purpose trails are located in a variety of locations throughout the La Entrada community and include the following features:

- Six- and four-lane arterials within the project include 12-foot (ft) wide off-street trails, with separated pavement section for bicycles/NEVs and pedestrians. The Avenue 50 and 52 multi-purpose trails would connect to future City Class I bicycle paths in these arterials as shown in the CVAG's Non-Motorized Transportation Plan;
- Collectors include striped 8 ft wide on-street bicycle lanes;
- The Village Paseo is a 50 to 100 ft wide private linear park that would include a two-way off-street trail with two 7 ft wide bicycle/NEV lanes and a 5 ft wide decomposed granite pedestrian pathway to connect the neighborhoods of the project and provide linkages to schools and mixed use areas; and
- Additional off-street trails as part of the Desert Wash Paseo Park on the upper edges of the drainage channel corridors would facilitate bicycle and pedestrian connections between homes, schools, and the mixed use areas of the project. The proposed trails may include a bicycle trail and pedestrian path on one side of each drainage corridor and a pedestrian path on the opposite side.

In addition to the provision of bicycle and pedestrian systems, the La Entrada Specific Plan also allows for the future use of NEVs. NEVs may include several types of small electric vehicles as defined by the California Vehicle Code, including golf carts and electrically powered low-speed vehicles. Under existing law, NEVs may utilize any residential street with a speed limit of 25 miles per hour (mph) or less, and other streets with a posted speed limit of less than 35 mph. In addition, in La Entrada, NEVs may utilize the off-street trails provided on Avenues 50 and 52 and Street "A," as well as the trails within the Village Paseo. The potential use of NEVs within La Entrada is intended to provide alternate modes of transportation and reduce vehicle miles traveled within the community. Mixed Use areas within the proposed project would be designed to include electric vehicle charging stations associated with civic and/or commercial uses. The La Entrada circulation and trail plans allow for, but do not mandate, the use of NEVs.

Implementation of these design elements would promote the use and therefore the performance of non-motorized circulation. Additionally, design of the non-motorized circulation elements would meet standard engineering design requirements. The proposed non-motorized and NEV circulation plan for the La Entrada Specific Plan would not conflict with the policies and goals of CVAG's Non-Motorized Transportation Plan. Therefore, impacts associated with this issue would be less than significant and no mitigation would be required.

¹ *Final Coachella Valley Association of Governments Non-Motorized Transportation Plan Update*, Ryan Snyder Associates, LLC, September 2010.

4.16.8 Summary of Impacts

Existing Plus Project Intersection Impacts.

Significant Unavoidable Adverse Impact. Under existing plus project Phases 1 through 4 conditions (without Avenue 50 Interchange), 15 intersections are forecast to operate at less than the LOS standard. Under this scenario, the proposed project creates a significant project direct impact at 11 of these intersections. Mitigation for this significant impact is provided in Mitigation Measure 4.16.1. Although implementation of the improvements defined in Mitigation Measure 4.16.1 would reduce the significant impacts, the City cannot control the timing of when the intersection improvements for the locations not entirely within the boundaries of the City will be implemented. Similarly, the City cannot control the timing of when the intersection improvements for the locations on Caltrans facilities (i.e., SR-111, SR-86, and I-10) are implemented. For this reason, even with implementation of Mitigation Measure 4.16.1, impacts would remain significant and unavoidable at these locations.

Under existing plus project build-out conditions (with Avenue 50 Interchange), 18 intersections are forecast to operate at less than the LOS standard. Under this scenario, the proposed project creates a significant project direct impact at 14 of these intersections. Mitigation for this significant impact is provided in Mitigation Measure 4.16.2. Although implementation of the improvements defined in Mitigation Measure 4.16.2 would reduce the significant impacts, the City cannot control the timing of when the intersection improvements for the locations not entirely within the boundaries of the City will be implemented. Similarly, the City cannot control the timing of when the intersection improvements for the locations on Caltrans facilities (i.e., SR-111, SR-86, and I-10) are implemented. For this reason, even with implementation of Mitigation Measure 4.16.2, impacts would remain significant and unavoidable at these locations.

Existing Plus Project Avenue 50 and Avenue 52 Roadway Segment Impacts (Between SR-86 and the Project).

Less than Significant Impact. Under both existing plus project scenarios, two lanes on Avenue 50 and Avenue 52 between SR-86 and the project would adequately serve traffic flow on these roadway segments. This was based on the peak-hour bi-directional approach volumes from the intersection analysis included in the TIA. The proposed project would extend both Avenue 50 and Avenue 52 from their current termini over the Coachella Canal to connect to the project site. Since both Avenues 50 and 52 are adequate to serve the existing plus project, the impact on the roadway segments is less than significant.

Existing Plus Project Freeway Mainline and Ramp Merge/Diverge Location Impacts.

Less than Significant Impact. Under existing plus project Phases 1 through 4 conditions (without Avenue 50 Interchange), all study area freeway mainline and ramp merge/diverge locations are forecast to operate within the LOS standard in existing baseline plus project Phases 1 through 4 (without Avenue 50 Interchange) conditions. This is considered to be a less than significant project direct impact and no mitigation is required.

Significant Unavoidable Adverse Impact. Under existing plus project build-out conditions (with Avenue 50 Interchange), three freeway mainline and four ramp merge/diverge locations are forecast to operate at less than the LOS standard. Under this scenario, the proposed project creates a project direct impact at these freeway mainline and merge/diverge locations. However, there is no feasible mitigation for this significant impact because there is no mechanism for the City to design, fund, and construct improvements on State highways and freeways. All improvements to State highways and freeways are controlled by Caltrans. For this reason, impacts would remain significant and unavoidable at these locations.

Year 2035 Plus Project Intersection Impacts.

Significant Unavoidable Adverse Impact. Under Year 2035 plus project build-out (with Avenue 50 Interchange), 64 study area intersections are forecast to operate at less than the LOS standard. Under this scenario, the project contributes to a cumulatively significant impact at these intersection locations. Mitigation for this significant impact is provided in Mitigation Measures 4.16.3 and 4.16.4. Although implementation of Mitigation Measures 4.16.3 and 4.16.4 would reduce the significant impacts by requiring the project's fair share contribution in the form of DIF and TUMF fee payments towards the future intersection improvements defined in Table 4.16.AG, the City cannot control the timing of when the intersection improvements for the locations not entirely within the boundaries of the City will be implemented. Similarly, the City cannot control the timing of when the intersection improvements for the locations on Caltrans facilities (i.e., SR-111, SR-86, and I-10) are implemented. For this reason, even with implementation of Mitigation Measures 4.16.3 and 4.16.4, cumulative impacts would remain significant and unavoidable at these locations.

Year 2035 Avenue 50 and Avenue 52 Roadway Segment Impacts (Between SR-86 and the Project).

Less than Significant Impact with Mitigation. Under the year 2035 plus project scenario, Avenue 50 and Avenue 52 between SR-86 and the project would require the General Plan recommended roadway cross-section (six lanes) to adequately serve traffic flow on these roadway segments. This is considered to be a significant cumulative impact and mitigation is required. The applicant is required to pay DIF fees to the City and participate in the CVAG TUMF Program, which would reduce significant impacts toward the future improvements.

Year 2035 Plus Project Freeway Mainline and Ramp Merge/Diverge Location Impacts.

Significant Unavoidable Adverse Impact. Under Year 2035 plus project build-out (with Avenue 50 Interchange) conditions, 22 study area freeway mainline lanes are forecast to operate at less than the LOS standard. Under this scenario, the proposed project contributes to a cumulatively significant impact at these freeway mainline lane locations. However, there is no feasible mitigation for this significant impact because there is no mechanism for the City to design, fund, and construct improvements on State highways and freeways. All improvements to State highways and freeways are controlled by Caltrans. For this reason, impacts would remain significant and unavoidable at these locations.

Under Year 2035 plus project build-out (with Avenue 50 Interchange) conditions, 22 study area merge/diverge locations are forecast to operate at less than the LOS standard. Under this scenario, the proposed project contributes to a cumulatively significant impact at these freeway merge/diverge locations. However, there is no feasible mitigation for this significant impact because there is no mechanism for the City to design, fund, and construct improvements on State highways and freeways. All improvements to State highways and freeways are controlled by Caltrans. For this reason, impacts would remain significant and unavoidable at these locations.

4.16.9 Mitigation Measures

The following mitigation measures listed below would offset potentially significant adverse impacts to traffic and circulation associated with implementation of the proposed project.

- Mitigation Measure 4.16.1 Intersection Improvements Existing Plus Phases 1 through 4.** Prior to the approval of each Tentative Tract Map within project Phases 1 through 4, the project applicant shall submit a report that analyzes existing plus traffic generated by the Tentative Tract Map to determine which, if any, of the improvements from the list below is triggered (i.e., necessary to avoid a significant impact). The improvements identified in the report shall be constructed by the project applicant prior to issuance of occupancy permits. Each individual Tentative Tract Map traffic report is required to be approved by the City of Coachella (City) Director of Public Works or designee. The Director of Public Works or designee shall review and approve the improvement plans for these improvements prior to start of construction. Table 4.16.AC identifies the specific improvements required, project responsibility, and applicable fee programs (local Development Impact Fees [DIFs] or Coachella Valley Association of Governments [CVAG] Transportation Uniform Mitigation Fee [TUMF]) for the improvements required to mitigate intersection impacts from project Phases 1 through 4 (without Avenue 50 Interchange). As shown in Table 4.16.AC, there are 15 affected intersections where mitigations have been identified. However, mitigation is provided for the six impact locations that are fully within the City of Coachella and for which the City can control when the improvements are constructed. Additionally, there are two intersections adjacent to the project that the project would be constructing (Avenue 50/Street C and Pierce Street/52nd Avenue).
- **Calhoun Street/50th Avenue:** Install a traffic signal.
 - **50th Avenue/Tyler Street:** Install a traffic signal and add two northbound left-turn lanes, re-stripe the eastbound left-turn lane to an eastbound left/right-turn lane, and add eastbound right overlap phasing.
 - **Tyler Street/52nd Avenue:** Install a traffic signal.
 - **Polk Street/50th Avenue:** Install a traffic signal.

- **Polk Street/52nd Avenue:** Install a traffic signal.
- **Fillmore Street/50th Avenue:** Install a traffic signal.
- **Avenue 50/Street C:** Add a northbound right-turn lane and a westbound left-turn lane.

Mitigation Measure 4.16.2

Intersection Improvements Existing Plus Project Build-out. The proposed project is conditioned upon the I-10/Avenue 50 Interchange becoming operational (or committed to be operational [i.e., funded and approved]) prior to approval of any Tentative Tract Map in Phase 5. Additionally, the project is conditioned upon the I-10/Avenue 50 Interchange being operational prior to occupancy of any units in Phase 5. Subsequent to construction of the I-10/Avenue 50 Interchange and prior to issuance of occupancy permits for project Phase 5, the project applicant shall submit a report that analyzes the existing plus traffic generated by the Tentative Tract Map to determine which, if any, of the improvements from the list below is triggered (i.e., necessary to avoid a significant impact). The improvements identified in the report shall be constructed by the project applicant prior to issuance of occupancy permits. Each individual Tentative Tract Map traffic report is required to be approved by the City Director of Public Works or designee. The Director of Public Works or designee shall review and approve the improvement plans for these improvements prior to start of construction. Table 4.16.AD identifies the specific improvements required, project responsibility, and applicable fee programs (local DIFs or CVAG TUMF) for the improvements required to mitigate intersection impacts from project build-out (with the Avenue 50 Interchange). As shown in Table 4.16.AD, there are 18 affected intersections where mitigations have been identified. However, mitigation is provided for the nine impact locations that are fully within the City of Coachella; therefore, the City can control when the improvements are constructed. Additionally, there are three intersections adjacent or within the project that the project would be constructing (Avenue 50/52nd Avenue – Street A, Avenue 50/Street C, and Pierce Street/52nd Avenue).

- **Calhoun Street/50th Avenue:** Install a traffic signal.
- **Dillon Road/Vista Del Norte:** Convert to all-way stop control.
- **50th Avenue/Tyler Street:** Install a traffic signal. Add two northbound left-turn lanes and restripe the eastbound left-turn lane to a shared eastbound left-turn/through/right-turn lane.
- **Tyler Street/52nd Avenue:** Install a traffic signal.
- **Polk Street/50th Avenue:** Install a traffic signal.
- **Polk Street/52nd Avenue:** Install a traffic signal.

- **Fillmore Street/50th Avenue:** Install a traffic signal.
- **Avenue 50/52nd Avenue – Street A:** Install a traffic signal. Add a northbound left-turn lane, two northbound through lanes, a shared northbound through/right-turn lane, two southbound left-turn lanes, two southbound through lanes, a shared southbound through/right-turn lane, two eastbound left-turn lanes, a shared eastbound through/right-turn lane, a shared westbound through/left-turn lane, and a westbound right-turn lane.
- **Avenue 50/Street C – Street A:** Install a traffic signal. Add a northbound through lane, a northbound right-turn lane, two southbound left-turn lanes, a southbound through lane, and a shared westbound left-right turn lane.

Mitigation Measure 4.16.3 **Intersection Improvements Year 2035 Plus Project Build-out.**
Prior to the issuance of building permits, the project applicant shall pay the appropriate DIF payment to cover the applicant's fair share of traffic impacts to the citywide street system.¹

Mitigation Measure 4.16.4 **Intersection Improvements Year 2035 Plus Project Build-out.**
Prior to the issuance of building permits, the project applicant shall participate in the CVAG TUMF Program and pay the project's fair share for regional circulation improvements.

Mitigation Measure 4.16.5 **Off-Site Intersection Improvement Impacts.** Improvement plans shall be prepared for each project-related off-site traffic improvement within the City of Coachella and approved by the City Engineer. These plans are subject to California Environmental Quality Act (CEQA) review prior to approval by the City Engineer. Improvement plans shall incorporate the following components, as applicable:

- Obtain encroachment permit(s) from the applicable jurisdiction(s) for off-site improvements;
- Through creative design techniques, where determined feasible and consistent with City policy, modify roadway geometry to reduce potential impacts to existing developed areas (such as reduced lane widths, reduced or eliminated medians, reduced turn lane transition zones, and/or shifting intersection approaches to widen intersection quadrants where associated impacts would be reduced);
- Maintain access for existing residences and businesses at all times;
- Replace landscaped areas within the affected parcel and along the parcel frontage as applicable;

¹ *Public Facilities Impact Fee*, June 30, 2009, City of Coachella.

- Assist the affected property owner in restriping affected parking areas and/or reconfiguring affected driveways to avoid or offset improvement-related impacts; and
- Compensate the affected property owner based on fair market valuation of the acquired right-of-way in accordance with applicable local, State, and federal regulations.

4.16.10 Potential Impacts Due to Traffic Mitigation

Additional right-of-way necessary to implement the various on-site, off-site within control of the City, and off-site not under City control intersection improvements cited above in Mitigation Measures 4.16.1 and 4.16.2 could result in a variety of environmental impacts associated with but not limited to air pollution emissions, biological resources, cultural resources, and noise. However, Mitigation Measures 4.16.1 and 4.16.2 outline a process through which each Tentative Tract Map will conduct a specific traffic study to determine which of the intersection improvements defined in the measures are constructed. It is not known which of the intersection improvements will need to be constructed for each Tentative Tract Map. In addition, the engineering design details of the intersection improvements per Tentative Tract Map are also not known. Lastly, it is not known when each Tentative Tract Map will move forward. For these reasons, project-level environmental review of future intersection improvements is not included in this EIR. Subsequent environmental review of future intersection improvements will be conducted by the City and/or project proponent when the improvements are defined, a funding source is committed, and the improvement project is readied for construction.

The following is a list of intersections discussed in the mitigation section of this analysis that would require or may require additional right-of-way for improvements. This discussion is based on a preliminary assessment of potential improvement geometrics, potential additional right-of-way, and potential impacts related to the additional right-of-way acquisition. The applicable jurisdiction(s) would conduct preliminary design studies, prepare final design plans, and determine whether or not additional CEQA review is required for each individual improvement.

Existing plus Phases 1 through 4 (without Avenue 50 Interchange).

Project Traffic Improvements within Existing Right-of-Way. The following intersection improvements contained in Mitigation Measure 4.16.1 are not anticipated to require any additional right-of-way because the simple improvements (e.g., signalization or re-striping) can be made within existing right-of-way (location numbers refer to Study Area locations shown):

- **Location 8 – Calhoun Street/50th Avenue:** Install a traffic signal
- **Location 44 – Tyler Street/52nd Avenue:** Install a traffic signal
- **Location 48 – Polk Street/50th Avenue:** Install a traffic signal
- **Location 49 – Polk Street/52nd Avenue:** Install a traffic signal

Project Traffic Improvements with Minimal Additional Right-of-Way Requirements. The following intersection improvements contained in Mitigation Measure 4.16.1 are anticipated to require additional right-of-way. The potential for impacts to land use, biological and cultural resources, air quality, greenhouse gas (GHG) emissions, and noise may occur, and would require additional CEQA analysis.

- **Location 39 – 50th Avenue/Tyler Street:** Approximately 24 ft of additional right-of-way for two northbound left-turn lanes would be required, which would affect undeveloped land adjacent to the south leg of the intersection. Refer to Mitigation Measure 4.16.5 regarding special design considerations for off-site improvements.

Existing Plus Project Build-out (with Avenue 50 Interchange).

Project Traffic Improvements within Existing Right-of-Way. The following intersection improvements contained in Mitigation Measure 4.16.2 are not anticipated to require any additional right-of-way because the simple improvements (e.g., signalization or re-striping) can be made within existing right-of-way (location numbers refer to Study Area locations shown):

- Location 8 – Calhoun Street/50th Avenue
- Location 31 – Dillon Road/Vista Del Norte
- Location 44 – Tyler Street/52nd Avenue
- Location 48 – Polk Street/50th Avenue
- Location 49 – Polk Street/52nd Avenue
- Location 59 – Fillmore Street/50th Avenue

Project Traffic Improvements with Minimal Additional Right-of-Way Requirements. The following intersection improvements contained in Mitigation Measure 4.16.2 are anticipated to require additional right-of-way. The potential for impacts to land use, biological and cultural resources, air quality, GHG emissions, and noise may occur, and additional CEQA analysis would be required.

- **Location 39 – 50th Avenue/Tyler Street:** Approximately 24 ft of additional right-of-way for two northbound left-turn lanes would be required, which would affect undeveloped land adjacent to the south leg of the intersection. Refer to Mitigation Measure 4.16.5 regarding special design considerations for off-site improvements.

4.16.11 Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. Cumulative projects are identified in Chapter 4.0, Table 4.A, and Figure 4.1. Cumulative impacts associated with traffic volumes are determined based on a sum of project traffic and traffic volume forecasts projected by the City's traffic model that are attributable to other approved and pending projects in the area. The

City's traffic model is a sub-area traffic model created from the RIVTAM. Although the suggested improvements are consistent with the City's General Plan, the proposed project would be responsible for contributing its fair share toward the funding of the future improvements via payment of the City's DIF and CVAG TUMF used to fund roadway and roadway-related improvements.

Under Year 2035 plus project build-out (with Avenue 50 Interchange) conditions, 64 intersections operate at less than the LOS standard. Under this scenario, the proposed project contributes to a cumulative impact at these intersections. Impacts to these intersections would be fully mitigated to a less than significant level through implementation of Mitigation Measures 4.16.1 through 4.16.4. However, there are 42 intersections that are under the jurisdiction of other agencies (Caltrans, Indio, Riverside County) and outside of the City's jurisdiction (including one intersection that is both outside of the City's jurisdiction and cannot be improved to the LOS standard). As discussed previously, there is no existing mechanism for the proposed project to pay into the local Indio or County DIF program and Caltrans does not have a DIF program. In addition, the City cannot guarantee delivery of improvements at jointly controlled locations at jurisdictional boundaries. An additional two intersections cannot be improved to the LOS standard even with mitigation due to physical constraints. For this reason, Year 2035 cumulative impacts from the proposed project would remain significant and unavoidable at these 44 intersections.

With respect to the cumulative impacts to State facilities identified in this EIR for the Existing Plus Project Build-out and 2035 Plus Project Build-out time horizons, the City does not control the implementation of freeway improvements. For this reason, the City cannot ensure that the identified freeway mainline lane and merge/diverge location improvements would be constructed prior to that time the LOS is forecast to fall below identified performance standards. In California, most of State highway system improvements are programmed through two documents, the State Transportation Improvement Program (STIP) or the State Highway Operation and Protection Program (SHOPP). State and Federal fuel taxes generate most of the funds used to pay for these improvements. Funds are expected to be available for transportation improvements are identified through a Fund Estimate prepared by Caltrans and adopted by the California Transportation Commission (CTC). These funds, along with other fund sources, are deposited in the State Highway Account to be programmed and allocated to specific project improvements in both the STIP and SHOPP by the CTC.

The STIP is built from Regional Transportation Improvement Programs (RTIPs) proposed by the Regional Transportation Planning Agencies/Metropolitan Planning Organizations (RTPA/MPOs) throughout California and the Interregional Transportation Improvement Program (ITIP) proposed by Caltrans. Of the funds made available by the CTC for the STIP, 25 percent is made available for Caltrans to propose expansion and capacity-enhancements on the statutorily designated interregional road system. Seventy-five percent of the funds are made available to the RTPA/MPOs to propose all types of improvements on all other State highway system roads, other non-State highway roads eligible to use federal funds, and on the Interregional Road System. Transportation funds generally come from a variety of sources including the National Highway System fund, State fuel taxes, federal fuel taxes, sales taxes on fuel, truck weight fees, roadway and bridge tolls, user fares, local sales tax measures, development fees, where applicable, bond revenues, and State and local general and matching funds.

Improvements to State highway systems are deemed to be matters of federal, State, regional, and local concern. On the federal level, the City, through its congressional delegation along with other

cities in the Coachella Valley portion of Riverside County, has aggressively sought federal monies for regional roadway improvements. On the local level, the City through its Circulation Element contained within its General Plan, maintains policies¹ whereby the City commits to work closely with regional infrastructure planning entities and to continue to identify new circulation and roadway improvements.

As stated above, State highway funding is an extraordinarily complex Statewide and regional problem cities have grappled with for decades. By definition, State highways are affected by interstate, State-wide, and regional traffic. Thus, for these reasons, the project's cumulative contributions to traffic on I-10 and SR-86 under long-range 2035 conditions are considered to be significant and unavoidable.

4.16.12 Significant Unavoidable Adverse Impacts

The proposed project would result in the following significant unavoidable adverse traffic impacts. The reason for these significant unavoidable adverse impacts is that the City cannot control the timing of improvements that are not fully within its own jurisdiction. For this reason, local intersection improvements wholly or partly in the City of Indio or Riverside County and local intersection improvements also wholly or partly on State facilities (i.e., SR-111, SR-86, and I-10) cannot be controlled by the City. However, it should be noted that the proposed project is consistent with the City's General Plan; therefore, the associated land uses have been included in the regional transportation planning efforts conducted by SCAG and CVAG, as well as the citywide transportation planning efforts of the City. For this reason, there is no feasible mitigation for impacts to the following intersection and freeway locations.

Existing Plus Phases 1 through 4. Project direct impacts from Existing Plus Phases 1 through 4 (without Avenue 50 Interchange) to the following intersections:

1. Jackson Street/50th Avenue (Indio)
2. Calhoun Street/52nd Avenue (County of Riverside)
3. Van Buren Street/Avenue 48 (Indio/Coachella)
4. Van Buren Street/Avenue 52 (Coachella/County of Riverside)
5. SR-86/Tyler Street (Caltrans)
6. SR-86/52nd Avenue (Caltrans)
7. Fillmore Street/52nd Avenue (Coachella/County of Riverside)

¹ *Coachella General Plan 2020*, Circulation Element, September 1996, pp. 69–70.

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

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

Policy: The City shall actively coordinate efforts with adjacent jurisdictions through regular meetings and written identification of problem areas related to street widths, alignments, classifications and intersection designs, pp. 69–70.

8. Pierce Street/52nd Avenue (Coachella/County of Riverside)
9. SR-111/62nd Avenue (Caltrans)

Existing Plus Project Build-out. Project direct impacts from Existing Plus Project Build-out (with Avenue 50 Interchange) to the following intersections:

1. Jackson Street/50th Avenue (Indio)
2. Calhoun Street/52nd Avenue (County of Riverside)
3. Van Buren Street/Avenue 48 (Indio/Coachella)
4. Van Buren Street/Avenue 52 (Coachella/County of Riverside)
5. Dillon Road/I-10 eastbound ramps (Caltrans)
6. SR-86/Tyler Street (Caltrans)
7. SR-86/52nd Avenue (Caltrans)
8. Fillmore Street/52nd Avenue (Coachella/County of Riverside)
9. Avenue 50/I-10 eastbound ramps (Caltrans)
10. Pierce Street/52nd Avenue (Coachella/County of Riverside)
11. SR-111/62nd Avenue (Caltrans)
12. Monroe Street/I-10 eastbound ramps (Caltrans)

Project direct impacts from Existing Plus Project Build-out (with Avenue 50 Interchange) to the following 3 I-10 freeway mainline lanes and 4 I-10 freeway ramp merge/diverge locations:

1. I-10 eastbound between SR-86 and Dillon Road
2. I-10 eastbound between Dillon Road ramps
3. I-10 eastbound between Dillon Road and Avenue 50
4. I-10 eastbound at the Monroe Street off-ramp
5. I-10 eastbound at the Dillon Road off-ramp
6. I-10 eastbound at the Dillon Road on-ramp
7. I-10 eastbound at the Avenue 50 off-ramp

Cumulative Year 2035 Plus Project Build-out. Cumulative Year 2035 impacts to the following 44 intersections:

1. Jackson Street/SR- 111 (Caltrans)
2. Jackson Street/Avenue 48 (Indio)
3. Jackson Street/50th Avenue (Indio)

4. Jackson Street/52nd Avenue (Indio/County of Riverside)
5. Golf Center Drive-Lorraine Street/SR-111 (Caltrans)
6. Golf Center Parkway/Avenue 45 (Indio)
7. Calhoun Street/52nd Avenue (County of Riverside)
8. Golf Center Parkway-Indio Center Drive/Avenue 44 (Indio)
9. Golf Center Parkway/Indio Springs Drive-Vista Del Norte (Indio)
10. Golf Center Parkway/I-10 westbound ramps (Caltrans)
11. Golf Center Parkway/I-10 eastbound ramps (Caltrans)
12. Dillon Road/SR-86 northbound ramps (Caltrans)
13. Dillon Road/SR-86 southbound ramps (Caltrans)
14. Harrison Street/SR-111 (LOS)
15. Harrison Street/Avenue 50 (LOS)
16. Dillon Road/I-10 westbound ramps (Caltrans)
17. Dillon Road/I-10 eastbound ramps (Caltrans)
18. Dillon Road/Fargo Canyon Road (County of Riverside)
19. SR-86 northbound ramps/Tyler Street (Caltrans)
20. SR-86 southbound ramps/Tyler Street (Caltrans)
21. Tyler Street/Airport Boulevard (County of Riverside)
22. SR-86 northbound ramps/52nd Avenue (Caltrans)
23. SR-86 southbound ramps/52nd Avenue (Caltrans)
24. SR-86/54th Avenue (Caltrans and LOS)
25. Polk Street/Airport Boulevard (County of Riverside)
26. SR-111/Airport Boulevard (Caltrans)
27. Polk Street/62nd Avenue (County of Riverside)
28. Fillmore Street/53rd Avenue (County of Riverside)
29. SR-86 southbound ramps/Airport Boulevard (Caltrans)
30. SR-86 northbound ramps/Airport Boulevard (Caltrans)
31. Fillmore Street/62nd Avenue (County of Riverside)
32. Avenue 50/I-10 westbound ramps (Caltrans)
33. Avenue 50/I-10 eastbound ramps (Caltrans)
34. Pierce Street/53rd Avenue (County of Riverside)
35. Pierce Street/54th Avenue (County of Riverside)

36. Pierce Street/Airport Boulevard (County of Riverside)
37. Pierce Street/62nd Avenue (County of Riverside)
38. SR-111/62nd Avenue (Caltrans)
39. SR-86/62nd Avenue (Caltrans)
40. Buchanan Street/62nd Avenue (County of Riverside)
41. Monroe Street/I-10 westbound ramps (Caltrans)
42. Monroe Street/I-10 eastbound ramps (Caltrans)
43. Jackson Street/I-10 westbound ramps (Caltrans)
44. Jackson Street/I-10 eastbound ramps (Caltrans)

Cumulative Year 2035 impacts to the following 21 I-10 freeway mainline lanes, 1 SR-86 mainline lane, 20 I-10 freeway ramp merge/diverge locations, and 2 SR-86 freeway ramp merge/diverge locations.

1. I-10 eastbound west of Monroe Street
2. I-10 eastbound between Monroe ramps
3. I-10 eastbound between Monroe Street and Jackson Street
4. I-10 eastbound between Jackson Street ramps
5. I-10 eastbound between Jackson Street and Golf Center Parkway
6. I-10 eastbound between Golf Center Parkway ramps
7. I-10 eastbound between Golf Center Parkway and SR-86
8. I-10 eastbound between SR-86 and Dillon Road
9. I-10 eastbound between Dillon Road ramps
10. I-10 eastbound between Dillon Road and Avenue 50
11. I-10 eastbound east of Avenue 50
12. I-10 westbound west of Monroe Street
13. I-10 westbound between Monroe Street ramps
14. I-10 westbound between Monroe Street and Jackson Street
15. I-10 westbound between Jackson Street ramps
16. I-10 westbound between Jackson Street and Golf Center Parkway
17. I-10 westbound between Golf Center On-Ramp and Lane Drop
18. I-10 westbound between Lane Drop and Golf Center Parkway off-ramp
19. I-10 westbound between Golf Center Parkway and SR-86
20. I-10 westbound between SR-86 and Dillon Road

21. I-10 westbound between Dillon Road and Avenue 50
22. SR-86 northbound between I-10 and Dillon Road
23. I-10 eastbound at the Monroe Street off-ramp
24. I-10 eastbound at the Monroe Street on-ramp
25. I-10 eastbound at the Jackson Street off-ramp
26. I-10 eastbound at the Jackson Street on-ramp
27. I-10 eastbound at the Golf Center Parkway off-ramp
28. I-10 eastbound at the Golf Center Parkway on-ramp
29. I-10 eastbound at the SR-86 off-ramp
30. I-10 eastbound at the Dillon Road off-ramp
31. I-10 eastbound at the Dillon Road on-ramp
32. I-10 eastbound at the Avenue 50 off-ramp
33. I-10 westbound at the Monroe Street on-ramp
34. I-10 westbound at the Monroe Street off-ramp
35. I-10 westbound at the Jackson Street on-ramp
36. I-10 westbound at the Jackson Street off-ramp
37. I-10 westbound at the Golf Center Parkway on-ramp
38. I-10 westbound at the Golf Center Parkway off-ramp
39. I-10 westbound at the SR-86 on-ramp
40. I-10 westbound at the Dillon Road on-ramp
41. I-10 westbound at the Dillon Road off-ramp
42. I-10 westbound at the Avenue 50 slip on-ramp
43. SR-86 northbound at the Dillon Road on-ramp
44. SR-86 northbound at the Dillon Road off-ramp

Table 4.16.A: Traffic Level of Service (LOS) Definition

LOS	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Sources: *Highway Capacity Manual, Special Report 209*, Transportation Research Board, Washington, DC, 2000; *Traffic Impact Analysis*, Table E, LSA Associates, Inc., June 2013.

Table 4.16.B: Level of Service for Unsignalized Intersections

Level of Service	Unsignalized Intersection Average Delay per Vehicle (sec.)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Source: *Traffic Impact Analysis*, Table F, LSA Associates, Inc., June 2013.

Table 4.16.C: Level of Service for and Signalized Intersections

Level of Service	Signalized Intersection Average Delay per Vehicle (sec.)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Source: *Traffic Impact Analysis*, Table F, LSA Associates, Inc., June 2013.

Table 4.16.D: Level of Service Standards

Analysis Location	LOS Standard	Agency
Local street intersections	LOS D LOS D LOS D	City of Coachella City of Indio County of Riverside
State highway intersections	Middle of LOS D	Caltrans
Freeway ramp terminus intersections	Middle of LOS D	Caltrans
Freeway mainline lanes	LOS E	
Freeway merge/diverge locations	LOS E	Riverside County Transportation Commission

Source: *Traffic Impact Analysis*, LSA Associates, Inc., June 2013.

