

General Plan Mobility Element

Submitted on:
October 2025



Overview

The Palm Desert Mobility Element establishes a framework for creating a safe, efficient, and sustainable transportation system that serves residents, businesses, and visitors. As the city continues to grow, mobility plays a central role in preserving a high quality of life, supporting economic activity, and providing connection to opportunity. This element addresses how people and goods move through the community—whether by car, transit, walking, bicycling, or freight—and seeks to balance convenience, accessibility, and sustainability. By planning for a multimodal system, the City aims to provide travel options while supporting sustainability goals and accommodating future growth.

Goals and policies in this element emphasize creating **livable streets** that accommodate all users, **reducing traffic-related fatalities and injuries**, and expanding **multimodal options** for pedestrians, bicyclists, and transit riders. At the same time, policies encourage **efficient goods movement**, actively **managed parking**, and support for **sustainable transportation** practices such as reducing vehicle miles traveled (VMT), planning for emergencies, and investing in resilient infrastructure. The City is also committed to an **interconnected regional transportation system** that links the Coachella Valley and prioritizes new connections.

Mobility Vision Statement: Palm Desert envisions a safe, regionally connected, and multimodal transportation system that enhances daily life for residents, encourages economic development, and supports the movement of visitors. The City will foster innovative transportation solutions in safety, sustainability, and mobility choices that support community needs and regional networks.

Statutory Requirements

ASSEMBLY BILL 1358 (CALIFORNIA COMPLETE STREETS ACT)

Assembly Bill 1358 (AB 1358), also known as the California Complete Streets Act, was signed into law in 2008. Since 2011, AB 1358 requires that all cities and counties revising the circulation element of their general plan to include complete streets policies. The Act states that cities must adopt a “multimodal transportation network that meets the needs of all users of streets, roads, and highways”. The adoption of complete street policies seeks to create a multi-user friendly network for motorists, pedestrians, bicyclists, public transportation users, children, seniors, and the disabled.

SENATE BILL 375 (SUSTAINABLE COMMUNITIES AND CLIMATE PROTECTION ACT)

Senate Bill 375 (SB 375) was approved in 2008 in response to Assembly Bill 32 (AB 32) as California’s comprehensive approach to reducing greenhouse gas emissions. SB 375 requires the California Air Resources Board (CARB) to set regional greenhouse gas reduction targets by requiring cities and counties to develop and implement reduction targets. Cities are encouraged to reduce greenhouse gas emissions from automobiles and light trucks by greater integration of transportation, land use, housing, and environmental planning aimed at reducing travel times.

SENATE BILL 743

Senate Bill 743 (SB 743) was adopted in 2013 and changes the metric for which transportation impact analyses are measured for new development and transportation projects. Previously under the California Environmental Quality Act (CEQA), transportation impact analyses were measured based on auto delay, level of service (LOS), and other vehicle-based measures of capacity or traffic congestion. Project are now assessed for their transportation impacts with vehicle miles traveled (VMT). This change in measurement was made to promote multi-modal transportation networks, reduce greenhouse gas emissions, and encourage mixed-use and infill development.

While CEQA no longer requires LOS analysis, the City will continue to analyze it to assist in street and intersection design.

SENATE BILL 932 (THE PLAN FOR THE FUTURE BILL)

Senate Bill 932 (SB 932) was signed into law in September 2022 and requires that counties and cities identify high-injury streets and intersections in its General Plan. This bill was passed to improve the safety of all road users, including bicyclists, pedestrians, and other active transportation users. The identification of these high-injury intersections and streets should be followed by safety improvements that must be implemented starting within two years after the adoption of the new circulation element.

The City adopted the Palm Desert Vision Zero Strategy in Summer 2025 to support implementation of new policies, programs, and capital improvement projects that increase safety for all road users. A particular focus was placed on supporting Safe Routes to Schools and Safe Routes for Older Adults. The Mobility Element incorporates these policies and notes potential safety countermeasures to consider for the high injury network.

SENATE BILL 330 (THE HOUSING CRISIS ACT)

Senate Bill 330 (SB 330) was adopted in 2019 and prohibits local jurisdictions from enacting any new laws that would result in the reduction or delay of the legal limit of new housing within their jurisdiction. This bill was passed to reduce administrative delays in housing development and to increase the housing supply throughout the state. To streamline the housing approval process without impacting the City's circulation network, the Mobility Element includes maximum cross section widths for each roadway classification to ensure adequate right-of-way is reserved for future roadway improvements.

ASSEMBLY BILL 98 (PLANNING AND ZONING: LOGISTIC USE – TRUCK ROUTES)

Assembly Bill 98 (AB 98) was adopted in 2024 and calls for a statewide standardization in the approval of new or expanded logistic and industrial use. Specifically, it requires cities and counties to update their circulation elements to include designated truck routes that avoid residential areas and other sensitive receptors. The law also requires clear signage for truck routes, parking specifications for trucks, and public facing maps of designated truck routes.

ASSEMBLY BILL 3177 (MITIGATION FEE ACT: LAND DEDICATIONS, MITIGATING VEHICULAR TRAFFIC IMPACTS)

This law was adopted in 2024 and updates requirements for traffic mitigation fees and land dedication for housing developments. Specifically, cities must set lower traffic impact fees for select

housing developments within transit priority areas. The law also prohibits requiring housing developments to dedicate land for road widening if the purpose is to mitigate traffic impacts, meet level of service (LOS) standards, or achieve a desired roadway width. Exceptions to this policy exist for housing developments outside of transit priority areas and for traffic safety improvements.

Context

Palm Desert's transportation system supports the city's role as a hub for residential, commercial, and tourist activity in the Coachella Valley. The City is well connected by major regional highways, including I-10, Highway 111, and State Route 74, and serves as both a destination and a job center. With a higher ratio of jobs to resident workers, Palm Desert attracts significant commuting from throughout the Valley and beyond. Travel is dominated by the private automobile, though shorter commute times and relatively high levels of local employment highlight opportunities to expand sustainable and convenient alternatives.

The City has made progress in advancing multimodal mobility. Investments in sidewalks, shade, and lighting have improved pedestrian comfort, while local bikeways and the regional CV Link pathway have expanded opportunities for cycling, golf cart travel, and low-speed electric vehicles. Public transportation is provided by SunLine Transit, which operates fixed-route, paratransit, and microtransit services within the city. Initiatives including CV Rail are exploring future regional transit connections.



Safety, resiliency, and goods movement are key issues shaping mobility in Palm Desert:

- Recent data highlights concentrations of crashes along major roadways including Highway 111, Monterey Avenue, Cook Street, and Washington Street. The City is advancing a Vision Zero strategy to reduce injuries and fatalities, particularly for pedestrians and bicyclists.
- The City is also focused on strengthening infrastructure for extreme weather events and better prepare the community for emergencies.
- Freight activity along the I-10 corridor and new state legislation warrant updates to the truck route network to safely and efficiently support goods movement in and through the City.

Circulation Network

The City's circulation network includes the roadway network and associated roadway classifications, the bicycle and golf cart network, and the truck route network. **Figure 4.1** shows the proposed roadway network for the City. **Figure 4.11** and **Figure 4.12** show the proposed bicycle and golf cart network, respectively. **Figure 4.13** illustrates the truck route network through Palm Desert.

Roadway Classifications

Roadway classifications are used to describe the ultimate buildout of specific roadways within the City and include general design standards for complete street improvements. Cross sections, modal priorities, and descriptions for each classification are provided in **Figures 4.2 through 4.10**.

