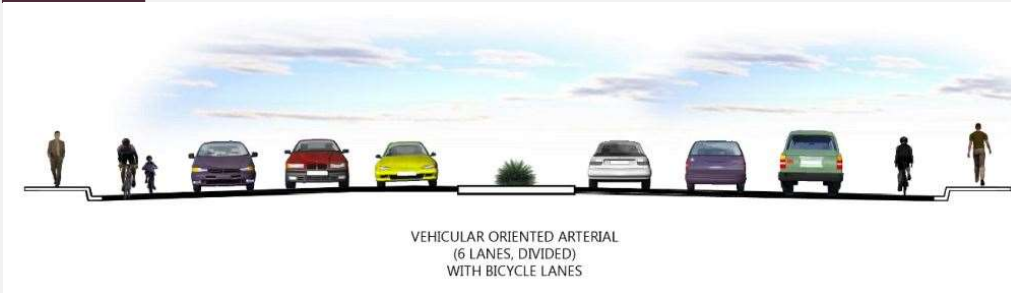


Existing



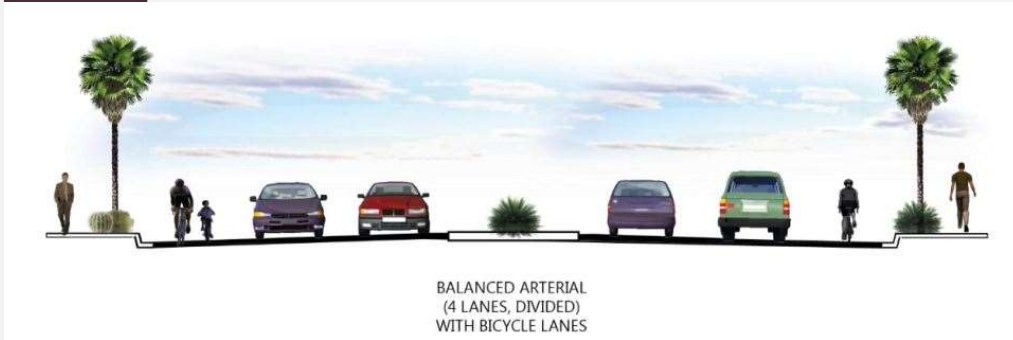
Proposed



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

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

Existing



Proposed

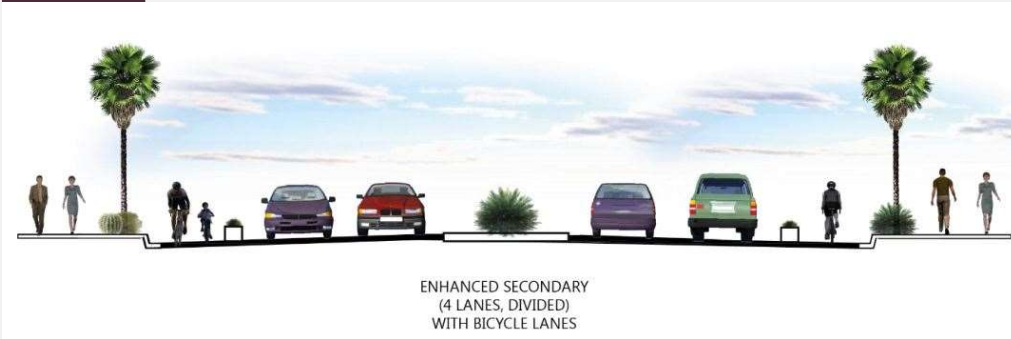


Auto	Transit	Freight	Bike/ Golf Cart	Pedestrian
Prioritized	Allowed	Restricted ¹	Prioritized	Allowed

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

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

Existing



Proposed

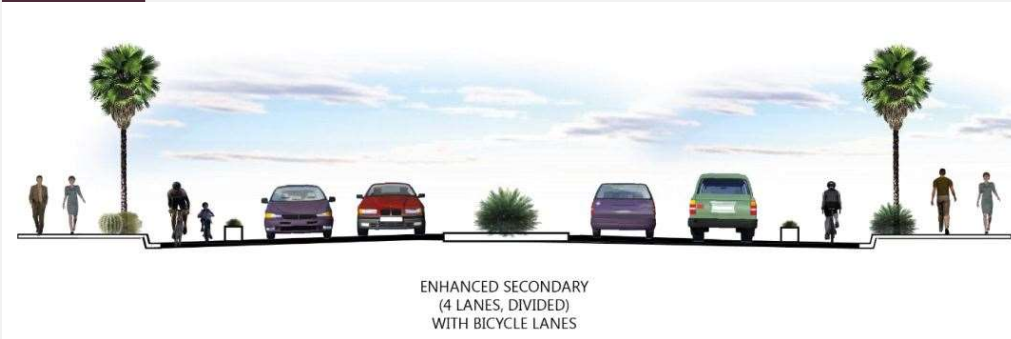


Auto	Transit	Freight	Bike/ Golf Cart	Pedestrian
Allowed	N/A	Restricted ¹	Prioritized	Prioritized