Caltrans = California Department of Transportation

LOS = level of service

Table 4.16.E - La Entrada Specific Plan Trip Generation - Phases I-IV (Page 1 of 3)

Land Use		Units	A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Rates/Unit									
Medium Density Residential ¹	DU	0.07	0.37	0.44	0.35	0.17	0.52	5.81	
Community Park ²	Acres	0.04	0.04	0.08	0.04	0.04	0.08	1.89	
High Density Residential ³	DU	0.09	0.39	0.48	0.38	0.19	0.57	6.23	
Apartment Trip Rate		0.10	0.41	0.51	0.40	0.22	0.62	6.65	
Retail Commercial ⁴	TSF	Based on Fitted Curve Equation							
Office Commercial ⁶	TSF	1.37	0.19	1.56	0.25	1.24	1.49	11.03	
Elementary School ⁷	Students	0.25	0.20	0.45	0.07	0.08	0.15	1.29	
Very Low Density or Low Density Residential ⁸	DU	0.19	0.56	0.75	0.63	0.37	1.00	9.52	
Middle School ⁹	Students	0.30	0.24	0.54	0.08	0.08	0.16	1.62	
Phase I									
Medium Density Residential	1297 DU								
Trip Generation		104	477	581	461	225	686	7,598	
Internal Trips ¹¹		(27)	(18)	(50)	(81)	(80)	(164)	(1,987)	
Net New Trips		77	459	531	380	145	522	5,611	
Community Park	38.4 Acres								
Trip Generation		7	1	8	7	1	8	76	
Internal Trips ¹¹	100%	(7)	(1)	(8)	(7)	(1)	(8)	(76)	
Net New Trips		0	0	0	0	0	0	0	
High Density Residential	292 DU								
Trip Generation		26	113	139	110	57	167	1,820	
Internal Trips ¹¹		(7)	(4)	(12)	(19)	(20)	(40)	(476)	
Net New Trips		19	109	127	91	37	127	1,344	
Retail-Commercial	100.0 TSF								
Trip Generation		95	61	156	288	312	599	6,791	
Internal Trips ¹¹	100%	(95)	(61)	(156)	(288)	(312)	(599)	(6,791)	
Net New Trips		0	0	0	0	0	0	0	
Office-Commercial	10.0 TSF								
Trip Generation		14	2	16	3	12	15	111	
Internal Trips ¹¹	18%	(3)	(0)	(3)	(1)	(2)	(3)	(20)	
Net New Trips		11	2	13	2	10	12	91	
Gross Trips		246	654	900	869	607	1,475	16,396	
Internal Trips		(138)	(85)	(228)	(396)	(415)	(814)	(9,349)	
Net Trips		108	569	672	473	192	661	7,047	
Phase II									
High Density Residential	522 DU								
Trip Generation		47	202	249	197	101	298	3,253	
Internal Trips ¹¹		(12)	(8)	(21)	(35)	(36)	(71)	(851)	
Net New Trips		35	194	228	162	65	227	2,402	
Retail-Commercial	300.0 TSF								
Trip Generation		242	155	397	751	814	1,565	17,596	
Internal Trips ¹¹	15%	(36)	(23)	(60)	(113)	(122)	(235)	(2,639)	
Net New Trips		206	132	338	639	692	1,330	14,957	
Office-Commercial	60.0 TSF								
Trip Generation		83	11	94	16	74	90	662	
Internal Trips ¹¹	15%	(12)	(2)	(14)	(2)	(11)	(14)	(99)	
Net New Trips		71	9	80	14	63	77	563	
Medium Density Residential	553 DU								
Trip Generation		43	202	245	194	94	288	3,215	
Internal Trips ¹¹		(11)	(8)	(21)	(34)	(33)	(69)	(841)	
Net New Trips		32	194	224	160	61	219	2,374	

Table 4.16.E - La Entrada Specific Plan Trip Generation - Phases I-IV (Page 1 of 3)

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Elementary School	1077 Students							
Trip Generation		267	218	485	80	82	162	1,390
Internal Trips ¹¹	82%	(219)	(178)	(397)	(65)	(67)	(133)	(1,138)
Net New Trips		48	40	88	15	15	29	252
Low Density Residential	191 DU							
Trip Generation		37	107	144	122	69	191	1,820
Internal Trips ¹¹		(9)	(4)	(12)	(22)	(25)	(46)	(476)
Net New Trips		28	103	132	100	44	145	1,344
Middle School	864 Students							
Trip Generation		257	210	467	68	71	139	1,400
Internal Trips ¹¹	82%	(210)	(172)	(382)	(56)	(58)	(114)	(1,145)
Net New Trips		47	38	85	12	13	25	255
Gross Trips		976	1,105	2,081	1,428	1,305	2,733	29,336
Internal Trips		(510)	(395)	(907)	(327)	(352)	(680)	(7,189)
Net Trips		466	710	1,174	1,101	953	2,053	22,148
Phases I & II Gross Trips		1,222	1,759	2,981	2,297	1,911	4,208	45,732
Phases I & II Internal Trips		(648)	(480)	(1,135)	(723)	(767)	(1,494)	(16,538)
Phases I & II Net Trips		575	1,279	1,846	1,574	1,144	2,714	29,194
Phase III								
Community Park	22.0 Acres							
Trip Generation		3	0	3	3	0	3	42
Internal Trips ¹¹	100%	(3)	0	(3)	(3)	0	(3)	(42)
Net New Trips		0	0	0	0	0	0	0
Medium Density Residential	490 DU							
Trip Generation		38	180	218	172	84	256	2,849
Internal Trips ¹¹		(10)	(7)	(19)	(30)	(30)	(61)	(745)
Net New Trips		28	173	199	142	54	195	2,104
Elementary School	2322 Students							
Trip Generation		576	470	1,046	172	177	349	2,997
Internal Trips ¹¹	82%	(471)	(384)	(855)	(141)	(145)	(285)	(2,450)
Net New Trips		105	86	191	31	32	64	547
Low Density Residential	753 DU							
Trip Generation		142	423	565	476	277	753	7,170
Internal Trips ¹¹		(36)	(16)	(48)	(84)	(99)	(180)	(1,875)
Net New Trips		106	407	517	392	178	573	5,295
Gross Trips		759	1,073	1,832	823	538	1,361	13,058
Internal Trips		(520)	(407)	(925)	(258)	(273)	(530)	(5,111)
Net Trips		239	666	907	565	265	831	7,947
Phase IV								
Low Density Residential	764 DU							
Trip Generation		146	430	576	484	280	764	7,275
Internal Trips ¹¹		(37)	(17)	(49)	(86)	(100)	(183)	(1,902)
Net New Trips		109	413	527	398	180	581	5,373
Community Park	14.1 Acres							
Trip Generation		2	0	2	2	0	2	28
Internal Trips ¹¹	100%	(2)	0	(2)	(2)	0	(2)	(28)
Net New Trips		0	0	0	0	0	0	0
Very Low Density Residential	132 DU							
Trip Generation		26	74	100	84	48	132	1,257
Internal Trips ¹¹		(7)	(3)	(9)	(15)	(17)	(32)	(329)
Net New Trips		19	71	91	69	31	100	928
Medium Density Residential	142 DU							
Trip Generation		11	52	63	50	24	74	826
Internal Trips ¹¹		(3)	(2)	(5)	(9)	(9)	(18)	(216)
Net New Trips		8	50	58	41	15	56	610
Gross Trips		185	556	741	620	352	972	9,386
Internal Trips		(49)	(21)	(65)	(111)	(125)	(234)	(2,475)
Net Trips		136	535	676	509	227	738	6,911

Table 4.16.E - La Entrada Specific Plan Trip Generation - Phases I-IV (Page 1 of 3)

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Total Gross Trips		2,166	3,388	5,554	3,740	2,801	6,541	68,176
Total Internal Trips		(1,216)	(909)	(2,125)	(1,092)	(1,166)	(2,258)	(24,124)
Total Net External Trips		950	2,479	3,429	2,648	1,636	4,284	44,052

DU = Dwelling Unit, TSF = Thousand Square Feet

¹ Rates based on Land Use 230 - "Residential Condominium/Townhouse" from ITE *Trip Generation*, 9th Edition.

² Daily Rates based on Land Use 411 - "City Park" from ITE *Trip Generation*, 9th Edition. The a.m. and p.m. peak hour rates are determined based on daily to peak hour splits included in the *San Diego Municipal Code Trips Generation Manual*, Revised May 2003.

³ Rates based on an average of Land Use 230 - "Residential Condominium/Townhouse" and Land Use 220 - "Apartment" from ITE *Trip Generation*, 9th Edition.

⁴ Trips based on Fitted Curve Equation from Land Use 820 - "Shopping Center" from ITE *Trip Generation*, 9th Edition.

ADT: $\ln(T) = 0.65 \ln(X) + 5.83$ AM Peak: $\ln(T) = 0.61 \ln(X) + 2.24$ PM Peak: $\ln(T) = 0.67 \ln(X) + 3.31$

⁵ Pass-by Rates based on Land Use 820 - "Shopping Center" from ITE *Trip Generation Handbook*, 3rd Edition.

⁶ Rates based on Land Use 710 - "General Office Building" from ITE *Trip Generation*, 9th Edition.

⁷ Rates based on Land Use 520 - "Elementary School" from ITE *Trip Generation*, 9th Edition.

⁸ Rates based on Land Use 210 - "Single-Family Detached Housing" from ITE *Trip Generation*, 9th Edition.

⁹ Rates based on Land Use 522 - "Middle School/Junior High School" from ITE *Trip Generation*, 9th Edition. Calculation assumes a floor area ratio (FAR) of 0.3.

¹⁰ Rates based on Land Use 417 - "Regional Park" from ITE *Trip Generation*, 9th Edition. No rate is provided for a.m. peak hour of adjacent street traffic.

The ratio between a.m. and p.m. peak hour of Generator is used to determine the a.m. peak hour of adjacent street traffic.

¹¹ Internal Trips : 100% of Community Commercial are internal trips. For all other retail and office, internal trip capture calculated based on "Select Zone Model" runs from the City of Coachella Traffic Model. Residential internal trip capture calculations are shown in Appendix C. Please note that school internal trips have not been considered as residential internal trips since they are mostly chain trips (drop-offs/pick-ups during the peak hours).

**Table 4.16.F - La Entrada Specific Plan Trip Generation
Existing Plus Project Build-out (Page 1 of 4)**

Land Use		Units	A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Rates/Unit									
Medium Density Residential ¹	DU		0.07	0.37	0.44	0.35	0.17	0.52	5.81
Community Park ²	Acres		0.04	0.04	0.08	0.04	0.04	0.08	1.89
High Density Residential ³	DU		0.09	0.39	0.48	0.38	0.19	0.57	6.23
	Apartment Trip Rate		0.10	0.41	0.51	0.40	0.22	0.62	6.65
Retail Commercial ⁴	TSF		Based on Fitted Curve Equation						
Office Commercial ⁶	TSF		1.37	0.19	1.56	0.25	1.24	1.49	11.03
Elementary School ⁷	Students		0.25	0.20	0.45	0.07	0.08	0.15	1.29
Very Low Density or Low Density Residential ⁸	DU		0.19	0.56	0.75	0.63	0.37	1.00	9.52
Middle School ⁹	Students		0.30	0.24	0.54	0.08	0.08	0.16	1.62
Regional Park ¹⁰	Acres		0.05	0.06	0.12	0.09	0.11	0.20	4.57
Phase I									
Medium Density Residential	1297 DU								
Trip Generation			104	477	581	461	225	686	7,598
Internal Trips ¹¹			(31)	(20)	(55)	(88)	(89)	(179)	(2,132)
Net New Trips			73	457	526	373	136	507	5,466
Community Park	38.4 Acres								
Trip Generation			7	1	8	7	1	8	76
Internal Trips ¹¹	100%		(7)	(1)	(8)	(7)	(1)	(8)	(76)
Net New Trips			0	0	0	0	0	0	0
High Density Residential	292 DU								
Trip Generation			26	113	139	110	57	167	1,820
Internal Trips ¹¹			(8)	(5)	(13)	(21)	(23)	(44)	(511)
Net New Trips			18	108	126	89	34	123	1,309
Retail-Commercial	100.0 TSF								
Trip Generation			95	61	156	288	312	599	6,791
Internal Trips ¹¹	100%		(95)	(61)	(156)	(288)	(312)	(599)	(6,791)
Net New Trips			0	0	0	0	0	0	0
Office-Commercial	10.0 TSF								
Trip Generation			14	2	16	3	12	15	111
Internal Trips ¹¹	18%		(3)	(0)	(3)	(1)	(2)	(3)	(20)
Net New Trips			11	2	13	2	10	12	91
Gross Trips			246	654	900	869	607	1,475	16,396
Internal Trips			(143)	(87)	(235)	(404)	(426)	(833)	(9,529)
Net Trips			103	567	665	465	180	642	6,867
Phase II									
High Density Residential	522 DU								
Trip Generation			47	202	249	197	101	298	3,253
Internal Trips ¹¹			(14)	(8)	(24)	(37)	(40)	(78)	(913)
Net New Trips			33	194	225	160	61	220	2,340
Retail-Commercial	300.0 TSF								
Trip Generation			242	155	397	751	814	1,565	17,596
Internal Trips ¹¹	21%		(51)	(33)	(83)	(158)	(171)	(329)	(3,695)
Net New Trips			191	122	314	594	643	1,237	13,901
Office-Commercial	60.0 TSF								
Trip Generation			83	11	94	16	74	90	662
Internal Trips ¹¹	21%		(17)	(2)	(20)	(3)	(16)	(19)	(139)
Net New Trips			66	9	74	13	58	71	523
Medium Density Residential	553 DU								
Trip Generation			43	202	245	194	94	288	3,215
Internal Trips ¹¹			(13)	(8)	(23)	(37)	(37)	(75)	(902)
Net New Trips			30	194	222	157	57	213	2,313

**Table 4.16.F - La Entrada Specific Plan Trip Generation
Existing Plus Project Build-out (Page 1 of 4)**

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Elementary School	1077 Students							
Trip Generation		267	218	485	80	82	162	1,390
Internal Trips ¹¹	82%	(219)	(178)	(397)	(65)	(67)	(133)	(1,138)
Net New Trips		48	40	88	15	15	29	252
Low Density Residential	191 DU							
Trip Generation		37	107	144	122	69	191	1,820
Internal Trips ¹¹		(11)	(4)	(14)	(23)	(27)	(50)	(511)
Net New Trips		26	103	130	99	42	141	1,309
Middle School	864 Students							
Trip Generation		257	210	467	68	71	139	1,400
Internal Trips ¹¹	82%	(210)	(172)	(382)	(56)	(58)	(114)	(1,145)
Net New Trips		47	38	85	12	13	25	255
Gross Trips		976	1,105	2,081	1,428	1,305	2,733	29,336
Internal Trips		(535)	(406)	(943)	(380)	(416)	(797)	(8,442)
Net Trips		442	699	1,139	1,049	889	1,936	20,894
Phase III								
Community Park	22.0 Acres							
Trip Generation		3	0	3	3	0	3	42
Internal Trips ¹¹	100%	(3)	0	(3)	(3)	0	(3)	(42)
Net New Trips		0	0	0	0	0	0	0
Medium Density Residential	490 DU							
Trip Generation		38	180	218	172	84	256	2,849
Internal Trips ¹¹		(11)	(7)	(21)	(33)	(33)	(67)	(799)
Net New Trips		27	173	197	139	51	189	2,050
Elementary School	2322 Students							
Trip Generation		576	470	1,046	172	177	349	2,997
Internal Trips ¹¹	82%	(471)	(384)	(855)	(141)	(145)	(285)	(2,450)
Net New Trips		105	86	191	31	32	64	547
Low Density Residential	753 DU							
Trip Generation		142	423	565	476	277	753	7,170
Internal Trips ¹¹		(42)	(18)	(54)	(91)	(109)	(197)	(2,012)
Net New Trips		100	405	511	385	168	556	5,158
Gross Trips		759	1,073	1,832	823	538	1,361	13,058
Internal Trips		(527)	(409)	(932)	(267)	(287)	(552)	(5,303)
Net Trips		232	664	900	556	251	809	7,755
Phase IV								
Low Density Residential	764 DU							
Trip Generation		146	430	576	484	280	764	7,275
Internal Trips ¹¹		(43)	(18)	(55)	(92)	(111)	(200)	(2,041)
Net New Trips		103	412	521	392	169	564	5,234
Community Park	14.1 Acres							
Trip Generation		2	0	2	2	0	2	28
Internal Trips ¹¹	100%	(2)	0	(2)	(2)	0	(2)	(28)
Net New Trips		0	0	0	0	0	0	0
Very Low Density Residential	132 DU							
Trip Generation		26	74	100	84	48	132	1,257
Internal Trips ¹¹		(8)	(3)	(9)	(16)	(19)	(34)	(353)
Net New Trips		18	71	91	68	29	98	904
Medium Density Residential	142 DU							
Trip Generation		11	52	63	50	24	74	826
Internal Trips ¹¹		(3)	(2)	(6)	(10)	(9)	(19)	(232)
Net New Trips		8	50	57	40	15	55	594
Gross Trips		185	556	741	620	352	972	9,386
Internal Trips		(56)	(23)	(72)	(120)	(139)	(255)	(2,653)
Net Trips		129	533	669	500	213	717	6,733

Table 4.16.F - La Entrada Specific Plan Trip Generation
Existing Plus Project Build-out (Page 1 of 4)

Land Use			A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Phase V									
V-A Freeway Mixed Use Zone									
Regional Park	176.6 Acres								
Trip Generation			11	11	22	17	20	37	808
Internal Trips ¹¹	9%		(1)	(1)	(2)	(2)	(2)	(3)	(73)
Net New Trips			10	10	20	15	18	34	735
High Density Residential	1456 DU								
Trip Generation			131	563	694	551	280	831	9,072
Internal Trips ¹¹			(39)	(23)	(66)	(105)	(111)	(217)	(2,545)
Net New Trips			92	540	628	446	169	614	6,527
Retail-Commercial	860.9 TSF								
Trip Generation			645	412	1,058	2,020	2,188	4,208	47,144
Internal Trips ¹¹	9%		(58)	(37)	(95)	(182)	(197)	(379)	(4,243)
Diverted Linked Trips	7%		0	0	0	(153)	(153)	(305)	(305)
Net New Trips			587	375	962	1,685	1,838	3,524	42,596
Office-Commercial	180.0 TSF								
Trip Generation			250	35	285	50	220	270	1,990
Internal Trips ¹¹	9%		(23)	(3)	(26)	(5)	(20)	(24)	(179)
Net New Trips			228	32	259	46	200	246	1,811
Medium Density Residential	136 DU								
Trip Generation			11	49	60	48	23	71	791
Internal Trips ¹¹			(3)	(2)	(6)	(9)	(9)	(19)	(222)
Net New Trips			8	47	54	39	14	52	569
V-B Residential Zone									
High Density Residential	282 DU								
Trip Generation			26	109	135	107	55	162	1,758
Internal Trips ¹¹			(8)	(5)	(13)	(20)	(22)	(42)	(493)
Net New Trips			18	104	122	87	33	120	1,265
Medium Density Residential	441 DU								
Trip Generation			34	161	195	154	76	230	2,563
Internal Trips ¹¹			(10)	(7)	(18)	(29)	(30)	(60)	(719)
Net New Trips			24	154	177	125	46	170	1,844
Community Park	11.8 Acres								
Trip Generation			3	0	3	3	0	3	24
Internal Trips ¹¹	100%		(3)	0	(3)	(3)	0	(3)	(24)
Net New Trips			0	0	0	0	0	0	0
Low Density Residential	347 DU								
Trip Generation			66	195	261	219	128	347	3,304
Internal Trips ¹¹			(20)	(8)	(25)	(42)	(51)	(91)	(927)
Net New Trips			46	187	236	177	77	256	2,377
Gross Trips			1,177	1,535	2,713	3,169	2,990	6,159	67,454
Internal Trips			(164)	(86)	(253)	(396)	(441)	(838)	(9,425)
Diverted Linked Trips			0	0	0	(153)	(153)	(305)	(305)
Net Trips			1,013	1,450	2,459	2,620	2,397	5,015	57,724
Total Gross Trips			3,344	4,923	8,267	6,909	5,791	12,700	135,630
Total Internal Trips			(1,425)	(1,011)	(2,436)	(1,566)	(1,709)	(3,275)	(35,353)
Total Diverted Linked Trips			0	0	0	(153)	(153)	(305)	(305)
Total Net External Trips			1,919	3,912	5,831	5,190	3,930	9,120	99,972

**Table 4.16.F - La Entrada Specific Plan Trip Generation
Existing Plus Project Build-out (Page 1 of 4)**

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	

DU = Dwelling Unit, TSF = Thousand Square Feet

¹ Rates based on Land Use 230 - "Residential Condominium/Townhouse" from ITE *Trip Generation*, 9th Edition.

² Daily Rates based on Land Use 411 - "City Park" from ITE *Trip Generation*, 9th Edition. The a.m. and p.m. peak hour rates are determined based on daily to peak hour splits included in the *San Diego Municipal Code Trips Generation Manual*, Revised May 2003.

³ Rates based on an average of Land Use 230 - "Residential Condominium/Townhouse" and Land Use 220 - "Apartment" from ITE *Trip Generation*, 9th Edition.

⁴ Trips based on Fitted Curve Equation from Land Use 820 - "Shopping Center" from ITE *Trip Generation*, 9th Edition.

ADT: $\ln(T) = 0.65 \ln(X) + 5.83$ AM Peak: $\ln(T) = 0.61 \ln(X) + 2.24$ PM Peak: $\ln(T) = 0.67 \ln(X) + 3.31$

⁵ Pass-by Rates based on Land Use 820 - "Shopping Center" from ITE *Trip Generation Handbook*, 3rd Edition.

⁶ Rates based on Land Use 710 - "General Office Building" from ITE *Trip Generation*, 9th Edition.

⁷ Rates based on Land Use 520 - "Elementary School" from ITE *Trip Generation*, 9th Edition.

⁸ Rates based on Land Use 210 - "Single-Family Detached Housing" from ITE *Trip Generation*, 9th Edition.

⁹ Rates based on Land Use 522 - "Middle School/Junior High School" from ITE *Trip Generation*, 9th Edition. Calculation assumes a floor area ratio (FAR) of 0.3.

¹⁰ Rates based on Land Use 417 - "Regional Park" from ITE *Trip Generation*, 9th Edition. No rate is provided for a.m. peak hour of adjacent street traffic.

The ratio between a.m. and p.m. peak hour of Generator is used to determine the a.m. peak hour of adjacent street traffic.

¹¹ Internal Trips : 100% of Community Commercial are internal trips. For all other retail and office, internal trip capture calculated based on "Select Zone Model" runs from the City of Coachella Traffic Model. Residential internal trip capture calculations are shown in Appendix C. Please note that school internal trips have not been considered as residential internal trips since they are mostly chain trips (drop-offs/pick-ups during the peak hours).

Table 4.16.G - La Entrada Specific Plan Trip Generation
Year 2035 with Project Build-out (Page 1 of 4)

Land Use		Units	A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Rates/Unit									
Medium Density Residential ¹	DU		0.07	0.37	0.44	0.35	0.17	0.52	5.81
Community Park ²	Acres		0.04	0.04	0.08	0.04	0.04	0.08	1.89
High Density Residential ³	DU		0.09	0.39	0.48	0.38	0.19	0.57	6.23
	Apartment Trip Rate		0.10	0.41	0.51	0.40	0.22	0.62	6.65
Retail Commercial ⁴	TSF		Based on Fitted Curve Equation						
Office Commercial ⁶	TSF		1.37	0.19	1.56	0.25	1.24	1.49	11.03
Elementary School ⁷	Students		0.25	0.20	0.45	0.07	0.08	0.15	1.29
Very Low Density or Low Density Residential ⁸	DU		0.19	0.56	0.75	0.63	0.37	1.00	9.52
Middle School ⁹	Students		0.30	0.24	0.54	0.08	0.08	0.16	1.62
Regional Park ¹⁰	Acres		0.05	0.06	0.12	0.09	0.11	0.20	4.57
Phase I									
Medium Density Residential	1297 DU								
Trip Generation			104	477	581	461	225	686	7,598
Internal Trips ¹¹			(31)	(20)	(55)	(88)	(89)	(179)	(2,132)
Net New Trips			73	457	526	373	136	507	5,466
Community Park	38.4 Acres								
Trip Generation			7	1	8	7	1	8	76
Internal Trips ¹¹	100%		(7)	(1)	(8)	(7)	(1)	(8)	(76)
Net New Trips			0	0	0	0	0	0	0
High Density Residential	292 DU								
Trip Generation			26	113	139	110	57	167	1,820
Internal Trips ¹¹			(8)	(5)	(13)	(21)	(23)	(44)	(511)
Net New Trips			18	108	126	89	34	123	1,309
Retail-Commercial	100.0 TSF								
Trip Generation			95	61	156	288	312	599	6,791
Internal Trips ¹¹	100%		(95)	(61)	(156)	(288)	(312)	(599)	(6,791)
Net New Trips			0	0	0	0	0	0	0
Office-Commercial	10.0 TSF								
Trip Generation			14	2	16	3	12	15	111
Internal Trips ¹¹	18%		(3)	(0)	(3)	(1)	(2)	(3)	(20)
Net New Trips			11	2	13	2	10	12	91
Gross Trips			246	654	900	869	607	1,475	16,396
Internal Trips			(143)	(87)	(235)	(404)	(426)	(833)	(9,529)
Net Trips			103	567	665	465	180	642	6,867
Phase II									
High Density Residential	522 DU								
Trip Generation			47	202	249	197	101	298	3,253
Internal Trips ¹¹			(14)	(8)	(24)	(37)	(40)	(78)	(913)
Net New Trips			33	194	225	160	61	220	2,340
Retail-Commercial	300.0 TSF								
Trip Generation			242	155	397	751	814	1,565	17,596
Internal Trips ¹¹	21%		(51)	(33)	(83)	(158)	(171)	(329)	(3,695)
Net New Trips			191	122	314	594	643	1,237	13,901
Office-Commercial	60.0 TSF								
Trip Generation			83	11	94	16	74	90	662
Internal Trips ¹¹	21%		(17)	(2)	(20)	(3)	(16)	(19)	(139)
Net New Trips			66	9	74	13	58	71	523
Medium Density Residential	553 DU								
Trip Generation			43	202	245	194	94	288	3,215
Internal Trips ¹¹			(13)	(8)	(23)	(37)	(37)	(75)	(902)
Net New Trips			30	194	222	157	57	213	2,313

**Table 4.16.G - La Entrada Specific Plan Trip Generation
Year 2035 with Project Build-out (Page 1 of 4)**

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Elementary School	1077 Students							
Trip Generation		267	218	485	80	82	162	1,390
Internal Trips ¹¹	82%	(219)	(178)	(397)	(65)	(67)	(133)	(1,138)
Net New Trips		48	40	88	15	15	29	252
Low Density Residential	191 DU							
Trip Generation		37	107	144	122	69	191	1,820
Internal Trips ¹¹		(11)	(4)	(14)	(23)	(27)	(50)	(511)
Net New Trips		26	103	130	99	42	141	1,309
Middle School	864 Students							
Trip Generation		257	210	467	68	71	139	1,400
Internal Trips ¹¹	82%	(210)	(172)	(382)	(56)	(58)	(114)	(1,145)
Net New Trips		47	38	85	12	13	25	255
Gross Trips		976	1,105	2,081	1,428	1,305	2,733	29,336
Internal Trips		(535)	(406)	(943)	(380)	(416)	(797)	(8,442)
Net Trips		442	699	1,139	1,049	889	1,936	20,894
Phase III								
Community Park	22.0 Acres							
Trip Generation		3	0	3	3	0	3	42
Internal Trips ¹¹	100%	(3)	0	(3)	(3)	0	(3)	(42)
Net New Trips		0	0	0	0	0	0	0
Medium Density Residential	490 DU							
Trip Generation		38	180	218	172	84	256	2,849
Internal Trips ¹¹		(11)	(7)	(21)	(33)	(33)	(67)	(799)
Net New Trips		27	173	197	139	51	189	2,050
Elementary School	2322 Students							
Trip Generation		576	470	1,046	172	177	349	2,997
Internal Trips ¹¹	82%	(471)	(384)	(855)	(141)	(145)	(285)	(2,450)
Net New Trips		105	86	191	31	32	64	547
Low Density Residential	753 DU							
Trip Generation		142	423	565	476	277	753	7,170
Internal Trips ¹¹		(42)	(18)	(54)	(91)	(109)	(197)	(2,012)
Net New Trips		100	405	511	385	168	556	5,158
Gross Trips		759	1,073	1,832	823	538	1,361	13,058
Internal Trips		(527)	(409)	(932)	(267)	(287)	(552)	(5,303)
Net Trips		232	664	900	556	251	809	7,755
Phase IV								
Low Density Residential	764 DU							
Trip Generation		146	430	576	484	280	764	7,275
Internal Trips ¹¹		(43)	(18)	(55)	(92)	(111)	(200)	(2,041)
Net New Trips		103	412	521	392	169	564	5,234
Community Park	14.1 Acres							
Trip Generation		2	0	2	2	0	2	28
Internal Trips ¹¹	100%	(2)	0	(2)	(2)	0	(2)	(28)
Net New Trips		0	0	0	0	0	0	0
Very Low Density Residential	132 DU							
Trip Generation		26	74	100	84	48	132	1,257
Internal Trips ¹¹		(8)	(3)	(9)	(16)	(19)	(34)	(353)
Net New Trips		18	71	91	68	29	98	904
Medium Density Residential	142 DU							
Trip Generation		11	52	63	50	24	74	826
Internal Trips ¹¹		(3)	(2)	(6)	(10)	(9)	(19)	(232)
Net New Trips		8	50	57	40	15	55	594
Gross Trips		185	556	741	620	352	972	9,386
Internal Trips		(56)	(23)	(72)	(120)	(139)	(255)	(2,653)
Net Trips		129	533	669	500	213	717	6,733

**Table 4.16.G - La Entrada Specific Plan Trip Generation
Year 2035 with Project Build-out (Page 1 of 4)**

Land Use			A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Phase V									
V-A Freeway Mixed Use Zone									
Regional Park	176.6 Acres								
	Trip Generation		11	11	22	17	20	37	808
	Internal Trips ¹¹	9%	(1)	(1)	(2)	(2)	(2)	(3)	(73)
	Net New Trips		10	10	20	15	18	34	735
High Density Residential	1456 DU								
	Trip Generation		131	563	694	551	280	831	9,072
	Internal Trips ¹¹		(39)	(23)	(66)	(105)	(111)	(217)	(2,545)
	Net New Trips		92	540	628	446	169	614	6,527
Retail-Commercial	860.9 TSF								
	Trip Generation		645	412	1,058	2,020	2,188	4,208	47,144
	Internal Trips ¹¹	9%	(58)	(37)	(95)	(182)	(197)	(379)	(4,243)
	Pass-by Trips ⁵	34%	0	0	0	(651)	(651)	(1,302)	(1,302)
	Diverted Linked Trips	26%	0	0	0	(329)	(329)	(657)	(657)
	Net New Trips		587	375	962	858	1,012	1,870	40,942
Office-Commercial	180.0 TSF								
	Trip Generation		250	35	285	50	220	270	1,990
	Internal Trips ¹¹	9%	(23)	(3)	(26)	(5)	(20)	(24)	(179)
	Net New Trips		228	32	259	46	200	246	1,811
Medium Density Residential	136 DU								
	Trip Generation		11	49	60	48	23	71	791
	Internal Trips ¹¹		(3)	(2)	(6)	(9)	(9)	(19)	(222)
	Net New Trips		8	47	54	39	14	52	569
V-B Residential Zone									
High Density Residential	282 DU								
	Trip Generation		26	109	135	107	55	162	1,758
	Internal Trips ¹¹		(8)	(5)	(13)	(20)	(22)	(42)	(493)
	Net New Trips		18	104	122	87	33	120	1,265
Medium Density Residential	441 DU								
	Trip Generation		34	161	195	154	76	230	2,563
	Internal Trips ¹¹		(10)	(7)	(18)	(29)	(30)	(60)	(719)
	Net New Trips		24	154	177	125	46	170	1,844
Community Park	11.8 Acres								
	Trip Generation		3	0	3	3	0	3	24
	Internal Trips ¹¹	100%	(3)	0	(3)	(3)	0	(3)	(24)
	Net New Trips		0	0	0	0	0	0	0
Low Density Residential	347 DU								
	Trip Generation		66	195	261	219	128	347	3,304
	Internal Trips ¹¹		(20)	(8)	(25)	(42)	(51)	(91)	(927)
	Net New Trips		46	187	236	177	77	256	2,377
Gross Trips			1,177	1,535	2,713	3,169	2,990	6,159	67,454
Internal Trips			(164)	(86)	(253)	(396)	(441)	(838)	(9,425)
Pass-By Trips			0	0	0	(651)	(651)	(1,302)	(1,302)
Diverted Linked Trips			0	0	0	(329)	(329)	(657)	(657)
Net Trips			1,013	1,450	2,459	1,793	1,570	3,362	56,070
Total Gross Trips			3,344	4,923	8,267	6,909	5,791	12,700	135,630
Total Internal Trips			(1,425)	(1,011)	(2,436)	(1,566)	(1,709)	(3,275)	(35,353)
Total Pass-By Trips			0	0	0	(651)	(651)	(1,302)	(1,302)
Total Diverted Linked Trips			0	0	0	(329)	(329)	(657)	(657)
Total Net External Trips			1,919	3,912	5,831	4,363	3,103	7,466	98,319

**Table 4.16.G - La Entrada Specific Plan Trip Generation
Year 2035 with Project Build-out (Page 1 of 4)**

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	

DU = Dwelling Unit, TSF = Thousand Square Feet

¹ Rates based on Land Use 230 - "Residential Condominium/Townhouse" from ITE *Trip Generation*, 9th Edition.

² Daily Rates based on Land Use 411 - "City Park" from ITE *Trip Generation*, 9th Edition. The a.m. and p.m. peak hour rates are determined based on daily to peak hour splits included in the *San Diego Municipal Code Trips Generation Manual*, Revised May 2003.

³ Rates based on an average of Land Use 230 - "Residential Condominium/Townhouse" and Land Use 220 - "Apartment" from ITE *Trip Generation*, 9th Edition.

⁴ Trips based on Fitted Curve Equation from Land Use 820 - "Shopping Center" from ITE *Trip Generation*, 9th Edition.

ADT: $\ln(T) = 0.65 \ln(X) + 5.83$ AM Peak: $\ln(T) = 0.61 \ln(X) + 2.24$ PM Peak: $\ln(T) = 0.67 \ln(X) + 3.31$

⁵ Pass-by Rates based on Land Use 820 - "Shopping Center" from ITE *Trip Generation Handbook*, 3rd Edition.

⁶ Rates based on Land Use 710 - "General Office Building" from ITE *Trip Generation*, 9th Edition.

⁷ Rates based on Land Use 520 - "Elementary School" from ITE *Trip Generation*, 9th Edition.

⁸ Rates based on Land Use 210 - "Single-Family Detached Housing" from ITE *Trip Generation*, 9th Edition.

⁹ Rates based on Land Use 522 - "Middle School/Junior High School" from ITE *Trip Generation*, 9th Edition. Calculation assumes a floor area ratio (FAR) of 0.3.

¹⁰ Rates based on Land Use 417 - "Regional Park" from ITE *Trip Generation*, 9th Edition. No rate is provided for a.m. peak hour of adjacent street traffic.

The ratio between a.m. and p.m. peak hour of Generator is used to determine the a.m. peak hour of adjacent street traffic.

¹¹ Internal Trips : 100% of Community Commercial are internal trips. For all other retail and office, internal trip capture calculated based on "Select Zone Model" runs from the City of Coachella Traffic Model. Residential internal trip capture calculations are shown in Appendix C. Please note that school internal trips have not been considered as residential internal trips since they are mostly chain trips (drop-offs/pick-ups during the peak hours).