Enhanced Arterial (Highway III)

Highway III functions as an enhanced arterial, serving as the major east-west connection to places in Palm Desert. This classification balances the movement of all modes of traffic: vehicles, bicycles, pedestrians, and transit. Business access is provided via adjacent frontage roads that include on-street parking. Safety of all road users is prioritized with enhanced pedestrian crossings, narrower lanes, and coordinated traffic signals. Enhanced landscaping, shade trees, public art, and sidewalk activation opportunities help create a sense of place.

The general cross-section consists of a six-lane divided roadway, including a wide median with trees and landscaping. This facility may provide dedicated left turn lanes as well as a right turn lane where warranted. An Enhanced Arterial is designed to accommodate approximately 48,600 vehicles at Level of Service (LOS) D.

Enhanced arterials include improved bicycle and pedestrian infrastructure such as widened sidewalks, Class IV separated bike lanes, or Class II bike lanes along the frontage road. The City will continue to explore complete street improvements for this roadway.

Vehicle Oriented Arterials

Vehicular oriented arterials prioritize the movement of automobiles. Bicycle and pedestrian facilities are provided wherever possible but are not emphasized. Driveway spacing is limited and controlled to reduce conflicts with through traffic.

The general cross-section consists of a six-lane divided roadway, including a median with trees and landscaping. This facility may consist of dedicated left turn lanes as well as a right turn lane where warranted. A Vehicular Oriented Arterial is designed to accommodate approximately 48,600 vehicles at Level of Service (LOS) D. Bicycle and pedestrian facilities include shared sidewalks and buffered Class II bike lanes.

Balanced Arterials

Balanced arterials support all transportation modes, with a focus on creating dedicated spaces for vehicles, bicyclists/golf carts, and pedestrians. Improved bicycle and pedestrian facilities are typically provided including meandering sidewalks and buffered Class II bike lanes.

The general cross-section consists of a four-lane divided roadway, including either a median or a two-way left turn lane. This facility may consist of dedicated left turn lanes as well as right turn lanes where warranted. A Balanced Arterial is designed to accommodate approximately 33,500 vehicles at Level of Service (LOS) D.

Enhanced Secondary Roadways

Enhanced secondary roadways provide high levels of bicycle and pedestrian amenities, similar to enhanced arterials. Vehicular circulation is accommodated but not emphasized. Pedestrian facilities include sidewalks with shade trees. Bicycle facilities include Class IV separated bike lanes, which can operate as one-way or two-way. Typically, only one vehicle lane is provided in each direction.

This facility typically includes a raised median with dedicated left turn lanes (and right turn lanes if warranted). An Enhanced Secondary Roadway is designed to accommodate approximately 16,800 vehicles at Level of Service (LOS) D.

Secondary Roadways

Secondary roadways provide a balance between vehicular circulation, property access, and non-automotive modes. They typically provide a striped two-way left turn median and Class II or Class II buffered bike lanes along with sidewalks and shade trees.

Secondary roadways can be further divided into two classifications:

- Secondary (2 Lane) – one travel lane in each direction, with additional space reserved for enhanced bicycle facilities and/or on-street parking
- Secondary (4 Lane) – two travel lanes in each direction without on-street parking

The number of vehicle lanes provided varies based on traffic volumes and adjacent land use context. These roadways are designed to accommodate between 16,800 and 28,200 vehicles at Level of Service (LOS) D.

Downtown Collector Streets

Downtown collector streets prioritize multimodal travel between downtown Palm Desert and adjacent neighborhoods. The general cross section of a downtown collector street consists of a two-lane undivided roadway. Bicycle movement is accommodated through Class III shared bike route, while sidewalks with pedestrian scale lighting support walking to and from downtown. These streets typically provide parallel on-street parking. A collector street is designed to accommodate approximately 16,800 vehicles at Level of Service (LOS) D.

Collector Streets

Collector streets link neighborhoods to other roadways in the City's transportation network. Lower traffic volumes allow for the shared use of space between vehicles and bicyclists. On-street parallel parking and sidewalks are also typically provided. Along select collector streets, a marked Class III bike route may be provided. A collector street is designed to accommodate approximately 16,800 vehicles at Level of Service (LOS) D.

El Paseo

El Paseo is a key commercial roadway for the city. This roadway prioritizes property access and includes a very high level of pedestrian amenities. The cross section of El Paseo consists of four vehicle travel lanes (two in each direction), parallel parking, and a wide median with trees and landscaping. The roadway also includes Class III shared bicycle facilities.

Specific Plan Roadways

These roadways are contained within a specific plan. The ultimate buildout and cross section design is provided in the respective specific plan.

