



PALM DESERT VISION ZERO SAFETY DATA DASHBOARD



PALM DESERT

How to use the dashboard

The safety data dashboard presents key findings that illustrate the current state of safety in Palm Desert and identifies solutions and countermeasures that can be implemented to move the city closer to meeting their Vision Zero goals. Explore the Palm Desert Safety Data Dashboard using the buttons on the top and clicking on the interactive elements.

What is Vision Zero?

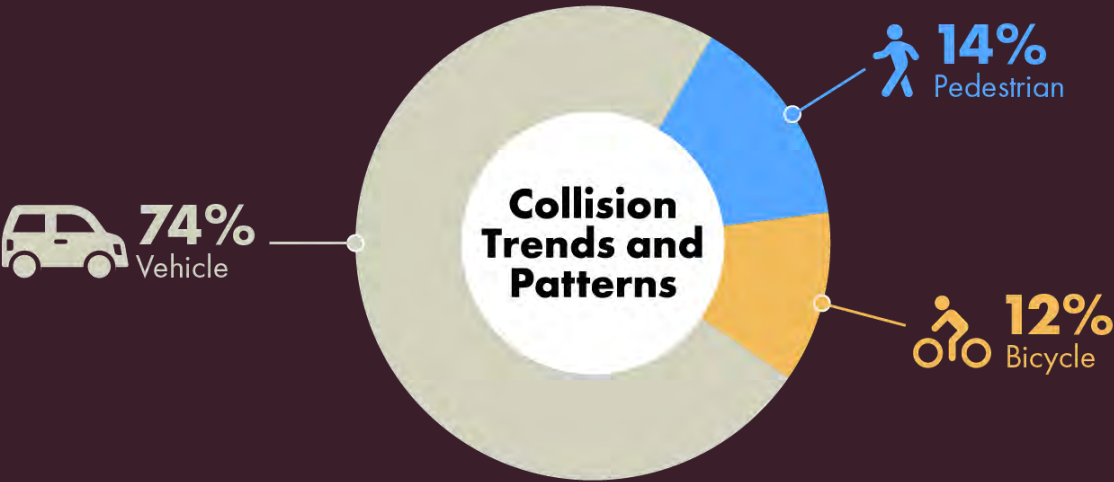
Vision Zero acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for all road users.

Vision Zero in Palm Desert

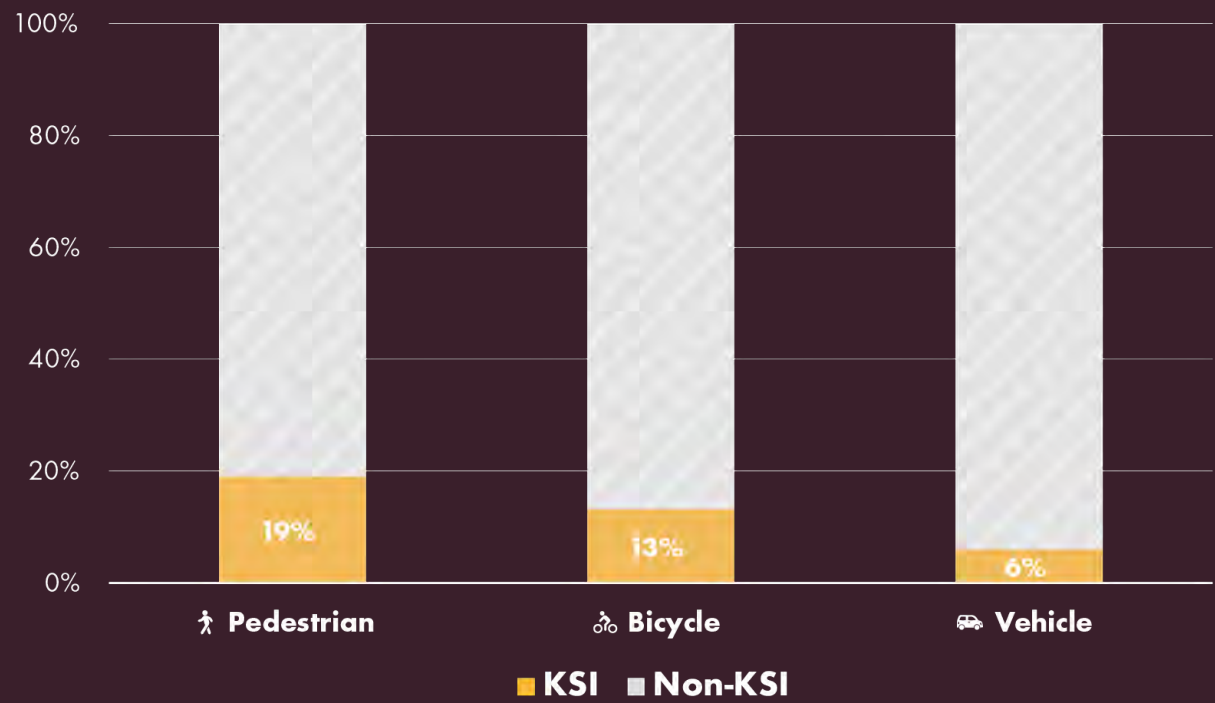
The City of Palm Desert aims to eliminate life threatening traffic collisions and create a safe and well-connected transportation system for the community’s most vulnerable road users. To achieve these goals, Palm Desert’s Vision Zero Strategy seeks to identify barriers and develop solutions to enhance walking and bicycling safety in school priority areas, older adult priority areas, and throughout the city.