Table 4.16.H - Existing Intersection Levels of Service (Page 1 of 2)

Intersection	Control	Control	Without Project					
			AM Peak Hour			PM Peak Hour		
			V/C	Delay	LOS	V/C	Delay	LOS
1 . Jackson Street/Highway 111	Caltrans	Signal	0.51	32.9	C	0.53	33.5	C
2 . Jackson Street/Avenue 48	Indio	Signal	0.34	32.3	C	0.53	33.5	C
3 . Jackson Street/50th Avenue	Indio	AWSC	0.93	31.1	D	0.86	25.1	D
4 . Jackson Street/52nd Avenue	Indio/County of Riverside	AWSC	0.40	12.9	B	F 0.43	11.8	B
5 . Golf Center Drive-Lorraine Street/Highway 111	Caltrans	Signal	0.50	28.0	C	0.47	27.6	C
6 . Golf Center Parkway/Avenue 45	Indio	Signal	0.28	29.5	C	0.31	28.6	C
7 . Calhoun Street/Avenue 48	Indio/Coachella	Signal	0.22	23.7	C	0.27	24.2	C
8 . Calhoun Street/50th Avenue	Coachella	AWSC	0.86	25.2	D	0.77	20.3	C
9 . Calhoun Street/52nd Avenue	County of Riverside	AWSC	0.85	21.0	C	0.42	10.8	B
10 . Golf Center Parkway-Indio Center Drive/Avenue 44	Indio	Signal	0.21	22.1	C	0.23	22.2	C
11 . Golf Center Parkway/Indio Springs Drive-Vista Del Norte	Indio	Signal	0.14	13.1	B	0.29	17.4	B
12 . Golf Center Parkway/I-10 Westbound Ramps	Caltrans	Signal	0.38	18.2	B	0.37	16.8	B
13 . Golf Center Parkway/I-10 Eastbound Ramps	Caltrans	Signal	0.29	19.7	B	0.37	20.3	C
14 . Van Buren Street/Avenue 48	Indio/Coachella	AWSC	0.83	25.7	D	F 1.17	62.6	F *
15 . Van Buren Street/50th Avenue	Coachella	Signal	0.42	29.9	C	0.41	27.8	C
16 . Van Buren Street/Avenue 52	Coachella/County of Riverside	AWSC	1.21	99.4	F	* 0.58	14.2	B
17 . Interstate 10 Business Loop-Dillon Road/Avenue 48	Indio/Coachella	Signal	0.32	22.3	C	0.29	23.7	C
18 . Highway 111/Avenue 48	Coachella/Caltrans	Signal	0.22	13.4	B	0.37	17.6	B
19 . Dillon Road/Cabazon Road - 48th Avenue	Coachella	Signal	0.16	21.6	C	0.19	22.7	C
20 . Highway 111/Avenue 49	Coachella/Caltrans	Signal	0.40	19.2	B	0.47	12.4	B
21 . Dillon Road/Harrison Street-Avenue 47	Coachella	Signal	0.20	21.8	C	0.33	25.1	C
22 . Dillon Road/SR-86 Northbound Ramps	Caltrans	Signal	0.32	24.7	C	0.28	23.0	C
23 . Dillon Road/SR-86 Southbound Ramps	Caltrans	Signal	0.34	18.6	B	0.30	21.6	C
24 . Harrison Street/Highway 111	Coachella/Caltrans	Signal	0.40	20.6	C	F 0.53	18.8	B
25 . Harrison Street/Avenue 50	Coachella	Signal	0.47	30.6	C	0.60	32.3	C
26 . Leoco Lane/Avenue 50	Coachella	Signal	0.20	13.9	B	0.22	15.9	B
27 . Highway 111/Leoco Lane	Coachella/Caltrans	TWSC	-	11.4	B	-	13.4	B
28 . Harrison Street/52nd Avenue	Coachella	Signal	0.47	33.6	C	0.54	33.4	C
29 . Harrison Street/54th Avenue	Coachella/County of Riverside	Signal	0.35	23.5	C	0.34	23.4	C
30 . Harrison Street/Airport Boulevard	Coachella/County of Riverside	Signal	0.36	24.6	C	0.30	22.8	C
31 . Dillon Road/Vista Del Norte	Coachella	TWSC	-	18.9	C	-	20.9	C
32 . Dillon Road/I-10 Westbound Ramps	Caltrans	TWSC	-	12.2	B	-	14.5	B
33 . Dillon Road/I-10 Eastbound Ramps	Caltrans	TWSC	-	13.1	B	-	15.6	C
34 . Dillon Road/Vista Del Sur	Coachella	TWSC	-	9.6	A	-	9.3	A
35 . Dillon Road/Fargo Canyon Road	County of Riverside	TWSC	-	10.2	B	F -	9.5	A
36 . Dillon Road/Avenue 44	Indio/Coachella	TWSC	-	10.9	B	-	9.8	A
37 . Dillon Road/Tyler Street	Coachella	TWSC	Future Intersection			Future Intersection		
38 . Tyler Street/Vista Del Norte	Coachella	TWSC	-	8.7	A	-	8.7	A
39 . 50th Avenue/Tyler Street	Coachella	TWSC	-	8.6	A	-	8.6	A
40 . SR-86/Tyler Street	Caltrans	Signal	1.02	89.2	F	* 0.90	51.8	D
42 . Apache Trail-Tyler Street/Avenue 50	Coachella	AWSC	0.37	9.6	A	0.26	9.0	A
43 . Highway 111/52nd Avenue	Coachella/Caltrans	Signal	0.40	31.6	C	0.41	28.9	C
44 . Tyler Street/52nd Avenue	Coachella	TWSC	-	34.6	D	-	17.9	C
45 . Tyler Street/54th Avenue	Coachella/County of Riverside	AWSC	0.17	7.9	A	F 0.13	7.9	A
46 . Tyler Street/Airport Boulevard	County of Riverside	TWSC	-	12.5	B	-	11.2	B
47 . Highway 111/54th Avenue	Coachella/Caltrans	TWSC	-	16.4	C	-	19.3	C
48 . Polk Street/50th Avenue	Coachella	TWSC	-	8.7	A	-	8.9	A
49 . Polk Street/52nd Avenue	Coachella	TWSC	-	8.7	A	-	8.6	A
50 . SR-86/52nd Avenue	Caltrans	Signal	1.01	73.1	F	* 0.98	70.2	E *
52 . Polk Street/54th Avenue	Coachella	AWSC	0.05	7.7	A	0.09	7.4	A

Table 4.16.H - Existing Intersection Levels of Service (Page 2 of 2)

Intersection	Control	Control	Without Project					
			AM Peak Hour			PM Peak Hour		
			V/C	Delay	LOS	V/C	Delay	LOS
53 . SR-86/54th Avenue	Caltrans	AWSC	<i>Future Intersection</i>			<i>Future Intersection</i>		
55 . Polk Street/Airport Boulevard	County of Riverside	TWSC	-	11.7	B	-	11.0	B
56 . Highway 111/Airport Boulevard	Caltrans	Signal	0.36	23.6	C	0.36	23.1	C
57 . Polk Street/62nd Avenue	County of Riverside	TWSC	-	10.0	A	-	9.2	A
58 . Fillmore Street/Vista Del Sur	Coachella	TWSC	<i>Future Intersection</i>			<i>Future Intersection</i>		
59 . Fillmore Street/50th Avenue	Coachella	TWSC	-	8.7	A	-	8.7	A
60 . Fillmore Street/52nd Avenue	Coachella/County of Riverside	TWSC	-	9.5	A	-	9.5	A
61 . Fillmore Street/53rd Avenue	County of Riverside	TWSC	-	8.5	A	-	8.9	A
62 . SR-86 Southbound Ramps/Airport Boulevard	Caltrans	Signal	0.24	27.5	C	0.20	25.6	C
63 . SR-86 Northbound Ramps/Airport Boulevard	Caltrans	Signal	0.14	14.0	B	0.21	11.9	B
64 . Fillmore Street/Airport Boulevard	Coachella/County of Riverside	TWSC	-	10.2	B	-	10.5	B
65 . Fillmore Street/62nd Avenue	County of Riverside	AWSC	0.08	7.2	A	0.07	7.3	A
66 . Avenue 50/Vista Del Norte	Coachella	TWSC	<i>Future Intersection</i>			<i>Future Intersection</i>		
67 . Avenue 50/I-10 Westbound Ramps	Caltrans	Signal	<i>Future Intersection</i>			<i>Future Intersection</i>		
68 . Avenue 50/I-10 Eastbound Ramps	Caltrans	Signal	<i>Future Intersection</i>			<i>Future Intersection</i>		
69 . Avenue 50/52nd Avenue - Street A	Coachella	TWSC	<i>Future Intersection</i>			<i>Future Intersection</i>		
70 . Avenue 50/Street C	Coachella	TWSC	<i>Future Intersection</i>			<i>Future Intersection</i>		
71 . Pierce Street/52nd Avenue	Coachella/County of Riverside	TWSC	<i>Future Intersection</i>			<i>Future Intersection</i>		
72 . Pierce Street/53rd Avenue	County of Riverside	TWSC	-	8.3	A	-	8.3	A
73 . Pierce Street/54th Avenue	County of Riverside	TWSC	-	8.6	A	-	8.3	A
74 . Pierce Street/Airport Boulevard	County of Riverside	TWSC	-	8.7	A	-	9.3	A
75 . Pierce Street/62nd Avenue	County of Riverside	AWSC	0.04	7.0	A	0.11	7.5	A
76 . Highway 111/62nd Avenue	Caltrans	TWSC	-	12.7	B	-	22.0	C
77 . SR-86/62nd Avenue	Caltrans	Signal	0.64	34.2	C	0.64	35.1	D
79 . Buchanan Street/62nd Avenue	County of Riverside	TWSC	-	13.2	B	-	11.9	B
80 . Monroe Street/I-10 Westbound Ramps	Caltrans	Signal	0.69	21.9	C	0.54	22.5	C
81 . Monroe Street/I-10 Eastbound Ramps	Caltrans	Signal	0.84	26.5	C	0.80	25.9	C
82 . Jackson Street/I-10 Westbound Ramps	Caltrans	Signal	0.51	14.8	B	0.58	16.0	B
83 . Jackson Street/I-10 Eastbound Ramps	Caltrans	Signal	0.59	22.3	C	0.68	20.3	C

Notes:

TWSC = Two-Way Stop Control

V/C = Volume/capacity ratio

Delay = Average control delay in seconds. At TWSC intersections, worst-case approach is reported.

LOS = Level of Service, * = Exceeds LOS Standard

Table 4.16.I - Existing (Without Avenue 50 Interchange) I-10 Freeway Mainline Levels of Service

	Type	Mainline Lanes	Without Project							
			AM Peak Hour				PM Peak Hour			
			PCE Vol.	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	PCE Vol.	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴
Interstate 10 Eastbound										
1 . West of Monroe Monroe Street	Basic	3	4,119	67.0	21.6	C	4,557	67.0	24.0	C
2 . Between Monroe Ramps	Basic	3	3,698	67.0	19.4	C	4,020	67.0	21.0	C
3 . Between Monroe Street and Jackson Street	Basic	3	3,925	67.0	20.6	C	4,212	67.0	22.1	C
4 . Between Jackson Street Ramps	Basic	3	3,568	67.0	18.7	C	3,943	67.0	20.7	C
5 . Between Jackson Street and Golf Center Parkway	Basic	3	3,746	67.0	19.7	C	4,217	67.0	22.1	C
6 . Between Golf Center Parkway Ramps	Basic	3	3,454	67.0	18.1	C	3,845	67.0	20.1	C
7 . Between Golf Center Parkway and SR-86S	Type B Weave	4	3,583	60.1	15.7	B	3,982	61.4	17.1	B
8 . Between SR-86S and Dillion Road	Basic	2	2,253	65.5	18.1	C	2,754	65.5	22.1	C
9 . Between Dillion Road Ramps	Basic	2	2,038	65.5	16.4	B	2,415	65.5	19.4	C
10 . Between Dillion Road and Avenue 50	Basic	2	2,254	65.5	18.1	C	2,654	65.5	21.3	C
11 . Between Avenue 50 Ramps	Future	2	2,254	Does Not Exist			2,654	Does Not Exist		
12 . Between Avenue 50 On-Ramps	Future	2	2,254	Does Not Exist			2,654	Does Not Exist		
13 . East of Avenue 50	Future	2	2,254	Does Not Exist			2,654	Does Not Exist		
Interstate 10 Westbound										
14 . West of Monroe Monroe Street	Basic	3	4,509	66.8	23.7	C	3,413	67.0	17.9	B
15 . Between Monroe Street Ramps	Basic	3	3,654	67.0	19.1	C	3,075	67.0	16.1	B
16 . Between Monroe Street and Jackson Street	Basic	3	3,873	67.0	20.3	C	3,299	67.0	17.3	B
17 . Between Jackson Street Ramps	Basic	3	3,309	67.0	17.3	B	3,069	67.0	16.1	B
18 . Between Jackson Street and Golf Center Parkway	Basic	3	3,445	67.0	18.0	C	3,376	67.0	17.7	B
19 . Between Golf Center On-Ramp and Lane Drop	Basic	3	3,031	67.0	15.9	B	2,898	67.0	15.2	B
20 . Between Lane Drop and Golf Center Pkwy Off-Rmp	Basic	4	3,031	68.5	11.6	B	2,898	68.5	11.1	B
21 . Between Golf Center Parkway and SR-86S	2 Lane Addition	4	3,144	68.5	12.1	B	3,056	68.5	11.7	B
22 . Between SR-86S and Dillion Road	Basic	2	1,980	65.5	15.9	B	1,733	65.5	13.9	B
23 . Between Dillion Road Ramps	Basic	2	1,717	65.5	13.8	B	1,521	65.5	12.2	B
24 . Between Dillion Road and Avenue 50	Basic	2	1,893	65.5	15.2	B	1,784	65.5	14.3	B
25 . Between Avenue 50 On-Ramps	Future	2	1,893	Does Not Exist			1,784	Does Not Exist		
26 . Between Avenue 50 Ramps	Future	2	1,893	Does Not Exist			1,784	Does Not Exist		
27 . East of Avenue 50	Future	2	1,893	Does Not Exist			1,784	Does Not Exist		

Notes:

¹ PCE = passenger car equivalent² m/hr = miles per hour³ pc/m/ln = passenger cars per mile per lane⁴ LOS = Level of Service

Table 4.16.J - Existing (Without Avenue 50 Interchange) SR-86 Freeway Mainline Levels of Service

	Type	Mainline Lanes	Without Project							
			AM Peak Hour				PM.Peak Hour			
			PCE Vol.	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	PCE Vol.	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴
<u>State Route 86 Northbound</u>										
1 . Between I-10 and Dillon Road	Basic	2	1164	65.5	9.4	A	1323	65.5	10.6	A
2 . Between Dillon Road Ramps	Basic	2	981	65.5	7.9	A	1090	65.5	8.8	A
3 . Between Dillion Road and 50th Avenue	Basic	2	1189	65.5	9.6	A	1256	65.5	10.1	A
4 . Between 50th Avenue and 52nd Avenue	Basic	2	944	68.5	3.6	A	1143	68.5	4.4	A
5 . Between 52nd Avenue and 54th Avenue	Basic	2	787	65.5	6.3	A	1034	65.5	8.3	A
6 . Between 54th Avenue and Airport Boulevard	Basic	2	787	65.5	5.5	A	1034	65.5	8.3	A
7 . Between Airport Avenue Ramps	Basic	2	690	65.5	5.5	A	895	65.5	7.2	A
8 . Between Airport Avenue and 62nd Avenue	Basic	2	731	65.5	5.9	A	932	65.5	7.5	A
9 . South of 62nd Avenue	Basic	2	505	65.5	4.1	A	692	65.5	5.6	A
<u>State Route 86 Southbound</u>										
10 . Between I-10 and Dillon Road	Basic	2	1330	65.5	10.7	A	1228	65.5	9.9	A
11 . Between Dillon Road Ramps	Basic	2	1188	65.5	9.5	A	1013	65.5	8.1	A
12 . Between Dillion Road and 50th Avenue	Basic	2	1333	65.5	10.7	A	1197	65.5	9.6	A
13 . Between 50th Avenue and 52nd Avenue	Basic	2	1156	65.5	9.3	A	969	65.5	7.8	A
14 . Between 52nd Avenue and 54th Avenue	Basic	2	1005	65.5	8.1	A	884	65.5	7.1	A
15 . Between 54th Avenue and Airport Boulevard	Basic	2	1005	65.5	8.1	A	884	65.5	7.1	A
16 . Between Airport Avenue Ramps	Basic	2	837	65.5	6.7	A	788	65.5	6.3	A
17 . Between Airport Avenue and 62nd Avenue	Basic	2	876	65.5	7.0	A	829	65.5	6.7	A
18 . South of 62nd Avenue	Basic	2	655	65.5	5.3	A	629	65.5	5.1	A

Notes:¹ PCE = passenger car equivalent² m/hr = miles per hour³ pc/m/ln = passenger cars per mile per lane⁴ LOS = Level of Service

Table 4.16.K - Existing (Without Avenue 50 Interchange) I-10 Freeway Merge/Diverge Levels of Service

Ramp	Type	Mixed Flow	Without Project									
			AM Peak Hour					PM Peak Hour				
			Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴
Interstate 10 Eastbound												
1 . Monroe Street Off-Ramp	1 Lane Off	3	4,119	421	56.9	27.3	C	4,557	537	56.6	29.6	D
2 . Monroe Street On-Ramp	1 Lane On	3	3,698	227	61.0	21.7	C	4,020	192	60.0	23.0	C
3 . Jackson Street Off-Ramp	1 Lane Off	3	3,925	357	57.1	26.6	C	4,212	269	57.3	27.9	C
4 . Jackson Street On-Ramp	1 Lane On	3	3,568	178	61.0	20.0	C	3,943	274	61.0	22.6	C
5 . Golf Center Parkway Off-Ramp	1 Lane Off	3	3,746	292	57.2	25.4	C	4,217	372	57.0	27.9	C
6 . Golf Center Parkway On-Ramp	Type B Weave	4	3,454	129	60.1	15.7	B	3,845	137	61.4	17.1	B
7 . SR-86S Off -Ramp	Type B Weave	4	3,583	1,330	60.1	15.7	B	3,982	1,228	61.4	17.1	B
8 . Dillion Road Off-Ramp	1 Lane Off	2	2,253	215	57.4	23.5	C	2,754	339	57.1	28.0	D
9 . Dillion Road On-Ramp	1 Lane On	2	2,038	216	61.0	20.1	C	2,415	239	60.0	23.4	C
10 . Avenue 50 Off-Ramp	Future	2	2,254	Does Not Exist				2,654	Does Not Exist			
11 . Avenue 50 Loop On-Ramp	Future	2	2,254	Does Not Exist				2,654	Does Not Exist			
12 . Avenue 50 Slip On-Ramp	Future	2	2,254	Does Not Exist				2,654	Does Not Exist			
Interstate 10 Westbound												
13 . Monroe Street On-Ramp	1 lane On	3	3,654	855	60.0	26.1	C	3,075	338	61.0	19.3	B
14 . Monroe Street Off-Ramp	1 Lane Off	3	3,873	219	57.4	27.3	C	3,299	224	57.4	23.3	C
15 . Jackson Street On-Ramp	1 Lane On	3	3,309	564	61.0	20.8	C	3,069	230	62.0	17.1	B
16 . Jackson Street Off-Ramp	1 Land Off	3	3,445	136	57.7	25.7	C	3,376	307	57.2	26.4	C
17 . Golf Center Parkway On-Ramp	1 Lane On	3	3,031	414	61.0	20.3	C	2,898	478	61.0	20.5	C
18 . Golf Center Parkway Off-Ramp	1 Lane Off	4	3,144	113	55.9	15.4	B	3,056	158	55.8	15.3	B
19 . SR-86S On-Ramp	2 Lane Addition ⁵	2	1,980	1,164	68.5	12.1	B	1,733	1,323	61.0	16.6	B
20 . Dillion Road On-Ramp	1 Lane On	2	1,717	263	61.0	18.6	B	1,521	212	61.0	16.6	B
21 . Dillion Road Off-Ramp	1 Lane Off	2	1,893	176	57.5	19.5	B	1,784	263	57.3	18.6	B
22 . Avenue 50 Slip On-Ramp	Future	2	1,893	Does Not Exist				1,784	Does Not Exist			
23 . Avenue 50 Loop On-Ramp	Future	2	1,893	Does Not Exist				1,784	Does Not Exist			
24 . Avenue 50 Off-Ramp	Future	2	1,893	Does Not Exist				1,784	Does Not Exist			

Notes:¹ PCE = passenger car equivalent² m/hr = miles per hour³ pc/m/ln = passenger cars per mile per lane⁴ LOS = Level of Service⁵ As stated in the HCM 2000, when a two-lane off-ramp results in a lane drop, it should be treated as a basic segment.

Table 4.16.L - Existing (Without Avenue 50 Interchange) SR-86 Freeway Merge/Diverge Levels of Service

Ramp	Type	Mixed Flow	Without Project									
			AM Peak Hour					PM Peak Hour				
			Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴
<u>State Route 86 Northbound</u>												
1 . Dillon Road On-Ramp	1 Land On	2	981	183	61.8	11.3	B	1090	233	61.7	12.6	B
2 . Dillon Road Off-Ramp	1 Off	2	1189	208	57.5	13.1	B	1256	166	57.6	13.1	B
3 . Airport Avenue On-Ramp	1 Lane On	2	690	97	62.0	7.9	A	895	139	61.9	9.9	A
4 . Airport Avenue Off-Ramp	1 Lane Off	2	731	41	57.9	9.2	A	932	37	57.9	11.0	B
<u>State Route 86 Southbound</u>												
5 . Dillon Road Off-Ramp	1 Land Off	2	1330	142	57.6	15.3	B	1228	215	57.4	14.4	B
6 . Dillon Road On-Ramp	1 Lane On	2	1188	145	61.8	12.4	B	1013	184	61.9	11.3	B
7 . Airport Avenue Off-Ramp	1 Lane Off	2	1005	168	57.6	12.0	B	884	96	57.8	10.9	B
8 . Airport Avenue Hook On-Ramp	1 Lane On	2	837	39	62.5	7.0	A	788	41	62.5	6.6	A

Notes:¹ PCE = passenger car equivalent² m/hr = miles per hour³ pc/m/ln = passenger cars per mile per lane⁴ LOS = Level of Service

Table 4.16.M: General Plan Consistency

Goals, Policies, and Objectives	Project Consistency
Goal: The City shall provide a network of streets including major arterial, arterial, collector and local streets that adequately serves the projected traffic volumes.	Consistent. The proposed project would further the intent of this goal. The project proposes a series of customized project roadways that incorporate travel spaces for automobiles, pedestrians, NEVs and bicycles. Street widths are adequate to handle projected traffic volumes that would be generated by implementation of the proposed project.
Objective: The designation of street categories shall be adequate to serve land uses and the projected traffic volumes.	Consistent. See analysis above.
Policy: Commercial and employment centers will be linked by a street system designed to provide the level of service required.	Consistent. The proposed project would directly implement this policy. The project proposes a mixture of uses in three Mixed Use nodes within each village of the Specific Plan. The Street system has been created to foster access and mobility within the Specific Plan area and with the rest of the City of Coachella, particularly through the connection and extensions of Avenue 50 and 52.
Policy: New developments will be required to dedicate the land and make the improvements to provide for the construction of the ultimate roadway system.	Consistent. The proposed project would directly implement this policy. Approximately 99.9 acres are being dedicated for roadway areas to foster multimodal access and mobility throughout the Specific Plan area and throughout the City of Coachella.
Objective: The City shall reserve public right-of-way and require improvements in appropriate locations to adequately serve the proposed land use pattern.	Consistent. See Analysis above.
Policy: The City shall establish intersection Level of Service "D" as the minimum acceptable Level of Service. No development project shall be approved which will increase the traffic on City intersections to a level worse than a Level of Service "D" during the A.M. or P.M. peak hour without adequate mitigation. The City may approve alternatives to this policy based upon detailed review and consideration of other factors. The methodology used to determine the traffic impacts of new development shall be generally consistent with those described in the Model Traffic Impact Analysis Guidelines of the Riverside County Congestion Management Plan (CMP).	Consistent: The proposed project would directly implement this policy. Mitigation required by the project's EIR traffic analysis would require that the proposed roadway system would result in Level of Service "D" or better at all roadway segments and intersections.
Policy: The City shall establish street Level of Service "D" as the minimum acceptable Level of Service. No development project shall be approved which will increase the traffic on City streets to a level worse than a Level of Service "D" during the A.M. or P.M. peak hour without adequate mitigation.	Consistent. See Analysis above.

Table 4.16.M: General Plan Consistency

Goals, Policies, and Objectives	Project Consistency
The City may approve alternatives to this policy based upon detailed review and consideration of other factors. The methodology used to determine the traffic impacts of new development shall be generally consistent with those described in the Model Traffic Impact Analysis Guidelines of the Riverside County Congestion Management Plan (CMP).	
Objective: The General Plan shall ensure the creation of an attractive streetscape that will further enhance the identity and character of Coachella.	Consistent: The La proposed project would further implement the intent of this objective. The proposed project features master streetscape palettes that would provide attractive streetscapes along project roadways, in substantial conformance with the City's Street Median Development Guidelines.
Goal: The City shall ensure that safe, available, convenient, inviting and efficient public transportation is provided to the residents of the City of Coachella.	Consistent: The proposed project would directly meet this goal. Project-Specific Modified Versions of the Major Arterial, Primary Arterial, Collector, Local Street, and NEV and bicycle lanes are proposed to foster convenient and safe travel throughout the Specific Plan area.
Objective: The City shall require the dedication of public right-of-way and improvements to provide appropriate public transportation facilities.	Consistent: The proposed project would further the intent of this objective. Public right of way is being dedicated for the Specific Plan area and it is anticipated that coordination with Sun Line Transit Agency would result in public transportation facilities along project streets.
Policy: New industrial, commercial and residential development should be designed and developed to promote alternative forms of travel through the use of bike routes, park and ride facilities, bus stops and other alternative travel facilities.	Consistent: The proposed project would directly implement this policy. The commercial and residential development proposed in the Specific Plan would be connected by a street network that fosters automobile, pedestrian, bicycle, and potential NEV connectivity throughout the Specific Plan area.
Goal: The City shall provide a well-designed circulation system that includes bike routes, equestrian trails and pedestrian ways.	Consistent: The proposed project would directly implement this goal. See analysis above.
Objective: The siting of future development shall carefully consider locations that can most readily accommodate and support alternative modes of transit other than the automobile.	Consistent: The proposed project would directly implement this objective. See analyses above.
Policy: Open space, parks, recreational areas, schools and community facilities shall be required to be connected by bike routes and pedestrian facilities. New residential developments shall be required to identify routes to the facilities that will serve their development and may be required to dedicate public right-of-way and improve segments that link their development to existing facilities.	Consistent: The proposed project would directly implement this policy. All development areas and open space, park and recreational areas would be connected by a street network that features bicycle routes, pedestrian walks, and NEV routes.

Table 4.16.M: General Plan Consistency

Goals, Policies, and Objectives	Project Consistency
Policy: The General Plan shall promote the use of bike routes, pedestrian ways and equestrian trails for transportation and recreation.	Consistent: Adoption of the proposed project would further the intent of this policy. The proposed project features a network of streets that include bike routes and trails. By allowing the proposed project to be incorporated into the General Plan, pedestrian and bicycle routes would be added to the Specific Plan area and to the City of Coachella.
Policy: Encourage bicycling and walking as alternative modes of transportation to reduce fuel consumption, traffic congestion and air pollution.	Consistent: The proposed project would directly implement this policy. Bicycle and pedestrian routes are included within the Specific Plan Circulation network, which results in reduced traffic congestion and reduced air pollution.
Objective: Coordinate the planning and improvement of streets to achieve maximum safety for the traveling public.	Consistent: The proposed project would further implement this objective. The Circulation system includes a pattern for a well-planned hierarchy of streets created to achieve a balance between automobile and non-automobile transportation while including the multimodal transportation types in a design that minimizes potential transportation hazards.

Table 4.16.N - Existing plus Phases I-IV (without Avenue 50 interchange) Intersection Levels of Service (Page 1 of 3)

Intersection	Jurisdiction	Control	Without Project						Plus Project					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
1 . Jackson Street/Highway 111	Caltrans	Signal	0.51	32.9	C	0.53	33.5	C	0.51	33.0	C	0.54	33.5	C
2 . Jackson Street/Avenue 48	Indio	Signal	0.34	32.3	C	0.53	33.5	C	0.40	31.6	C	0.59	32.7	C
3 . Jackson Street/50th Avenue	Indio	AWSC	0.93	31.1	D	0.86	25.1	D	1.13	50.9	F *	1.06	41.6	F *
4 . Jackson Street/52nd Avenue	Indio/County of Riverside	AWSC	0.40	12.9	B	0.43	11.8	B	0.52	15.3	C	0.72	16.0	C
5 . Golf Center Drive-Lorraine Street/Highway 111	Caltrans	Signal	0.50	28.0	C	0.47	27.6	C	0.52	28.3	C	0.48	28.0	C
6 . Golf Center Parkway/Avenue 45	Indio	Signal	0.28	29.5	C	0.31	28.6	C	0.31	29.7	C	0.37	30.1	C
7 . Calhoun Street/Avenue 48	Indio/Coachella	Signal	0.22	23.7	C	0.27	24.2	C	0.26	22.7	C	0.30	22.3	C
8 . Calhoun Street/50th Avenue	Coachella	AWSC	0.86	25.2	D	0.77	20.3	C	1.08	44.1	F *	1.00	36.8	F *
9 . Calhoun Street/52nd Avenue	County of Riverside	AWSC	0.85	21.0	C	0.42	10.8	B	1.11	53.5	F *	0.66	14.9	B
10 . Golf Center Parkway-Indio Center Drive/Avenue 44	Indio	Signal	0.21	22.1	C	0.23	22.2	C	0.21	22.5	C	0.23	22.3	C
11 . Golf Center Parkway/Indio Springs Drive-Vista Del Norte	Indio	Signal	0.14	13.1	B	0.29	17.4	B	0.15	12.8	B	0.29	17.2	B
12 . Golf Center Parkway/I-10 Westbound Ramps	Caltrans	Signal	0.38	18.2	B	0.37	16.8	B	0.45	22.2	C	0.41	19.3	B
13 . Golf Center Parkway/I-10 Eastbound Ramps	Caltrans	Signal	0.29	19.7	B	0.37	20.3	C	0.30	19.5	B	0.38	20.6	C
14 . Van Buren Street/Avenue 48	Indio/Coachella	AWSC	0.83	25.7	D	1.17	62.6	F *	1.22	73.5	F *	1.77	>100	F *
15 . Van Buren Street/50th Avenue	Coachella	Signal	0.42	29.9	C	0.41	27.8	C	0.45	28.8	C	0.48	26.8	C
16 . Van Buren Street/Avenue 52	Coachella/County of Riverside	AWSC	1.21	99.4	F *	0.58	14.2	B	1.64	>100	F *	0.89	28.6	D
17 . Interstate 10 Business Loop-Dillon Road/Avenue 48	Indio/Coachella	Signal	0.32	22.3	C	0.29	23.7	C	0.42	23.0	C	0.44	23.0	C
18 . Highway 111/Avenue 48	Coachella/Caltrans	Signal	0.22	13.4	B	0.37	17.6	B	0.23	13.7	B	0.39	18.0	B
19 . Dillon Road/Cabazon Road - 48th Avenue	Coachella	Signal	0.16	21.6	C	0.19	22.7	C	0.22	17.8	B	0.22	20.4	C
20 . Highway 111/Avenue 49	Coachella/Caltrans	Signal	0.40	19.2	B	0.47	12.4	B	0.43	19.3	B	0.50	12.4	B
21 . Dillon Road/Harrison Street-Avenue 47	Coachella	Signal	0.20	21.8	C	0.33	25.1	C	0.21	19.9	B	0.37	23.4	C
22 . Dillon Road/SR-86 Northbound Ramps	Caltrans	Signal	0.32	24.7	C	0.28	23.0	C	0.54	26.6	C	0.45	25.4	C
23 . Dillon Road/SR-86 Southbound Ramps	Caltrans	Signal	0.34	18.6	B	0.30	21.6	C	0.42	17.0	B	0.50	21.5	C
24 . Harrison Street/Highway 111	Coachella/Caltrans	Signal	0.40	20.6	C	0.53	18.8	B	0.40	20.5	C	0.53	18.7	B
25 . Harrison Street/Avenue 50	Coachella	Signal	0.47	30.6	C	0.60	32.3	C	0.51	30.9	C	0.70	34.6	C
26 . Leoco Lane/Avenue 50	Coachella	Signal	0.20	13.9	B	0.22	15.9	B	0.23	11.9	B	0.28	13.6	B
27 . Highway 111/Leoco Lane	Coachella/Caltrans	TWSC	-	11.4	B	-	13.4	B	-	11.8	B	-	14.9	B
28 . Harrison Street/52nd Avenue	Coachella	Signal	0.47	33.6	C	0.54	33.4	C	0.59	35.2	D	0.69	36.9	D
29 . Harrison Street/54th Avenue	Coachella/County of Riverside	Signal	0.35	23.5	C	0.34	23.4	C	0.35	23.7	C	0.36	23.6	C
30 . Harrison Street/Airport Boulevard	Coachella/County of Riverside	Signal	0.36	24.6	C	0.30	22.8	C	0.37	24.4	C	0.32	23.4	C
31 . Dillon Road/Vista Del Norte	Coachella	TWSC	-	18.9	C	-	20.9	C	-	26.7	D	-	31.5	D
32 . Dillon Road/I-10 Westbound Ramps	Caltrans	TWSC	-	12.2	B	-	14.5	B	-	13.9	B	-	18.4	C

Table 4.16.N- Existing plus Phases I-IV (without Avenue 50 interchange) Intersection Levels of Service (Page 2 of 3)

Intersection	Jurisdiction	Control	Without Project						Plus Project					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
33 . Dillon Road/I-10 Eastbound Ramps	Caltrans	TWSC	-	13.1	B	-	15.6	C	-	14.7	B	-	20.9	C
34 . Dillon Road/Vista Del Sur	Coachella	TWSC	-	9.6	A	-	9.3	A	-	10.1	B	-	9.6	A
35 . Dillon Road/Fargo Canyon Road	County of Riverside	TWSC	-	10.2	B	-	9.5	A	-	10.6	B	-	9.7	A
36 . Dillon Road/Avenue 44	Indio/Coachella	TWSC	-	10.9	B	-	9.8	A	-	11.2	B	-	10.1	B
37 . Dillon Road/Tyler Street	Coachella	TWSC	<i>Future Intersection</i>			<i>Future Intersection</i>			<i>Future Intersection</i>			<i>Future Intersection</i>		
38 . Tyler Street/Vista Del Norte	Coachella	TWSC	-	8.7	A	-	8.7	A	-	8.8	A	-	8.8	A
39 . 50th Avenue/Tyler Street	Coachella	TWSC	-	8.6	A	-	8.6	A	-	>100	F *	-	>100	F *
40 . SR-86/Tyler Street	Caltrans	Signal	1.02	89.2	F *	0.90	51.8	D	1.89	>100	F *	2.03	>100	F *
42 . Apache Trail-Tyler Street/Avenue 50	Coachella	AWSC	0.37	9.6	A	0.26	9.0	A	0.56	11.6	B	0.75	16.4	C
43 . Highway 111/52nd Avenue	Coachella/Caltrans	Signal	0.40	31.6	C	0.41	28.9	C	0.46	30.4	C	0.56	32.9	C
44 . Tyler Street/52nd Avenue	Coachella	TWSC	-	34.6	D	-	17.9	C	-	>100	F *	-	>100	F *
45 . Tyler Street/54th Avenue	Coachella/County of Riverside	AWSC	0.17	7.9	A	0.13	7.9	A	0.17	7.9	A	0.13	7.9	A
46 . Tyler Street/Airport Boulevard	County of Riverside	TWSC	-	12.5	B	-	11.2	B	-	13.4	B	-	12.0	B
47 . Highway 111/54th Avenue	Coachella/Caltrans	TWSC	-	16.4	C	-	19.3	C	-	16.4	C	-	19.3	C
48 . Polk Street/50th Avenue	Coachella	TWSC	-	8.7	A	-	8.9	A	-	99.7	F *	-	>100	F *
49 . Polk Street/52nd Avenue	Coachella	TWSC	-	8.7	A	-	8.6	A	-	36.2	E *	-	29.0	D
50 . SR-86/52nd Avenue	Caltrans	Signal	1.01	73.1	F *	0.98	70.2	E *	2.07	>100	F *	2.03	>100	F *
52 . Polk Street/54th Avenue	Coachella	AWSC	0.05	7.7	A	0.09	7.4	A	0.05	7.7	A	0.09	7.4	A
53 . SR-86/54th Avenue	Caltrans	AWSC	<i>Future Intersection</i>			<i>Future Intersection</i>			<i>Future Intersection</i>			<i>Future Intersection</i>		
55 . Polk Street/Airport Boulevard	County of Riverside	TWSC	-	11.7	B	-	11.0	B	-	12.3	B	-	11.8	B
56 . Highway 111/Airport Boulevard	Caltrans	Signal	0.36	23.6	C	0.36	23.1	C	0.43	23.8	C	0.40	24.1	C
57 . Polk Street/62nd Avenue	County of Riverside	TWSC	-	10.0	A	-	9.2	A	-	10.4	B	-	9.6	A
58 . Fillmore Street/Vista Del Sur	Coachella	TWSC	<i>Future Intersection</i>			<i>Future Intersection</i>			<i>Future Intersection</i>			<i>Future Intersection</i>		
59 . Fillmore Street/50th Avenue	Coachella	TWSC	-	8.7	A	-	8.7	A	-	48.2	E *	-	>100	F *
60 . Fillmore Street/52nd Avenue	Coachella/County of Riverside	TWSC	-	9.5	A	-	9.5	A	-	>100	F *	-	>100	F *
61 . Fillmore Street/53rd Avenue	County of Riverside	TWSC	-	8.5	A	-	8.9	A	-	9.0	A	-	10.4	B
62 . SR-86 Southbound Ramps/Airport Boulevard	Caltrans	Signal	0.24	27.5	C	0.20	25.6	C	0.31	27.7	C	0.26	23.7	C
63 . SR-86 Northbound Ramps/Airport Boulevard	Caltrans	Signal	0.14	14.0	B	0.21	11.9	B	0.17	12.2	B	0.28	10.0	A
64 . Fillmore Street/Airport Boulevard	Coachella/County of Riverside	TWSC	-	10.2	B	-	10.5	B	-	10.9	B	-	11.7	B
65 . Fillmore Street/62nd Avenue	County of Riverside	AWSC	0.08	7.2	A	0.07	7.3	A	0.16	7.6	A	0.14	7.8	A
66 . Avenue 50/Vista Del Norte	Coachella	TWSC	<i>Future Intersection</i>			<i>Future Intersection</i>			<i>Future Intersection</i>			<i>Future Intersection</i>		
67 . Avenue 50/I-10 Westbound Ramps	Caltrans	Signal	<i>Future Intersection</i>			<i>Future Intersection</i>			<i>Future Intersection</i>			<i>Future Intersection</i>		
68 . Avenue 50/I-10 Eastbound Ramps	Caltrans	Signal	<i>Future Intersection</i>			<i>Future Intersection</i>			<i>Future Intersection</i>			<i>Future Intersection</i>		

Table 4.16.N - Existing plus Phases I-IV (without Avenue 50 interchange) Intersection Levels of Service (Page 3 of 3)

Intersection	Jurisdiction	Control	Without Project						Plus Project					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
69 . Avenue 50/52nd Avenue - Street A	Coachella	TWSC	<i>Future Intersection</i>			<i>Future Intersection</i>			<i>Future Intersection</i>			<i>Future Intersection</i>		
70 . Avenue 50/Street C	Coachella	TWSC	<i>Future Intersection</i>			<i>Future Intersection</i>			<i>No Conflicting Movement</i>			<i>No Conflicting Movement</i>		
71 . Pierce Street/52nd Avenue	Coachella/County of Riverside	TWSC	<i>Future Intersection</i>			<i>Future Intersection</i>			-	11.2	B	-	35.5	E *
72 . Pierce Street/53rd Avenue	County of Riverside	TWSC	-	8.3	A	-	8.3	A	-	8.6	A	-	8.5	A
73 . Pierce Street/54th Avenue	County of Riverside	TWSC	-	8.6	A	-	8.3	A	-	9.1	A	-	8.5	A
74 . Pierce Street/Airport Boulevard	County of Riverside	TWSC	-	8.7	A	-	9.3	A	-	9.5	A	-	10.0	A
75 . Pierce Street/62nd Avenue	County of Riverside	AWSC	0.04	7.0	A	0.11	7.5	A	0.24	8.0	A	0.26	8.7	A
76 . Highway 111/62nd Avenue	Caltrans	TWSC	-	12.7	B	-	22.0	C	-	25.3	D	-	>100	F *
77 . SR-86/62nd Avenue	Caltrans	Signal	0.64	34.2	C	0.64	35.1	D	0.70	37.0	D	0.81	43.6	D
79 . Buchanan Street/62nd Avenue	County of Riverside	TWSC	-	13.2	B	-	11.9	B	-	14.1	B	-	12.0	B
80 . Monroe Street/I-10 Westbound Ramps	Caltrans	Signal	0.69	21.9	C	0.54	22.5	C	0.77	26.5	C	0.58	26.5	C
81 . Monroe Street/I-10 Eastbound Ramps	Caltrans	Signal	0.84	26.5	C	0.80	25.9	C	0.87	28.7	C	0.89	30.8	C
82 . Jackson Street/I-10 Westbound Ramps	Caltrans	Signal	0.51	14.8	B	0.58	16.0	B	0.53	15.1	B	0.59	16.5	B
83 . Jackson Street/I-10 Eastbound Ramps	Caltrans	Signal	0.59	22.3	C	0.68	20.3	C	0.60	22.3	C	0.69	20.6	C

Notes:

TWSC = Two-Way Stop Control

V/C = Volume/capacity ratio

Delay = Average control delay in seconds. At TWSC intersections, worst-case approach is reported.