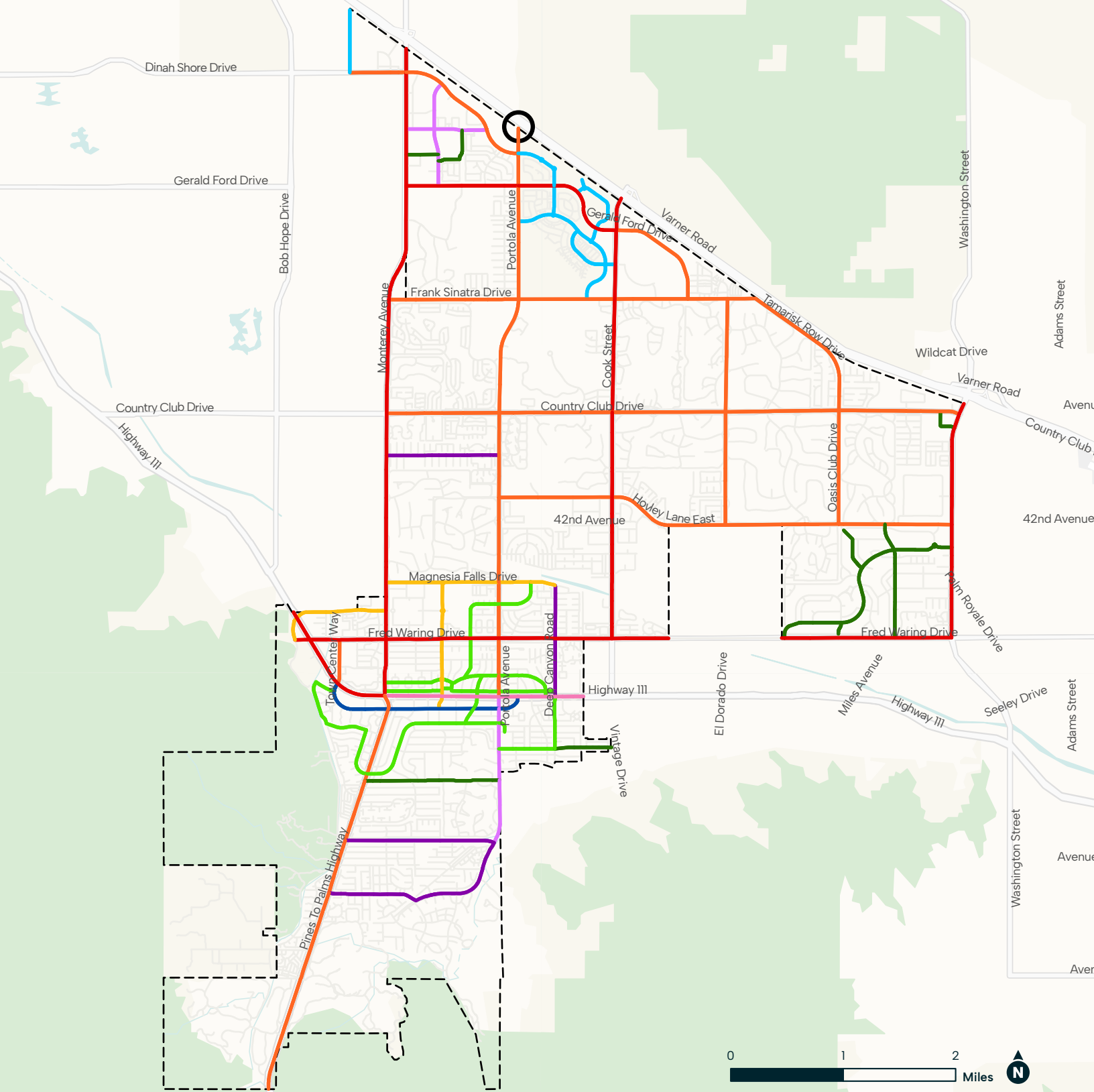


FIGURE 4.1

Palm Desert Roadway Classifications

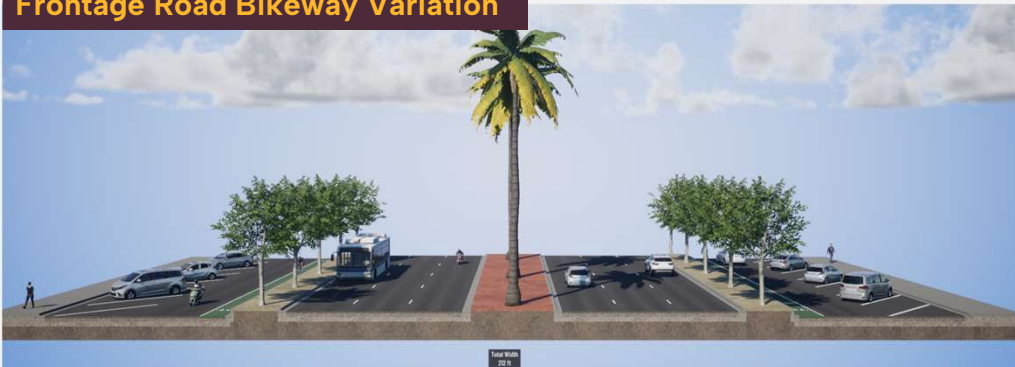
Enhanced Arterial (Highway 111)

Auto	Transit	Freight	Bike/ Golf Cart	Pedestrian
Allowed	N/A	Restricted ¹	Prioritized	Prioritized

Class IV Bikeway Variation



Frontage Road Bikeway Variation



Max ROW	212'
Access Management	Parallel frontage roads
Travel Lanes	Three in each direction (11'-12')
Median	Raised (20')
Bicycle Facilities	Class IV bike lanes (6' + 4' buffer) or Class II bike lanes on frontage road (5')
Golf Cart Facilities	Use Frontage Road
Pedestrian Facilities	Sidewalk (10'+) with business frontage
Parking	Allowed (on frontage road)



Vehicle Oriented Arterial

Auto	Transit	Freight	Bike/ Golf Cart	Pedestrian
Prioritized	Allowed	Prioritized	Allowed	Allowed



Max ROW	160'
Access Management	Encourage driveway consolidation and manage turns
Travel Lanes	Three in each direction (11')
Median	Raised (w/ turn lanes) (14' typical)
Bicycle Facilities	Class II Buffered Bike Lanes (6' + 3' buffer) and/or Shared Sidewalk (10')
Golf Cart Facilities	Meandering Sidewalk (20' total width)
Pedestrian Facilities	Meandering Sidewalk (20' total width)
Parking	Not Allowed



Balanced Arterial

Auto	Transit	Freight	Bike/ Golf Cart	Pedestrian
Prioritized	Allowed	Restricted ¹	Prioritized	Allowed



Max ROW	140'
Access Management	Encourage driveway consolidation and manage turns
Travel Lanes	Two in each direction (11')
Median	Raised (w/ turn lanes) (14' typical)
Bicycle Facilities	Buffered Class II Bike Lanes (6' + 4' buffer)
Golf Cart Facilities	Use Bike Lanes
Pedestrian Facilities	Meandering Sidewalk (20' total width)
Parking	Not Allowed

¹Truck traffic is permitted on designated truck routes or for local deliveries.

Note: The following roadway segments may include an additional travel lane in each direction, with a maximum ROW of 162':

- Portola Avenue (I-10 to Frank Sinatra Drive)
- Frank Sinatra Drive (Cook Street to Portola Avenue)

Enhanced Secondary Roadway

Auto	Transit	Freight	Bike/ Golf Cart	Pedestrian
Prioritized	Prioritized	Allowed	Allowed	Allowed

One-Way Bikeway Variation



Two-Way Bikeway Variation



Max ROW	112'
Access Management	Encourage driveway consolidation and manage turns
Travel Lanes	One in each direction (11')
Median	Raised (w/ turn lanes) (14' typical)
Bicycle Facilities	Class IV Bike Lanes (8' + 4-6' buffer)
Golf Cart Facilities	Use Bike Lanes
Pedestrian Facilities	Sidewalk (10') with buffer zone or Meandering Sidewalk (20' total width)
Parking	Not Allowed



Secondary Roadway (2 Lane)

Auto	Transit	Freight	Bike/ Golf Cart	Pedestrian
Prioritized	N/A	Restricted ¹	Prioritized	Allowed



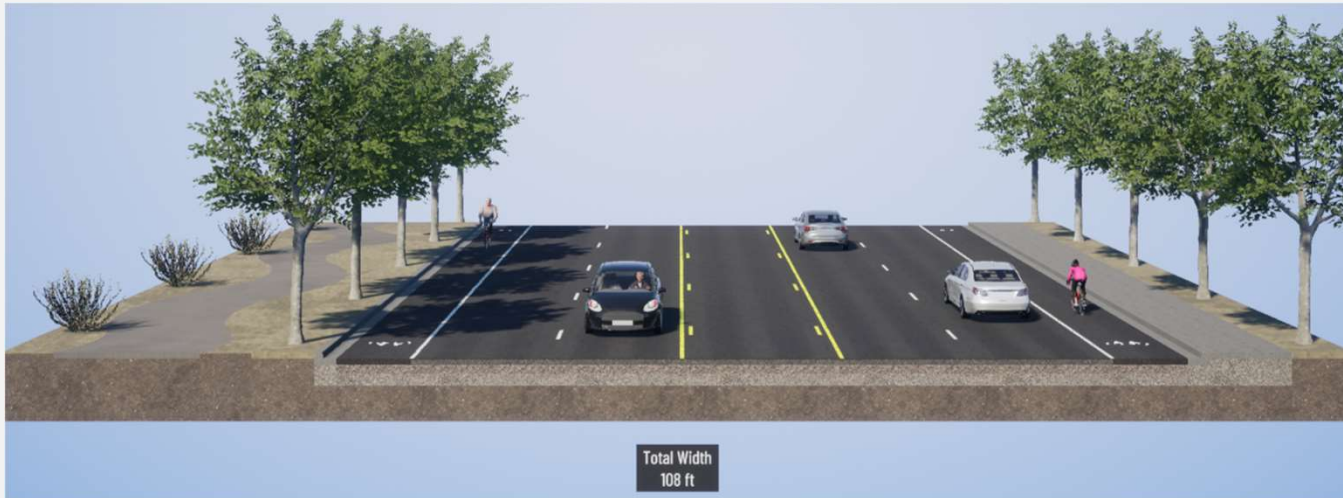
Max ROW	108'
Access Management	Direct driveway access allowed
Travel Lanes	One in each direction (11')
Median	Two-Way Left Turn Lane or Raised (14' typical) ²
Bicycle Facilities	Buffered Class II Bike Lanes (6' + 3' buffer)
Golf Cart Facilities	Use Bike Lanes
Pedestrian Facilities	Sidewalk (10')
Parking	Allowed

¹Truck traffic is permitted on designated truck routes or for local deliveries.