Collision Trends and Patterns

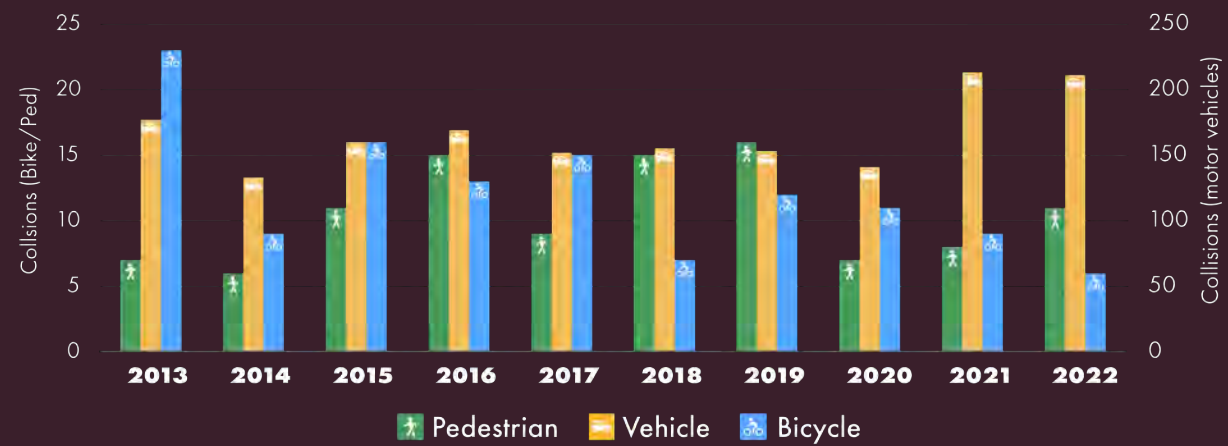
People who walk and bike in Palm Desert are at a greater risk to be killed or seriously injured (KSI) when involved in a traffic crash. Between 2013 and 2022, more than a quarter of all KSI collisions involved people walking and biking.