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

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

Existing



Proposed

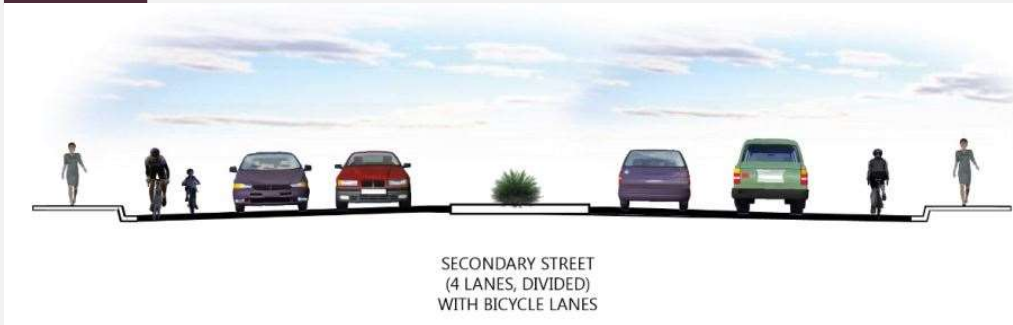


Auto	Transit	Freight	Bike/ Golf Cart	Pedestrian
Allowed	N/A	Restricted ¹	Prioritized	Prioritized

	Current Mobility Element	Proposed Mobility Element
Max ROW	-	112'
Access Management	-	Encourage driveway consolidation and manage turns
Travel Lanes	Two in each direction	One in each direction (11')
Median	Raised (w/ turn lanes)	Raised (w/ turn lanes) (14' typical)
Bicycle Facilities	Class IV Bike Lanes	Class IV Bike Lanes (10' + 2'-3' buffer)
Golf Cart Facilities	Use Bike Lanes	Use Bike Lanes
Pedestrian Facilities	Sidewalk	Sidewalk (10') with buffer zone or Meandering Sidewalk (20' total width)
Parking	-	Allowed on One Side

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

Existing



Proposed



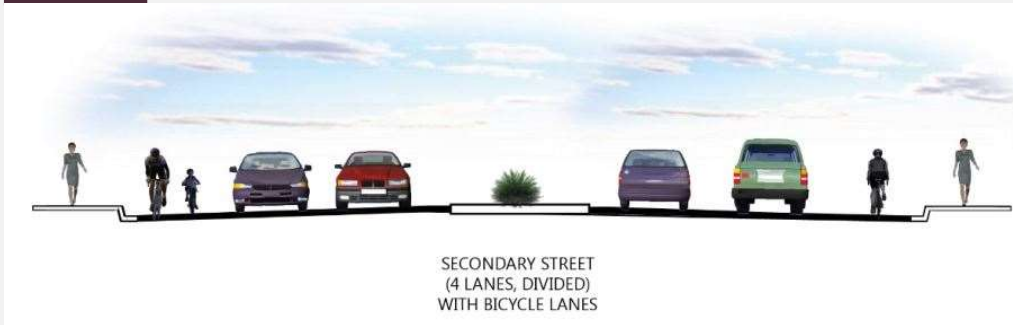
Auto	Transit	Freight	Bike/ Golf Cart	Pedestrian
Prioritized	N/A	Restricted ¹	Prioritized	Allowed