Secondary Roadway (4 Lane)

Auto	Transit	Freight	Bike/ Golf Cart	Pedestrian
Prioritized	N/A	Restricted ¹	Allowed	Allowed



Max ROW	108'
Access Management	Direct driveway access allowed
Travel Lanes	Two in each direction (11')
Median	Two-Way Left Turn Lane or Striped ²
Bicycle Facilities	Class II Bike Lanes (6')
Golf Cart Facilities	Use Bike Lanes
Pedestrian Facilities	Sidewalk (6') or Meandering Sidewalk (20' total width)
Parking	Not Allowed

¹Truck traffic is permitted on designated truck routes or for local deliveries.

Downtown Collector

Auto	Transit	Freight	Bike/ Golf Cart	Pedestrian
Allowed	N/A	Restricted ¹	Prioritized	Prioritized



Max ROW	62'
Access Management	Direct driveway access allowed
Travel Lanes	One in each direction (11' -12')
Median	N/A
Bicycle Facilities	Class II Bike Lanes (5') or Shared Roadway
Golf Cart Facilities	Use Bike Lanes or Shared Roadway
Pedestrian Facilities	Sidewalk (5'-8')
Parking	Allowed

¹Truck traffic is permitted on designated truck routes or for local deliveries.

Collector

Auto	Transit	Freight	Bike/ Golf Cart	Pedestrian
Allowed	N/A	Restricted ¹	Allowed	Allowed



Max ROW	62'
Access Management	Direct driveway access allowed
Travel Lanes	One in each direction (12')
Median	N/A
Bicycle Facilities	Shared Roadway
Golf Cart Facilities	Use Shared Roadway
Pedestrian Facilities	Sidewalk (5'-8')
Parking	Allowed

¹Truck traffic is permitted on designated truck routes or for local deliveries.



El Paseo

Auto	Transit	Freight	Bike/ Golf Cart	Pedestrian
Allowed	N/A	Restricted ¹	Prioritized	Prioritized



Max ROW	100'-108'
Access Management	Street-facing businesses
Travel Lanes	Two in each direction (12')
Median	Raised (16' typical)
Bicycle Facilities	Shared Roadway
Golf Cart Facilities	Use Shared Roadway
Pedestrian Facilities	Sidewalk (6'-14')
Parking	Allowed (Parallel)

¹Truck traffic is permitted on designated truck routes or for local deliveries.



Bicycle and Golf Cart Circulation

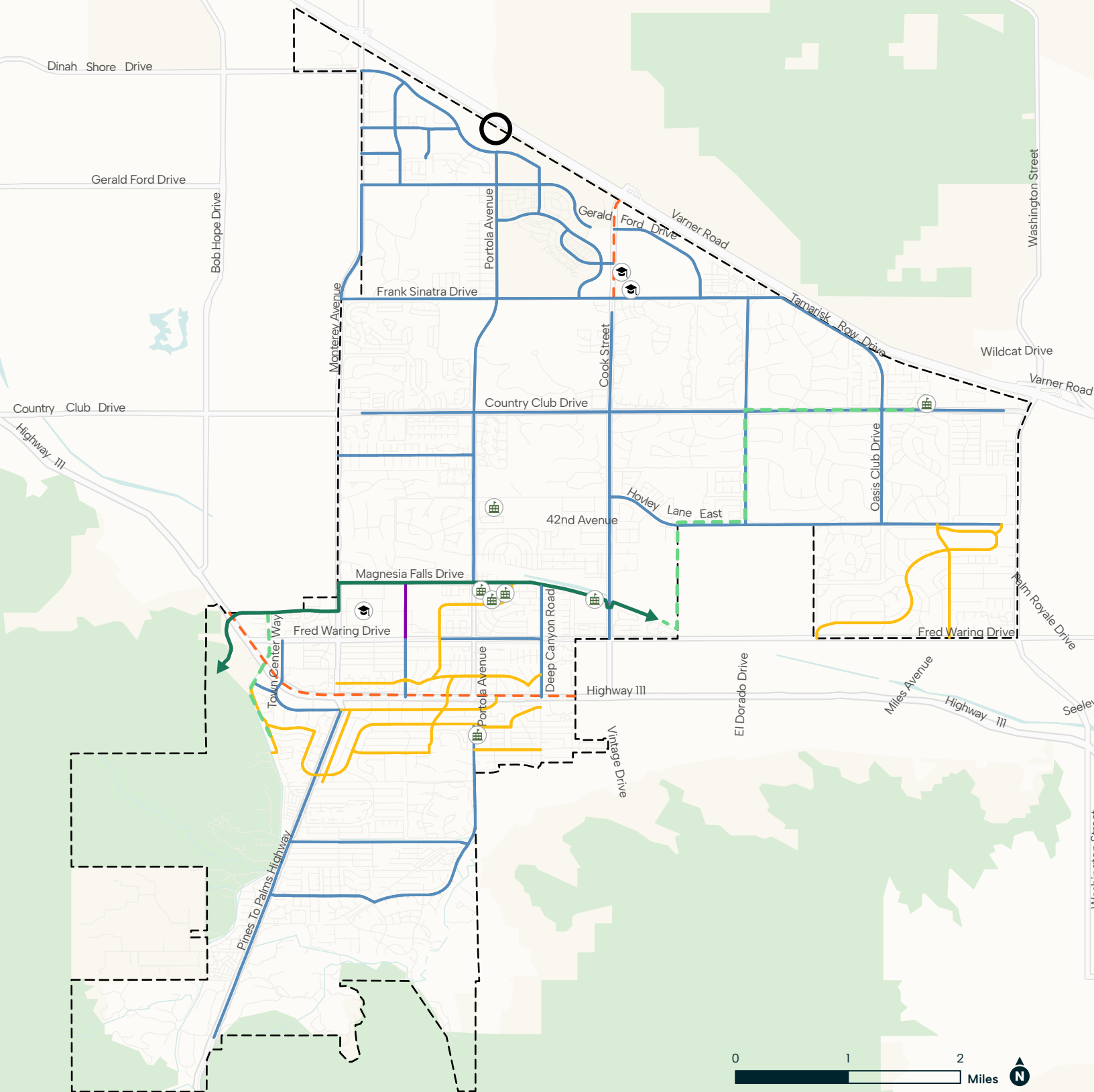
Figure 4.11 documents the bicycle network within Palm Desert and **Figure 4.12** notes roadways and facilities that can be used by golf carts and neighborhood electric vehicles (NEVs). These routes are for use by bicycles and slow speed vehicles. Key facility types shown on these maps are described below.

Classification	Description
CV Link	A regional off-street facility for NEV's, bicyclists, and pedestrians. This facility will be overseen and maintained by CVAG.
CV Link Connector	These facilities would provide additional connections to the CV Link Facility through signage, crossing treatments, or separate facilities that provide connections from the city to the CV Link Facility
Class I	These are off-street facilities, which can be shared between golf carts, bicyclists, and pedestrians.
Class II	These are on-street facilities, which can be used by either bicycles only or as joint use facilities used by golf carts and bicycles. These facilities can include striped buffers to provide additional separation.
Class III	These are on-street facilities designated through signage and shared lane markings that do not provide a separate space.
Class IV	These are on-street facilities, which can be used by either bicycles only or as joint use facilities used by golf carts and bicycles. These facilities include physical vertical separation on the roadway, such as with bollards, a raised curb, or parked cars.
Shared Sidewalk	Sidewalks with additional space for bicyclists and golf carts to use.