LOS = Level of Service, * = Exceeds LOS Standard

Table 4.16.O - Existing plus Project Build-out (with Avenue 50 interchange) Intersection Levels of Service (Page 1 of 3)

Intersection	Jurisdiction	Control	Without Project						Plus Project					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
1 . Jackson Street/Highway 111	Caltrans	Signal	0.51	32.9	C	0.53	33.5	C	0.51	33.1	C	0.54	33.5	C
2 . Jackson Street/Avenue 48	Indio	Signal	0.34	32.3	C	0.53	33.5	C	0.39	31.9	C	0.59	32.9	C
3 . Jackson Street/50th Avenue	Indio	AWSC	0.93	31.1	D	0.86	25.1	D	1.10	47.3	F *	1.07	43.3	F *
4 . Jackson Street/52nd Avenue	Indio/County of Riverside	AWSC	0.40	12.9	B	0.43	11.8	B	0.52	15.0	B	0.73	16.4	C
5 . Golf Center Drive-Lorraine Street/Highway 111	Caltrans	Signal	0.50	28.0	C	0.47	27.6	C	0.58	29.2	C	0.56	29.2	C
6 . Golf Center Parkway/Avenue 45	Indio	Signal	0.28	29.5	C	0.31	28.6	C	0.42	28.7	C	0.52	32.7	C
7 . Calhoun Street/Avenue 48	Indio/Coachella	Signal	0.22	23.7	C	0.27	24.2	C	0.25	22.9	C	0.30	22.2	C
8 . Calhoun Street/50th Avenue	Coachella	AWSC	0.86	25.2	D	0.77	20.3	C	1.05	41.3	F *	1.02	38.8	F *
9 . Calhoun Street/52nd Avenue	County of Riverside	AWSC	0.85	21.0	C	0.42	10.8	B	1.07	46.5	F *	0.66	15.4	C
10 . Golf Center Parkway-Indio Center Drive/Avenue 44	Indio	Signal	0.21	22.1	C	0.23	22.2	C	0.22	22.2	C	0.24	21.8	C
11 . Golf Center Parkway/Indio Springs Drive-Vista Del Norte	Indio	Signal	0.14	13.1	B	0.29	17.4	B	0.15	12.5	B	0.29	17.0	B
12 . Golf Center Parkway/I-10 Westbound Ramps	Caltrans	Signal	0.38	18.2	B	0.37	16.8	B	0.58	26.6	C	0.56	24.8	C
13 . Golf Center Parkway/I-10 Eastbound Ramps	Caltrans	Signal	0.29	19.7	B	0.37	20.3	C	0.30	19.2	B	0.49	18.2	B
14 . Van Buren Street/Avenue 48	Indio/Coachella	AWSC	0.83	25.7	D	1.17	62.6	F *	1.09	60.8	F *	1.75	>100	F *
15 . Van Buren Street/50th Avenue	Coachella	Signal	0.42	29.9	C	0.41	27.8	C	0.45	28.9	C	0.49	26.7	C
16 . Van Buren Street/Avenue 52	Coachella/County of Riverside	AWSC	1.21	99.4	F *	0.58	14.2	B	1.58	>100	F *	0.91	32.4	D
17 . Interstate 10 Business Loop-Dillon Road/Avenue 48	Indio/Coachella	Signal	0.32	22.3	C	0.29	23.7	C	0.43	23.5	C	0.47	23.5	C
18 . Highway 111/Avenue 48	Coachella/Caltrans	Signal	0.22	13.4	B	0.37	17.6	B	0.22	13.5	B	0.37	17.7	B
19 . Dillon Road/Cabazon Road - 48th Avenue	Coachella	Signal	0.16	21.6	C	0.19	22.7	C	0.21	17.7	B	0.24	19.4	B
20 . Highway 111/Avenue 49	Coachella/Caltrans	Signal	0.40	19.2	B	0.47	12.4	B	0.41	19.3	B	0.49	13.2	B
21 . Dillon Road/Harrison Street-Avenue 47	Coachella	Signal	0.20	21.8	C	0.33	25.1	C	0.23	20.1	C	0.38	22.5	C
22 . Dillon Road/SR-86 Northbound Ramps	Caltrans	Signal	0.32	24.7	C	0.28	23.0	C	0.45	25.9	C	0.42	24.3	C
23 . Dillon Road/SR-86 Southbound Ramps	Caltrans	Signal	0.34	18.6	B	0.30	21.6	C	0.41	16.3	B	0.48	19.4	B
24 . Harrison Street/Highway 111	Coachella/Caltrans	Signal	0.40	20.6	C	0.53	18.8	B	0.40	20.5	C	0.53	18.8	B
25 . Harrison Street/Avenue 50	Coachella	Signal	0.47	30.6	C	0.60	32.3	C	0.54	31.2	C	0.74	35.7	D
26 . Leoco Lane/Avenue 50	Coachella	Signal	0.20	13.9	B	0.22	15.9	B	0.24	11.7	B	0.31	12.9	B
27 . Highway 111/Leoco Lane	Coachella/Caltrans	TWSC	-	11.4	B	-	13.4	B	-	11.6	B	-	14.1	B
28 . Harrison Street/52nd Avenue	Coachella	Signal	0.47	33.6	C	0.54	33.4	C	0.58	35.1	D	0.71	37.6	D
29 . Harrison Street/54th Avenue	Coachella/County of Riverside	Signal	0.35	23.5	C	0.34	23.4	C	0.35	23.7	C	0.36	23.6	C
30 . Harrison Street/Airport Boulevard	Coachella/County of Riverside	Signal	0.36	24.6	C	0.30	22.8	C	0.37	24.4	C	0.33	23.4	C
31 . Dillon Road/Vista Del Norte	Coachella	TWSC	-	18.9	C	-	20.9	C	-	31.8	D	-	49.9	E *
32 . Dillon Road/I-10 Westbound Ramps	Caltrans	TWSC	-	12.2	B	-	14.5	B	-	16.4	C	-	25.3	D

Table 4.16.O - Existing plus Project Build-out (with Avenue 50 interchange) Intersection Levels of Service (Page 2 of 3)

Intersection	Jurisdiction	Control	Without Project						Plus Project					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
33 . Dillon Road/I-10 Eastbound Ramps	Caltrans	TWSC	-	13.1	B	-	15.6	C	-	18.3	C	-	65.4	F *
34 . Dillon Road/Vista Del Sur	Coachella	TWSC	-	9.6	A	-	9.3	A	-	10.0	A	-	9.8	A
35 . Dillon Road/Fargo Canyon Road	County of Riverside	TWSC	-	10.2	B	-	9.5	A	-	10.7	B	-	9.9	A
36 . Dillon Road/Avenue 44	Indio/Coachella	TWSC	-	10.9	B	-	9.8	A	-	11.3	B	-	10.4	B
37 . Dillon Road/Tyler Street	Coachella	TWSC	Future Intersection			Future Intersection			Future Intersection			Future Intersection		
38 . Tyler Street/Vista Del Norte	Coachella	TWSC	-	8.7	A	-	8.7	A	-	8.8	A	-	8.8	A
39 . 50th Avenue/Tyler Street	Coachella	TWSC	-	8.6	A	-	8.6	A	-	15.7	C	-	>100	F *
40 SR-86/Tyler Street	Caltrans	Signal	1.02	89.2	F *	0.90	51.8	D	1.41	>100	F *	1.50	>100	F *
42 . Apache Trail-Tyler Street/Avenue 50	Coachella	AWSC	0.37	9.6	A	0.26	9.0	A	0.63	13.0	B	0.93	29.3	D
43 . Highway 111/52nd Avenue	Coachella/Caltrans	Signal	0.40	31.6	C	0.41	28.9	C	0.46	30.1	C	0.58	32.3	C
44 . Tyler Street/52nd Avenue	Coachella	TWSC	-	34.6	D	-	17.9	C	-	>100	F *	-	>100	F *
45 . Tyler Street/54th Avenue	Coachella/County of Riverside	AWSC	0.17	7.9	A	0.13	7.9	A	0.17	7.9	A	0.13	7.9	A
46 . Tyler Street/Airport Boulevard	County of Riverside	TWSC	-	12.5	B	-	11.2	B	-	13.3	B	-	12.1	B
47 . Highway 111/54th Avenue	Coachella/Caltrans	TWSC	-	16.4	C	-	19.3	C	-	16.4	C	-	19.3	C
48 . Polk Street/50th Avenue	Coachella	TWSC	-	8.7	A	-	8.9	A	-	37.0	E *	-	>100	F *
49 . Polk Street/52nd Avenue	Coachella	TWSC	-	8.7	A	-	8.6	A	-	34.8	D	-	88.1	F *
50 SR-86/52nd Avenue	Caltrans	Signal	1.01	73.1	F *	0.98	70.2	E *	1.94	>100	F *	2.19	>100	F *
52 . Polk Street/54th Avenue	Coachella	AWSC	0.05	7.7	A	0.09	7.4	A	0.05	7.7	A	0.09	7.4	A
53 . SR-86/54th Avenue	Caltrans	AWSC	Future Intersection			Future Intersection			Future Intersection			Future Intersection		
55 . Polk Street/Airport Boulevard	County of Riverside	TWSC	-	11.7	B	-	11.0	B	-	12.3	B	-	12.0	B
56 . Highway 111/Airport Boulevard	Caltrans	Signal	0.36	23.6	C	0.36	23.1	C	0.42	23.7	C	0.41	24.3	C
57 . Polk Street/62nd Avenue	County of Riverside	TWSC	-	10.0	A	-	9.2	A	-	10.5	B	-	9.7	A
58 Fillmore Street/Vista Del Sur	Coachella	TWSC	Future Intersection			Future Intersection			Future Intersection			Future Intersection		
59 Fillmore Street/50th Avenue	Coachella	TWSC	-	8.7	A	-	8.7	A	-	17.4	C	-	>100	F *
60 . Fillmore Street/52nd Avenue	Coachella/County of Riverside	TWSC	-	9.5	A	-	9.5	A	-	>100	F *	-	>100	F *
61 Fillmore Street/53rd Avenue	County of Riverside	TWSC	-	8.5	A	-	8.9	A	-	9.0	A	-	10.9	B
62 SR-86 Southbound Ramps/Airport Boulevard	Caltrans	Signal	0.24	27.5	C	0.20	25.6	C	0.31	27.5	C	0.28	23.3	C
63 . SR-86 Northbound Ramps/Airport Boulevard	Caltrans	Signal	0.14	14.0	B	0.21	11.9	B	0.17	11.9	B	0.30	9.7	A
64 . Fillmore Street/Airport Boulevard	Coachella/County of Riverside	TWSC	-	10.2	B	-	10.5	B	-	11.4	B	-	12.9	B
65 . Fillmore Street/62nd Avenue	County of Riverside	AWSC	0.08	7.2	A	0.07	7.3	A	0.15	7.6	A	0.16	7.9	A
66 . Avenue 50/Vista Del Norte	Coachella	TWSC	Future Intersection			Future Intersection			Future Intersection			Future Intersection		
67 . Avenue 50/I-10 Westbound Ramps	Caltrans	Signal	Future Intersection			Future Intersection			0.03	0.3	A	0.10	0.4	A
68 . Avenue 50/I-10 Eastbound Ramps	Caltrans	Signal	Future Intersection			Future Intersection			0.71	24.5	C	1.24	>100	F *

Table 4.16.O - Existing plus Project Build-out (with Avenue 50 interchange) Intersection Levels of Service (Page 3 of 3)

Intersection	Jurisdiction	Control	Without Project						Plus Project					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
69 . Avenue 50/52nd Avenue - Street A	Coachella	Signal	<i>Future Intersection</i>			<i>Future Intersection</i>			0.88	42.4	D	0.98	49.3	D
70 . Avenue 50/Street C	Coachella	Signal	<i>Future Intersection</i>			<i>Future Intersection</i>			0.64	24.0	C	0.93	36.6	D
71 . Pierce Street/52nd Avenue	Coachella/County of Riverside	TWSC	<i>Future Intersection</i>			<i>Future Intersection</i>			-	10.6	B	-	21.7	C
72 . Pierce Street/53rd Avenue	County of Riverside	TWSC	-	8.3	A	-	8.3	A	-	8.5	A	-	8.5	A
73 . Pierce Street/54th Avenue	County of Riverside	TWSC	-	8.6	A	-	8.3	A	-	9.0	A	-	8.5	A
74 . Pierce Street/Airport Boulevard	County of Riverside	TWSC	-	8.7	A	-	9.3	A	-	9.2	A	-	9.8	A
75 . Pierce Street/62nd Avenue	County of Riverside	AWSC	0.04	7.0	A	0.11	7.5	A	0.27	8.2	A	0.38	9.6	A
76 . Highway 111/62nd Avenue	Caltrans	TWSC	-	12.7	B	-	22.0	C	-	30.9	D	-	>100	F *
77 . SR-86/62nd Avenue	Caltrans	Signal	0.64	34.2	C	0.64	35.1	D	0.74	39.1	D	0.91	54.5	D
79 . Buchanan Street/62nd Avenue	County of Riverside	TWSC	-	13.2	B	-	11.9	B	-	14.9	B	-	12.9	B
80 . Monroe Street/I-10 Westbound Ramps	Caltrans	Signal	0.69	21.9	C	0.54	22.5	C	0.90	38.9	D	0.73	30.2	C
81 . Monroe Street/I-10 Eastbound Ramps	Caltrans	Signal	0.84	26.5	C	0.80	25.9	C	0.95	35.0	C	1.10	63.4	F *
82 . Jackson Street/I-10 Westbound Ramps	Caltrans	Signal	0.51	14.8	B	0.58	16.0	B	0.54	15.4	B	0.61	17.5	B
83 . Jackson Street/I-10 Eastbound Ramps	Caltrans	Signal	0.59	22.3	C	0.68	20.3	C	0.61	22.4	C	0.72	21.3	C

Notes:

TWSC = Two-Way Stop Control

V/C = Volume/capacity ratio

Delay = Average control delay in seconds. At TWSC intersections, worst-case approach is reported.

LOS = Level of Service, * = Exceeds LOS Standard

Table 4.16.P - Existing plus Phases I-IV (Without Avenue 50 Interchange) I-10 Freeway Mainline Levels of Service

	Type	Mainline Lanes	Without Project								With Phases I-IV							
			AM Peak Hour				PM.Peak Hour				AM Peak Hour				PM.Peak Hour			
			PCE Vol.	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	PCE Vol.	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	PCE Vol.	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	PCE Vol.	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴
Interstate 10 Eastbound																		
1 . West of Monroe Monroe Street	Basic	3	4,119	67.0	21.6	C	4,557	67.0	24.0	C	4,300	67.0	22.3	C	5,065	65.7	27.0	D
2 . Between Monroe Ramps	Basic	3	3,698	67.0	19.4	C	4,020	67.0	21.0	C	3,879	67.0	20.3	C	4,528	66.8	23.8	C
3 . Between Monroe Street and Jackson Street	Basic	3	3,925	67.0	20.6	C	4,212	67.0	22.1	C	4,160	67.0	21.8	C	4,871	66.2	25.8	C
4 . Between Jackson Street Ramps	Basic	3	3,568	67.0	18.7	C	3,943	67.0	20.7	C	3,803	67.0	19.9	C	4,602	66.7	24.2	C
5 . Between Jackson Street and Golf Center Parkway	Basic	3	3,746	67.0	19.7	C	4,217	67.0	22.1	C	3,989	67.0	20.9	C	4,897	66.2	26.0	C
6 . Between Golf Center Parkway Ramps	Basic	3	3,454	67.0	18.1	C	3,845	67.0	20.1	C	3,697	67.0	19.4	C	4,525	66.8	23.8	C
7 . Between Golf Center Parkway and SR-86S	Type B Weave	4	3,583	60.1	15.7	B	3,982	61.4	17.1	B	3,868	57.5	17.7	B	4,779	55.3	22.5	C
8 . Between SR-86S and Dillion Road	Basic	2	2,253	65.5	18.1	C	2,754	65.5	22.1	C	2,253	65.5	18.1	C	2,754	65.5	22.2	C
9 . Between Dillion Road Ramps	Basic	2	2,038	65.5	16.4	B	2,415	65.5	19.4	C	2,038	65.5	16.4	B	2,415	65.5	19.4	C
10 . Between Dillion Road and Avenue 50	Basic	2	2,254	65.5	18.1	C	2,654	65.5	21.3	C	2,266	65.5	18.2	C	2,662	65.5	21.1	C
11 . Between Avenue 50 Ramps	Future	2	2,254	Does Not Exist			2,654	Does Not Exist			2,266	Does Not Exist			2,662	Does Not Exist		
12 . Between Avenue 50 On-Ramps	Future	2	2,254	Does Not Exist			2,654	Does Not Exist			2,266	Does Not Exist			2,662	Does Not Exist		
13 . East of Avenue 50	Future	2	2,254	Does Not Exist			2,654	Does Not Exist			2,266	Does Not Exist			2,662	Does Not Exist		
Interstate 10 Westbound																		
14 . West of Monroe Monroe Street	Basic	3	4,509	66.8	23.7	C	3,413	67.0	17.9	B	4,984	65.9	26.5	D	3,729	67.0	19.5	C
15 . Between Monroe Street Ramps	Basic	3	3,654	67.0	19.1	C	3,075	67.0	16.1	B	4,129	67.0	21.6	C	3,391	67.0	17.8	B
16 . Between Monroe Street and Jackson Street	Basic	3	3,873	67.0	20.3	C	3,299	67.0	17.3	B	4,489	66.8	23.6	C	3,708	67.0	19.4	C
17 . Between Jackson Street Ramps	Basic	3	3,309	67.0	17.3	B	3,069	67.0	16.1	B	3,925	67.0	20.6	C	3,478	67.0	18.2	C
18 . Between Jackson Street and Golf Center Parkway	Basic	3	3,445	67.0	18.0	C	3,376	67.0	17.7	B	4,081	67.0	21.4	C	3,798	67.0	19.9	C
19 . Between Golf Center On-Ramp and Lane Drop	Basic	3	3,031	67.0	15.9	B	2,898	67.0	15.2	B	3,667	67.0	19.2	C	3,320	67.0	17.4	B
20 . Between Lane Drop and Golf Center Pkwy Off-Ramp	Basic	4	3,031	68.5	11.6	B	2,898	68.5	11.1	B	3,667	68.5	14.1	B	3,320	68.5	12.8	B
21 . Between Golf Center Parkway and SR-86S	2 Lane Addition	4	3,144	68.5	12.1	B	3,056	68.5	11.7	B	3,889	68.5	14.9	B	3,550	68.5	13.6	B
22 . Between SR-86S and Dillion Road	Basic	2	1,980	65.5	15.9	B	1,733	65.5	13.9	B	1,980	65.5	15.9	B	1,733	65.5	13.9	B
23 . Between Dillion Road Ramps	Basic	2	1,717	65.5	13.8	B	1,521	65.5	12.2	B	1,717	65.5	13.8	B	1,521	65.5	12.2	B
24 . Between Dillion Road and Avenue 50	Basic	2	1,893	65.5	15.2	B	1,784	65.5	14.3	B	1,898	65.5	15.3	B	1,797	65.5	14.4	B
25 . Between Avenue 50 On-Ramps	Future	2	1,893	Does Not Exist			1,784	Does Not Exist			1,898	Does Not Exist			1,797	Does Not Exist		
26 . Between Avenue 50 Ramps	Future	2	1,893	Does Not Exist			1,784	Does Not Exist			1,898	Does Not Exist			1,797	Does Not Exist		
27 . East of Avenue 50	Future	2	1,893	Does Not Exist			1,784	Does Not Exist			1,898	Does Not Exist			1,797	Does Not Exist		

Notes:

¹ PCE = passenger car equivalent² m/hr = miles per hour³ pc/m/ln = passenger cars per mile per lane⁴ LOS = Level of Service

Table 4.16.Q - Existing plus Phases I-IV (Without Avenue 50 Interchange) SR-86 Freeway Mainline Levels of Service

	Type	Mainline Lanes	Without Project								With Phases I-IV							
			AM Peak Hour				PM.Peak Hour				AM Peak Hour				PM.Peak Hour			
			PCE	Speed	Density	LOS ⁴	PCE	Speed	Density	LOS ⁴	PCE	Speed	Density	LOS ⁴	PCE	Speed	Density	LOS ⁴
			Vol.	(m/hr) ²	(pc/m/ln) ³		Vol.	(m/hr) ²	(pc/m/ln) ³		Vol.	(m/hr) ²	(pc/m/ln) ³		Vol.	(m/hr) ²	(pc/m/ln) ³	
State Route 86 Northbound																		
1 . Between I-10 and Dillon Road	Basic	2	1164	65.5	9.4	A	1323	65.5	10.6	A	1909	65.5	15.3	B	1817	65.5	14.6	B
2 . Between Dillon Road Ramps	Basic	2	981	65.5	7.9	A	1090	65.5	8.8	A	1726	65.5	13.9	B	1584	65.5	12.7	B
3 . Between Dillion Road and 50th Avenue	Basic	2	1189	65.5	9.6	A	1256	65.5	10.1	A	2222	65.5	17.8	B	1940	65.5	15.6	B
4 . Between 50th Avenue and 52nd Avenue	Basic	2	944	68.5	3.6	A	1143	68.5	4.4	A	1070	68.5	4.1	A	1227	68.5	4.7	A
5 . Between 52nd Avenue and 54th Avenue	Basic	2	787	65.5	6.3	A	1034	65.5	8.3	A	898	65.5	7.2	A	1343	65.5	10.8	A
6 . Between 54th Avenue and Airport Boulevard	Basic	2	787	65.5	5.5	A	1034	65.5	8.3	A	898	65.5	7.0	A	1343	65.5	10.8	A
7 . Between Airport Avenue Ramps	Basic	2	690	65.5	5.5	A	895	65.5	7.2	A	782	65.5	6.3	A	1151	65.5	9.3	A
8 . Between Airport Avenue and 62nd Avenue	Basic	2	731	65.5	5.9	A	932	65.5	7.5	A	823	65.5	6.5	A	1188	65.5	9.5	A
9 . South of 62nd Avenue	Basic	2	505	65.5	4.1	A	692	65.5	5.6	A	505	65.5	4.1	A	692	65.5	5.6	A
State Route 86 Southbound																		
10 . Between I-10 and Dillon Road	Basic	2	1330	65.5	10.7	A	1228	65.5	9.9	A	1615	65.5	13.0	B	2025	65.5	16.3	B
11 . Between Dillon Road Ramps	Basic	2	1188	65.5	9.5	A	1013	65.5	8.1	A	1473	65.5	11.8	B	1810	65.5	14.5	B
12 . Between Dillion Road and 50th Avenue	Basic	2	1333	65.5	10.7	A	1197	65.5	9.6	A	1728	65.5	13.9	B	2301	65.5	18.5	C
13 . Between 50th Avenue and 52nd Avenue	Basic	2	1156	65.5	9.3	A	969	65.5	7.8	A	1204	65.5	9.7	A	1104	65.5	8.7	A
14 . Between 52nd Avenue and 54th Avenue	Basic	2	1005	65.5	8.1	A	884	65.5	7.1	A	1295	65.5	10.4	A	1076	65.5	8.6	A
15 . Between 54th Avenue and Airport Boulevard	Basic	2	1005	65.5	8.1	A	884	65.5	7.1	A	1295	65.5	10.3	A	1076	65.5	8.6	A
16 . Between Airport Avenue Ramps	Basic	2	837	65.5	6.7	A	788	65.5	6.3	A	1077	65.5	8.7	A	947	65.5	7.2	A
17 . Between Airport Avenue and 62nd Avenue	Basic	2	876	65.5	7.0	A	829	65.5	6.7	A	1116	65.5	9.0	A	988	65.5	7.5	A
18 . South of 62nd Avenue	Basic	2	655	65.5	5.3	A	629	65.5	5.1	A	655	65.5	5.3	A	629	65.5	5.1	A

Notes:

¹ PCE = passenger car equivalent² m/hr = miles per hour³ pc/m/ln = passenger cars per mile per lane⁴ LOS = Level of Service

Table 4.16.R - Existing plus Phases I-IV (Without Avenue 50 Interchange) I-10 Freeway Merge/Diverge Levels of Service

Ramp	Type	Mixed Flow	Without Project										With Phases I-IV										
			AM Peak Hour					PM Peak Hour					AM Peak Hour					PM Peak Hour					
			Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	
Interstate 10 Eastbound																							
1 . Monroe Street Off-Ramp	1 Lane Off	3	4,119	421	56.9	27.3	C	4,557	537	56.6	29.6	D	4300	421	56.9	28.1	D	5,065	537	56.6	31.8	D	
2 . Monroe Street On-Ramp	1 Lane On	3	3,698	227	61.0	21.7	C	4,020	192	60.0	23.0	C	3879	281	60.0	23.0	C	4,528	343	59.0	26.7	C	
3 . Jackson Street Off-Ramp	1 Lane Off	3	3,925	357	57.1	26.6	C	4,212	269	57.3	27.9	C	4160	357	57.1	27.8	C	4,871	269	57.3	30.9	D	
4 . Jackson Street On-Ramp	1 Lane On	3	3,568	178	61.0	20.0	C	3,943	274	61.0	22.6	C	3803	186	61.0	21.2	C	4,602	295	60.0	26.0	C	
5 . Golf Center Parkway Off-Ramp	1 Lane Off	3	3,746	292	57.2	25.4	C	4,217	372	57.0	27.9	C	3989	292	57.2	26.6	C	4,897	372	57.0	31.0	D	
6 . Golf Center Parkway On-Ramp	Type B Weave	4	3,454	129	60.1	15.7	B	3,845	137	61.4	17.1	B	3697	171	57.5	17.7	B	4,525	254	55.3	22.5	C	
7 . SR-86S Off -Ramp	Type B Weave	4	3,583	1,330	60.1	15.7	B	3,982	1,228	61.4	17.1	B	3868	1615	57.5	17.7	B	4,779	2,025	55.3	22.5	C	
8 . Dillion Road Off-Ramp	1 Lane Off	2	2,253	215	57.4	23.5	C	2,754	339	57.1	28.0	D	2253	215	57.4	23.5	C	2,754	339	57.1	28.0	D	
9 . Dillion Road On-Ramp	1 Lane On	2	2,038	216	61.0	20.1	C	2,415	239	60.0	23.4	C	2038	228	61	20.2	C	2,415	247	60.0	23.4	C	
10 . Avenue 50 Off-Ramp	Future	2	2,254	Does Not Exist				2,654	Does Not Exist				2266	Does Not Exist				2,662	Does Not Exist				
11 . Avenue 50 Loop On-Ramp	Future	2	2,254	Does Not Exist				2,654	Does Not Exist				2266	Does Not Exist				2,662	Does Not Exist				
12 . Avenue 50 Slip On-Ramp	Future	2	2,254	Does Not Exist				2,654	Does Not Exist				2266	Does Not Exist				2,662	Does Not Exist				
Interstate 10 Westbound																							
13 . Monroe Street On-Ramp	1 lane On	3	3,654	855	60.0	26.1	C	3,075	338	61.0	19.3	B	4129	855	59.0	28.5	D	3,391	338	61.0	20.9	C	
14 . Monroe Street Off-Ramp	1 Lane Off	3	3,873	219	57.4	27.3	C	3,299	224	57.4	23.3	C	4489	360	57.1	33.0	D	3,708	317	57.2	25.5	C	
15 . Jackson Street On-Ramp	1 Lane On	3	3,309	564	61.0	20.8	C	3,069	230	62.0	17.1	B	3925	564	60.0	23.9	C	3,478	230	61.0	19.1	B	
16 . Jackson Street Off-Ramp	1 Land Off	3	3,445	136	57.7	25.7	C	3,376	307	57.2	26.4	C	4081	156	57.6	29.1	D	3,798	320	57.2	28.9	D	
17 . Golf Center Parkway On-Ramp	1 Lane On	3	3,031	414	61.0	20.3	C	2,898	478	61.0	20.5	C	3667	414	60.0	23.3	C	3,320	478	60.0	22.6	C	
18 . Golf Center Parkway Off-Ramp	1 Lane Off	4	3,144	113	55.9	15.4	B	3,056	158	55.8	15.3	B	3889	222	55.6	18.9	B	3,550	230	55.6	17.3	B	
19 . SR-86S On-Ramp	2 Lane Addition ⁵	2	1,980	1,164	68.5	12.1	B	1,733	1,323	61.0	16.6	B	1980	1909	68.5	14.9	B	1,733	1,817	68.5	13.6	B	
20 . Dillion Road On-Ramp	1 Lane On	2	1,717	263	61.0	18.6	B	1,521	212	61.0	16.6	B	1717	263	61.0	18.6	B	1,521	212	61.0	16.6	B	
21 . Dillion Road Off-Ramp	1 Lane Off	2	1,893	176	57.5	19.5	B	1,784	263	57.3	18.6	B	1898	181	57.5	19.6	B	1,797	276	57.3	18.7	B	
22 . Avenue 50 Slip On-Ramp	Future	2	1,893	Does Not Exist				1,784	Does Not Exist				1898	Does Not Exist				1,797	Does Not Exist				
23 . Avenue 50 Loop On-Ramp	Future	2	1,893	Does Not Exist				1,784	Does Not Exist				1898	Does Not Exist				1,797	Does Not Exist				
24 . Avenue 50 Off-Ramp	Future	2	1,893	Does Not Exist				1,784	Does Not Exist				1898	Does Not Exist				1,797	Does Not Exist				

Notes:

¹ PCE = passenger car equivalent² m/hr = miles per hour³ pc/m/ln = passenger cars per mile per lane⁴ LOS = Level of Service⁵ As stated in the HCM 2000, when a two-lane off-ramp results in a lane drop, it should be treated as a basic segment.