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

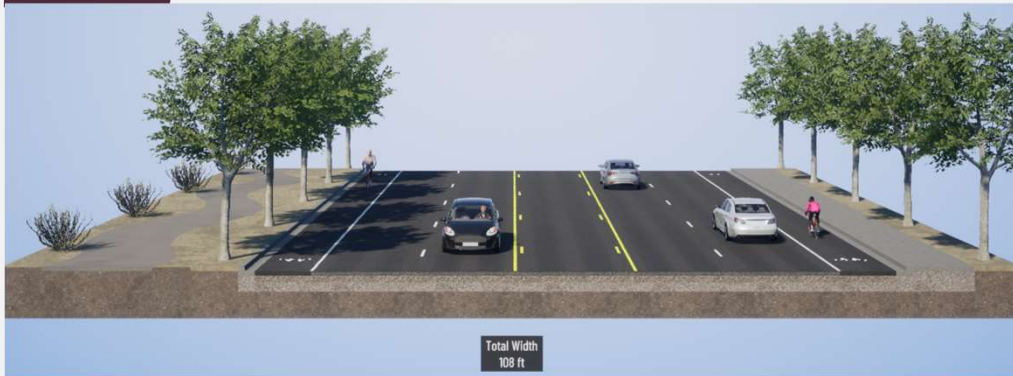
¹Truck traffic is permitted on designated truck routes or for local deliveries.

²Median design dependent on adjacent land use and access management strategies.

Existing



Proposed



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

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

¹Truck traffic is permitted on designated truck routes or for local deliveries.
²Median design dependent on adjacent land use and access management strategies.

Existing



Proposed



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

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

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

Existing



Proposed



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

	Current Mobility Element	Proposed Mobility Element
Max ROW	-	56'
Access Management	-	Direct driveway access allowed
Travel Lanes	One in each direction	One in each direction (12')
Median	N/A	N/A
Bicycle Facilities	Shared Roadway	Shared Roadway
Golf Cart Facilities	Use Shared Roadway	Use Shared Roadway
Pedestrian Facilities	Sidewalk	Sidewalk (5'-8')
Parking	-	Allowed

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

Existing



Proposed



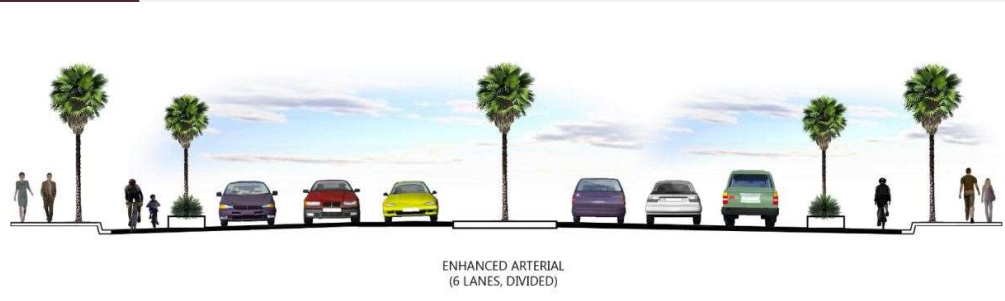
The Mobility Element includes an action item to study future improvements along El Paseo to improve the public realm and multi-modal accessibility. The proposed cross section is subject to change.

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

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

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

Existing



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

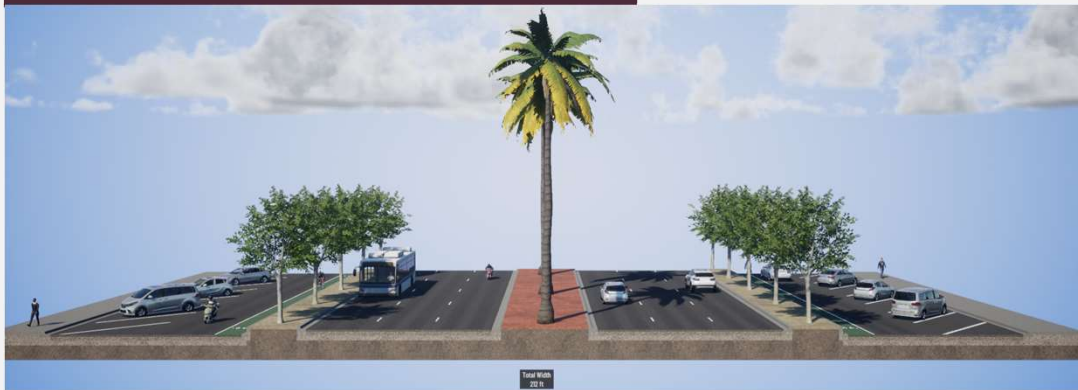
	Current Mobility Element	Option 1	Option 2
Max ROW	-	212'	212'
Access Management	-	Parallel frontage roads	Parallel frontage roads
Travel Lanes	Three in each direction	Three in each direction (10.5'-11')	Three in each direction (12')
Median	Raised	Raised (20')	Raised (20')
Bicycle Facilities	None	Class IV Bike Lanes (6' + 4' buffer)	Class II Bike Lanes on frontage road (5')
Golf Cart Facilities	Not Allowed	Not Allowed	Use Frontage Road
Pedestrian Facilities	Sidewalk	Sidewalk (10'+) with business frontage	Sidewalk (10'+) with business frontage
Parking	Allowed (on frontage road)	Allowed (on frontage road)	Allowed (on frontage road)