Truck Routes and Goods Movement

Figure 4.13 shows the designated truck routes within Palm Desert. Truck routes are intended to facilitate the through movement of trucks within the City while avoiding sensitive receptors and critical land uses (e.g. schools, parks, residential areas). Truck routes prioritize connections to commercial and industrial areas and regional highways.

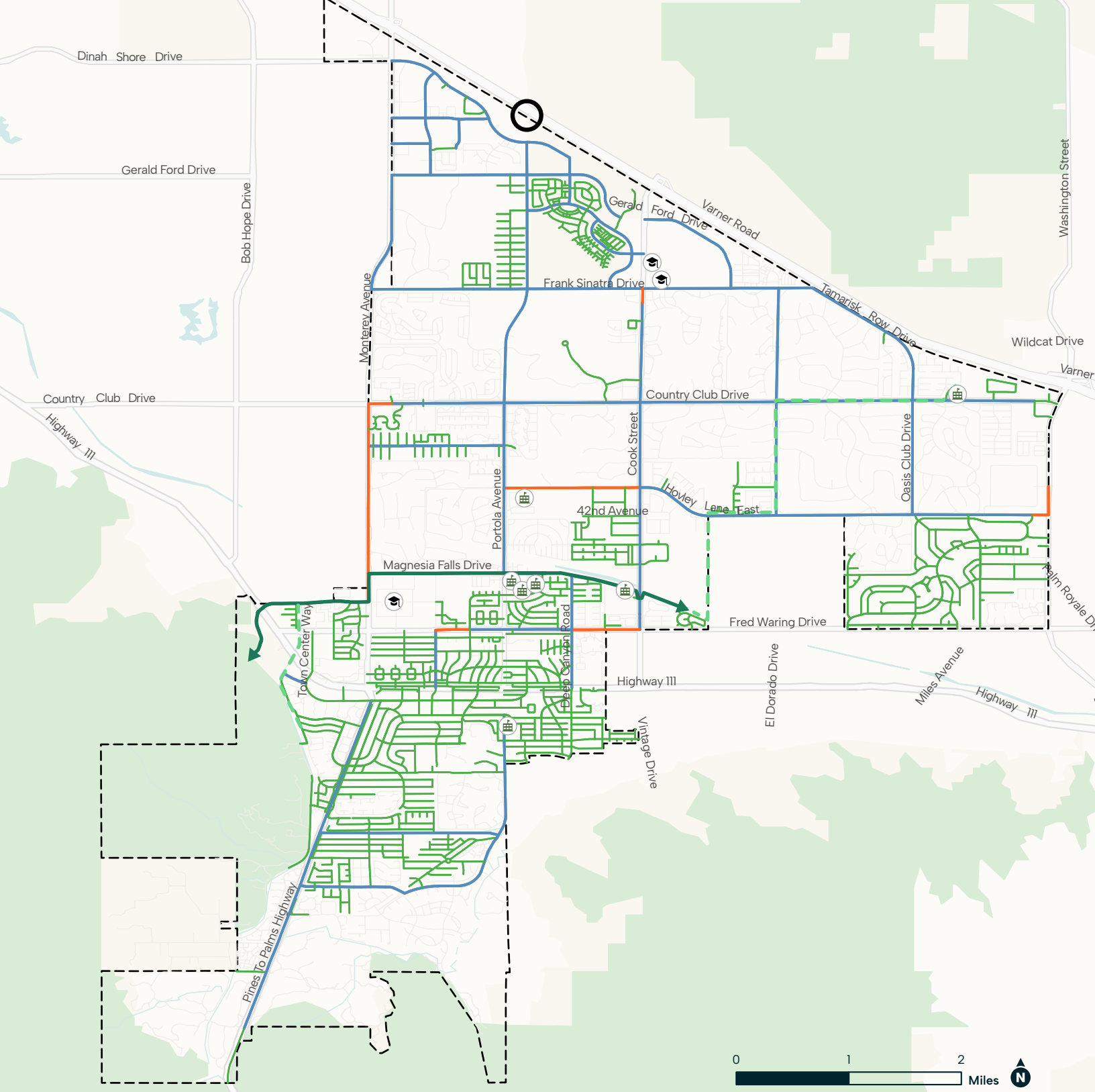
Consistent with AB 98, the City will make truck route information available online and enforce commercial vehicle restrictions on non-truck route designated roadways through posted weight restrictions.



- Class I Separated Path
- Class II Striped Lane
- Class III Permitted on Local Road
- Class IV Separated Bike Lane
- Proposed Bike Corridor - Final Design TBD
- ↔ CV Link
- CV Connectors
- Public Schools
- College Campuses
- City Boundary
- Portola Interchange (Proposed)