Table 4.16.S - Existing plus Phases I-IV (Without Avenue 50 Interchange) SR-86 Freeway Merge/Diverge Levels of Service

Ramp	Type	Mixed Flow	Without Project										With Phases I-IV									
			AM Peak Hour					PM Peak Hour					AM Peak Hour					PM Peak Hour				
			Main	Ramp	Speed	Density	LOS ⁴	Main	Ramp	Speed	Density	LOS ⁴	Main	Ramp	Speed	Density	LOS ⁴	Main	Ramp	Speed	Density	LOS ⁴
			PCE ¹	PCE ¹	(m/hr) ²	(pc/m/ln) ³		PCE ¹	PCE ¹	(m/hr) ²	(pc/m/ln) ³		PCE ¹	PCE ¹	(m/hr) ²	(pc/m/ln) ³		PCE ¹	PCE ¹	(m/hr) ²	(pc/m/ln) ³	
State Route 86 Northbound																						
1 . Dillon Road On-Ramp	1 Land On	2	981	183	61.8	11.3	B	1090	233	61.7	12.6	B	1726	183	61.3	17.4	B	1584	233	61.4	16.6	B
2 . Dillon Road Off-Ramp	1 Off	2	1189	208	57.5	13.1	B	1256	166	57.6	13.1	B	2222	496	56.7	22.5	C	1940	356	57.1	19.9	B
3 . Airport Avenue On-Ramp	1 Lane On	2	690	97	62.0	7.9	A	895	139	61.9	9.9	A	782	116	62.0	8.8	A	1151	192	61.8	12.5	B
4 . Airport Avenue Off-Ramp	1 Lane Off	2	731	41	57.9	9.2	A	932	37	57.9	11.0	B	823	41	57.9	10.0	A	1188	37	57.9	13.3	B
State Route 86 Southbound																						
5 . Dillon Road Off-Ramp	1 Land Off	2	1330	142	57.6	15.3	B	1228	215	57.4	14.4	B	1615	142	57.6	17.9	B	2025	215	57.4	21.6	C
6 . Dillon Road On-Ramp	1 Lane On	2	1188	145	61.8	12.4	B	1013	184	61.9	11.3	B	1473	255	61.6	15.6	B	1810	491	61.0	20.2	C
7 . Airport Avenue Off-Ramp	1 Lane Off	2	1005	168	57.6	12.0	B	884	96	57.8	10.9	B	1295	218	57.4	14.6	B	1076	129	57.7	12.6	B
8 . Airport Avenue Hook On-Ramp	1 Lane On	2	837	39	62.5	7.0	A	788	41	62.5	6.6	A	1077	39	62.4	9.0	A	947	41	62.5	7.9	A

Notes:

¹ PCE = passenger car equivalent² m/hr = miles per hour³ pc/m/ln = passenger cars per mile per lane⁴ LOS = Level of Service

Table 4.16.T - Existing plus Project Build-out (With Avenue 50 Interchange) I-10 Freeway Mainline Levels of Service

	Type	Mainline Lanes	Without Project								With Project Build-out							
			AM Peak Hour				PM.Peak Hour				AM Peak Hour				PM.Peak Hour			
			PCE Vol.	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	PCE Vol.	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	PCE Vol.	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	PCE Vol.	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴
Interstate 10 Eastbound																		
1 . West of Monroe Monroe Street	Basic	3	4,119	67.0	21.6	C	4,557	67.0	24.0	C	4,736	66.5	25.0	C	6,410	56.8	39.6	E
2 . Between Monroe Ramps	Basic	3	3,698	67.0	19.4	C	4,020	67.0	21.0	C	4,315	66.9	22.6	C	5,873	61.6	33.4	D
3 . Between Monroe Street and Jackson Street	Basic	3	3,925	67.0	20.6	C	4,212	67.0	22.1	C	4,717	66.5	24.9	C	6,537	55.4	41.4	E
4 . Between Jackson Street Ramps	Basic	3	3,568	67.0	18.7	C	3,943	67.0	20.7	C	4,360	66.9	22.9	C	6,268	58.3	37.7	E
5 . Between Jackson Street and Golf Center Parkway	Basic	3	3,746	67.0	19.7	C	4,217	67.0	22.1	C	4,559	66.7	24.0	C	6,599	54.7	42.3	E
6 . Between Golf Center Parkway Ramps	Basic	3	3,454	67.0	18.1	C	3,845	67.0	20.1	C	4,267	67.0	22.4	C	6,227	58.7	37.2	E
7 . Between Golf Center Parkway and SR-86S	Type B Weave	4	3,583	60.1	15.7	B	3,982	61.4	17.1	B	4,551	58.2	21.2	C	6,785	58.3	32.5	D
8 . Between SR-86S and Dillion Road	Basic	2	2,253	65.5	18.1	C	2,754	65.5	22.1	C	3,081	65.3	24.8	C	5,405	-	-	F *
9 . Between Dillion Road Ramps	Basic	2	2,038	65.5	16.4	B	2,415	65.5	19.4	C	2,866	65.5	23.0	C	4,879	-	-	F *
10 . Between Dillion Road and Avenue 50	Basic	2	2,254	65.5	18.1	C	2,654	65.5	21.3	C	3,170	65.1	25.6	C	5,357	-	-	F *
11 . Between Avenue 50 Ramps	Future	2	2,254	Does Not Exist			2,654	Does Not Exist			2,184	65.5	17.5	B	2,654	65.5	21.3	C
12 . Between Avenue 50 On-Ramps	Future	2	2,254	Does Not Exist			2,654	Does Not Exist			2,184	65.5	17.5	B	2,654	65.5	21.3	C
13 . East of Avenue 50	Future	2	2,254	Does Not Exist			2,654	Does Not Exist			2,419	65.5	19.4	C	2,890	65.5	23.2	C
Interstate 10 Westbound																		
14 . West of Monroe Monroe Street	Basic	3	4,509	66.8	23.7	C	3,413	67.0	17.9	B	5,765	62.4	32.4	D	4,676	66.6	24.6	C
15 . Between Monroe Street Ramps	Basic	3	3,654	67.0	19.1	C	3,075	67.0	16.1	B	4,910	66.1	26.1	D	4,338	66.9	22.7	C
16 . Between Monroe Street and Jackson Street	Basic	3	3,873	67.0	20.3	C	3,299	67.0	17.3	B	5,485	64.0	30.1	D	4,920	66.1	26.1	D
17 . Between Jackson Street Ramps	Basic	3	3,309	67.0	17.3	B	3,069	67.0	16.1	B	4,921	66.1	26.1	D	4,690	66.6	24.7	C
18 . Between Jackson Street and Golf Center Parkway	Basic	3	3,445	67.0	18.0	C	3,376	67.0	17.7	B	5,100	65.6	27.3	D	5,041	65.8	26.9	D
19 . Between Golf Center On-Ramp and Lane Drop	Basic	3	3,031	67.0	15.9	B	2,898	67.0	15.2	B	4,686	66.6	24.7	C	4,563	66.7	24.0	C
20 . Between Lane Drop and Golf Center Pkwy Off-Rm	Basic	4	3,031	68.5	11.6	B	2,898	68.5	11.1	B	4,686	68.5	18.0	B	4,563	68.5	17.5	B
21 . Between Golf Center Parkway and SR-86S	2 Lane Addition	4	3,144	68.5	12.1	B	3,056	68.5	11.7	B	5,116	68.5	19.6	C	5,039	68.5	19.4	C
22 . Between SR-86S and Dillion Road	Basic	2	1,980	65.5	15.9	B	1,733	65.5	13.9	B	3,811	61.7	32.5	D	3,612	63.3	30.1	D
23 . Between Dillion Road Ramps	Basic	2	1,717	65.5	13.8	B	1,521	65.5	12.2	B	3,548	63.7	29.3	D	3,400	64.4	27.8	D
24 . Between Dillion Road and Avenue 50	Basic	2	1,893	65.5	15.2	B	1,784	65.5	14.3	B	3,904	60.8	33.8	D	3,844	61.4	33.0	D
25 . Between Avenue 50 On-Ramps	Future	2	1,893	Does Not Exist			1,784	Does Not Exist			3,904	60.8	33.8	D	3,844	61.4	33.0	D
26 . Between Avenue 50 Ramps	Future	2	1,893	Does Not Exist			1,784	Does Not Exist			1,893	65.5	15.2	B	1,784	65.5	14.3	B
27 . East of Avenue 50	Future	2	1,893	Does Not Exist			1,784	Does Not Exist			2,008	65.5	16.1	B	2,095	65.5	16.8	B

Notes:

¹ PCE = passenger car equivalent² m/hr = miles per hour³ pc/m/ln = passenger cars per mile per lane⁴ LOS = Level of Service

* Operates at an unsatisfactory level of service

Table 4.16.U - Existing plus Project Build-out (With Avenue 50 Interchange) SR-86 Freeway Mainline Levels of Service

	Type	Mainline Lanes	Without Project								With Project Build-out							
			AM Peak Hour				PM.Peak Hour				AM Peak Hour				PM.Peak Hour			
			PCE Vol.	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	PCE Vol.	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	PCE Vol.	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	PCE Vol.	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴
State Route 86 Northbound																		
1 . Between I-10 and Dillon Road	Basic	2	1164	65.5	9.4	A	1323	65.5	10.6	A	1305	65.5	10.5	A	1427	65.5	11.5	B
2 . Between Dillon Road Ramps	Basic	2	981	65.5	7.9	A	1090	65.5	8.8	A	1122	65.5	8.9	A	1194	65.5	9.6	A
3 . Between Dillon Road and 50th Avenue	Basic	2	1189	65.5	9.6	A	1256	65.5	10.1	A	1463	65.5	11.8	B	1493	65.5	12.0	B
4 . Between 50th Avenue and 52nd Avenue	Basic	2	944	68.5	3.6	A	1143	68.5	4.4	A	964	68.5	3.7	A	1163	68.5	4.5	A
5 . Between 52nd Avenue and 54th Avenue	Basic	2	787	65.5	6.3	A	1034	65.5	8.3	A	948	65.5	7.6	A	1470	65.5	11.8	B
6 . Between 54th Avenue and Airport Boulevard	Basic	2	787	65.5	5.5	A	1034	65.5	8.3	A	948	65.5	7.6	A	1470	65.5	11.8	B
7 . Between Airport Avenue Ramps	Basic	2	690	65.5	5.5	A	895	65.5	7.2	A	832	65.5	6.7	A	1279	65.5	10.3	A
8 . Between Airport Avenue and 62nd Avenue	Basic	2	731	65.5	5.9	A	932	65.5	7.5	A	875	65.5	7.0	A	1321	65.5	10.6	A
9 . South of 62nd Avenue	Basic	2	505	65.5	4.1	A	692	65.5	5.6	A	507	65.5	4.1	A	697	65.5	5.6	A
State Route 86 Southbound																		
10 . Between I-10 and Dillon Road	Basic	2	1330	65.5	10.7	A	1228	65.5	9.9	A	1400	65.5	11.3	B	1380	65.5	10.8	A
11 . Between Dillon Road Ramps	Basic	2	1188	65.5	9.5	A	1013	65.5	8.1	A	1258	65.5	10.1	A	1165	65.5	9.4	A
12 . Between Dillon Road and 50th Avenue	Basic	2	1333	65.5	10.7	A	1197	65.5	9.6	A	1468	65.5	11.5	B	1525	65.5	12.3	B
13 . Between 50th Avenue and 52nd Avenue	Basic	2	1156	65.5	9.3	A	969	65.5	7.8	A	1166	65.5	9.4	A	995	65.5	8.0	A
14 . Between 52nd Avenue and 54th Avenue	Basic	2	1005	65.5	8.1	A	884	65.5	7.1	A	1334	65.5	10.7	A	1214	65.5	9.8	A
15 . Between 54th Avenue and Airport Boulevard	Basic	2	1005	65.5	8.1	A	884	65.5	7.1	A	1334	65.5	10.7	A	1214	65.5	9.8	A
16 . Between Airport Avenue Ramps	Basic	2	837	65.5	6.7	A	788	65.5	6.3	A	1127	65.5	9.1	A	1079	65.5	8.7	A
17 . Between Airport Avenue and 62nd Avenue	Basic	2	876	65.5	7.0	A	829	65.5	6.7	A	1170	65.5	9.4	A	1124	65.5	9.0	A
18 . South of 62nd Avenue	Basic	2	655	65.5	5.3	A	629	65.5	5.1	A	659	65.5	5.3	A	633	65.5	5.1	A

Notes:¹ PCE = passenger car equivalent² m/hr = miles per hour³ pc/m/ln = passenger cars per mile per lane⁴ LOS = Level of Service

Table 4.16.V - Existing plus Project Build-out (With Avenue 50 Interchange) I-10 Freeway Merge/Diverge Levels of Service

Ramp	Type	Mixed Flow	Without Project										With Project Build-out										
			AM Peak Hour					PM Peak Hour					AM Peak Hour					PM Peak Hour					
			Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln)	LOS ⁴	Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln)	LOS ⁴	Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln)	LOS ⁴	
Interstate 10 Eastbound																							
1 . Monroe Street Off-Ramp	1 Lane Off	3	4,119	421	56.9	27.3	C	4,557	537	56.6	29.6	D	4,736	421	56.9	30.1	D	6,410	537	56.6	37.2	E	
2 . Monroe Street On-Ramp	1 Lane On	3	3,698	227	61.0	21.7	C	4,020	192	60.0	23.0	C	4,490	402	59.0	26.9	C	6,345	664	51.0	38.0	F *	
3 . Jackson Street Off-Ramp	1 Lane Off	3	3,925	357	57.1	26.6	C	4,212	269	57.3	27.9	C	4,717	357	57.1	30.4	D	6,537	269	57.3	38.9	E	
4 . Jackson Street On-Ramp	1 Lane On	3	3,568	178	61.0	20.0	C	3,943	274	61.0	22.6	C	4,360	199	60.0	24.0	C	6,268	331	54.0	34.4	D	
5 . Golf Center Parkway Off-Ramp	1 Lane Off	3	3,746	292	57.2	25.4	C	4,217	372	57.0	27.9	C	4,559	292	57.2	29.4	D	6,599	372	57.0	37.9	E	
6 . Golf Center Parkway On-Ramp	Type B Weave	4	3,454	129	60.1	15.7	B	3,845	137	61.4	17.1	B	4,422	284	58.4	21.2	C	6,648	558	58.3	32.5	D	
7 . SR-86S Off -Ramp	Type B Weave	4	3,583	1,330	60.1	15.7	B	3,982	1,228	61.4	17.1	B	4,551	1,470	58.4	21.2	C	6,785	1,380	58.3	32.5	D	
8 . Dillion Road Off-Ramp	1 Lane Off	2	2,253	215	57.4	23.5	C	2,754	339	57.1	28.0	D	3,081	215	57.4	31.0	D	5,405	526	56.6	52.0	F *	
9 . Dillion Road On-Ramp	1 Lane On	2	2,038	216	61.0	20.1	C	2,415	239	60.0	23.4	C	2,866	304	59.0	27.6	C	4,879	478	31.0	45.5	F *	
10 . Avenue 50 Off-Ramp	Future	2	2,254		Does Not Exist			2,654		Does Not Exist			3,170	986	55.4	28.5	D	5,322	2,748	50.7	47.9	F *	
11 . Avenue 50 Loop On-Ramp	Future	2	2,254		Does Not Exist			2,654		Does Not Exist			2,184	0	61.0	19.6	B	2,654	0	60.0	23.5	C	
12 . Avenue 50 Slip On-Ramp	Future	2	2,254		Does Not Exist			2,654		Does Not Exist			2,184	235	61.0	21.5	C	2,654	281	60.0	25.7	C	
Interstate 10 Westbound																							
13 . Monroe Street On-Ramp	1 lane On	3	3,654	855	60.0	26.1	C	3,075	338	61.0	19.3	B	4,910	855	56.0	32.3	D	4,338	338	60.0	25.5	C	
14 . Monroe Street Off-Ramp	1 Lane Off	3	3,873	219	57.4	27.3	C	3,299	224	57.4	23.3	C	5,485	575	56.5	35.4	E	4,920	582	56.5	31.7	D	
15 . Jackson Street On-Ramp	1 Lane On	3	3,309	564	61.0	20.8	C	3,069	230	62.0	17.1	B	4,921	564	58.0	28.9	D	4,690	230	60.0	25.2	C	
16 . Jackson Street Off-Ramp	1 Land Off	3	3,445	136	57.7	22.9	C	3,376	307	57.2	22.8	C	5,100	179	57.5	30.9	D	5,041	351	57.1	30.9	D	
17 . Golf Center Parkway On-Ramp	1 Lane On	3	3,031	414	61.0	20.3	C	2,898	478	61.0	20.1	C	4,686	414	59.0	28.3	D	4,563	478	59.0	28.2	D	
18 . Golf Center Parkway Off-Ramp	1 Lane Off	4	3,144	113	55.9	15.4	B	3,056	158	55.8	15.3	B	5,116	430	55.1	24.8	C	5,039	476	54.9	24.7	C	
19 . SR-86S On-Ramp	2 Lane Addition ⁵	2	1,980	1,164	68.5	12.1	B	1,733	1,323	61.0	16.6	B	3,811	1,305	68.5	19.6	C	3,573	1,427	68.5	19.4	C	
20 . Dillion Road On-Ramp	1 Lane On	2	1,717	263	61.0	18.6	B	1,521	212	61.0	16.6	B	3,548	263	56.0	33.6	D	3,400	212	57.0	32.0	D	
21 . Dillion Road Off-Ramp	1 Lane Off	2	1,893	176	57.5	19.5	B	1,784	263	57.3	18.6	B	3,904	356	57.1	37.7	E	3,844	444	56.8	37.2	E	
22 . Avenue 50 Slip On-Ramp	Future	2	1,893		Does Not Exist			1,784		Does Not Exist			3,904	0	55.0	34.5	D	3,844	0	56.0	34.0	D	
23 . Avenue 50 Loop On-Ramp	Future	2	1,893		Does Not Exist			1,784		Does Not Exist			1,893	2,011	55.0	33.5	D	1,784	2,093	55.0	33.3	D	
24 . Avenue 50 Off-Ramp	Future	2	1,893		Does Not Exist			1,784		Does Not Exist			2,008	115	57.7	17.9	B	2,095	344	57.1	18.1	B	

Notes:

¹ PCE = passenger car equivalent⁴ LOS = Level of Service² m/hr = miles per hour⁵ As stated in the HCM 2000, when a two-lane off-ramp results in a lane drop, it should be treated as a basic segment.³ pc/m/ln = passenger cars per mile per lane

* Operates at an unsatisfactory level of service

Table 4.16.W - Existing plus Project Build-out (With Avenue 50 Interchange) SR-86 Freeway Merge/Diverge Levels of Service

Ramp	Type	Mixed Flow	Without Project										With Project Build-out									
			AM Peak Hour					PM Peak Hour					AM Peak Hour					PM Peak Hour				
			Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴
State Route 86 Northbound																						
1 . Dillon Road On-Ramp	1 Land On	2	981	183	61.8	11.3	B	1090	233	61.7	12.6	B	1122	183	61.7	12.5	B	1194	233	61.7	13.4	B
2 . Dillon Road Off-Ramp	1 Off	2	1189	208	57.5	13.1	B	1256	166	57.6	13.1	B	1463	341	57.1	15.6	B	1493	299	57.2	15.9	B
3 . Airport Avenue On-Ramp	1 Lane On	2	690	97	62.0	7.9	A	895	139	61.9	9.9	A	832	116	62.0	9.3	A	1279	191	61.7	13.5	B
4 . Airport Avenue Off-Ramp	1 Lane Off	2	731	41	57.9	9.2	A	932	37	57.9	11.0	B	875	43	57.9	10.5	B	1321	42	57.9	14.5	B
State Route 86 Southbound																						
5 . Dillon Road Off-Ramp	1 Land Off	2	1330	142	57.6	15.3	B	1228	215	57.4	14.4	B	1400	142	57.6	15.9	B	1380	215	57.4	15.8	B
6 . Dillon Road On-Ramp	1 Lane On	2	1188	145	61.8	12.4	B	1013	184	61.9	11.3	B	1258	210	61.7	13.5	B	1165	360	61.7	13.9	B
7 . Airport Avenue Off-Ramp	1 Lane Off	2	1005	168	57.6	12.0	B	884	96	57.8	10.9	B	1334	207	57.5	15.0	B	1214	135	57.7	13.9	B
8 . Airport Avenue Hook On-Ramp	1 Lane On	2	837	39	62.5	7.0	A	788	41	62.5	6.6	A	1127	43	62.4	9.4	A	1079	45	62.4	9.0	A

Notes:

¹ PCE = passenger car equivalent² m/hr = miles per hour³ pc/m/ln = passenger cars per mile per lane⁴ LOS = Level of Service

Table 4.16.X - Year 2035 with Project Build-out (with Avenue 50 Interchange) Intersection Levels of Service (Page 1 of 3)

Intersection	Jurisdiction	Control	Without Project						Plus Project					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
1 . Jackson Street/Highway 111	Caltrans	Signal	0.48	30.3	C	0.80	38.1	D	0.49	30.6	C	0.80	38.3	D
2 . Jackson Street/Avenue 48	Indio	Signal	0.68	34.5	C	1.12	71.0	F *	0.69	34.6	C	1.12	70.8	F *
3 . Jackson Street/50th Avenue	Indio	ASWC	2.72	>100	F *	2.32	>100	F *	2.72	>100	F *	2.32	>100	F *
4 . Jackson Street/52nd Avenue	Indio/County of Riverside	ASWC	3.36	>100	F *	2.56	>100	F *	3.36	>100	F *	2.57	>100	F *
5 . Golf Center Drive-Lorraine Street/Highway 111	Caltrans	Signal	0.64	30.6	C	0.90	40.5	D	0.69	31.7	C	0.96	47.1	D
6 . Golf Center Parkway/Avenue 45	Indio	Signal	1.17	90.1	F *	1.58	>100	F *	1.18	91.3	F *	1.59	>100	F *
7 . Calhoun Street/Avenue 48	Indio/Coachella	Signal	0.30	21.8	C	0.35	22.8	C	0.33	22.2	C	0.35	22.6	C
8 . Calhoun Street/50th Avenue	Coachella	ASWC	1.39	>100	F *	1.95	>100	F *	1.48	>100	F *	2.05	>100	F *
9 . Calhoun Street/52nd Avenue	County of Riverside	ASWC	1.74	>100	F *	1.19	82.1	F *	1.84	>100	F *	1.26	>100	F *
10 . Golf Center Parkway-Indio Center Drive/Avenue 44	Indio	Signal	0.60	25.4	C	1.05	53.5	F *	0.61	25.7	C	1.06	54.6	F *
11 . Golf Center Parkway/Indio Springs Drive-Vista Del Norte	Indio	Signal	0.36	15.0	B	0.47	12.1	B	0.36	15.1	B	0.48	12.0	B
12 . Golf Center Parkway/I-10 Westbound Ramps	Caltrans	Signal	1.09	75.0	F *	1.23	>100	F *	1.12	85.8	F *	1.26	>100	F *
13 . Golf Center Parkway/I-10 Eastbound Ramps	Caltrans	Signal	0.66	19.1	B	0.87	22.0	C	0.67	19.5	B	0.89	23.6	C
14 . Van Buren Street/Avenue 48	Indio/Coachella	ASWC	2.42	>100	F *	3.00	>100	F *	2.47	>100	F *	3.00	>100	F *
15 . Van Buren Street/50th Avenue	Coachella	Signal	0.87	41.9	D	1.19	91.0	F *	0.88	42.9	D	1.22	98.5	F *
16 . Van Buren Street/Avenue 52	Coachella/County of Riverside	ASWC	3.14	>100	F *	2.71	>100	F *	3.16	>100	F *	2.73	>100	F *
17 . Interstate 10 Business Loop-Dillon Road/Avenue 48	Indio/Coachella	Signal	1.19	>100	F *	1.08	70.8	F *	1.20	>100	F *	1.10	75.6	F *
18 . Highway 111/Avenue 48	Coachella/Caltrans	Signal	0.47	15.2	B	0.69	20.2	C	0.47	15.3	B	0.69	20.5	C
19 . Dillon Road/Cabazon Road - 48th Avenue	Coachella	Signal	0.63	12.3	B	0.74	16.5	B	0.64	12.3	B	0.74	16.7	B
20 . Highway 111/Avenue 49	Coachella/Caltrans	Signal	0.94	70.9	E *	1.33	>100	F *	0.95	73.0	E *	1.35	>100	F *
21 . Dillon Road/Harrison Street-Avenue 47	Coachella	Signal	1.07	>100	F *	1.96	>100	F *	1.13	>100	F *	2.00	>100	F *
22 . Dillon Road/SR-86 Northbound Ramps	Caltrans	Signal	1.36	>100	F *	1.32	>100	F *	1.37	>100	F *	1.35	>100	F *
23 . Dillon Road/SR-86 Southbound Ramps	Caltrans	Signal	1.50	>100	F *	1.53	>100	F *	1.51	>100	F *	1.55	>100	F *
24 . Harrison Street/Highway 111	Coachella/Caltrans	Signal	0.77	21.0	C	1.21	96.6	F *	0.78	21.1	C	1.21	98.0	F *
25 . Harrison Street/Avenue 50	Coachella	Signal	1.53	>100	F *	1.63	>100	F *	1.57	>100	F *	1.69	>100	F *
26 . Leoco Lane/Avenue 50	Coachella	Signal	0.87	17.3	B	0.92	>100	F *	0.88	18.0	B	0.94	>100	F *
27 . Highway 111/Leoco Lane	Coachella/Caltrans	TWSC	-	13.2	B	-	>100	F *	-	13.3	B	-	>100	F *
28 . Harrison Street/52nd Avenue	Coachella	Signal	1.16	92.1	F *	1.29	>100	F *	1.20	>100	F *	1.34	>100	F *
29 . Harrison Street/54th Avenue	Coachella/County of Riverside	Signal	1.42	>100	F *	1.46	>100	F *	1.42	>100	F *	1.46	>100	F *
30 . Harrison Street/Airport Boulevard	Coachella/County of Riverside	Signal	1.50	>100	F *	1.60	>100	F *	1.51	>100	F *	1.62	>100	F *
31 . Dillon Road/Vista Del Norte	Coachella	TWSC	-	>100	F *	-	>100	F *	-	>100	F *	-	>100	F *
32 . Dillon Road/I-10 Westbound Ramps	Caltrans	TWSC	-	>100	F *	-	>100	F *	-	>100	F *	-	>100	F *

Table 4.16.X - Year 2035 with Project Build-out (with Avenue 50 Interchange) Intersection Levels of Service (Page 2 of 3)

Intersection	Jurisdiction	Control	Without Project						Plus Project					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
33 . Dillon Road/I-10 Eastbound Ramps	Caltrans	TWSC	-	>100	F *	-	>100	F *	-	>100	F *	-	>100	F *
34 . Dillon Road/Vista Del Sur	Coachella	TWSC	-	13.1	B	-	>100	F *	-	15.5	C	-	>100	F *
35 . Dillon Road/Fargo Canyon Road	County of Riverside	TWSC	-	>100	F *	-	>100	F *	-	>100	F *	-	>100	F *
36 . Dillon Road/Avenue 44	Indio/Coachella	Signal	1.04	71.3	F *	1.40	>100	F *	1.07	76.9	F *	1.47	>100	F *
37 . Dillon Road/Tyler Street	Coachella	TWSC	-	>100	F *	-	>100	F *	-	>100	F *	-	>100	F *
38 . Tyler Street/Vista Del Norte	Coachella	TWSC	-	>100	F *	-	>100	F *	-	>100	F *	-	>100	F *
39 . 50th Avenue/Tyler Street	Coachella	TWSC	-	>100	F *	-	>100	F *	-	>100	F *	-	>100	F *
40 . SR-86/Tyler Street	Caltrans	Signal	4.08	>100	F *	5.09	>100	F *	4.20	>100	F *	5.24	>100	F *
42 . Apache Trail-Tyler Street/Avenue 50	Coachella	AWSC	4.45	>100	F *	3.12	>100	F *	4.56	>100	F *	3.37	>100	F *
43 . Highway 111/52nd Avenue	Coachella/Caltrans	Signal	1.06	58.1	F *	1.41	>100	F *	1.08	63.0	F *	1.46	>100	F *
44 . Tyler Street/52nd Avenue	Coachella	TWSC	-	>100	F *	-	>100	F *	-	>100	F *	-	>100	F *
45 . Tyler Street/54th Avenue	Coachella/County of Riverside	AWSC	1.78	>100	F *	1.92	>100	F *	1.82	>100	F *	1.95	>100	F *
46 . Tyler Street/Airport Boulevard	County of Riverside	TWSC	-	>100	F *	-	>100	F *	-	>100	F *	-	>100	F *
47 . Highway 111/54th Avenue	Coachella/Caltrans	TWSC	-	>100	F *	-	>100	F *	-	>100	F *	-	>100	F *
48 . Polk Street/50th Avenue	Coachella	TWSC	-	>100	F *	-	>100	F *	-	>100	F *	-	>100	F *
49 . Polk Street/52nd Avenue	Coachella	TWSC	-	>100	F *	-	>100	F *	-	>100	F *	-	>100	F *
50 . SR-86/52nd Avenue	Caltrans	Signal	2.78	>100	F *	2.96	>100	F *	3.21	>100	F *	3.40	>100	F *
52 . Polk Street/54th Avenue	Coachella	AWSC	1.24	84.8	F *	1.22	84.7	F *	1.31	>100	F *	1.28	>100	F *
53 . SR-86/54th Avenue	Caltrans	Signal	2.18	>100	F *	1.84	>100	F *	2.18	>100	F *	1.84	>100	F *
55 . Polk Street/Airport Boulevard	County of Riverside	TWSC	-	>100	F *	-	>100	F *	-	>100	F *	-	>100	F *
56 . Highway 111/Airport Boulevard	Caltrans	Signal	1.19	98.1	F *	1.00	58.6	E *	1.21	>100	F *	1.02	62.8	F *
57 . Polk Street/62nd Avenue	County of Riverside	TWSC	-	>100	F *	-	>100	F *	-	>100	F *	-	>100	F *
58 . Fillmore Street/Vista Del Sur	Coachella	TWSC	-	10.5	B	-	20.8	C	-	12.9	B	-	54.0	F *
59 . Fillmore Street/50th Avenue	Coachella	TWSC	-	>100	F *	-	>100	F *	-	>100	F *	-	>100	F *
60 . Fillmore Street/52nd Avenue	Coachella/County of Riverside	TWSC	-	>100	F *	-	>100	F *	-	>100	F *	-	>100	F *
61 . Fillmore Street/53rd Avenue	County of Riverside	TWSC	-	21.4	C	-	>100	F *	-	24.0	C	-	>100	F *
62 . SR-86 Southbound Ramps/Airport Boulevard	Caltrans	Signal	0.89	51.5	D	0.97	54.4	D	0.92	56.1	E *	1.00	60.8	E *
63 . SR-86 Northbound Ramps/Airport Boulevard	Caltrans	Signal	0.93	33.9	C	0.95	32.2	C	0.94	34.9	C	0.98	36.7	D
64 . Fillmore Street/Airport Boulevard	Coachella/County of Riverside	TWSC	-	>100	F *	-	>100	F *	-	>100	F *	-	>100	F *
65 . Fillmore Street/62nd Avenue	County of Riverside	AWSC	1.97	>100	F *	3.33	>100	F *	2.21	>100	F *	3.60	>100	F *
66 . Avenue 50/Vista Del Norte	Coachella	TWSC	-	23.7	C	-	23.6	C	-	36.2	E *	-	29.4	D
67 . Avenue 50/I-10 Westbound Ramps	Caltrans	Signal	0.68	12.1	B	0.53	12.2	B	0.68	12.9	B	0.65	15.8	B
68 . Avenue 50/I-10 Eastbound Ramps	Caltrans	Signal	0.38	11.7	B	0.58	18.4	B	0.56	9.3	A	0.86	21.4	C

Table 4.16.X - Year 2035 with Project Build-out (with Avenue 50 Interchange) Intersection Levels of Service (Page 3 of 3)

Intersection	Jurisdiction	Control	Without Project						Plus Project					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
69 . Avenue 50/52nd Avenue - Street A	Coachella	Signal	0.36	18.8	B	0.43	30.0	C	0.69	32.1	C	0.91	40.3	D
70 . Avenue 50/Street C	Coachella	Signal	0.34	10.3	B	0.31	4.0	A	0.76	23.5	C	0.86	22.9	C
71 . Pierce Street/52nd Avenue	Coachella/County of Riverside	Signal	0.43	25.0	C	0.78	34.4	C	0.66	24.6	C	0.89	32.8	C
72 . Pierce Street/53rd Avenue	County of Riverside	TWSC	-	12.2	B	-	>100	F *	-	16.6	C	-	>100	F *
73 . Pierce Street/54th Avenue	County of Riverside	TWSC	-	30.4	D	-	>100	F *	-	64.3	F *	-	>100	F *
74 . Pierce Street/Airport Boulevard	County of Riverside	TWSC	-	>100	F *	-	>100	F *	-	>100	F *	-	>100	F *
75 . Pierce Street/62nd Avenue	County of Riverside	AWSC	1.82	>100	F *	2.96	>100	F *	2.18	>100	F *	3.40	>100	F *
76 . Highway 111/62nd Avenue	Caltrans	TWSC	-	>100	F *	-	>100	F *	-	>100	F *	-	>100	F *
77 . SR-86/62nd Avenue	Caltrans	Signal	1.70	>100	F *	1.63	>100	F *	1.83	>100	F *	1.81	>100	F *
79 . Buchanan Street/62nd Avenue	County of Riverside	TWSC	-	>100	F *	-	>100	F *	-	>100	F *	-	>100	F *
80 . Monroe Street/I-10 Westbound Ramps	Caltrans	Signal	0.91	35.3	D	0.81	59.2	E *	0.98	45.2	D	0.86	73.1	E *
81 . Monroe Street/I-10 Eastbound Ramps	Caltrans	Signal	1.03	50.4	F *	0.97	39.2	D	1.07	57.2	F *	1.06	53.8	F *
82 . Jackson Street/I-10 Westbound Ramps	Caltrans	Signal	0.74	22.7	C	0.90	32.3	C	0.76	23.6	C	0.91	34.2	C
83 . Jackson Street/I-10 Eastbound Ramps	Caltrans	Signal	0.83	27.9	C	0.85	23.7	C	0.83	28.0	C	0.86	24.3	C

Notes:

TWSC = Two-Way Stop Control

V/C = Volume/capacity ratio

Delay = Average control delay in seconds. At TWSC intersections, worst-case approach is reported.