Option 1: Class IV Bike Facility



Benefits	Considerations
<ul style="list-style-type: none"> -Continuous bike facility along corridor -Narrowed through travel lanes (traffic calming) -Slowed turning speeds 	<ul style="list-style-type: none"> -Increased construction costs -Does not activate frontage road -Transit stops and Class IV facility integration

Option 2A/2B: Frontage Road Activation

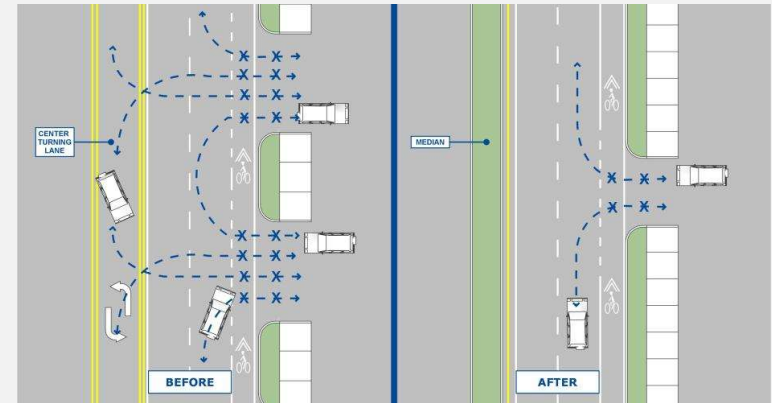


Benefits	Considerations
<ul style="list-style-type: none"> -Lower construction costs -Frontage road activation -No impacts to transit service 	<ul style="list-style-type: none"> -Accommodating bikes when frontage road drops -Does not modify through travel lanes (no traffic calming) -Bike lanes and angled parking

Access Management

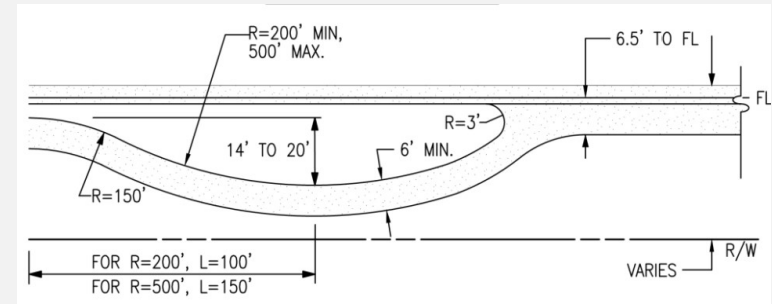
Driveway consolidation and turn management strategies (e.g. signalization, select turn restriction, right-in/right-out driveways, etc.) are recommended for arterial roadways and roadways with Class IV bicycle facilities where possible. Implementing access management along these roadways improves safety by reducing and managing conflict points. Roadways with lower traffic volumes and slower vehicle speeds can continue to provide direct property access.

Access management strategies including minimum driveway spacing and signalization requirements can be incorporated into the City's development code and development review process.



Sidewalk Configuration

Sidewalk facility type varies across Palm Desert. Meandering sidewalks are typically provided along arterial roadways, as shown in the typical cross sections. These facilities are appropriate for areas where most pedestrians are recreating and may be used as shared golf cart pathways. Parallel sidewalks may be more appropriate in areas where accessibility is a priority, right-of-way is constrained, or on-street parking is provided.



Median Configuration

Most arterial roadways in Palm Desert include raised medians with left turn pockets. Raised medians provide space for median landscaping and improve safety by separating opposing flows of traffic and consolidating intersections, reducing the number of conflict points. Median width varies, but is typically 14 feet, providing adequate space for a left turn pocket.

In areas where maintaining business access is a priority, or right-of-way is constrained, a two-way left-turn lane (TWLTL) or striped median may be appropriate. Generally, these can be found on secondary roadways and are more appropriate on roadways with lower vehicle volumes and speeds.