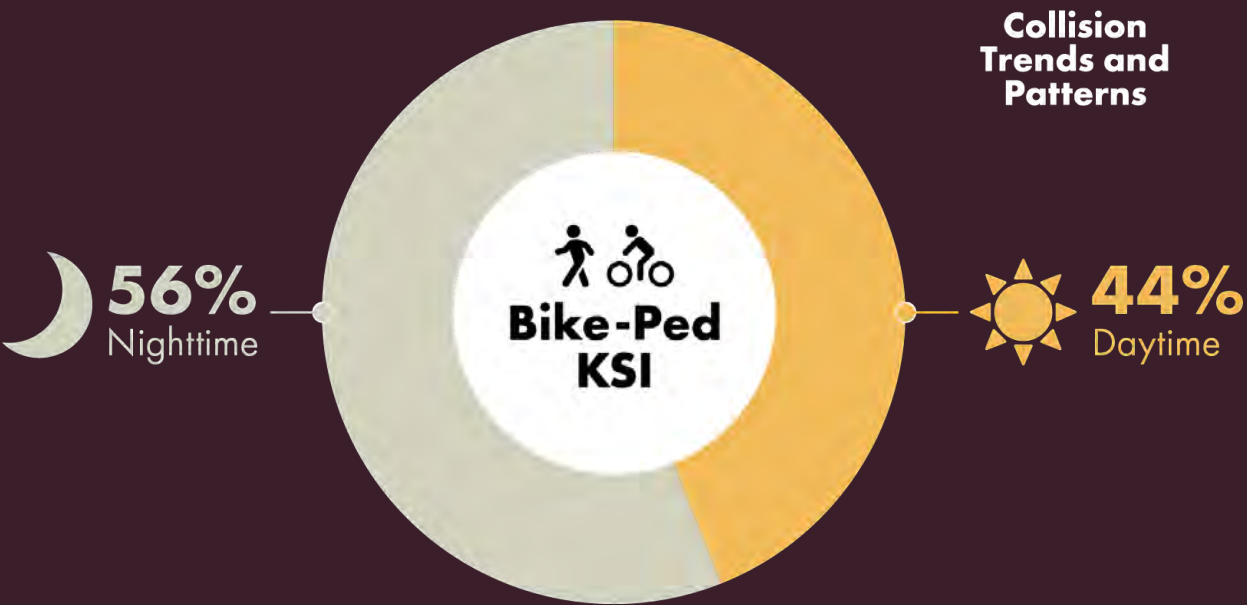
Statistics show that one in every five crashes that involve somebody walking results in KSI, while one in every eight crashes that involve somebody biking results in KSI. In comparison, one in every 17 vehicle-only crashes results in KSI.



Collisions involving pedestrians and drivers have shown an increasing trend in recent years, while collisions involving cyclists have fluctuated over time.