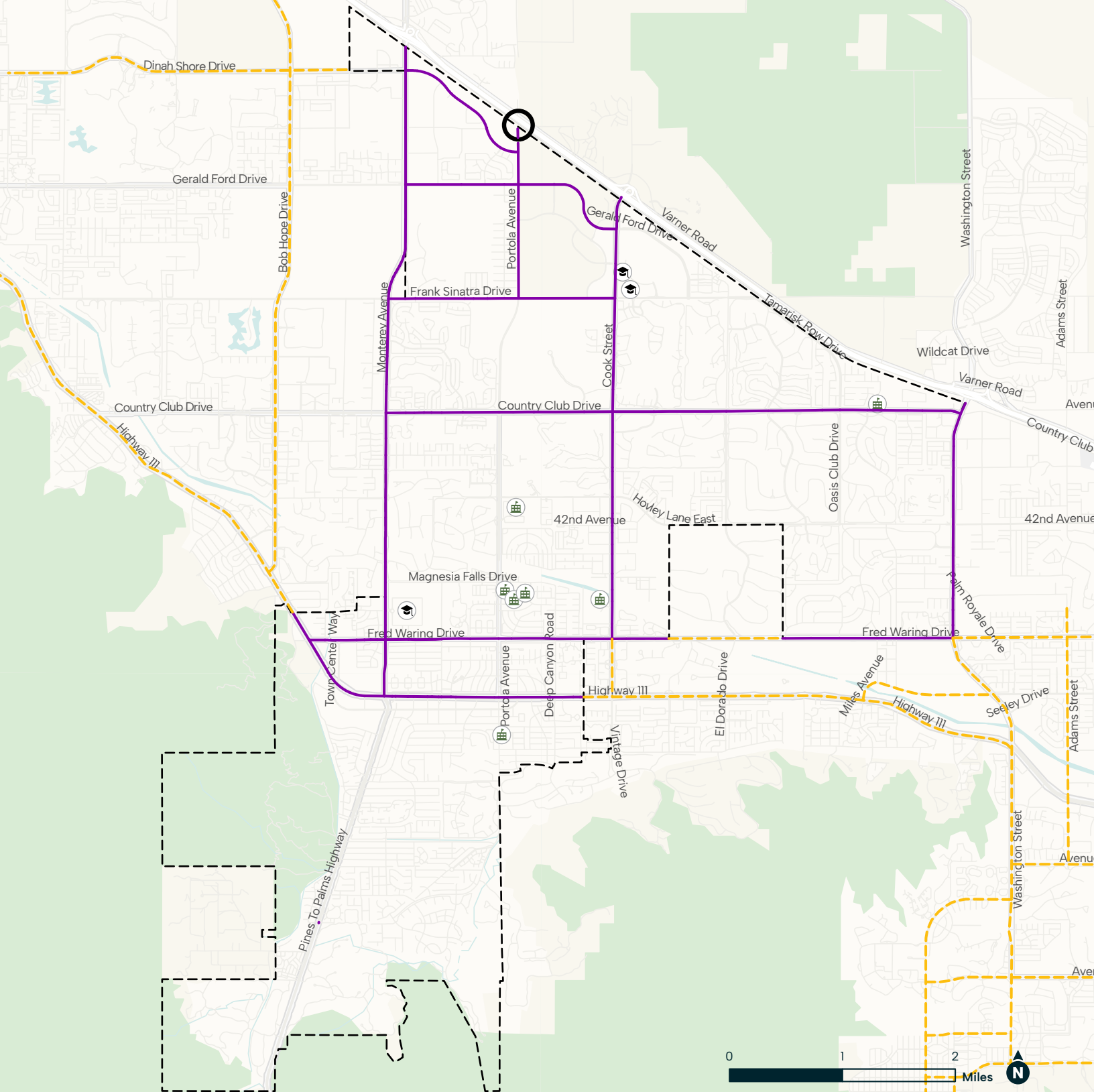
FIGURE 4.11

Palm Desert Bicycle Network



- Class I Separated Path
 - Class II Striped Lane
 - Class III Local Road
 - Shared Sidewalk
- ↔ CV Link
 - - - CV Connectors
 - Portola Interchange (Proposed)
 - City Boundary
- Public Schools
 - College Campuses

FIGURE 4.12
Palm Desert Golf Cart Network



Truck routes are intended to facilitate through traffic. Consistent with the California Vehicle Code, trucks may utilize any roadway to complete deliveries/pick-ups.

- Existing
- - - Proposed
- - - Connecting Truck Routes
- City Boundary
- Portola Interchange (Proposed)
- Public Schools
- College Campuses

FIGURE 4.13

Palm Desert Truck Route Network

Regional Transportation Improvements

Portola Avenue Freeway Interchange

The Mobility Element includes the proposed I-10 freeway interchange at Portola Avenue in North Palm Desert. The City is committed to improving access and relieving congestion along the I-10 corridor and will work with regional, state, and federal partners to facilitate this major project.

The interchange provides several benefits for Palm Desert including:

- Congestion relief at the adjacent Monterey Avenue and Cook Street interchanges
- Reduced vehicle miles traveled (VMT) as the interchange provides a more direct path of travel for motorists
- Supporting development and growth in North Palm Desert
- Consistency with state goals and regional transportation plans

CV Rail

The Coachella Valley Rail (CV Rail) project, also known as the *Coachella Valley–San Geronio Pass Corridor*, is a proposed intercity passenger rail service that will connect downtown Los Angeles with the Coachella Valley, providing an alternative to Interstate 10 for regional travel. The route would span approximately 144 miles, with a potential stop in Palm Desert. The project is being led by the Riverside County Transportation Commission (RCTC) in partnership with Caltrans, Amtrak, and the Federal Railroad Administration (FRA).

The City supports this project as it aligns closely with Palm Desert’s mobility goals to reduce vehicle miles traveled (VMT), expand sustainable transportation options, and strengthen regional coordination. Additionally, the project provides opportunities for walkable, mixed-use transit-oriented development (TOD) around the potential station area. Palm Desert will continue collaborating with RCTC and partner agencies to ensure that future rail service is seamlessly integrated into the city’s transportation system.



Source: Riverside County Transportation Commission

Transportation Performance Metrics

Vehicle Miles Traveled (VMT)

The Mobility Element promotes efficiency and sustainability in the transportation system. Several policies address VMT efficiency and encourage strategies including transportation demand management (TDM), low-VMT development patterns, and multimodal travel options. The City's transportation study guidelines also lay out approaches to evaluating VMT for development projects, balancing development with sustainability.

What is VMT?

Vehicle Miles Traveled (VMT) measures the total number of miles driven by all vehicles attributed to a specific project or within a specific area. It's often evaluated on a per person basis to understand the efficiency of the transportation system. VMT is an important tool that helps inform Palm Desert about land use and transportation network relationships that influence travel demand, emissions, and travel choices.

The State of California now requires cities to evaluate transportation impacts using VMT under the California Environmental Quality Act (CEQA), shifting focus from how quickly cars move to how efficiently people can access destinations.

Level of Service (LOS)

To support local planning decisions and manage congestion, Palm Desert will continue to analyze traffic conditions at intersections and along roadways using Level of Service (LOS). LOS is a measure of how efficiently streets and intersections move vehicle traffic, assigning a letter grade from A (free-flowing conditions) to F (congested conditions) based on average vehicle delay.

While no longer required for CEQA, LOS analysis is still included in the City's transportation study guidelines for local development projects. The City strives to maintain LOS D or better conditions during peak hours across most of the City. In the City Center, a lower LOS E threshold is allowed due to right-of-way constraints and a desire to support multimodal travel.

Safety

Palm Desert is committed to improving roadway safety and aims to eliminate traffic-related deaths and serious injuries. Building on the City's Vision Zero Action Plan, the Mobility Element advances comprehensive goals, policies, and actions that address roadway safety holistically.

High Injury Network

The High Injury Network (HIN) is a subset of the City's street system with a higher concentration of fatal and serious injury crashes, whether by driving, walking, bicycling, or riding a motorcycle. The HIN network is shown on **Figure 4.14**. 83 percent of all serious and fatal crashes occurred on the HIN (8 percent of Palm Desert roadways).

Priority Safety Improvements

The Mobility Element includes policies that prioritize safety improvements along the HIN, with the goal of implementing safety improvements along all HIN roadways by 2050. These include the improvements presented in the City's Vision Zero Action Plan.

Safety Countermeasures

Palm Desert promotes the use of proven safety countermeasures to improve road safety for all users. Key safety countermeasures include:

- Separated and buffered bicycle facilities
- Curb extensions and ADA curb ramp improvements
- High visibility crosswalks
- Sidewalk gap closures
- Leading pedestrian interval (LPI)
- Pedestrian scale lighting
- Rectangular Rapid Flashing Beacons (RRFB)
- Advance yield and stop markings
- Traffic calming medians
- Roundabouts
- Narrowed travel lanes