LOS = Level of Service, * = Exceeds LOS Standard

Table 4.16.X - Year 2035 with Project Build-out (with Avenue 50 Interchange) Intersection Levels of Service (Page 1 of 3)

Intersection	Jurisdiction	Control	Without Project						Plus Project					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
1 . Jackson Street/Highway 111	Caltrans	Signal	0.48	30.3	C	0.80	38.1	D	0.49	30.6	C	0.80	38.3	D
2 . Jackson Street/Avenue 48	Indio	Signal	0.68	34.5	C	1.12	71.0	F *	0.69	34.6	C	1.12	70.8	F *
3 . Jackson Street/50th Avenue	Indio	ASWC	2.72	>100	F *	2.32	>100	F *	2.72	>100	F *	2.32	>100	F *
4 . Jackson Street/52nd Avenue	Indio/County of Riverside	ASWC	3.36	>100	F *	2.56	>100	F *	3.36	>100	F *	2.57	>100	F *
5 . Golf Center Drive-Lorraine Street/Highway 111	Caltrans	Signal	0.64	30.6	C	0.90	40.5	D	0.69	31.7	C	0.96	47.1	D
6 . Golf Center Parkway/Avenue 45	Indio	Signal	1.17	90.1	F *	1.58	>100	F *	1.18	91.3	F *	1.59	>100	F *
7 . Calhoun Street/Avenue 48	Indio/Coachella	Signal	0.30	21.8	C	0.35	22.8	C	0.33	22.2	C	0.35	22.6	C
8 . Calhoun Street/50th Avenue	Coachella	ASWC	1.39	>100	F *	1.95	>100	F *	1.48	>100	F *	2.05	>100	F *
9 . Calhoun Street/52nd Avenue	County of Riverside	ASWC	1.74	>100	F *	1.19	82.1	F *	1.84	>100	F *	1.26	>100	F *
10 . Golf Center Parkway-Indio Center Drive/Avenue 44	Indio	Signal	0.60	25.4	C	1.05	53.5	F *	0.61	25.7	C	1.06	54.6	F *
11 . Golf Center Parkway/Indio Springs Drive-Vista Del Norte	Indio	Signal	0.36	15.0	B	0.47	12.1	B	0.36	15.1	B	0.48	12.0	B
12 . Golf Center Parkway/I-10 Westbound Ramps	Caltrans	Signal	1.09	75.0	F *	1.23	>100	F *	1.12	85.8	F *	1.26	>100	F *
13 . Golf Center Parkway/I-10 Eastbound Ramps	Caltrans	Signal	0.66	19.1	B	0.87	22.0	C	0.67	19.5	B	0.89	23.6	C
14 . Van Buren Street/Avenue 48	Indio/Coachella	ASWC	2.42	>100	F *	3.00	>100	F *	2.47	>100	F *	3.00	>100	F *
15 . Van Buren Street/50th Avenue	Coachella	Signal	0.87	41.9	D	1.19	91.0	F *	0.88	42.9	D	1.22	98.5	F *
16 . Van Buren Street/Avenue 52	Coachella/County of Riverside	ASWC	3.14	>100	F *	2.71	>100	F *	3.16	>100	F *	2.73	>100	F *
17 . Interstate 10 Business Loop-Dillon Road/Avenue 48	Indio/Coachella	Signal	1.19	>100	F *	1.08	70.8	F *	1.20	>100	F *	1.10	75.6	F *
18 . Highway 111/Avenue 48	Coachella/Caltrans	Signal	0.47	15.2	B	0.69	20.2	C	0.47	15.3	B	0.69	20.5	C
19 . Dillon Road/Cabazon Road - 48th Avenue	Coachella	Signal	0.63	12.3	B	0.74	16.5	B	0.64	12.3	B	0.74	16.7	B
20 . Highway 111/Avenue 49	Coachella/Caltrans	Signal	0.94	70.9	E *	1.33	>100	F *	0.95	73.0	E *	1.35	>100	F *
21 . Dillon Road/Harrison Street-Avenue 47	Coachella	Signal	1.07	>100	F *	1.96	>100	F *	1.13	>100	F *	2.00	>100	F *
22 . Dillon Road/SR-86 Northbound Ramps	Caltrans	Signal	1.36	>100	F *	1.32	>100	F *	1.37	>100	F *	1.35	>100	F *
23 . Dillon Road/SR-86 Southbound Ramps	Caltrans	Signal	1.50	>100	F *	1.53	>100	F *	1.51	>100	F *	1.55	>100	F *
24 . Harrison Street/Highway 111	Coachella/Caltrans	Signal	0.77	21.0	C	1.21	96.6	F *	0.78	21.1	C	1.21	98.0	F *
25 . Harrison Street/Avenue 50	Coachella	Signal	1.53	>100	F *	1.63	>100	F *	1.57	>100	F *	1.69	>100	F *
26 . Leoco Lane/Avenue 50	Coachella	Signal	0.87	17.3	B	0.92	>100	F *	0.88	18.0	B	0.94	>100	F *
27 . Highway 111/Leoco Lane	Coachella/Caltrans	TWSC	-	13.2	B	-	>100	F *	-	13.3	B	-	>100	F *
28 . Harrison Street/52nd Avenue	Coachella	Signal	1.16	92.1	F *	1.29	>100	F *	1.20	>100	F *	1.34	>100	F *
29 . Harrison Street/54th Avenue	Coachella/County of Riverside	Signal	1.42	>100	F *	1.46	>100	F *	1.42	>100	F *	1.46	>100	F *
30 . Harrison Street/Airport Boulevard	Coachella/County of Riverside	Signal	1.50	>100	F *	1.60	>100	F *	1.51	>100	F *	1.62	>100	F *
31 . Dillon Road/Vista Del Norte	Coachella	TWSC	-	>100	F *	-	>100	F *	-	>100	F *	-	>100	F *
32 . Dillon Road/I-10 Westbound Ramps	Caltrans	TWSC	-	>100	F *	-	>100	F *	-	>100	F *	-	>100	F *

Table 4.16.Z - Year 2035 (with Avenue 50 interchange) SR-86 Freeway Mainline Levels of Service

	Type	Mainline Lanes	Without Project								With Project Build-Out							
			AM Peak Hour				PM.Peak Hour				AM Peak Hour				PM.Peak Hour			
			PCE Vol.	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	PCE Vol.	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	PCE Vol.	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	PCE Vol.	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴
State Route 86 Northbound																		
1 . Between I-10 and Dillon Road	Basic	2	4713	-	-	F *	4479	-	-	F *	4713	-	-	F *	4379	54.1	42.6	E
2 . Between Dillon Road Ramps	Basic	2	4059	39.0	36.2	E	3370	64.5	27.5	D	4059	59.0	36.2	E	3270	64.9	26.5	D
3 . Between Dillion Road and 50th Avenue	Basic	2	4419	53.4	43.6	E	3635	63.1	30.3	D	4419	53.4	43.6	E	3535	63.7	29.2	D
4 . Between 50th Avenue and 52nd Avenue	Basic	2	3611	63.3	30.1	D	2687	65.5	21.6	C	3611	63.3	30.1	D	2687	65.5	21.6	C
5 . Between 52nd Avenue and 54th Avenue	Basic	2	3399	64.4	27.8	D	2303	65.5	18.5	C	3583	63.4	29.7	D	2722	65.5	21.9	C
6 . Between 54th Avenue and Airpout Boulevard	Basic	2	2661	65.5	21.4	C	1865	65.5	15.0	B	2845	65.5	22.9	C	2284	65.5	18.4	C
7 . Between Airport Avenue Ramps	Basic	2	2231	65.5	17.9	B	1426	65.5	11.5	B	2415	65.5	19.4	C	1845	65.5	14.8	B
8 . Between Airport Avenue and 62nd Avenue	Basic	2	2552	65.5	20.5	C	1599	65.5	12.9	B	2736	65.5	22.0	C	2018	65.5	16.2	B
9 . South of 62nd Avenue	Basic	2	1835	65.5	14.7	B	1581	65.5	12.7	B	1881	65.5	15.1	B	1686	65.5	13.5	C
State Route 86 Southbound																		
10 . Between I-10 and Dillon Road	Basic	2	3303	64.8	26.8	D	3732	62.4	31.5	D	3303	64.8	26.8	D	3641	63.1	30.4	D
11 . Between Dillon Road Ramps	Basic	2	2641	65.5	21.2	C	3005	65.3	24.2	C	2641	65.5	21.2	C	2914	65.5	23.4	C
12 . Between Dillion Road and 50th Avenue	Basic	2	2821	65.5	22.7	C	3383	64.5	27.6	D	2821	65.5	22.7	C	3292	64.8	26.7	D
13 . Between 50th Avenue and 52nd Avenue	Basic	2	2427	65.5	19.5	C	3114	65.2	25.1	C	2427	65.5	19.5	C	3114	65.2	25.1	C
14 . Between 52nd Avenue and 54th Avenue	Basic	2	2037	65.5	16.4	B	2496	65.5	20.1	C	2413	65.5	19.4	C	2794	65.5	22.5	C
15 . Between 54th Avenue and Airpout Boulevard	Basic	2	2037	65.5	16.4	B	2496	65.5	20.1	C	2413	65.5	19.4	C	2794	65.5	22.5	C
16 . Between Airport Avenue Ramps	Basic	2	1629	65.5	13.1	B	2097	65.5	16.9	B	2005	65.5	16.1	B	2395	65.5	20.8	C
17 . Between Airport Avenue and 62nd Avenue	Basic	2	1712	65.5	19.8	B	2295	65.5	18.4	C	2088	65.5	16.8	B	2593	65.5	20.8	C
18 . South of 62nd Avenue	Basic	2	1415	65.5	11.4	B	1578	65.5	12.7	B	1509	65.5	12.1	B	1652	65.5	13.3	B

Notes:

¹ PCE = passenger car equivalent² m/hr = miles per hour³ pc/m/ln = passenger cars per mile per lane⁴ LOS = Level of Service

* Operates at an unsatisfactory level of service

Table 4.16.AA - Year 2035 (with Avenue 50 interchange) I-10 Freeway Merge/Diverge Levels of Service

Ramp	Type	Mixed Flow	Without Project										With Project Build-Out										
			AM Peak Hour					PM Peak Hour					AM Peak Hour					PM Peak Hour					
			Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	
Interstate 10 Eastbound																							
1 . Monroe Street Off-Ramp	1 Lane Off	3	7,400	496	56.7	40.6	F *	9,445	564	56.5	46.3	F *	7,781	496	56.7	41.8	F *	10,313	564	53.7	41.8	F *	
2 . Monroe Street On-Ramp	1 Lane On	3	6,904	382	50.0	38.5	F *	8,881	360	48.0	21.0	F *	7,351	448	44.0	41.6	F *	9,898	509	44.0	41.6	F *	
3 . Jackson Street Off-Ramp	1 Lane Off	3	7,286	531	56.6	40.7	F *	9,241	339	46.1	57.0	F *	7,733	531	56.6	42.1	F *	10,258	339	56.6	42.1	F *	
4 . Jackson Street On-Ramp	1 Lane On	3	6,755	254	52.0	36.2	F *	8,902	333	21.0	47.4	F *	7,202	268	49.0	38.5	F *	9,919	363	-	-	F *	
5 . Golf Center Parkway Off-Ramp	1 Lane Off	3	7,009	498	56.7	39.6	F *	9,235	557	46.1	56.5	F *	7,470	498	56.7	41.1	F *	10,282	557	56.5	48.3	F *	
6 . Golf Center Parkway On-Ramp	Type B Weave	4	6,511	251	48.3	36.8	E	8,678	316	49.5	45.5	F *	7,014	293	48.5	39.6	E	9,821	412	48.2	55.9	F *	
7 . SR-86S Off -Ramp	Type B Weave	4	6,762	3,303	48.3	36.8	E	8,994	3,732	49.5	45.5	F *	7,265	3,303	48.5	39.6	E	10,137	3,641	48.2	55.9	F *	
8 . Dillion Road Off-Ramp	1 Lane Off	2	3,459	763	56.0	34.4	D	5,262	830	55.8	50.8	F *	3,962	763	56.0	39.0	E	6,496	830	55.8	61.9	F *	
9 . Dillion Road On-Ramp	1 Lane On	2	2,696	234	60.0	25.7	C	4,432	343	46.0	40.7	F *	3,199	328	58.0	30.5	D	5,666	557	-	-	F *	
10 . Avenue 50 Off-Ramp	1 Lane Off	2	2,930	666	56.2	26.3	C	4,775	806	55.9	43.0	F *	3,527	1,263	57.7	31.7	D	6,132	2,335	55.3	51.8	F *	
11 . Avenue 50 Loop On-Ramp	1 Lane On	2	2,264	151	61.0	21.5	C	3,969	149	54.0	35.5	E	2,264	151	61.0	21.5	C	3,969	149	61.0	21.5	C	
12 . Avenue 50 Slip On-Ramp	1 Lane On	2	2,415	151	61.0	22.7	C	4,118	187	52.0	37.0	E	2,415	386	61.0	22.7	C	4,118	454	61.0	22.7	C	
Interstate 10 Westbound																							
13 . Monroe Street On-Ramp	1 lane On	3	9,900	921	-	57.1	F *	8,160	409	35.0	44.7	F *	10,678	921	-	-	F *	8,778	409	-	-	F *	
14 . Monroe Street Off-Ramp	1 Lane Off	3	10,383	483	56.7	49.9	F *	8,727	567	56.5	45.1	F *	11,294	616	56.4	50.9	F *	9,451	673	56.2	46.9	F *	
15 . Jackson Street On-Ramp	1 Lane On	3	9,535	848	-	-	F *	8,229	498	14.0	47.4	F *	10,446	848	-	-	F *	8,953	498	3.0	49.0	F *	
16 . Jackson Street Off-Ramp	1 Land Off	3	9,761	226	57.4	46.3	F *	8,769	540	56.6	44.1	F *	10,700	254	57.3	48.2	F *	9,514	561	56.5	56.5	F *	
17 . Golf Center Parkway On-Ramp	1 Lane On	3	8,361	1,400	-	-	F *	7,484	1,285	24.0	47.3	F *	9,300	1,400	-	-	F *	8,229	1,285	-	-	F *	
18 . Golf Center Parkway Off-Ramp	1 Lane Off	4	8,809	448	55.0	39.5	E	8,034	550	54.7	36.9	E	9,834	534	54.8	43.9	F *	8,847	618	54.8	43.9	F *	
19 . SR-86S On-Ramp	2 Lane Addition ⁵	2	4,096	4,713	-	-	F *	3,555	4,479	61.4	34.4	D	5,121	4,713	-	-	F *	4,368	4,379	55.1	42.2	E	
20 . Dillion Road On-Ramp	1 Lane On	2	3,243	853	54.0	35.7	E	2,446	1,109	57.0	31.1	D	4,268	853	38.0	44.1	F *	3,359	1,109	38.0	44.1	F *	
21 . Dillion Road Off-Ramp	1 Lane Off	2	3,683	440	56.8	35.7	E	3,047	601	56.4	30.0	D	4,900	632	56.3	46.8	F *	4,113	754	56.3	46.8	F *	
22 . Avenue 50 Slip On-Ramp	1 Lane On	2	2,649	1,034	57.0	32.2	D	2,707	340	59.0	27.3	C	3,866	1,034	43.0	42.2	F *	3,773	340	43.0	42.2	F *	
23 . Avenue 50 Loop On-Ramp	1 Lane On	2	2,203	446	60.0	24.0	C	2,245	462	60.0	24.5	C	2,203	1,663	56.0	33.4	D	2,245	1,585	56.0	33.4	D	
24 . Avenue 50 Off-Ramp	1 Lane Off	2	2,529	326	57.4	22.6	C	2,607	362	57.1	23.4	C	2,644	441	56.8	23.7	C	2,869	681	56.8	23.7	C	

Notes:

¹ PCE = passenger car equivalent⁴ LOS = Level of Service² m/hr = miles per hour⁵ As stated in the HCM 2000, when a two-lane off-ramp results in a lane drop, it should be treated as a basic segment.³ pc/m/ln = passenger cars per mile per lane

* Operates at an unsatisfactory level of service

- Ramp operates at overcapacity. Speed drops to zero. HCS reports negative speed.

Table 4.16.AB - Year 2035 (with Avenue 50 interchange) SR-86 Freeway Merge/Diverge Levels of Service

Ramp	Type	Mixed Flow	Without Project										With Project Build-Out									
			AM Peak Hour					PM Peak Hour					AM Peak Hour					PM Peak Hour				
			Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln) ³	LOS ⁴	Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln)	LOS ⁴	Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln)	LOS ⁴	Main PCE ¹	Ramp PCE ¹	Speed (m/hr) ²	Density (pc/m/ln)	LOS ⁴
<u>State Route 86 Northbound</u>																						
1 . Dillon Road On-Ramp	1 Land On	2	4059	654	47	40	F *	3370	1109	50.0	38.1	F *	4059	654	47	40	F *	3270	1109	50	38	F *
2 . Dillon Road Off-Ramp	1 Off	2	4419	360	57	42	F *	3635	265	57.3	35.3	E	4419	360	57	42	F *	3535	265	57	34	D
3 . Airport Avenue On-Ramp	1 Lane On	2	2231	430	60	23	C	1426	439	61.0	16.6	B	2415	430	60	25	C	1845	439	61	20	C
4 . Airport Avenue Off-Ramp	1 Lane Off	2	2552	321	57	26	C	1599	173	57.6	17.0	B	2736	321	57	27	C	2018	173	58	21	C
<u>State Route 86 Southbound</u>																						
5 . Dillon Road Off-Ramp	1 Land Off	2	3303	662	56	33	C	3732	727	56.1	37.0	E	3303	662	56	33	D	3641	727	56	36	E
6 . Dillon Road On-Ramp	1 Lane On	2	2641	180	60	25	C	3005	378	58.0	29.1	D	2641	180	60	25	C	2914	378	59	28	D
7 . Airport Avenue Off-Ramp	1 Lane Off	2	2037	408	57	21	C	2496	399	57.0	25.5	C	2413	408	57	25	C	2794	399	57	28	D
8 . Airport Avenue Hook On-Ramp	1 Lane On	2	1629	83	62	14	B	2097	198	62.0	18.6	B	2005	83	62	17	B	2395	198	61	21	C

Notes:

¹ PCE = passenger car equivalent⁴ LOS = Level of Service² m/hr = miles per hour

* Operates at an unsatisfactory level of service

³ pc/m/ln = passenger cars per mile per lane

Table 4.16.AC - Existing plus Phases I-IV (without Avenue 50 Interchange) Mitigation Requirements

	Intersection	Jurisdiction	Recommended Mitigation Requirements	DIF/TUMF	Project Responsibility ¹	Consistent with General Plan	Fees
3	Jackson Street/50th Avenue	Indio	Install a traffic signal.	Install a traffic signal (75% TUMF).	25%, Eligible for credit from Indio DIF	Yes	TUMF/Indio DIF
8	Calhoun Street/50th Avenue	Coachella	Install a traffic signal.	Install a traffic signal (75% TUMF).	Install a traffic signal (25%).	Yes	East-West TUMF/Fair Share
9	Calhoun Street/52nd Avenue	County of Riverside	Install a traffic signal.	Install a traffic signal (75% TUMF).	Install a traffic signal (25%).	Yes	East-West TUMF/Fair Share
14	Van Buren Street/Avenue 48	Indio/Coachella	Install a traffic signal.	Install a traffic signal. (EBT/EBR - 50% of Unfunded 25% Share of TUMF paid by Coachella).		Yes	Indio DIF/Coachella DIF/TUMF
16	Van Buren Street/Avenue 52	Coachella/County of Riverside	Install a traffic signal.	Install a traffic signal. (SBL/SBT- 50% of Unfunded 25% Share of TUMF paid by Coachella)		Yes	Coachella DIF/County DIF/TUMF
39	50th Avenue/Tyler Street	Coachella	Install a traffic signal. Add 2 NBL, re-stripe the EBL to EBLR and EBR with overlap phasing.	Install a traffic signal. Add 2 NBL, re-stripe the EBL to EBLR and EBR with overlap phasing.		Yes	Coachella DIF/TUMF
40	SR-86/Tyler Street	Caltrans	Add a SBL, 2 EBL, EBT, Convert EBR to EBTR, WBT, WBR with overlap phasing. ²	Add a SBL, 1st EBL (TUMF/DIF), 2nd EBL(75% TUMF), EBT, Convert EBR to EBTR(75% TUMF), WBT, WBR with overlap phasing (75% TUMF). ²	2nd EBL, Convert EBR to EBTR, WBR with overlap phasing (All mitigations 25%)	No	Coachella DIF/TUMF
44	Tyler Street/52nd Avenue	Coachella	Install a traffic signal.	Install a traffic signal.		Yes	Coachella DIF/TUMF
48	Polk Street/50th Avenue	Coachella	Install a traffic signal.	Install a traffic signal.		Yes	Coachella DIF
49	Polk Street/52nd Avenue	Coachella	Install a traffic signal.	Install a traffic signal.		Yes	Coachella DIF
50	SR-86/52nd Avenue	Caltrans	Add EBL, EBT, EBR, WBL, WBT, WBR. Re-stripe the EBLTR to EBT, re-stripe the WBLTR to WBT. Add NBR overlap phasing. ²	Add EBL, EBT, EBR, WBL, WBT, WBR. Re-stripe the EBLTR to EBT, re-stripe the WBLTR to WBT. Add NBR overlap phasing.		Yes	Coachella DIF/TUMF
59	Fillmore Street/50th Avenue	Coachella	Install a traffic signal.	Install a traffic signal.		Yes	Coachella DIF/TUMF
60	Fillmore Street/52nd Avenue	Coachella/County of Riverside	Install a traffic signal.	Install a traffic signal.		Yes	Coachella DIF/County DIF
70	Avenue 50/Street C	Coachella	Construct Avenue 50 Extension, Bridge over All American Canal, WBL, NBR.		100% Project Responsibility	Yes	100% Project
71	Pierce Street/52nd Avenue	Coachella/County of Riverside	Construct Avenue 52 Extension, Bridge over All American Canal, NB TWSC, NBLR, EBTR, WBLT.		100% Project Responsibility	Yes	100% Project
76	Highway 111/62nd Avenue	Caltrans	Convert TWSC to AWSC.	Convert TWSC to AWSC.		Yes	County DIF/Coachella DIF/TUMF

Notes:

¹ Project responsibility includes reimbursement of fees with City based on Fair Share.² SR-86/Avenue 50-Tyler Street and SR-86/Avenue 50 is proposed to be reconfigured to an interchange in future, therefore Project responsibility includes payment of fees into DIF/TUMF.

Table 4.16.AD - Existing plus Project Build-out (with Avenue 50 Interchange) Mitigation Requirements

	Intersection	Jurisdiction	Recommended Mitigation Requirements	DIF/TUMF	Project Responsibility ¹	Consistent with General Plan	Fees
3	Jackson Street/50th Avenue	Indio	Install a traffic signal.	Install a traffic signal (75% TUMF).	25%, Eligible for credit from Indio DIF	Yes	TUMF/Indio DIF
8	Calhoun Street/50th Avenue	Coachella	Install a traffic signal.	Install a traffic signal (75% TUMF).	Install a traffic signal (25%).	Yes	East-West TUMF/Fair Share
9	Calhoun Street/52nd Avenue	County of Riverside	Install a traffic signal.	Install a traffic signal (75% TUMF).	Install a traffic signal (25%).	Yes	East-West TUMF/Fair Share
14	Van Buren Street/Avenue 48	Indio/Coachella	Install a traffic signal.	Install a traffic signal. (EBT/EBR - 50% of Unfunded 25% Share of TUMF paid by Coachella).		Yes	Indio DIF/Coachella DIF/TUMF
16	Van Buren Street/Avenue 52	Coachella/County of Riverside	Install a traffic signal.	Install a traffic signal. (SBL/SBT- 50% of Unfunded 25% Share of TUMF paid by Coachella).		Yes	Coachella DIF/County DIF/TUMF
31	Dillon Road/Vista Del Norte	Coachella	Convert TWSC to AWSC.	Convert TWSC to AWSC.		Yes	Coachella DIF/TUMF
33	Dillon Road/I-10 Eastbound Ramps	Caltrans	Install a traffic signal.	Install a traffic signal (75% TUMF).	Install a traffic signal (25%).	Yes	TUMF/Fair Share
39	50th Avenue/Tyler Street	Coachella	Install a traffic signal. Add 2 NBL, Restripe EBL - EBLTR.	Install a traffic signal.		Yes	Coachella DIF/TUMF
40	SR-86/Tyler Street	Caltrans	Add SBL, EBL, 2 EBT, WBL, 2 WBT. ²	Add SBL, EBL, 1st EBT (TUMF/DIF), 2nd EBT (75% TUMF), WBL, 1st WBT (TUMF/DIF), 2nd WBT (75% TUMF).	EBT, WBT (25% both mitigations)	Yes	Coachella DIF/TUMF
44	Tyler Street/52nd Avenue	Coachella	Install a traffic signal.	Install a traffic signal.		Yes	Coachella DIF/TUMF
48	Polk Street/50th Avenue	Coachella	Install a traffic signal.	Install a traffic signal.		Yes	Coachella DIF
49	Polk Street/52nd Avenue	Coachella	Install a traffic signal.	Install a traffic signal.		Yes	Coachella DIF
50	SR-86/52nd Avenue	Caltrans	Add EBL, EBT, WBL, WBT. ²	Add EBL, EBT, WBL, WBT.		Yes	Coachella DIF/TUMF
59	Fillmore Street/50th Avenue	Coachella	Install a traffic signal.	Install a traffic signal.		Yes	Coachella DIF/TUMF
60	Fillmore Street/52nd Avenue	Coachella/County of Riverside	Install a traffic signal.	Install a traffic signal.		Yes	Coachella DIF/County DIF
68	Avenue 50/I-10 Eastbound Ramps	Caltrans	Convert EBR to Free EBR.	Project to pay DIF/TUMF based on configuration shown in the Interchange Updated Traffic Assessment (Sept. 2012).	Convert EBR to Free EBR. ³	Yes	Coachella DIF/TUMF
69	Avenue 50/52nd Avenue - Street A	Coachella	Construct Avenue 50 Extension, Signal, NBL, 2 NBT, NBTR, 2 SBL, 2 SBT, SBTR, 2 EBL, EBTR, WBLT, WBR.		100% Project Responsibility	Yes	100% Project
70	Avenue 50/Street C	Coachella	Construct Avenue 50 Extension, Bridge over All American Canal, Signal, WBLR, NBT, NBR, 2 SBL, SBT.		100% Project Responsibility	Yes	100% Project
71	Pierce Street/52nd Avenue	Coachella/County of Riverside	Construct Avenue 52 Extension, Bridge over All American Canal, NB TWSC, NBLR, EBTR, WBLT.		100% Project Responsibility	Yes	100% Project
76	Highway 111/62nd Avenue	Caltrans	Convert TWSC to AWSC.	Convert TWSC to AWSC.		Yes	County DIF/Coachella DIF/TUMF
81	Monroe Street/I-10 Eastbound Ramps	Caltrans	Add a NBR. Re-stripe the NBTR to NBT.	Add a NBR. Re-stripe the NBTR to NBT (75% TUMF).	25%, Eligible for credit from Indio DIF	Yes	TUMF/Indio DIF

Notes:

¹ Project responsibility includes reimbursement of fees with City based on Fair Share.² SR-86/Avenue 50-Tyler Street and SR-86/Avenue 50 is proposed to be reconfigured to an interchange in future, therefore Project responsibility includes payment of fees into DIF/TUMF.³ Geometric requirements based on speculative land development. Interchange requirement will be based on Caltrans Avenue 50 Interchange Study.

Table 4.16.AE - Existing plus Phases I-IV (without Avenue 50 interchange) With Mitigations Intersection Levels of Service

Intersection	Jurisdiction	Control	Existing With Project						Existing With Project With Mitigations					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
3 . Jackson Street/50th Avenue	Indio	Signal	1.13	50.90	F *	1.06	41.60	F *	0.59	31.3	C	0.58	32.2	C
8 . Calhoun Street/50th Avenue	Coachella	Signal	1.08	44.10	F *	1.00	36.80	F *	0.45	16.8	B	0.42	16.0	B
9 . Calhoun Street/52nd Avenue	County of Riverside	Signal	1.11	53.50	F *	0.66	14.90	B	0.55	14.8	B	0.33	13.0	B
14 . Van Buren Street/Avenue 48	Indio/Coachella	Signal	1.22	73.50	F *	1.77	>100	F *	0.50	17.4	B	0.63	18.5	B
16 . Van Buren Street/Avenue 52	Coachella/County of Riverside	Signal	1.64	>100	F *	0.89	28.60	D	0.74	22.6	C	0.41	15.1	B
39 . 50th Avenue/Tyler Street	Coachella	Signal	-	>100	F *	-	>100	F *	0.66	13.6	B	0.93	24.8	C
40 . SR-86/Tyler Street	Caltrans	Signal	1.89	>100	F *	2.03	>100	F *	0.87	36.7	D	1.00	44.8	D
44 . Tyler Street/52nd Avenue	Coachella	Signal	-	>100	F *	-	>100	F *	0.44	10.2	B	0.33	8.3	A
48 . Polk Street/50th Avenue	Coachella	Signal	-	99.70	F *	-	>100	F *	0.84	9.1	A	0.87	10.0	A
49 . Polk Street/52nd Avenue	Coachella	Signal	-	36.20	E *	-	29.00	D	0.78	7.0	A	0.89	11.0	B
50 . SR-86/52nd Avenue	Caltrans	Signal	2.07	>100	F *	2.03	>100	F *	0.89	40.7	D	0.94	44.3	D
59 . Fillmore Street/50th Avenue	Coachella	Signal	-	48.20	E *	-	>100	F *	0.83	8.5	A	0.89	11.4	B
60 . Fillmore Street/52nd Avenue	Coachella/County of Riverside	Signal	-	>100	F *	-	>100	F *	0.73	7.6	A	0.76	10.8	B
70 . Avenue 50/Street C	Coachella	Signal	No Conflicting Movement			No Conflicting Movement			No Conflicting Movement			No Conflicting Movement		
71 . Pierce Street/52nd Avenue	Coachella/County of Riverside	TWSC	-	11.20	B	-	35.50	E *	-	9.6	A	-	14.2	B
76 . Highway 111/62nd Avenue	Caltrans	AWSC	-	25.30	D	-	>100	F *	0.54	11.5	B	0.57	15.1	C
77 . SR-86/62nd Avenue	Caltrans	Signal	0.70	37.00	D	0.81	43.60	D	0.70	37.0	D	0.81	43.6	D
79 . Buchanan Street/62nd Avenue	County of Riverside	TWSC	-	14.10	B	-	12.00	B	-	14.1	B	-	12.0	B
80 . Monroe Street/I-10 Westbound Ramps	Caltrans	Signal	0.77	26.50	C	0.58	26.50	C	0.77	26.5	C	0.58	26.5	C
81 . Monroe Street/I-10 Eastbound Ramps	Caltrans	Signal	0.87	28.70	C	0.89	30.80	C	0.87	28.7	C	0.89	30.8	C
82 . Jackson Street/I-10 Westbound Ramps	Caltrans	Signal	0.53	15.10	B	0.59	16.50	B	0.53	15.1	B	0.59	16.5	B
83 . Jackson Street/I-10 Eastbound Ramps	Caltrans	Signal	0.60	22.30	C	0.69	20.60	C	0.60	22.3	C	0.69	20.6	C

Notes:

TWSC = Two-Way Stop Control

V/C = Volume/capacity ratio

Delay = Average control delay in seconds. At TWSC intersections, worst-case approach is reported.

LOS = Level of Service, * = Exceeds LOS Standard

Table 4.16.AF - Existing plus Project Build-out (with Avenue 50 interchange) With Mitigations Intersection Levels of Service

Intersection	Jurisdiction	Control	Plus Project						Plus Project With Mitigations					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
3 . Jackson Street/50th Avenue	Indio	Signal	1.10	47.3	F *	1.07	43.3	F *	0.58	31.3	C	0.58	32.2	C
8 . Calhoun Street/50th Avenue	Coachella	Signal	1.05	41.3	F *	1.02	38.8	F *	0.44	16.8	B	0.43	15.9	B
9 . Calhoun Street/52nd Avenue	County of Riverside	Signal	1.07	46.5	F *	0.66	15.4	C	0.53	14.8	B	0.34	13.0	B
14 . Van Buren Street/Avenue 48	Indio/Coachella	Signal	1.09	60.8	F *	1.75	>100	F *	0.44	14.9	B	0.57	15.6	B
16 . Van Buren Street/Avenue 52	Coachella/County of Riverside	Signal	1.58	>100	F *	0.91	32.4	D	0.73	22.3	C	0.41	15.1	B
31 . Dillon Road/Vista Del Norte	Coachella	AWSC	-	31.8	D	-	49.9	E *	0.49	12.4	B	0.69	15.3	C
33 . Dillon Road/I-10 Eastbound Ramps	Caltrans	Signal	-	18.3	C	-	65.4	F *	0.27	21.1	C	0.42	22.1	C
39 . 50th Avenue/Tyler Street	Coachella	Signal	-	15.7	C	-	>100	F *	0.36	22.3	C	0.66	29.3	C
40 . SR-86/Tyler Street	Caltrans	Signal	1.41	>100	F *	1.50	>100	F *	1.10	80.1	F *	0.96	49.4	D
44 . Tyler Street/52nd Avenue	Coachella	Signal	-	>100	F *	-	>100	F *	0.35	14.8	B	0.34	10.4	B
48 . Polk Street/50th Avenue	Coachella	Signal	-	37.0	E *	-	>100	F *	0.54	7.1	A	0.66	11.2	B
49 . Polk Street/52nd Avenue	Coachella	Signal	-	34.8	D	-	88.1	F *	0.66	10.1	B	1.00	27.1	C
50 . SR-86/52nd Avenue	Caltrans	Signal	1.94	>100	F *	2.19	>100	F *	0.87	41.9	D	0.99	61.8	E *
59 . Fillmore Street/50th Avenue	Coachella	Signal	-	17.4	C	-	>100	F *	0.63	6.3	A	0.79	14.4	B
60 . Fillmore Street/52nd Avenue	Coachella/County of Riverside	Signal	-	>100	F *	-	>100	F *	0.55	12.2	B	0.73	14.7	B
68 . Avenue 50/I-10 Eastbound Ramps	Caltrans	Signal	0.71	24.5	C	1.24	>100	F *	0.43	2.6	A	0.45	3.7	A
69 . Avenue 50/52nd Avenue - Street A	Coachella	Signal	0.88	42.4	D	0.98	49.3	D	0.88	42.4	D	0.98	49.3	D
70 . Avenue 50/Street C	Coachella	Signal	0.64	24.0	C	0.93	36.6	D	0.64	24.0	C	0.93	36.6	D
71 . Pierce Street/52nd Avenue	Coachella/County of Riverside	TWSC	-	10.6	B	-	21.7	C	-	10.6	B	-	21.7	C
76 . Highway 111/62nd Avenue	Caltrans	AWSC	-	30.9	D	-	>100	F *	0.59	12.2	B	0.81	22.1	C
81 . Monroe Street/I-10 Eastbound Ramps	Caltrans	Signal	0.95	35.0	C	1.10	63.4	F *	0.78	24.0	C	0.75	23.4	C

Notes:

TWSC = Two-Way Stop Control

V/C = Volume/capacity ratio

Delay = Average control delay in seconds. At TWSC intersections, worst-case approach is reported.