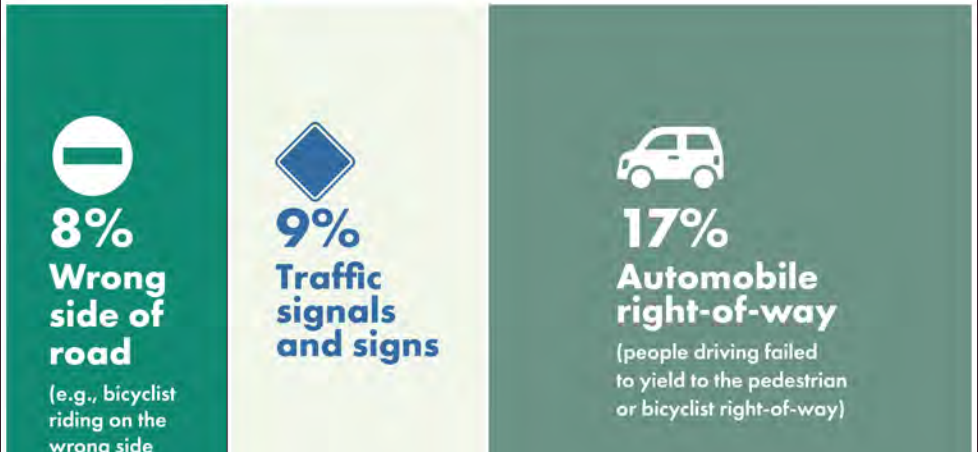


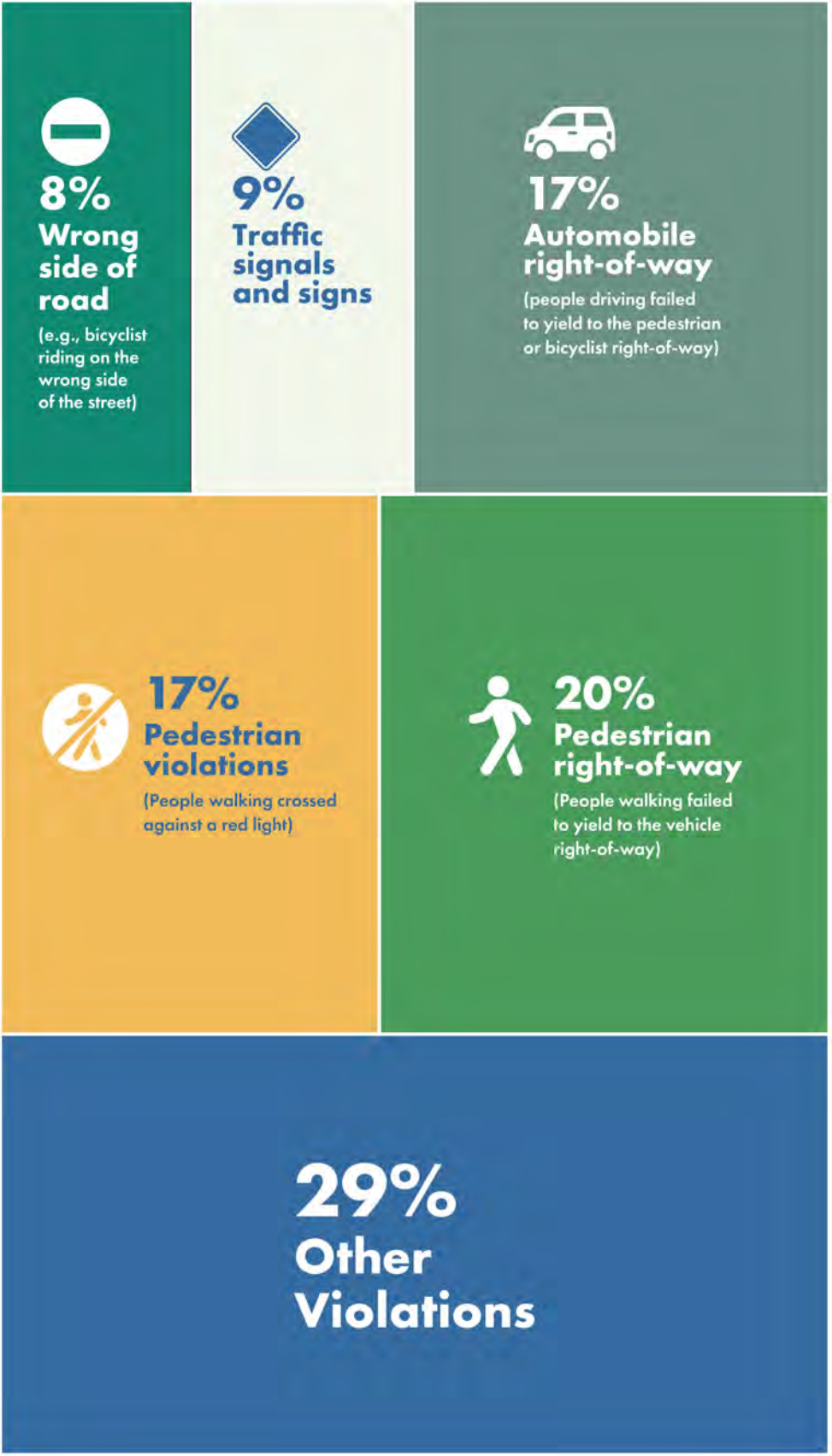
Most pedestrian- and bicycle-related collisions occurred at nighttime.



The most common cause of collisions include:

- Pedestrian Right-of-Way: Situations where people walking failed to yield to the vehicle right-of-way (20%);
- Pedestrian Violations: Situations such as people walking crossed against a red light (17%); and
- Automobile Right-of-Way: Situations where people driving failed to yield to the pedestrian or bicyclist right-of-way (17%).





Safety Survey Findings

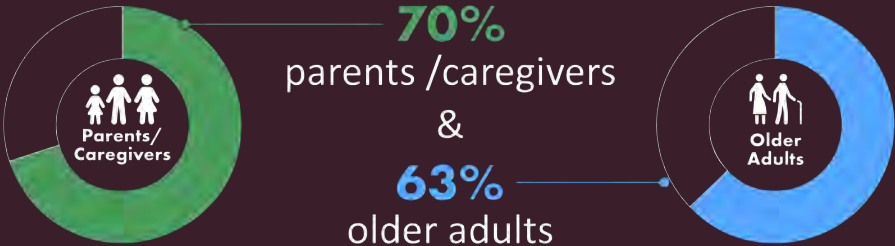


29%
Other
Violations

Safety Survey Findings

A School Parent/Caregiver Survey and an Older Adult Survey conducted in support of the Palm Desert Vision Zero Strategy identified speeding traffic as the top concern when walking or biking in Palm Desert, cited by 70% of school survey respondents and 63% of older adult survey respondents. Other common concerns included:

- Too much traffic along a route
- Unsafe intersections
- Lack of shade
- Crime/physical safety
- Sidewalks missing or in poor condition



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High-Injury Network

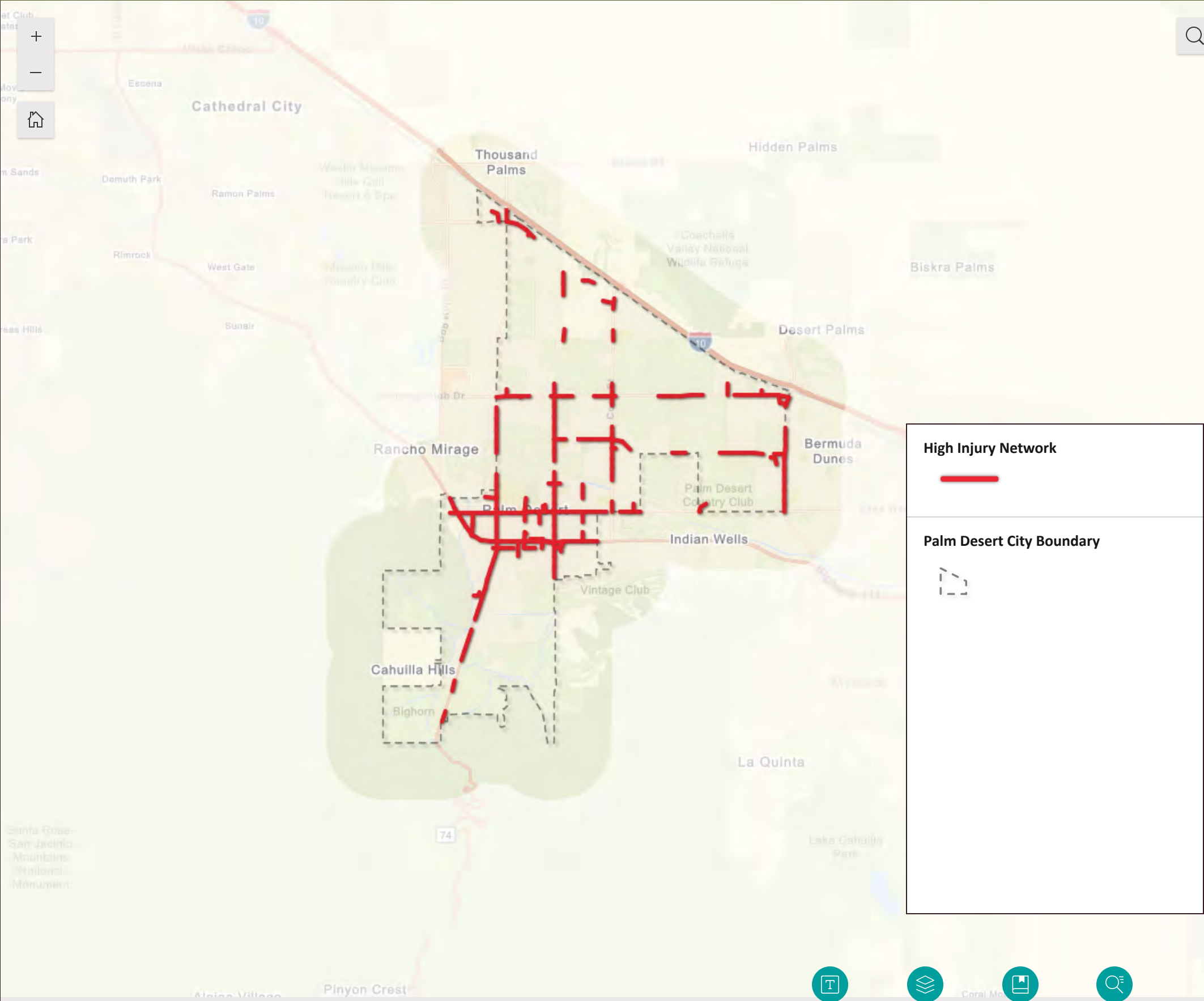
Palm Desert’s High Injury Network consists of streets with the highest numbers of people who have died or been injured in a traffic crash, whether driving, walking, bicycling or riding a motorcycle. This network identifies areas where investment can be impactful in reducing serious crashes.