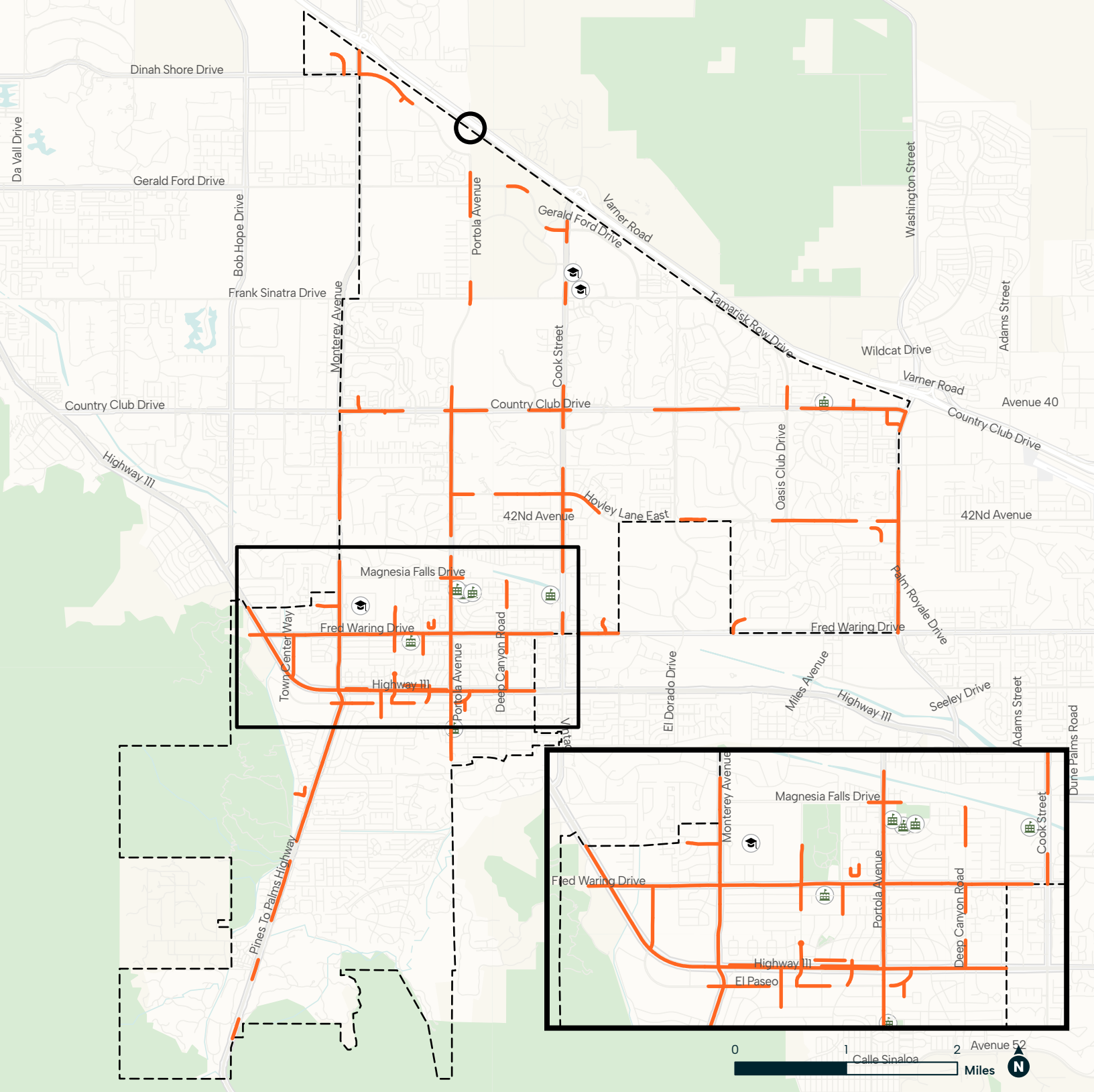
Safe System Approach & Vision Zero

The Safe System Approach is a transportation safety philosophy that adapts road design to anticipate human error and reduce the chances of serious injuries or fatalities. It incorporates the following principles:

- **Humans Make Mistakes:** The transportation system should accommodate variations in behaviors and decisions.
- **Humans Are Vulnerable:** The transportation system should protect human vulnerabilities, particularly users without the protection of a vehicle.
- **Responsibility is Shared:** Governments, industry, non-profits, and the public must work together to address safety.
- **Safety is Proactive:** Solutions should be applied systemically and in advance of crash history when possible.
- **Redundancy is Crucial:** Reducing risks requires a layered approach to safety.

Solutions focus on a complete approach to safety through improved driver behavior, road design, vehicles, speed management, and post-crash care.

Vision Zero builds on the Safe System Approach with a clear goal of zero traffic deaths or serious injuries on roadways.



Source: Vision Zero Action Plan.

- HIN Network
- College Campuses
- Public Schools
- Portola Interchange (Proposed)
- City Boundary

FIGURE 4.14

Palm Desert High Injury Network

Goals and Policies

Goal 1: Livable Streets. A balanced transportation system that accommodates all modes of travel safely and efficiently.

Policy Number	Policy
1.1	Complete Streets. Consider all modes of travel in planning, design, and construction of all transportation projects to create safe, livable, and inviting environments for pedestrians, bicyclists, motorists and public transit users of all ages and capabilities.
1.2	Transportation System Impacts. Evaluate transportation and development projects in a manner that addresses the impacts of all travel modes through the best available practices and City standards. Verify consistency with the goals and policies in the General Plan prior to approving funding for those projects.
1.3	Vehicle Miles Traveled (VMT). Evaluate transportation impacts under CEQA using VMT consistent with State guidance and the City's adopted thresholds of significance. Promote transportation demand management (TDM) strategies, low-VMT development patterns, and multimodal travel options.
1.4	Facility Service Levels. Determine appropriate service levels for all modes of transportation and develop guidelines to evaluate impacts to these modes for all related public and private projects. Provide flexibility for lower vehicle level of service in the City Center, high pedestrian activity zones, and other areas where widening is not feasible.
1.5	Roadway Design Standards. Implement transportation design standards that guide the planning, design, and construction of infrastructure projects. Prioritize improvements for non-auto modes of travel and innovative street and intersection designs over adding roadway capacity.
1.6	Emergency Vehicle Access. Evaluate the impacts of transportation network changes on emergency vehicle access and response times.
1.7	System Efficiency. Prioritize transportation systems management (TSM) strategies such as signal coordination, signal retiming, and other applicable techniques to limit unnecessary delay and congestion for vehicles.

Goal 2: Safe Transportation System. A transportation system that maximizes the safety of all modes of travel, with a focus on reducing traffic-related injuries and fatalities.

Policy Number	Policy
2.1	Safe System Approach. Adopt the Safe System Approach and align with the goals of Vision Zero, evaluating roadway safety holistically to account for human behavior, vulnerable road users, and infrastructure design.
2.2	Safety Improvement Implementation. Prioritize safety improvements along roadways with higher crash rates and in areas with higher numbers of vulnerable road users, including near schools and older-adult concentration areas, building off the citywide Vision Zero Action Plan recommendations. Begin implementation within two years and regularly monitor progress, with the goal of implementing safety countermeasures on all safety corridors within 25 years.
2.3	Safe Roadway Design. Implement proven safety countermeasures such as narrowed lanes, roundabouts, separated bicycle facilities, and raised crosswalks.
2.4	Safe Roadway Speeds. Regularly review speed limits along roadways and set speed limits to align with roadway land use context and design features. Leverage provisions of AB 43 to consider lower speed limits within safety corridors.
2.5	Neighborhood Traffic Calming. Support the design and implementation of traffic calming measures for motorized travel on local streets where non-motorized travel is prioritized.
2.6	Safety Education. Establish programs that promote traffic safety awareness, provide education on road-sharing etiquette for cyclists, pedestrians, and motorists, and enhance enforcement of speed limits in safety corridors.
2.7	Safety Review. Continue to coordinate with law enforcement agencies to identify major crash locations including those affecting vehicles, bicyclists, and pedestrians. Regularly publish reports regarding traffic safety conditions in the city.

Goal 3: Pedestrian Facilities. Integrated pedestrian pathways that connect residents, businesses, and educational and community uses.

Policy Number	Policy
3.1	Pedestrian Network. Provide a safe and convenient circulation system for pedestrians that include sidewalks, crosswalks, places to sit and gather, appropriate street lighting, buffers from moving vehicles, shading, and amenities for people of all ages.
3.2	Prioritized Improvements. Prioritize pedestrian improvements in the City Center/El Paseo area, areas of the city with community and/or education facilities, supportive land use patterns, expressed community interest in better pedestrian infrastructure, and non-automotive connections such as multi-use trails and transit stops.
3.3	Roadway Sidewalks. Where feasible, provide adequate sidewalks along all public roadways.
3.4	Access to Development. Require that all new development projects or redevelopment projects provide connections from the site to the external pedestrian network.
3.5	Safe Pedestrian Routes to School. Consider school pedestrian access as a priority over vehicular movements when any such conflicts occur.
3.6	Safe Pedestrian Routes for Older Adults. Consider pedestrian access and safety as a priority over vehicular movements when any such conflicts occur in older adult priority areas (senior centers, older adult housing properties, etc.)