LOS = Level of Service, * = Exceeds LOS Standard

Table 4.16.AG - Year 2035 with Project Build-out (with Avenue 50 Interchange) Mitigation Requirements (Page 1 of 3)

	Intersection	Jurisdiction	Recommended Mitigation Requirements	DIF/TUMF	Project Responsibility ¹	Consistent with General Plan	Fees
2 .	Jackson Street/Avenue 48	Indio	Add overlap phasing to EBR.	Add overlap phasing to EBR.			TUMF/Indio DIF
3 .	Jackson Street/50th Avenue	Indio	Install a traffic signal. Add NBT, EBT, WBT.	Install a traffic signal. Add NBT, EBT, WBT (75% TUMF)	Install a traffic signal. Add NBT, EBT, WBT (25% Project Responsibility, Eligible for credit from Indio DIF)	Yes	TUMF/Indio DIF
4 .	Jackson Street/52nd Avenue	Indio/County of Riverside	Install a traffic signal. Add NBL, NBT, SBT.	Install a traffic signal. Add NBL, NBT, SBT.		Yes	Indio DIF/County DIF/TUMF
6 .	Golf Center Parkway/Avenue 45	Indio	Add SBL, WBR with overlap phasing, Re-stripe the WBTR to 2nd WBR.	Add SBL, WBR with overlap phasing, Re-stripe the WBTR to 2nd WBR. (75% TUMF)	Add SBL, WBR with overlap phasing, Re-stripe the WBTR to 2nd WBR. (25% Project Responsibility)	No	TUMF/Fair Share
8 .	Calhoun Street/50th Avenue	Coachella	Install a traffic signal.	Install a traffic signal. (75% TUMF)	Install a traffic signal.(25% Project Responsibility)	Yes	East-West TUMF/Fair Share
9 .	Calhoun Street/52nd Avenue	County of Riverside	Install a traffic signal. Add an EBL, EBT, WBL, WBT. Re-stripe EBLTR to EBTR, re-stripe WBLTR to WBTR.	Install a traffic signal. Add an EBL, EBT, WBL, WBT. Re-stripe EBLTR to EBTR, re-stripe WBLTR to WBTR. (75% TUMF)	Install a traffic signal. Add an EBL, EBT, WBL, WBT. Re-stripe EBLTR to EBTR, re-stripe WBLTR to WBTR. (25% Project Responsibility)	Yes	East-West TUMF/Fair Share
10 .	Golf Center Parkway-Indio Center Drive/Avenue 44	Indio	Add a NBR with overlap phasing, EBT, WBTR. Re-stripe NBTR to NBT, re-stripe WBR to 2nd WBL.	Add a NBR with overlap phasing, EBT, WBTR. Re-stripe NBTR to NBT, re-stripe WBR to 2nd WBL.		No	Indio DIF/TUMF
12 .	Golf Center Parkway/I-10 Westbound Ramps	Caltrans	Add a SBR.	Add a SBR. (75% TUMF)	Add a SBR.(25% Project Responsibility, Eligible for partial credit from Indio DIF)	Yes	TUMF/Indio DIF/Fair Share
14 .	Van Buren Street/Avenue 48	Indio/Coachella	Install a traffic signal. Add NBR with overlap phasing, SBT, EBT, EBR with overlap phasing, WBT, and WBR. Re-stripe NBTL to NBL, re-stripe NBTR to NBT, re-stripe EBTR to EBT, and re-stripe WBTR to WBT.	Install a traffic signal. (EBT/EBR - 50% of Unfunded 25% Share of TUMF paid by Coachella), NBR with overlap phasing, SBT, WBT, WBR. Re-stripe NBTL to NBL, re-stripe NBTR to NBT, re-stripe EBTR to EBT, and re-stripe WBTR to WBT.		No	Indio DIF/Coachella DIF/TUMF
15 .	Van Buren Street/50th Avenue	Coachella	Add a SBT.	Add a SBT.		Yes	Coachella DIF/TUMF
16 .	Van Buren Street/Avenue 52	Coachella/County of Riverside	Install a traffic signal. Add a NBL, NBT, SBL, SBT, EBL, EBT, WBL, WBT. Re-stripe NBLTR to NBT, re-stripe SBLTR to SBT, re-stripe EBLTR to EBT, re-stripe WBLTR to WBT.	Install a traffic signal. Add a NBL, NBT, (SBL/SBT- 50% of Unfunded 25% Share of TUMF paid by Coachella), EBL, EBT, WBL, WBT. Re-stripe NBLTR to NBT, re-stripe SBLTR to SBT, re-stripe EBLTR to EBT, re-stripe WBLTR to WBT.		Yes	Coachella DIF/County DIF/TUMF
17 .	Interstate 10 Business Loop-Dillon Road/Avenue 48	Indio/Coachella	Re-stripe WBT to WBTL. Change signal phasing from protected to split phase E-W.	Re-stripe WBT to WBTL. Change signal phasing from protected to split phase E-W.		Yes	Indio DIF/Coachella DIF/TUMF
20 .	Highway 111/Avenue 49	Coachella/Caltrans	Add NBL, EBR with overlap phasing.		Add NBL, EBR with overlap phasing.	Yes	Coachella DIF/TUMF
21 .	Dillon Road/Harrison Street-Avenue 47	Coachella	Add a NBT, NBR with overlap phasing, SBL, SBT, SBR, 2 WBL, WBR with overlap phasing.	Add a NBT, NBR with overlap phasing, SBL, SBT, SBR, 2 WBL, WBR with overlap phasing. (75% TUMF, 40% of Unfunded 25% paid by Coachella)	NBT, NBR with overlap phasing, SBL, SBT, 2 WBL, WBR with overlap phasing. (Remainder Cost)	Yes	Coachella DIF/TUMF
22 .	Dillon Road/SR-86 Northbound Ramps	Caltrans	Add a NBT.	Add a NBT.		Yes	TUMF/Coachella DIF/Fair Share
23 .	Dillon Road/SR-86 Southbound Ramps	Caltrans	Add a NBT, SBT, EBL.	(Add a NBT- already funded), SBT (75% TUMF, 40% of Coachella's fair share of project for the remaining 25%), EBL	SBT (Remainder Cost)	Yes	TUMF/Coachella DIF/Fair Share
24 .	Harrison Street/Highway 111	Coachella/Caltrans	Add a SBL	Add a SBL		Yes	Coachella DIF/TUMF
25 .	Harrison Street/Avenue 50	Coachella	Add NBL, NBT, NBR with overlap phasing, SBTR, and overlap phasing to WBR.	Add NBL, NBT, NBR with overlap phasing, SBTR, (N-S Mitigations 75% TUMF) WBL, and overlap phasing to WBR. EBT not included in DIF and therefore not included as Mitigation, which will be a significant unavoidable cumulative impact.	NBL, NBT, SBTR (25% Project Responsibility)	Yes	Coachella DIF/TUMF
27 .	Highway 111/Leoco Lane	Coachella/Caltrans	Install a traffic signal.	Install a traffic signal.		Yes	Coachella DIF/TUMF
28 .	Harrison Street/52nd Avenue	Coachella	Add a NBR, SBR with overlap phasing, EBL, WBL, WBR with overlap phasing. Re-stripe NBTR to NBT, re-stripe SBTR to SBT, re-stripe EBTL to EBT, re-stripe WBTL and WBTR to WBT.	Add a NBR, SBR with overlap phasing, EBL, WBL, WBR with overlap phasing. Re-stripe NBTR to NBT, re-stripe SBTR to SBT, re-stripe EBTL to EBT, re-stripe WBTL and WBTR to WBT.		Yes	Coachella DIF/TUMF
29 .	Harrison Street/54th Avenue	Coachella/County of Riverside	Add a NBT, SBT, EBL, WBL.	Add a NBT, SBT, EBL, WBL.		Yes	Coachella DIF/County DIF/Indian Reservation/TUMF
30 .	Harrison Street/Airport Boulevard	Coachella/County of Riverside	Add a NBT, SBT, EBL, EBT, WBTR. Re-stripe the EBTR to EBLBT to EBT, re-stripe WBTL to WBT, re-stripe WBR to WBL.	Add a NBT, SBT, (EBL, EBT - 25% of Unfunded 25% paid by Coachella), (WBTR - 20% of Unfunded 25% paid by Coachella). Re-stripe the EBTR to EBLBT to EBT, re-stripe WBTL to WBT, re-stripe WBR to WBL.		Yes	Coachella DIF/County DIF/Indian Reservation/TUMF
31 .	Dillon Road/Vista Del Norte	Coachella	Install a traffic signal. NBR with overlap phasing, SBT, add overlap phasing to EBR, 2 WBL. Re-stripe NBTR to NBT, re-stripe WBLTR to WBTR.	Install a traffic signal. NBR with overlap phasing, re-stripe NBTR to NBT (75% TUMF, 50% of Unfunded 25% paid by Coachella) SBT (75% TUMF), add overlap phasing to EBR, 1st WBL (TUMF/DIF), 2nd WBL (75% TUMF). Re-stripe NBTR to NBT, re-stripe WBLTR to WBTR.	NBR with overlap phasing (Remainder Cost), SBT, 2nd WBL (25% Cost)	No	Coachella DIF/TUMF

Table 4.16.AG - Year 2035 with Project Build-out (with Avenue 50 Interchange) Mitigation Requirements (Page 2 of 3)

	Intersection	Jurisdiction	Recommended Mitigation Requirements	DIF/TUMF	Project Responsibility ¹	Consistent with General Plan	Fees
32	Dillon Road/I-10 Westbound Ramps	Caltrans	Install a traffic signal. Add a SBR, WBL, and WBR. Re-stripe the SBTR to SBT.	Install a traffic signal. Add a SBR, WBL, and WBR. Re-stripe the SBTR to SBT. (75% TUMF)	Install a traffic signal. Add a SBR, WBL, and WBR. Re-stripe the SBTR to SBT. (25% Project Responsibility)	Yes	TUMF/Fair Share
33	Dillon Road/I-10 Eastbound Ramps	Caltrans	Install a traffic signal. Add EBL, EBR.	Install a traffic signal. Add EBL, EBR. (75% TUMF)	Install a traffic signal. Add EBL, EBR. (25% Project Responsibility)	Yes	TUMF/Fair Share
34	Dillon Road/Vista Del Sur	Coachella	Add a NBR. Re-stripe NBTR to NBT.	Add a NBR. Re-stripe NBTR to NBT.		Yes	Coachella DIF/TUMF
35	Dillon Road/Fargo Canyon Road	County of Riverside	Install a traffic signal. Add SBL.	Install a traffic signal. Add SBL- 50% of Unfunded 25% paid by Coachella).	SBL (Remainder Cost)	Yes	County DIF/TUMF
36	Dillon Road/Avenue 44	Indio/Coachella	Add a NBT, SBT, SBR with overlap phasing. EBR with overlap phasing.	Add a NBT, SBT, SBR with overlap phasing (75% TUMF, 50% of Unfunded 25% paid by Coachella), EBR with overlap phasing.	NBT, SBT, SBR with overlap phasing (Remainder Cost)	Yes	Indio DIF/Coachella DIF/TUMF
37	Dillon Road/Tyler Street	Coachella	Install a Traffic signal. Add NBT, NBR, SBL, WBL, WBR with overlap phasing.	Install a Traffic signal. Add NBT, NBR, SBL (75% TUMF, 50% of Unfunded 25% paid by Coachella), WBL, WBR with overlap phasing.	Install a Traffic signal. Add NBT, NBR, SBL (Remainder Cost for N-S mitigations and Signal) WBL, WBR with overlap phasing.	No	Coachella DIF/TUMF
38	Tyler Street/Vista Del Norte	Coachella	Install a traffic signal. Add SBR with overlap phasing. EBL, WBR. Re-stripe the EBTL to EBT, re-stripe WBTR to WBT.		Install a traffic signal. Add SBR with overlap phasing. EBL, WBR. Re-stripe the EBTL to EBT, re-stripe WBTR to WBT.	No	Fair Share
39	50th Avenue/Tyler Street	Coachella	Install a traffic signal. Add 2 NBL, 2 NBT, 2 SBT, Free SBR, 2 EBL, 2nd EBR with overlap phasing. Re-stripe the NBTL to NBT, re-stripe SBTR to SBT.	Install a traffic signal. Add 2 NBL, 1st NBT, 1st SBT, Free SBR, 1st EBL, 2nd EBR with overlap phasing. Re-stripe the NBTL to NBT, re-stripe SBTR to SBT. (TUMF/DIF) 2nd EBL, 2nd NBT, 2nd SBT (75% TUMF)	2nd EBL, 2nd NBT, 2nd SBT (25% Project Responsibility)	No	Coachella DIF/TUMF
40	SR-86 Northbound Ramps/Tyler Street	Caltrans	Reconfigure to Interchange. 2 EBL, 2 EBT, 2 WBT. ²			Yes	Coachella DIF/TUMF
41	SR-86 Southbound Ramps/Tyler Street	Caltrans	Reconfigure to Interchange. 2 EBT, 2 WBL, 2 WBT. ²			Yes	Coachella DIF/TUMF
42	Apache Trail-Tyler Street/Avenue 50	Coachella	Install a traffic signal. Add overlap phasing to NBR, EBT, Convert EBR to EBTR, WBL, 2 WBT. Re-stripe EBTL to EBT, re-stripe WBLTR to WBTR.	Install a traffic signal. Add overlap phasing to NBR, 1st EBT, WBL, 1st WBT. Re-stripe EBTL to EBT, re-stripe EBR to EBL, re-stripe WBLTR to WBTR. (TUMF/DIF) 2nd EBT, 2nd WBT (75% TUMF)	Convert EBR to EBTR, 2nd WBT (25% Project Responsibility)	Yes	Coachella DIF/TUMF
43	Highway 111/52nd Avenue	Coachella/Caltrans	Add a SBT, WBL, and overlap phasing to NBR.	Add a SBT, WBL, and overlap phasing to NBR.		Yes	Coachella DIF/TUMF
44	Tyler Street/52nd Avenue	Coachella	Install a traffic signal. Add EBTR, WBT.	Install a traffic signal. Add EBTR, WBT.		Yes	Coachella DIF/TUMF
45	Tyler Street/54th Avenue	Coachella/County of Riverside	Install a traffic signal.	Install a traffic signal.		Yes	Coachella DIF/County DIF/TUMF
46	Tyler Street/Airport Boulevard	County of Riverside	Install a traffic signal.	Install a traffic signal.		Yes	County DIF/TUMF
47	Highway 111/54th Avenue	Coachella/Caltrans	Install a traffic signal.	Install a traffic signal.		Yes	Coachella DIF/TUMF
48	Polk Street/50th Avenue	Coachella	Install a traffic signal. Add NBL, NBT, 2 SBL, SBT, SBR with overlap phasing, 2 EBL, 2 EBT, EBR, WBL, 2 WBT, 2 WBR with overlap phasing.	Install a traffic signal. Add NBL, NBT, 1st SBL, 1st EBL, 1st EBT, EBR, WBL.	2nd SBL, 2nd SBT, 2nd EBL, 2nd EBT, WBT, WBR with overlap phasing.	No	Coachella DIF
49	Polk Street/52nd Avenue	Coachella	Install a traffic signal. SBR, EBL, EBT, WBT, WBR with overlap phasing. Re-stripe SBLR to SBR, re-stripe WBTR to WBT.	Install a traffic signal. SBR, EBL, EBT, WBT, WBR with overlap phasing. Re-stripe SBLR to SBR, re-stripe WBTR to WBT.		Yes	Coachella DIF
50	SR-86 Northbound Ramps/52nd Avenue	Caltrans	Reconfigure to Interchange. Add EBL, EBT, WBT. ²			Yes	Coachella DIF/TUMF
51	SR-86 Southbound Ramps/52nd Avenue	Caltrans	Reconfigure to Interchange. Add EBT, WBL, WBT. ²			Yes	Coachella DIF/TUMF
52	Polk Street/54th Avenue	Coachella	Install a traffic signal.		Install a traffic signal.	Yes	Fair Share
53	SR-86/54th Avenue	Caltrans	Significant Unavoidable Impact. ³				Fair Share
55	Polk Street/Airport Boulevard	County of Riverside	Install a traffic signal. Add an EBR.	Install a traffic signal. Add an EBR.		Yes	County DIF/TUMF
56	Highway 111/Airport Boulevard	Caltrans	Add an EBL, WBL, and WBR with overlap phasing. Re-stripe EBLTR to EBTR, re-stripe WBLTR to WBTR.	Add an EBL, WBL, and WBR with overlap phasing. Re-stripe EBLTR to EBTR, re-stripe WBLTR to WBTR.		Yes	County DIF/TUMF
57	Polk Street/62nd Avenue	County of Riverside	Install a traffic signal. Add 2 NBL, NBR, SBL, SBR with overlap phasing. EBL, EBT, EBR with overlap phasing, 2 WBL, and WBT. Re-stripe NBLTR to NBT, re-stripe SBLTR to SBT, re-stripe EBLTR to EBT, re-stripe WBLTR to WBTR.	Install a traffic signal. Add 2 NBL, NBR, SBL, SBR with overlap phasing. EBL, EBT, EBR with overlap phasing, 2 WBL, and WBT. Re-stripe NBLTR to NBT, re-stripe SBLTR to SBT, re-stripe EBLTR to EBT, re-stripe WBLTR to WBTR.		Yes	County DIF/TUMF
58	Fillmore Street/Vista Del Sur	Coachella	Add a NBL and EBR.		Add a NBL and EBR.	Yes	Fair Share
59	Fillmore Street/50th Avenue	Coachella	Install a traffic signal. 2 NBL, NBR with overlap phasing. SBL, SBR with overlap phasing. EBL, 2 EBT, 2 EBR with overlap phasing, 2 WBL, 2 WBT. Re-stripe NBLTR to NBTR, re-stripe SBLTR to SBT, re-stripe EBLTR to EBT, re-stripe WBLTR to WBTR.	Install a traffic signal. SBL, SBR with overlap phasing. EBL, 1st EBT, 1st EBR with overlap phasing, 1st WBL, 1st WBT. Re-stripe NBLTR to NBTR, re-stripe SBLTR to SBT, re-stripe EBLTR to EBT, re-stripe WBLTR to WBTR.	2 NBL, NBR with overlap phasing, SBR with overlap phasing, 2nd EBT, 2nd EBR, 2nd WBL, 2nd WBT.	No	Coachella DIF/TUMF
60	Fillmore Street/52nd Avenue	Coachella/County of Riverside	Install a traffic signal. Add 2 NBL, SBL, SBR, EBL, EBT, EBR with overlap phasing. WBL, WBT. Re-stripe NBLTR to NBTR, re-stripe SBLTR to SBT, re-stripe EBLTR to EBT, re-stripe WBLTR to WBTR.	Install a traffic signal. Add SBL, SBR, EBL, EBT, EBR with overlap phasing. WBL, WBT. Re-stripe NBLTR to NBTR, re-stripe SBLTR to SBT, re-stripe EBLTR to EBT, re-stripe WBLTR to WBTR.	NBL (Eligible for credit from County DIF)	Yes	Coachella DIF/County DIF
61	Fillmore Street/53rd Avenue	County of Riverside	Add WBR and TWLTL.		Add WBR and TWLTL.	Yes	Fair Share
62	SR-86 Southbound Ramps/Airport Boulevard	Caltrans	Add a SBL.	Add a SBL.		Yes	Coachella DIF/County DIF/TUMF

Table 4.16.AG - Year 2035 with Project Build-out (with Avenue 50 Interchange) Mitigation Requirements (Page 3 of 3)

	Intersection	Jurisdiction	Recommended Mitigation Requirements	DIF/TUMF	Project Responsibility ¹	Consistent with General Plan	Fees
64	Fillmore Street/Airport Boulevard	Coachella/County of Riverside	Install a traffic signal. Add a NBL, SBR with overlap phasing, EBL, EBR with overlap phasing. Re-stripe NBLTR to NBTR, re-stripe SBLTR to SBTL, re-stripe EBLTR to EBT.	Install a traffic signal. Add a NBL, SBR with overlap phasing, EBL, EBR with overlap phasing. Re-stripe NBLTR to NBTR, re-stripe SBLTR to SBTL, re-stripe EBLTR to EBT.		Yes	Coachella DIF/County DIF
65	Fillmore Street/62nd Avenue	County of Riverside	Install a traffic signal. NBL, SBL, EBL, EBT, WBL, WBT. Re-stripe the NBLTR to NBTR, re-stripe SBLTR to SBTR, re-stripe EBLTR to EBTR, re-stripe WBLTR to WBTR.	Install a traffic signal. NBL, SBL, EBL, EBT, WBL, WBT. Re-stripe the NBLTR to NBTR, re-stripe SBLTR to SBTR, re-stripe EBLTR to EBTR, re-stripe WBLTR to WBTR.		Yes	County DIF/TUMF
66	Avenue 50/Vista Del Norte	Coachella	Install a traffic signal. Add a NBL, SBR, and an EBL. Re-stripe the NBTL to NBT, re-stripe the SBTR to SBT, and re-stripe the EBLR to EBR.		Install a traffic signal. Add a NBL, SBR, and an EBL. Re-stripe the NBTL to NBT, re-stripe the SBTR to SBT, and re-stripe the EBLR to EBR.	Yes	Fair Share
67	Avenue 50/I-10 Westbound Ramps	Caltrans	New Interchange will be built based on Interchange Updated Traffic Assessment (Sept. 2012).	Project to pay DIF/TUMF based on configuration shown in the Interchange Updated Traffic Assessment (Sept. 2012).		Yes	Coachella DIF/TUMF
68	Avenue 50/I-10 Eastbound Ramps	Caltrans	New Interchange will be built based on Interchange Updated Traffic Assessment (Sept. 2012). In addition add a free NBR, Re-stripe EBR to EBL, Convert EBR to Free EBR.	Project to pay DIF/TUMF based on configuration shown in the Interchange Updated Traffic Assessment (Sept. 2012).	Add a free NBR, Re-stripe EBR to EBL, Convert EBR to Free EBR. ⁴	Yes	Coachella DIF/TUMF
69	Avenue 50/52nd Avenue - Street A	Coachella	Construct Avenue 50 Extension, Signal, NBL, 4 NBT, NBR, 2 SBL, 3 SBT, SBR, 2 EBL, EBT, 2 EBR, 2 WBL, WBT, 2 WBR.		100% Project Responsibility	No	100% Project
70	Avenue 50/Street C	Coachella	Construct Avenue 50 Extension, Bridge over All American Canal, Signal, WBL, WBR, 3 NBT, NBR, 2 SBL, 3 SBT.		100% Project Responsibility	Yes	100% Project
71	Pierce Street/52nd Avenue	Coachella/County of Riverside	Construct Avenue 52 Extension, Bridge over All American Canal, Signal, NBL, NBR, 2 EBT, EBR, WBL, 2 WBT.		100% Project Responsibility	Yes	100% Project
72	Pierce Street/53rd Avenue	County of Riverside	Install a traffic signal	Install a traffic signal		Yes	County DIF
73	Pierce Street/54th Avenue	County of Riverside	Add an EBL.	Add an EBL.		Yes	County DIF
74	Pierce Street/Airport Boulevard	County of Riverside	Convert TWSC to AWSC. Add NBL, NBT, SBL, SBT, EBL, WBL. Re-stripe NBLTR to NBTR, re-stripe SBLTR to SBTR, re-stripe EBLTR to EBTR, re-stripe WBLTR to WBTR.	Convert TWSC to AWSC. Add NBL, NBT, SBL, SBT, EBL, WBL. Re-stripe NBLTR to NBTR, re-stripe SBLTR to SBTR, re-stripe EBLTR to EBTR, re-stripe WBLTR to WBTR.		Yes	County DIF
75	Pierce Street/62nd Avenue	County of Riverside	Install a traffic signal. Add EBL, EBT, WBL, WBT. Re-stripe EBLTR to EBTR, re-stripe WBLTR to WBTR.	Install a traffic signal. Add EBL, EBT, WBL, WBT. Re-stripe EBLTR to EBTR, re-stripe WBLTR to WBTR.		Yes	County DIF/TUMF
76	Highway 111/62nd Avenue	Caltrans	Install a traffic signal. Add a NBTR, SBTR, EBL, EBT, EBR, WBL, and WBT. Re-stripe EBLTR to EBT, re-stripe the WBLTR to WBTR.	Install a traffic signal. Add a NBTR, SBTR, EBL, EBT, EBR, WBL, and WBT. Re-stripe EBLTR to EBT, re-stripe the WBLTR to WBTR.		Yes	County DIF/Coachella DIF/TUMF
77	SR-86/62nd Avenue	Caltrans	SBL, add overlap phasing to SBR, 2 EBL, EBT, add overlap phasing to EBR, WBL, WBT, WBR with overlap phasing.	SBL, add overlap phasing to SBR, 2 EBL, EBT, add overlap phasing to EBR, WBL, WBT, WBR with overlap phasing.		No	County DIF/TUMF/Fair Share
79	Buchanan Street/62nd Avenue	County of Riverside	Install a traffic signal. Add 2 NBL, NBR with overlap phasing, SBL, SBR with overlap phasing, 2 EBL, EBR with overlap phasing, WBL, and WBR. Re-stripe NBLTR to NBTR, re-stripe SBLTR to SBT, re-stripe EBLTR to EBT, re-stripe WBLTR to WBT.		Install a traffic signal. Add 2 NBL, NBR with overlap phasing, SBL, SBR with overlap phasing, 2 EBL, EBR with overlap phasing, WBL, and WBR. Re-stripe NBLTR to NBTR, re-stripe SBLTR to SBT, re-stripe EBLTR to EBT, re-stripe WBLTR to WBT. (Eligible for credit from County DIF)	No	County DIF
80	Monroe Street/I-10 Westbound Ramps	Caltrans	Add a WBL.	Add a WBL. (75% TUMF)	Add a WBL. (25% Project Responsibility, Eligible for credit from Indio DIF)	Yes	TUMF/Indio DIF
81	Monroe Street/I-10 Eastbound Ramps	Caltrans	Add a NBR. Re-stripe the NBTR to NBT.	Add a NBR. Re-stripe the NBTR to NBT. (75% TUMF)	Add a NBR. Re-stripe the NBTR to NBT. (25% Project Responsibility, Eligible for credit from Indio DIF)	Yes	TUMF/Indio DIF

Notes:

¹ Project responsibility includes reimbursement of fees with City based on Fair Share.² SR-86/Avenue 50-Tyler Street and SR-86/Avenue 50 is proposed to be reconfigured to an interchange in future, therefore Project responsibility includes payment of fees into DIF/TUMF.³ Based on City of Coachella General Plan Future Circulation Network, an interchange is not currently being planned at SR 86/54th Avenue. This road is proposed to serve "The Industrial Area" and thereby have heavy truck traffic. The City should coordinate with Caltrans to determine the likelihood of a future SR-86 freeway interchange being added at Avenue 54 (given the possibility of a future Avenue 54 grade separation at Grapefruit Boulevard and the railroad tracks) so that sufficient right-of-way can be reserved if an interchange may be added in the future.⁴ Geometric requirements based on speculative land development. Interchange requirement will be based on Caltrans Avenue 50 Interchange Study.

Table 4.16.AH - Year 2035 with Project Build-out (with Avenue 50 interchange) With Mitigations Intersection Levels of Service (Page 1 of 3)

Intersection	Jurisdiction	Control	Plus Project						Plus Project With Mitigations					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
1 . Jackson Street/Highway 111	Caltrans	Signal	0.49	30.6	C	0.80	38.3	D	0.49	30.6	C	0.80	38.3	D
2 . Jackson Street/Avenue 48	Indio	Signal	0.69	34.6	C	1.12	70.8	F *	0.69	32.4	C	0.98	49.6	D
3 . Jackson Street/50th Avenue	Indio	Signal	2.72	>100	F *	2.32	>100	F *	0.66	32.5	C	0.74	36.8	D
4 . Jackson Street/52nd Avenue	Indio/County of Riverside	Signal	3.36	>100	F *	2.57	>100	F *	0.70	27.7	C	0.97	42.8	D
5 . Golf Center Drive-Lorraine Street/Highway 111	Caltrans	Signal	0.69	31.7	C	0.96	47.1	D	0.54	24.4	C	0.72	25.2	C
6 . Golf Center Parkway/Avenue 45	Indio	Signal	1.18	91.3	F *	1.59	>100	F *	0.58	31.1	C	0.87	38.9	D
7 . Calhoun Street/Avenue 48	Indio/Coachella	Signal	0.33	22.2	C	0.35	22.6	C	0.33	22.2	C	0.35	22.6	C
8 . Calhoun Street/50th Avenue	Coachella	Signal	1.48	>100	F *	2.05	>100	F *	0.65	26.3	C	0.76	26.7	C
9 . Calhoun Street/52nd Avenue	County of Riverside	Signal	1.84	>100	F *	1.26	>100	F *	0.45	13.8	B	0.31	14.6	B
10 . Golf Center Parkway-Indio Center Drive/Avenue 44	Indio	Signal	0.61	25.7	C	1.06	54.6	F *	0.50	31.8	C	0.89	43.1	D
11 . Golf Center Parkway/Indio Springs Drive-Vista Del Norte	Indio	Signal	0.36	15.1	B	0.48	12.0	B	0.36	15.1	B	0.48	12.0	B
12 . Golf Center Parkway/I-10 Westbound Ramps	Caltrans	Signal	1.12	85.8	F *	1.26	>100	F *	0.79	30.3	C	0.88	32.3	C
13 . Golf Center Parkway/I-10 Eastbound Ramps	Caltrans	Signal	0.67	19.5	B	0.89	23.6	C	0.67	19.5	B	0.89	23.6	C
14 . Van Buren Street/Avenue 48	Indio/Coachella	Signal	2.47	>100	F *	3.00	>100	F *	0.82	34.9	C	0.88	43.0	D
15 . Van Buren Street/50th Avenue	Coachella	Signal	0.88	42.9	D	1.22	98.5	F *	0.88	41.4	D	0.96	48.9	D
16 . Van Buren Street/Avenue 52	Coachella/County of Riverside	Signal	3.16	>100	F *	2.73	>100	F *	0.78	35.0	C	0.75	35.2	D
17 . Interstate 10 Business Loop-Dillon Road/Avenue 48	Indio/Coachella	Signal	1.20	>100	F *	1.10	75.6	F *	0.98	53.0	D	0.98	49.8	D
18 . Highway 111/Avenue 48	Coachella/Caltrans	Signal	0.47	15.3	B	0.69	20.5	C	0.47	15.3	B	0.69	20.5	C
19 . Dillon Road/Cabazon Road - 48th Avenue	Coachella	Signal	0.64	12.3	B	0.74	16.7	B	0.66	12.5	B	0.74	16.8	B
20 . Highway 111/Avenue 49	Coachella/Caltrans	Signal	0.95	73.0	E *	1.35	>100	F *	0.79	40.1	D	1.00	32.6	C
21 . Dillon Road/Harrison Street-Avenue 47	Coachella	Signal	1.13	>100	F *	2.00	>100	F *	0.74	27.1	C	0.97	47.9	D
22 . Dillon Road/SR-86 Northbound Ramps	Caltrans	Signal	1.37	>100	F *	1.35	>100	F *	0.81	25.6	C	0.94	23.6	C
23 . Dillon Road/SR-86 Southbound Ramps	Caltrans	Signal	1.51	>100	F *	1.55	>100	F *	0.80	20.6	C	0.87	25.3	C
24 . Harrison Street/Highway 111	Coachella/Caltrans	Signal	0.78	21.1	C	1.21	98.0	F *	0.66	16.4	B	0.90	27.1	C
25 . Harrison Street/Avenue 50	Coachella	Signal	1.57	>100	F *	1.69	>100	F *	1.37	>100	F *	1.27	>100	F *
26 . Leoco Lane/Avenue 50	Coachella	Signal	0.88	18.0	B	0.94	>100	F *	0.88	18.0	B	0.94	>100	F *
27 . Highway 111/Leoco Lane	Coachella/Caltrans	Signal	-	13.3	B	-	>100	F *	0.74	33.2	C	0.92	30.1	C
28 . Harrison Street/52nd Avenue	Coachella	Signal	1.20	>100	F *	1.34	>100	F *	0.97	50.1	D	0.99	54.0	D
29 . Harrison Street/54th Avenue	Coachella/County of Riverside	Signal	1.42	>100	F *	1.46	>100	F *	0.80	25.3	C	0.99	42.9	D
30 . Harrison Street/Airport Boulevard	Coachella/County of Riverside	Signal	1.51	>100	F *	1.62	>100	F *	0.73	22.8	C	0.95	35.2	D
31 . Dillon Road/Vista Del Norte	Coachella	Signal	-	>100	F *	-	>100	F *	0.73	29.2	C	0.99	51.9	D
32 . Dillon Road/I-10 Westbound Ramps	Caltrans	Signal	-	>100	F *	-	>100	F *	0.74	24.8	C	0.99	34.3	C

Table 4.16.AH - Year 2035 with Project Build-out (with Avenue 50 interchange) With Mitigations Intersection Levels of Service (Page 2 of 3)

Intersection	Jurisdiction	Control	Plus Project						Plus Project With Mitigations					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
33 . Dillon Road/I-10 Eastbound Ramps	Caltrans	Signal	-	>100	F *	-	>100	F *	0.73	22.0	C	0.92	28.6	C
34 . Dillon Road/Vista Del Sur	Coachella	TWSC	-	15.5	C	-	>100	F *	-	12.8	B	-	21.5	C
35 . Dillon Road/Fargo Canyon Road	County of Riverside	Signal	-	>100	F *	-	>100	F *	0.61	30.1	C	0.94	25.9	C
36 . Dillon Road/Avenue 44	Indio/Coachella	Signal	1.07	76.9	F *	1.47	>100	F *	0.64	24.4	C	0.99	35.1	D
37 . Dillon Road/Tyler Street	Coachella	Signal	-	>100	F *	-	>100	F *	0.49	20.0	B	0.90	36.6	D
38 . Tyler Street/Vista Del Norte	Coachella	Signal	-	>100	F *	-	>100	F *	0.63	23.6	C	0.67	25.6	C
39 . 50th Avenue/Tyler Street	Coachella	Signal	-	>100	F *	-	>100	F *	0.67	35.9	D	1.00	50.2	D
40 . SR-86 Northbound Ramps/Tyler Street	Caltrans	Signal	4.20	>100	F *	5.24	>100	F *	0.71	30.6	C	0.92	23.0	C
41 . SR-86 Southbound Ramps/Tyler Street	Caltrans	Signal	Does Not Exist			Does Not Exist			0.80	35.1	D	0.97	39.7	D
42 . Apache Trail-Tyler Street/Avenue 50	Coachella	Signal	4.56	>100	F *	3.37	>100	F *	0.86	29.0	C	0.87	24.6	C
43 . Highway 111/52nd Avenue	Coachella/Caltrans	Signal	1.08	63.0	F *	1.46	>100	F *	0.86	37.1	D	0.89	40.7	D
44 . Tyler Street/52nd Avenue	Coachella	Signal	-	>100	F *	-	>100	F *	0.79	36.3	D	0.95	53.6	D
45 . Tyler Street/54th Avenue	Coachella/County of Riverside	Signal	1.82	>100	F *	1.95	>100	F *	0.69	16.2	B	0.84	24.9	C
46 . Tyler Street/Airport Boulevard	County of Riverside	Signal	-	>100	F *	-	>100	F *	0.72	16.6	B	0.89	31.8	C
47 . Highway 111/54th Avenue	Coachella/Caltrans	Signal	-	>100	F *	-	>100	F *	0.75	26.2	C	0.78	26.6	C
48 . Polk Street/50th Avenue	Coachella	Signal	-	>100	F *	-	>100	F *	0.65	33.5	C	0.98	46.5	D
49 . Polk Street/52nd Avenue	Coachella	Signal	-	>100	F *	-	>100	F *	0.81	29.0	C	0.90	33.3	C
50 . SR-86 Northbound Ramps/52nd Avenue	Caltrans	Signal	3.21	>100	F *	3.40	>100	F *	0.81	30.0	C	0.95	38.8	D
51 . SR-86 Southbound Ramps/52nd Avenue	Caltrans	Signal	Does Not Exist			Does Not Exist			0.78	30.5	C	0.98	44.8	D
52 . Polk Street/54th Avenue	Coachella	Signal	1.31	>100	F *	1.28	>100	F *	0.69	18.2	B	0.66	19.9	B
53 . SR-86/54th Avenue	Caltrans	Signal	2.18	>100	F *	1.84	>100	F *	2.18	>100	F *	1.84	>100	F *
55 . Polk Street/Airport Boulevard	County of Riverside	Signal	-	>100	F *	-	>100	F *	0.93	44.6	D	0.97	53.7	D
56 . Highway 111/Airport Boulevard	Caltrans	Signal	1.21	>100	F *	1.02	62.8	F *	0.93	42.2	D	0.93	40.4	D
57 . Polk Street/62nd Avenue	County of Riverside	Signal	-	>100	F *	-	>100	F *	0.89	40.9	D	0.98	49.6	D
58 . Fillmore Street/Vista Del Sur	Coachella	TWSC	-	12.9	B	-	54.0	F *	-	12.2	B	-	27.5	D
59 . Fillmore Street/50th Avenue	Coachella	Signal	-	>100	F *	-	>100	F *	0.78	33.1	C	0.98	47.5	D
60 . Fillmore Street/52nd Avenue	Coachella/County of Riverside	Signal	-	>100	F *	-	>100	F *	0.76	35.2	D	0.86	43.7	D
61 . Fillmore Street/53rd Avenue	County of Riverside	TWSC	-	24.0	C	-	>100	F *	-	17.8	C	-	26.6	D
62 . SR-86 Southbound Ramps/Airport Boulevard	Caltrans	Signal	0.92	56.1	E *	1.00	60.8	E *	0.90	52.2	D	0.91	41.3	D
63 . SR-86 Northbound Ramps/Airport Boulevard	Caltrans	Signal	0.94	34.9	C	0.98	36.7	D	0.92	35.2	D	0.95	34.1	C
64 . Fillmore Street/Airport Boulevard	Coachella/County of Riverside	Signal	-	>100	F *	-	>100	F *	0.82	41.8	D	0.78	40.6	D
65 . Fillmore Street/62nd Avenue	County of Riverside	Signal	2.21	>100	F *	3.60	>100	F *	0.70	34.2	C	0.98	52.8	D
66 . Avenue 50/Vista Del Norte	Coachella	Signal	-	36.2	E *	-	29.4	D	0.93	33.0	C	0.84	31.9	C
67 . Avenue 50/I-10 Westbound Ramps	Caltrans	Signal	0.68	12.9	B	0.65	15.8	B	0.68	8.1	A	0.65	11.4	B

Table 4.16.AH- Year 2035 with Project Build-out (with Avenue 50 interchange) With Mitigations Intersection Levels of Service (Page 3 of 3)

Intersection	Jurisdiction	Control	Plus Project						Plus Project With Mitigations					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
68 . Avenue 50/I-10 Eastbound Ramps	Caltrans	Signal	0.56	9.3	A	0.86	21.4	C	0.56	5.6	A	0.86	14.0	B
69 . Avenue 50/52nd Avenue - Street A	Coachella	Signal	0.69	32.1	C	0.91	40.3	D	0.69	32.1	C	0.91	40.3	D
70 . Avenue 50/Street C	Coachella	Signal	0.76	23.5	C	0.86	22.9	C	0.76	23.5	C	0.86	22.9	C
71 . Pierce Street/52nd Avenue	Coachella/County of Riverside	Signal	0.66	24.6	C	0.89	32.8	C	0.66	24.6	C	0.89	32.8	C
72 . Pierce Street/53rd Avenue	County of Riverside	Signal	-	16.6	C	-	>100	F *	0.60	4.3	A	0.82	17.0	B
73 . Pierce Street/54th Avenue	County of Riverside	TWSC	-	64.3	F *	-	>100	F *	-	19.2	C	-	33.9	D
74 . Pierce Street/Airport Boulevard	County of Riverside	AWSC	-	>100	F *	-	>100	F *	0.61	15.0	B	0.82	25.4	D
75 . Pierce Street/62nd Avenue	County of Riverside	Signal	2.18	>100	F *	3.40	>100	F *	0.65	26.6	C	0.80	28.0	C
76 . Highway 111/62nd Avenue	Caltrans	Signal	-	>100	F *	-	>100	F *	0.58	27.9	C	0.84	40.6	D
77 . SR-86/62nd Avenue	Caltrans	Signal	1.83	>100	F *	1.81	>100	F *	0.86	36.7	D	0.85	38.3	D
79 . Buchanan Street/62nd Avenue	County of Riverside	Signal	-	>100	F *	-	>100	F *	0.84	39.8	D	0.91	42.7	D
80 . Monroe Street/I-10 Westbound Ramps	Caltrans	Signal	0.98	45.2	D	0.86	73.1	E *	0.90	34.3	C	0.69	44.2	D
81 . Monroe Street/I-10 Eastbound Ramps	Caltrans	Signal	1.07	57.2	F *	1.06	53.8	F *	0.91	34.9	C	0.81	26.6	C
82 . Jackson Street/I-10 Westbound Ramps	Caltrans	Signal	0.76	23.6	C	0.91	34.2	C	0.76	23.6	C	0.91	34.2	C
83 . Jackson Street/I-10 Eastbound Ramps	Caltrans	Signal	0.83	28.0	C	0.86	24.3	C	0.83	28.0	C	0.86	24.3	C

Notes:

TWSC = Two-Way Stop Control

V/C = Volume/capacity ratio

Delay = Average control delay in seconds. At TWSC intersections, worst-case approach is reported.