Tree Selection

The City is currently completing its Landscape Master Plan, which includes recommendations for street tree selection and placement. Along sidewalks and in areas with higher pedestrian/bicycle activity, shade trees should be provided to improve conditions for these road users. Palm trees and other desert landscape may be appropriate to preserve the City's desert identity.

Landscape and trees are shown on the roadway cross sections for reference only; final tree selection will be determined based on a roadway's land use context and level of pedestrian activity.



Travel Lane Width

11 feet should be considered the standard lane width for most roadway types. 11-foot travel lanes are consistent with Caltrans guidance for suburban roadways, according to Design Information Bulletin (DIB) 94. Narrowed travel lanes are designed to reduce vehicle speeds and provide additional space for enhanced bicycle facilities.

Lane width should consider the roadways traffic volumes, vehicle fleet mix, operating speed, and land use context. Along higher speed vehicle-oriented arterials and roadways with higher volumes of heavy vehicles, 12-foot travel lanes may be appropriate.

Bicycle Facility Selection

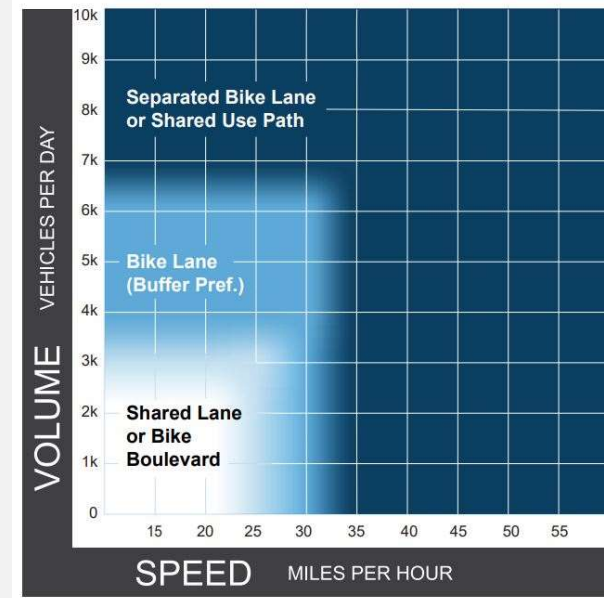
Bicycle planning best practices emphasize safety, comfort, and integration with the roadway context. This leads to a focus on minimizing conflicts between cyclists and motor vehicles along roadways and through intersections.

Federal and state guidance recommend considering roadway volumes and vehicle travel speeds when selecting a bikeway facility type. Additionally, bikeway facility planning should be performed at a city-wide level, considering key destinations, neighborhood connectivity, and prioritization of principal routes.

Suggested Minimum Lane Widths (Source: Caltrans DIB-94)

Place Type	Lane Type	Suggested Minimum Lane Widths by Proposed Operating Speed					
		20 mph	25 mph	30 mph	35 mph	40 mph	45 mph
Urban Area – City Center	Through	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
	L/R Turn	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
	TWTL	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
Urban Area – Urban Community	Through	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
	L/R Turn	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
	TWTL	10.5 ft	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft
Suburban Area	Through	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	11-12 ft	11-12 ft
	L/R Turn	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	11-12 ft	11-12 ft
	TWTL	10.5 ft	10.5 ft	10.5 ft	10.5-11 ft	10.5-11 ft	11-12 ft

Bikeway Selection Guidance (Source: FHWA Bikeway Selection Guide)



Bike Lane Width

Bikeway Type	Preferred Width	Minimum Width	Appropriate Roadway Type
Class II	6-7 feet	5 feet	Secondary Street Downtown Collector Collector
Class II Buffered	5-7 feet (2-4-foot buffer)	5 feet (2 foot buffer)	Vehicle Oriented Arterial Balanced Arterial Secondary Street
Class IV Separated	7-9 feet (2-5 foot buffer)	6 feet (2 foot buffer)	Enhanced Arterial Balanced Arterial Enhanced Secondary Roadway
Sidepath/ Shared Sidewalk	11-15 feet	8 feet	Vehicle Oriented Arterial Balanced Arterial

Source: AASHTO Guide of the Development of Bicycle Facilities, 5th Edition, 2024 and NACTO Urban Bikeway Design Guide, Third Edition, 2025.

Pedestrian Facilities

Pedestrian facilities include sidewalks and multi-use paths. Current Caltrans design guidelines (DIB-94) recommend dividing the sidewalk space into three zones to improve separation from the roadway and enhance business frontage.