Goal 4: Bicycle Networks. Well-connected bicycle network that facilitates bicycling for commuting, school, shopping, and recreational trips.

Policy Number	Policy
4.1	Bicycle Networks. Provide bicycle facilities where shown on Figure 4.11 to implement the proposed network of facilities outlined in the General Plan.
4.2	Prioritized Improvements. Prioritize and capitalize on opportunities to provide bicycle facilities that close gaps in the bicycle network and connect to regional bicycle routes, community facilities, supportive land use patterns, pedestrian routes, and transit stations.
4.3	Bicycle Amenities. Require public and private development to provide sufficient bicycle parking. Promote installation of full-service end-of-trip bicycle facilities, bicycle wayfinding signage, and bicycle parking at special events.

Goal 5: Transit Facilities. An integrated transportation system that supports opportunities to use public and private transit systems.

Policy Number	Policy
5.1	Transit Service. Promote public transit service in areas of the City with appropriate levels of density, mix of residential and employment uses, and connections to bicycle and pedestrian networks.
5.2	Support Regional Transit. Regularly review bus stop locations, transit services, routing, and frequencies in conjunction with Sunline Transit to ensure that bus stops and service levels reflect current land use and community needs.
5.3	Older Adult Transit. Encourage existing para transit services in the City to provide transit access for seniors and persons with disabilities.
5.4	Private Development Access to Transit. Review development proposals to limit impacts on existing or proposed transit facilities.
5.5	Safe Routes to Transit. Regularly review transit stop locations to maintain safe access for pedestrians and bicyclists.

Goal 6: Goods Movement. A transportation system that facilitates the movement of freight to commercial areas, industrial areas, and along major roadways while minimizing traffic-related conflicts and environmental impacts.

Policy Number	Policy
6.1	Truck Routes. Establish clearly defined truck routes that prioritize safety, efficiency, and minimize conflicts with sensitive areas like residential zones, schools, and non-motorized travel paths. Ensure truck routes are clearly marked with signage.
6.2	Sustainable Goods Movement. Promote the use of sustainable and environmentally friendly practices in freight transportation to improve air quality and reduce the environmental impact of heavy-duty vehicles.
6.3	Truck Parking Facilities. Identify and designate specific locations for truck parking and rest areas near major freight corridors and industrial zones. Equip truck parking areas with electric power hookups to allow trucks to power auxiliary systems without idling.
6.4	Designated Loading and Delivery Zones: Create dedicated loading and delivery zones near local businesses to provide safe and efficient spaces for drop-offs and pick-ups without blocking traffic, bike lanes, or pedestrian pathways.

Goal 7: Parking. An actively managed system of public and private parking facilities that supports future developments.

Policy Number	Policy
7.1	Public Parking Facilities. Provide new public parking facilities only after applying appropriate techniques to manage parking demand and ensure efficient use of all public and private parking facilities.
7.2	Parking Management. Actively manage public parking facilities and implement appropriate strategies to maximize the use and cost effectiveness of public parking facilities.
7.3	Public/Private Partnerships. Promote the use of joint public and private approaches to parking which might include leasing of private parking lots for short-term or long-term use, using public parking for temporary private functions, or the construction of joint-use facilities.
7.4	Innovative Parking Approaches. Allow the use of innovative parking supply and demand strategies such as shared parking, unbundling parking, and other related items.
7.5	Pick-up and Drop-off Zones. Encourage parking lots and downtown roadways to be designed with pick-up and drop-off zones to accommodate the trend towards increased use of autonomous vehicles and shared vehicle services.

Goal 8: Sustainable Transportation. A resilient and functional transportation network that can be built, operated, and maintained within the City’s resource limitations.

Policy Number	Policy
8.1	Fair Share Costs. Require that new development pay for its fair share of construction costs related to new and/or upgraded infrastructure needed to accommodate the development.
8.2	Multi-Modal Impacts. Develop and apply funding mechanisms that require fair share contributions for impacts to all modes of transportation associated with development or redevelopment.
8.3	Operations and Maintenance Costs. Evaluate potential changes in Citywide operations and maintenance costs for transportation facilities prior to the construction of any new facilities.
8.4	Development Contribution to Operations and Maintenance Costs. Consider funding strategies that require private development to contribute to the ongoing operations and maintenance of transportation infrastructure within the City.
8.5	State and Federal Transportation Funds. Take advantage of funds from the State and Federal grant programs to apply to projects and programs in the City, when possible.
8.6	Emergency Evacuation Preparation. Ensure residents, employees, and visitors of Palm Desert have access to safe evacuation routes in the event of an emergency. Identify and publicize evacuation routes for residents and visitors, ensuring that they are clearly marked and accessible. Consider populations without vehicle access when developing emergency plans.
8.7	Extreme Weather and Heat Resiliency. Plan, implement, and maintain transportation infrastructure that is resilient to extreme heat, flooding, and other hazards to ensure long-term functionality. Consider strategies such as cool pavement, shade structures/trees, upgraded culverts, and new road construction techniques.

Goal 9: Transportation Innovation. A transportation system that leverages emerging technologies to improve mobility for residents, employees, and visitors.

Policy Number	Policy
9.1	Innovative Vehicle Technologies. Regularly monitor and evaluate new vehicle technologies such as autonomous and connected vehicles for use by City Staff. Evaluate and implement potential required changes to infrastructure as autonomous and connected vehicles become pervasive.
9.2	Emerging Mobility Strategies. Encourage the deployment of emerging transportation approaches such as transportation network companies, mobility hubs and comprehensive mobility providers by private vendors.
9.3	Big Data. Regularly evaluate new data sources including but not limited to real time traffic and parking information for use by City Staff and residents.
9.4	Analysis Tools. Regularly evaluate state of the practice transportation analysis tools and procedures to determine their utility in the analysis of existing and future transportation conditions.
9.5	Electric Vehicles. Encourage the use of electric vehicles (EV), including golf carts and Neighborhood Electric Vehicles (NEV) by supporting the use of EVs and encouraging NEV charging stations to be powered with renewable resources.

Goal 10: Regional Coordination. The City transportation system operates as an integral element of the larger regional system.

Policy Number	Policy
10.1	Regional Vehicular Traffic. Be mindful of local impacts from regional “through” traffic. Consider but don’t prioritize the movement of through vehicles through Palm Desert roadways.
10.2	Regional Roadways. Coordinate with Caltrans, RCTC, CVAG, and other agencies on the planning, design, and construction of regional roadways to provide an appropriate level of regional connectivity.
10.3	Regional Bicycle and Pedestrian Facilities. Coordinate with CVAG and other agencies on the planning, design, and construction of regional non- motorized routes such as CV Link.
10.4	Regional Transit. Collaborate with RCTC, CVAG, and Sunline Transit in the planning, design, and construction of regional transportation facilities, including the construction of an Amtrak Coachella Valley–San Gorgonio Line station in Palm Desert.
10.5	Regional Priorities. Identify and prioritize desired regional roadway, transit, and non-motorized improvements to focus the City’s outreach with agencies such as Caltrans, CVAG, RCTC, and elected officials.