The High Injury Network is weighted to elevate fatal and serious injury crashes. For the Palm Desert Vision Zero Strategy, the High Injury Network was developed using collision data from 2013 to 2022, with all modes of transportation weighted equally.

Use the web map on the right to explore the High Injury Network in Palm Desert. Click on a highlighted section of the High Injury Network to view the street name.



83%
of serious collisions for
all modes occurred on
8% of Palm Desert roads



Palm Desert Crashes by Mode and Severity

Use the web map on the right to explore the collision data (2013-2022) by severity and travel mode: people walking, biking, or driving. Palm Desert Vision Zero Strategy priority areas can be overlaid by toggling the layers on and off.

Total: 1,564

Severity of Injury

Fatal Injury ☐

Severe Injury ☐

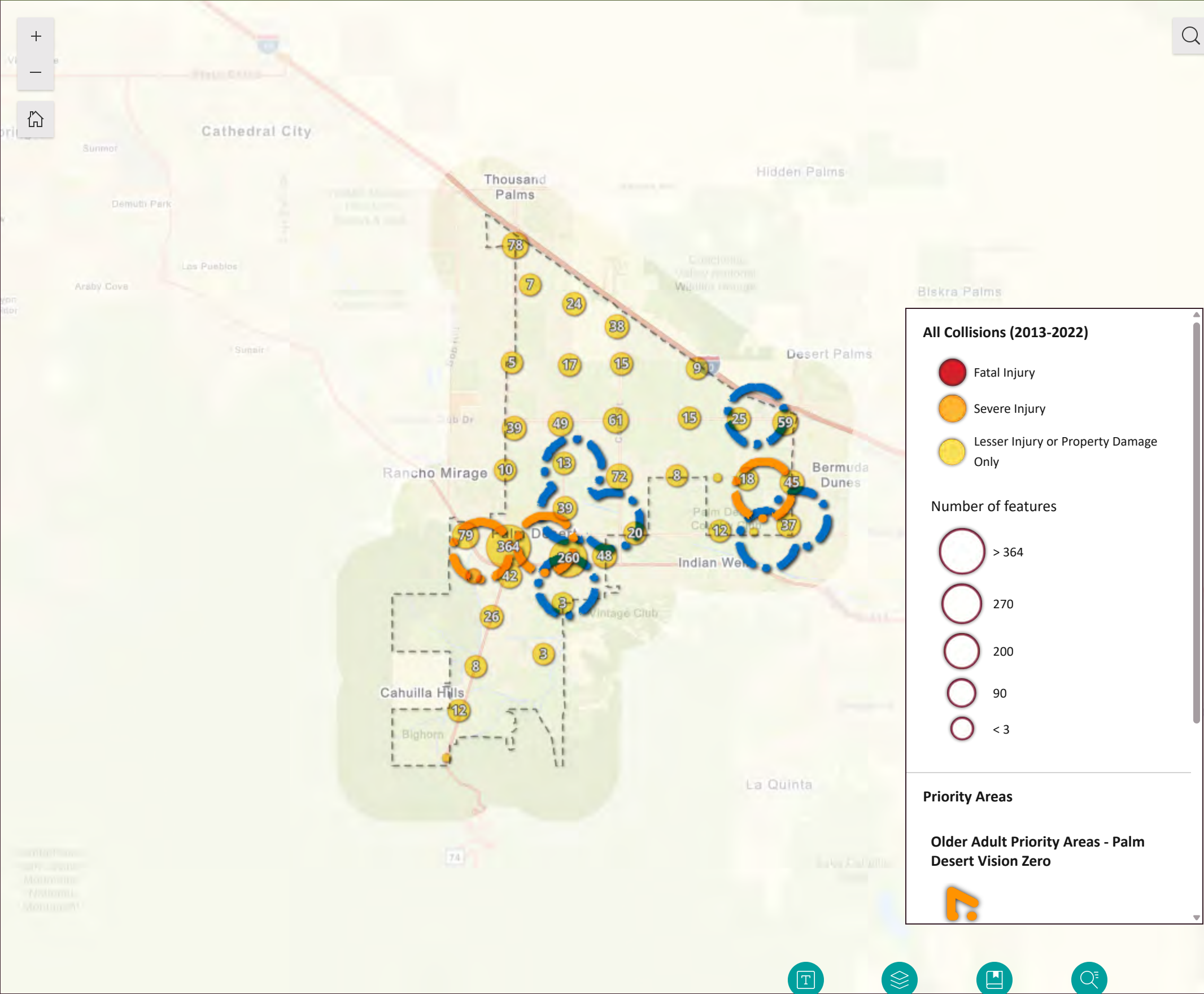
Minor Injury ☐

Travel Mode

People Walking ☐

People Biking ☐

People Driving a Car ☐



Proposed Facilities

The Palm Desert Vision Zero Strategy outlines specific infrastructure recommendations for priority areas, including school zones and older adult priority areas. Use the panel on the right to explore the proposed facility toolbox.

Bicycle Facilities Toolbox



Class I Bike Path

Class I Bike Paths are off-street facilities located in a separate right-of-way from the roadway and for the exclusive use of bicycles and pedestrians.

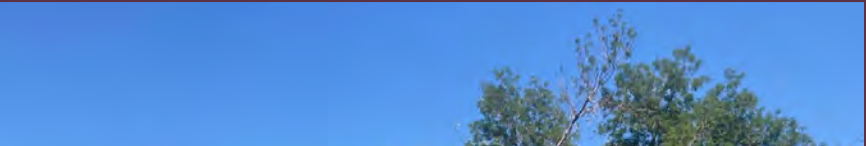


Class II Bike Lane

Class II Bike Lanes are on-street facilities dedicated to bicycles and identified with lane striping and pole signs. They may also feature green paint backing.

Class II Buffered Bike Lanes are further separated from vehicular lanes and/or parking lanes by buffers indicated with two- to three-foot diagonal painted striping.

In Palm Desert, golf carts are also allowed to travel in the bike lane.



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Class III Bike Route

Class III facilities are on-street bike routes shared with motorists. They lack a dedicated striped lane, are identified with bike route signs, and often include the shared use marking, also known as a sharrow.



Class IV Protected Bike Lane

Also called a cycle track or a separated bikeway, Class IV facilities are separated from traffic by a vertical barrier, such as a curb, median, or bollards.

Class IV facilities are most helpful on streets with higher traffic volumes. In Palm Desert, golf carts are also allowed to travel in protected bike lanes.