LOS = Level of Service, * = Exceeds LOS Standard

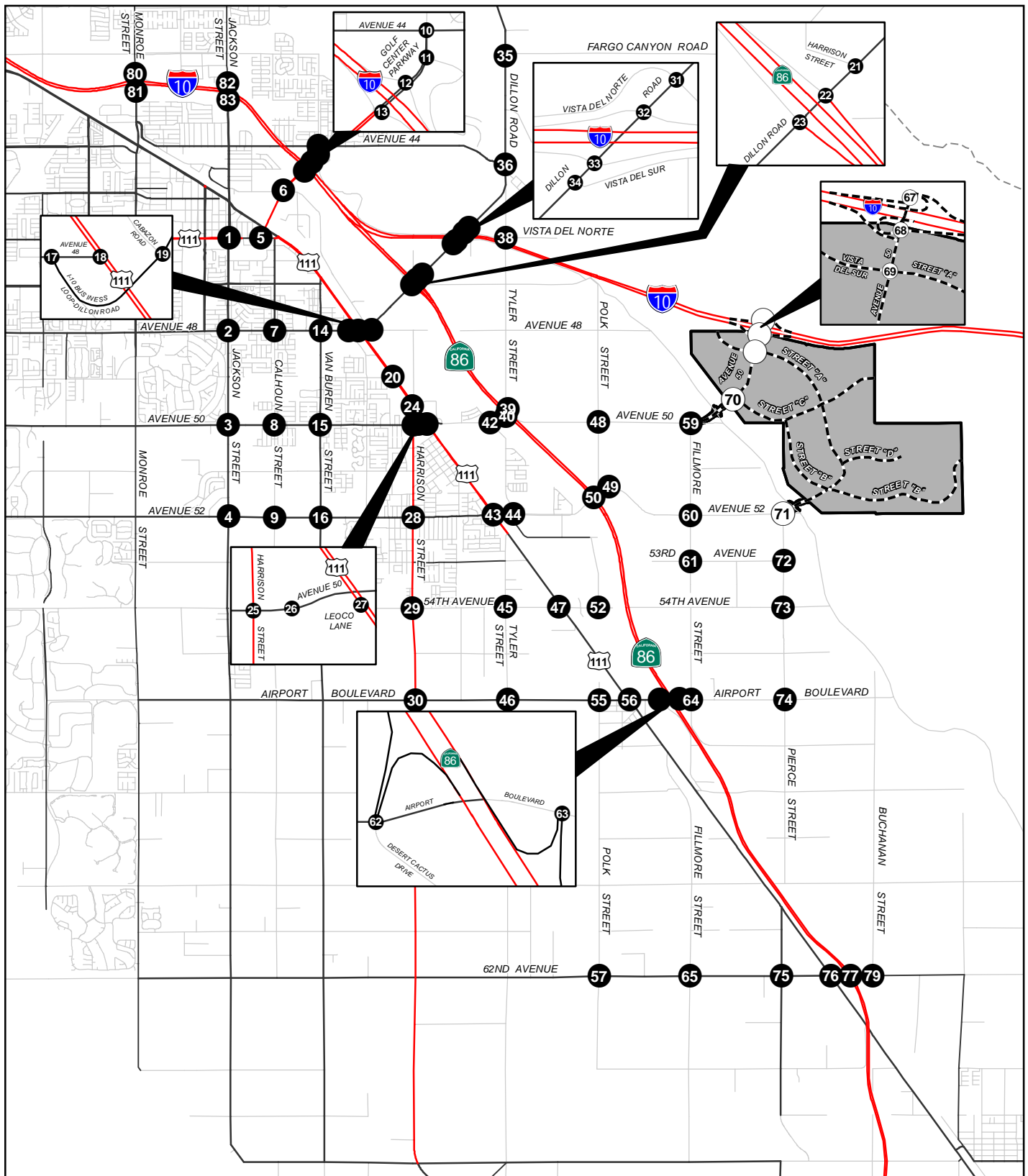
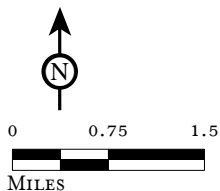


FIGURE 4.16.1A

LSA



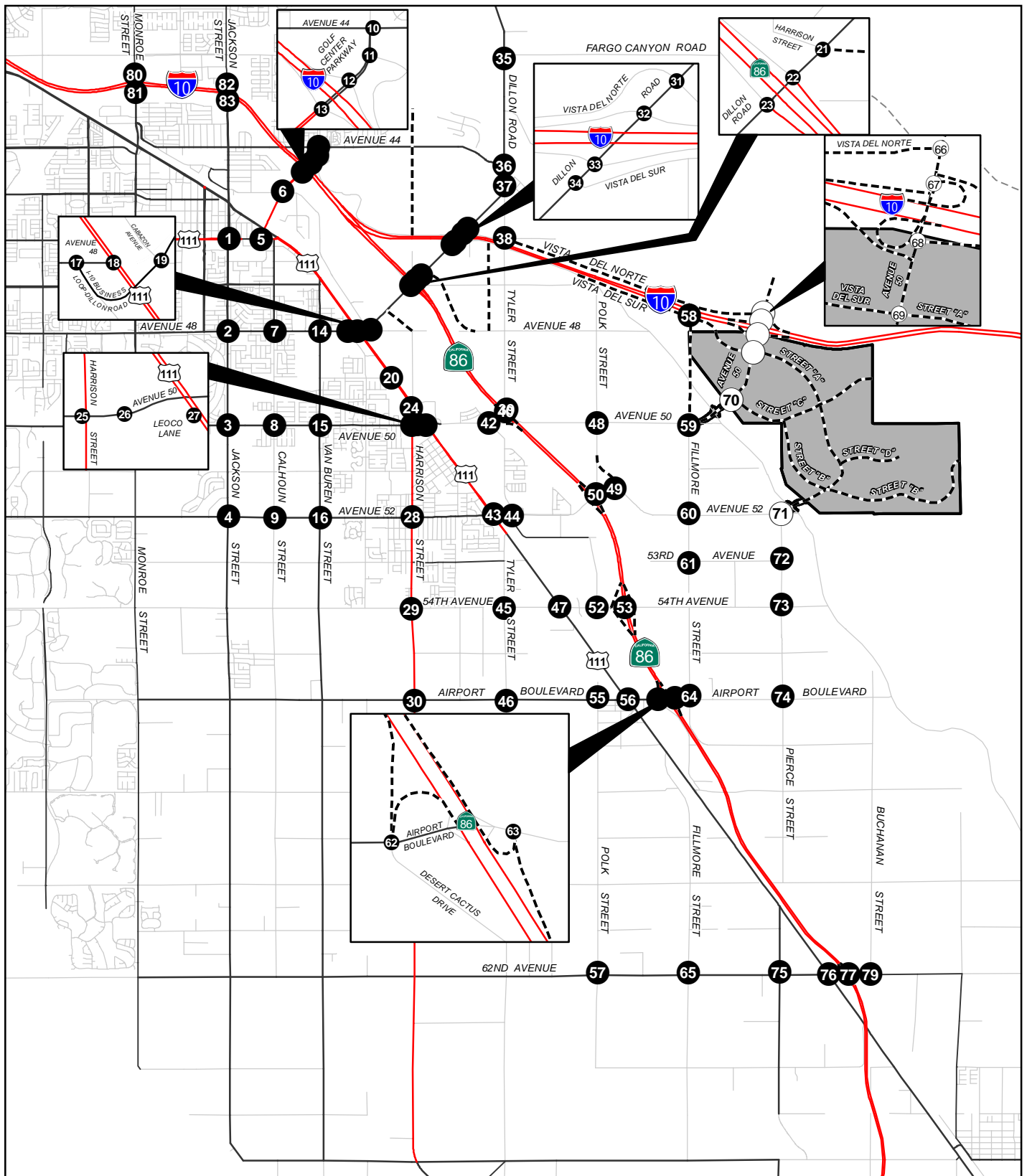
- Project Location
- 1 Existing Intersections
- 1 Future Intersections
- Future Roads

La Entrada Specific Plan
Existing Plus Full Project
(with Avenue 50 Interchange)
Study Intersections

Source: Riverside County, 2011

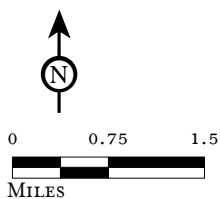
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LSA

FIGURE 4.16.1B



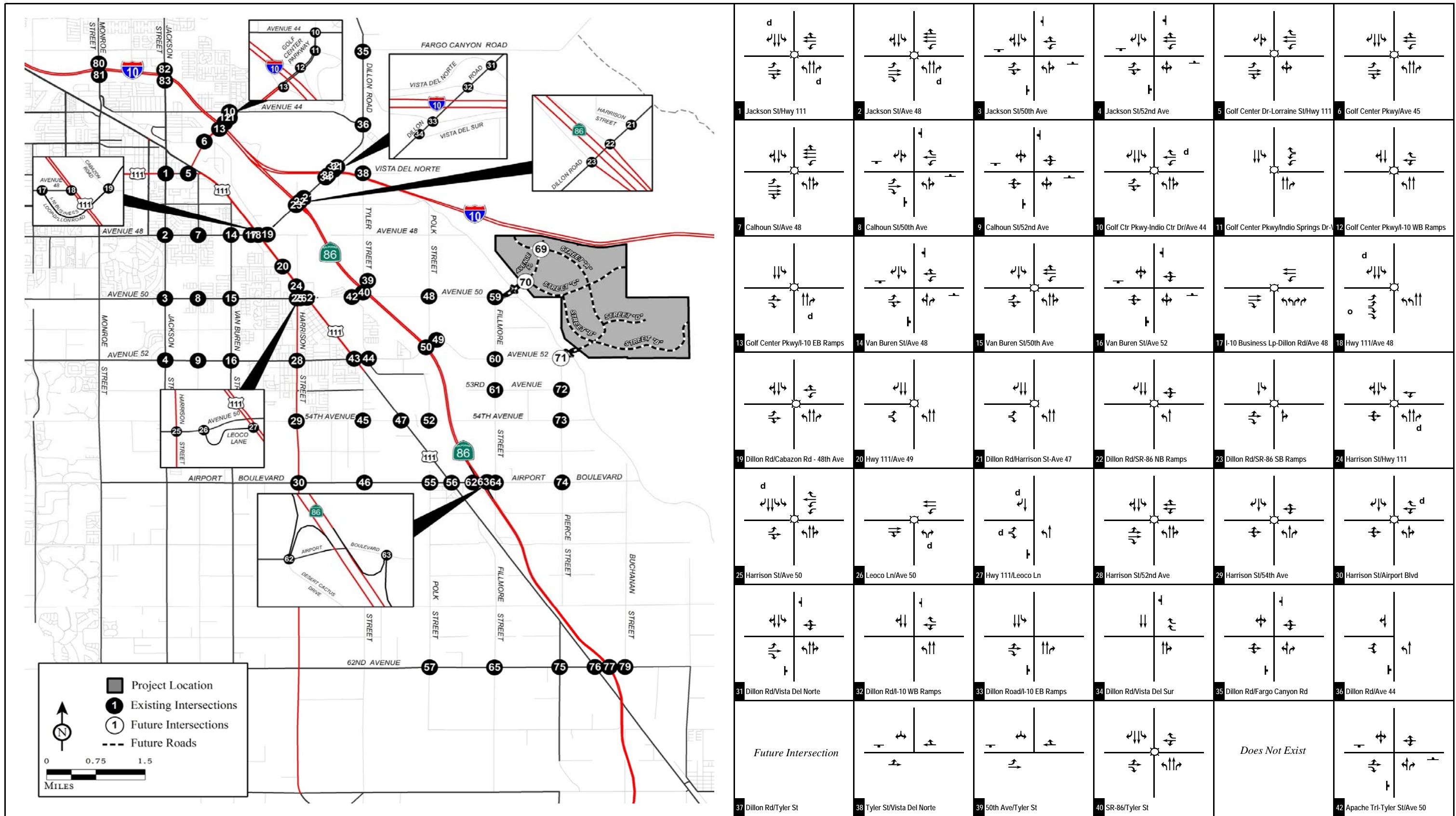
- Project Location
- Existing Intersections
- Future Intersections
- Future Roads

La Entrada Specific Plan
 Year 2035 with Project Build-out
 (with Avenue 50 Interchange)
 Study Intersections

Source: Riverside County, 2011

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LSA

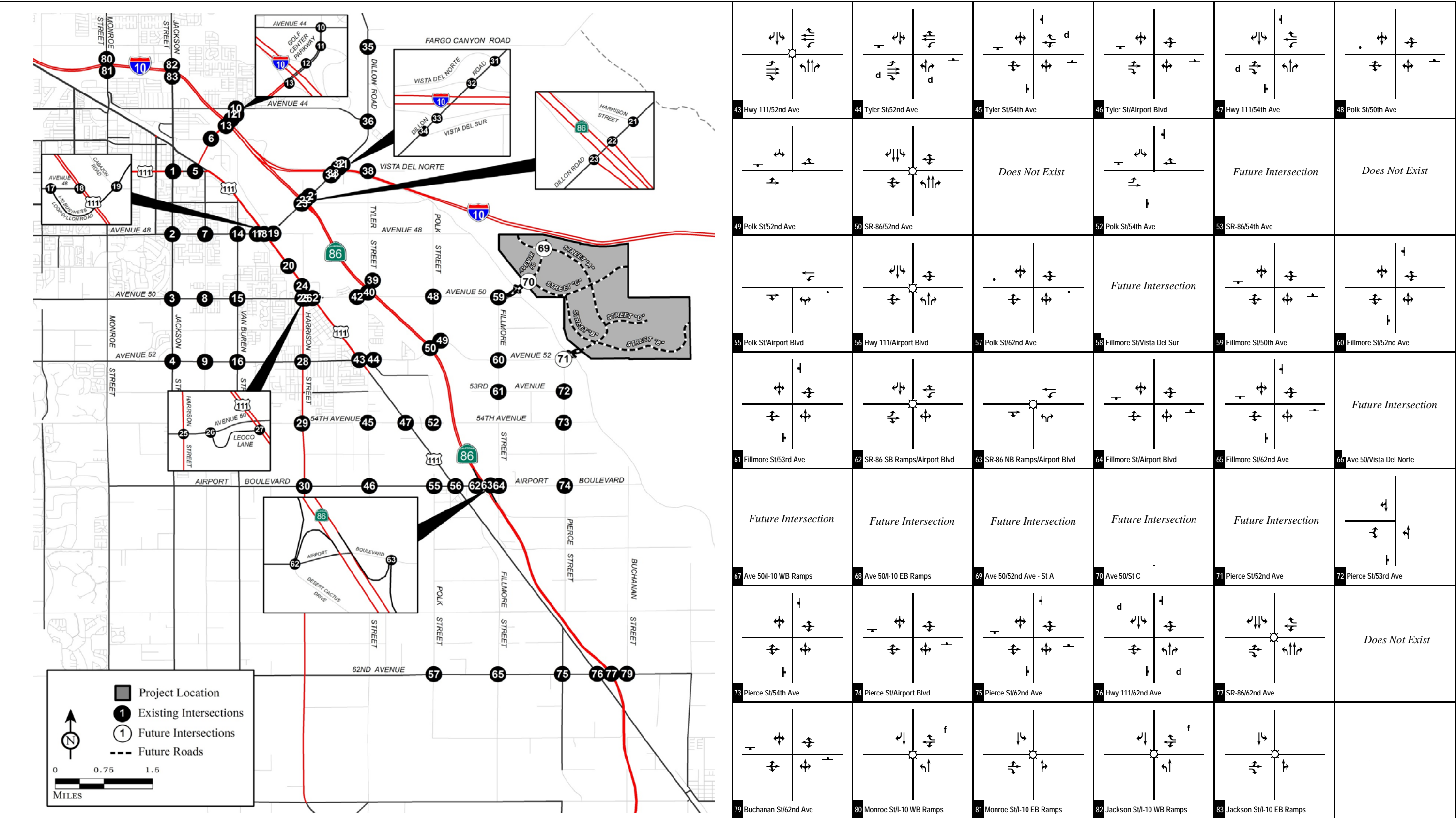
Legend

- Signal
- Stop Sign
- Free right turn
- Defacto right turn

FIGURE 4.16.2A

La Entrada Specific Plan
Existing Intersection Approach Lanes Control

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L S A

Legend

- Signal
- Stop Sign
- f Free right turn
- d Defacto right turn

FIGURE 4.16.2B

La Entrada Specific Plan
Existing Intersection Approach Lanes Control

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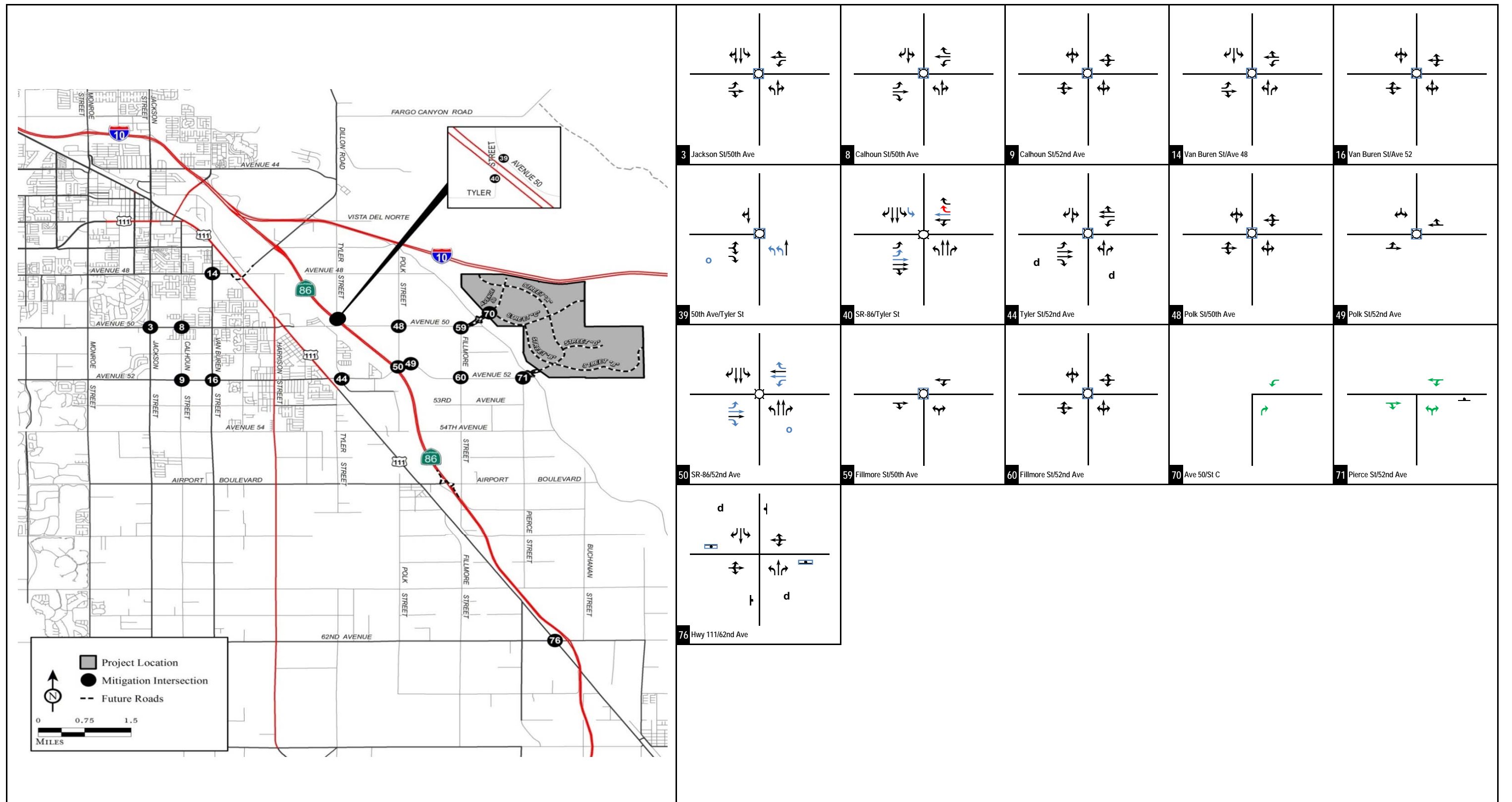


FIGURE 4.16.3

Existing plus Phase I - IV (without Avenue 50 interchange) With Mitigations Intersection Geometrics and Stop Control

La Entrada Specific Plan

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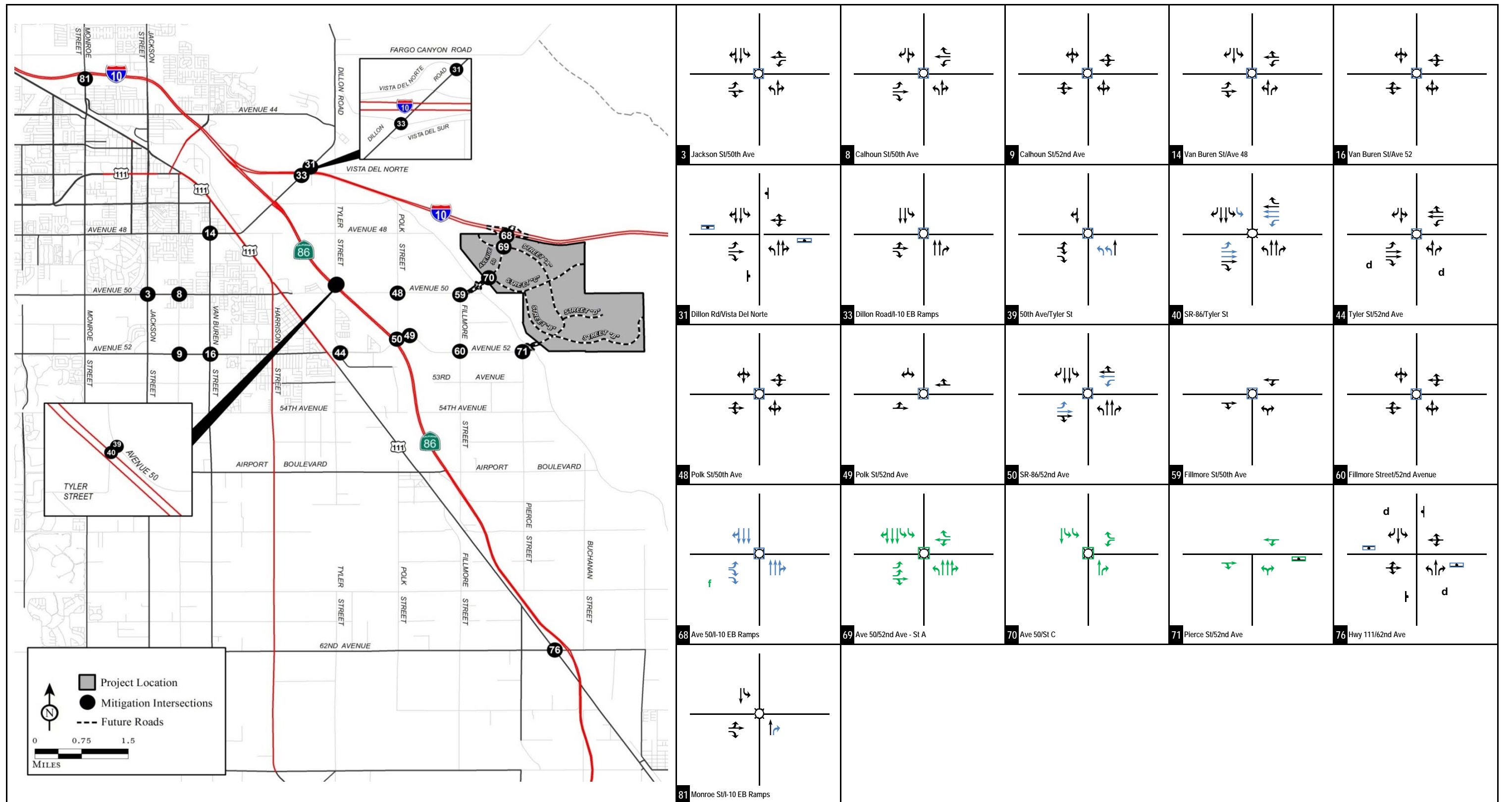
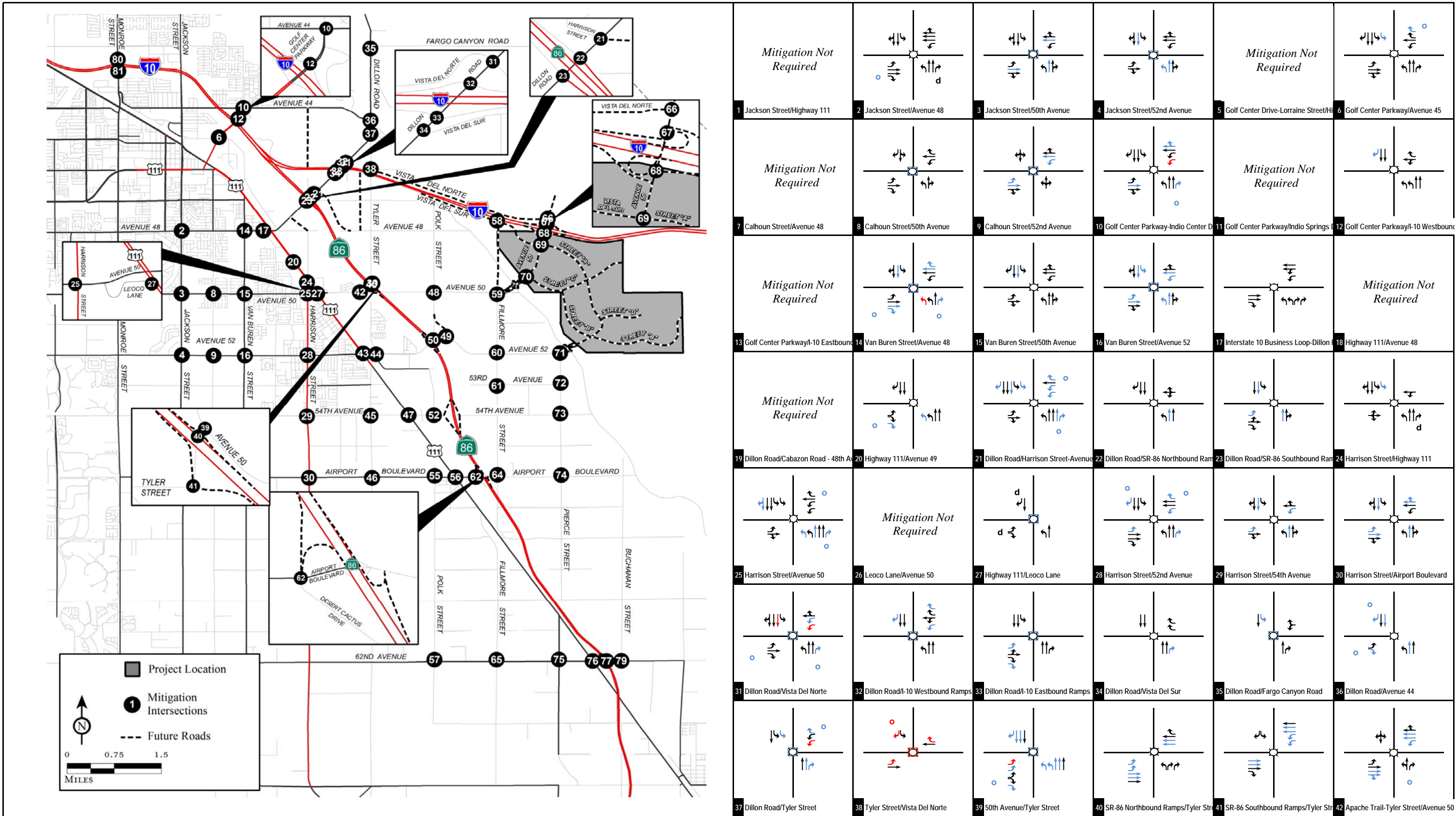


FIGURE 4.16.4

Existing plus Project Build-out (with Avenue 50 interchange) With Mitigations Intersection Geometrics and Stop Control

La Entrada Specific Plan

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L S A

Legend

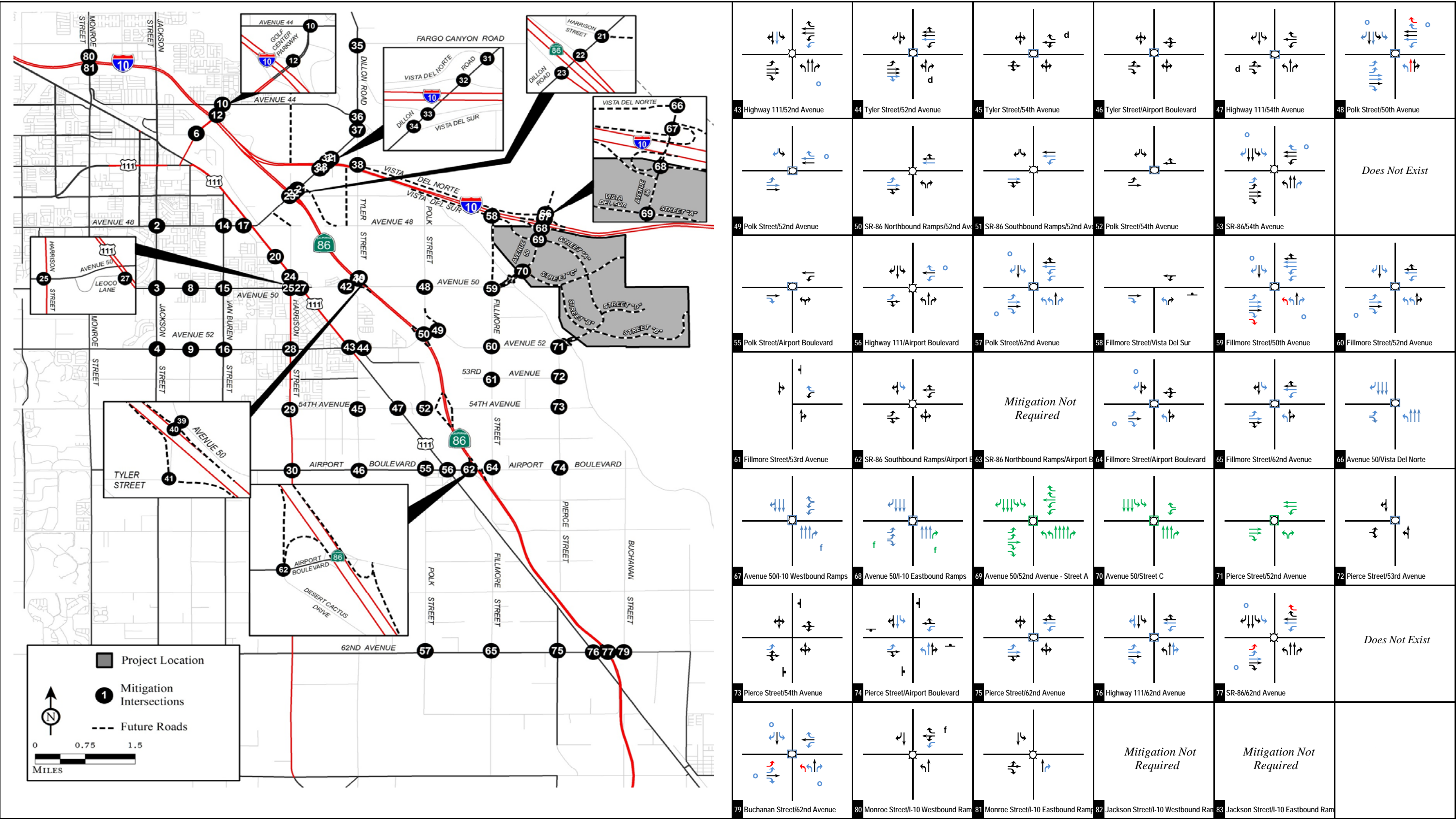
- Signal
- Stop Sign
- Free right turn
- Defacto right turn
- Mitigations consistent with General Plan Circulation
- Mitigations exceeding General Plan Circulation

FIGURE 4.16.5A

La Entrada Specific Plan

Year 2035 with Project Build-out (With Avenue 50 interchange) With Improvements Intersection Geometrics and Stop Control

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LSA

Legend

- Signal
- Stop Sign
- Free right turn
- Defacto right turn
- Mitigations consistent with General Plan Circulation
- Mitigations exceeding General Plan Circulation
- 100% Project Responsibility

FIGURE 4.16.5B

La Entrada Specific Plan

Year 2035 with Project Build-out (With Avenue 50 interchange) With Improvements Intersection Geometrics and Stop Control

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