Pedestrian Facilities Toolbox



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Curb Extension

Provides more protected space for people to cross the roadway and tend to cause vehicles to slow.



Curb Ramps

ADA curb ramps improve accessibility and transition pedestrians from the street to the sidewalk.



High Visibility Crosswalk

Clearly delineates the right of way for those crossing the street.



Sidewalk Gap Closure



Leading Pedestrian Interval (LPI)



Pedestrian Scale Lighting

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Sidewalk Gap Closure

Improves pedestrian connections making it easier, safer, and more comfortable to choose walking.



Leading Pedestrian Interval (LPI)

Gives pedestrians the opportunity to enter a crosswalk a few seconds before the corresponding vehicular traffic signal turns green, allowing pedestrians to establish their presence in the crosswalk before drivers are given the right to turn.



Pedestrian Scale Lighting

Increases pedestrian comfort, perceived sense of safety, and visibility to drivers and bicyclists and helps to create an inviting and vibrant streetscape by installing well-spaced lamp posts at a low height.



Rectangular Rapid Flashing Beacons (RRFB)

Alert drivers to the presence of pedestrians.



Advanced Yield Markings

Clearly indicate to drivers where they must yield to pedestrians and bicyclists, giving them priority and improving visibility at crossings.



Traffic Calming Median

Causes vehicles to slow down without changing the speed limit.

Strategies & Recommendations

The Palm Desert Vision Zero Strategy features several components including a Safe Routes to School Plan and a Safe Routes for Older Adults Plan. Selected recommendations from these plans will be submitted for competitive grant opportunities beginning in 2025 to secure implementation funding. Recommendations will be prioritized for implementation based on factors such as cost, complexity, and surrounding context. Once implemented, these projects will promote improved safety and nonmotorized travel throughout Palm Desert.

Use the buttons below to download the Plan documents and view the full set of strategies and recommendations. Additionally, use the web map to explore infrastructure recommendations proposed in Palm Desert Vision Zero Strategy priority areas.

[View Safe Routes to School Plan](#)

[View Safe Routes for Older Adults Plan](#)

