

## Palm Desert Mobility Element Draft Goals and Policies

Fehr & Peers developed the following goals and policies for consideration as part of the City's Mobility Element Update. The mobility element update provides an opportunity to clarify existing policies, expand on city priority areas, and consolidate or remove others that are no longer relevant.

| Legend                   |                                    |
|--------------------------|------------------------------------|
| Existing Policy/Language | Plain Text                         |
| Proposed Policy/Language | <b><u>Bold &amp; Underline</u></b> |
| Removed Policy/Language  | <del>Strikethrough</del>           |
| Confirm with City        | Highlighted                        |

## Overview of Goals

| Goal   | Proposed Goal Number | Current Goal Number |
|--|----------------------|---------------------|
| Livable Streets. A balanced transportation system that accommodates all modes of travel safely and efficiently.  | 1                    | 1                   |
| <b><u>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.</u></b>  | 2                    | N/A                 |
| Pedestrian Facilities. Integrated pedestrian pathways that connect residents, businesses, and educational and community uses.  | 3                    | 3                   |
| Bicycle Networks. Well-connected bicycle network that facilitates bicycling for commuting, school, shopping, and recreational trips  | 4                    | 4                   |
| Transit Facilities. An integrated transportation system that supports opportunities to use public and private transit systems.   | 5                    | 5                   |
| <b><u>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.</u></b> | 6                    | N/A                 |
| Parking. An actively managed system of public and private parking facilities that supports future developments.  | 7                    | 2                   |
| Sustainable Transportation. A <b><u>resilient and functional</u></b> transportation network that can be built, operated, and maintained within the City's resource limitations.  | 8                    | 6                   |
| Transportation Innovation. A transportation system that leverages emerging technologies to improve mobility for residents, employees, and visitors.  | 9                    | 8                   |
| Regional Coordination. The City transportation system operates as an integral element of the larger regional system.   | 10                   | 9                   |
| Monitoring. A process to regularly monitor the performance of City transportation facilities.  | Remove               | 7                   |

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

| Policy Number<br>New /<br>(Old) | Description  | Notes  |
|---------------------------------|--|--|
| 1.1 / (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 / (1.2)                     | Transportation System Impacts. Evaluate transportation and development projects in a manner that addresses the impacts of all travel modes <del>on all other travel modes</del> through the best available practices <u>and City standards. Verify consistency with the goals and policies in the General Plan prior to approving funding for those projects.</u>      |  |
| 1.3 / (N/A)                     | <u>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.</u>  | Required for SB 743.   |
| 1.4 / (1.3)                     | 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. <u>Provide flexibility for lower vehicle level of service in the City Center, high pedestrian activity zones, and other areas where widening is not feasible.</u> | Aligns with City's updated LOS policy. Can reference a specific LOS target or refer to guidelines. |
| 1.5 / (N/A)                     | <u>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.</u>   | Introduced to strengthen complete streets policy.  |
| <del>(1.4)</del>                | <del>Transportation Improvements. Consider improvements that add roadway or intersection capacity for vehicles only after considering improvements to other modes of travel.</del>   | Merged with new policy 1.5.  |
| <del>(1.5)</del>                | <del>Transportation Network Consistency. Perform a formal evaluation of any transportation projects to verify consistency with the goals and policies in the General Plan prior to approving funding for those projects.</del>   | Merged with policy 1.2.  |
| 1.6 / (1.6)                     | Emergency Vehicle Access. Evaluate the impacts of transportation network changes on emergency vehicle access and response times.   |  |
| 1.7 / (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<br>New /<br>(Old) | Description   | Notes  |
|---------------------------------|---|--|
| 2.1 / (N/A)                     | <u>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.</u>  | Required per SB 932.                             |
| 2.2 / (N/A)                     | <u>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.</u> | Required per SB 932.                             |
| 2.3 / (N/A)                     | <u>Safe Roadway Design. Implement proven safety countermeasures such as narrowed lanes, roundabouts, separated bicycle facilities, and raised crosswalks.</u>   | Required per SB 932.                             |
| 2.4 / (N/A)                     | <u>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.</u>  | Recommended per SB 932.                          |
| 2.5 / (N/A)                     | <u>Neighborhood Traffic Calming. Support the design and implementation of traffic calming measures for motorized travel on local streets where non-motorized travel is prioritized.</u>   | Recommended per SB 932.                          |
| 2.6 / (N/A)                     | <u>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.</u>   | Moved from bicycle and pedestrian sections.      |
| 2.7 / (7.2)                     | Safety Review. Continue to coordinate with law enforcement agencies to identify major <del>crash accident</del> locations including those affecting vehicles, bicyclists, and pedestrians. Regularly publish reports regarding traffic safety conditions in the city.   | Updated to align with current industry practice. |

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

| Policy Number<br>New /<br>(Old) | Description   | Notes  |
|---------------------------------|---|--|
| 3.1 / (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 / (3.2)                     | Prioritized Improvements. Prioritize pedestrian improvements in <u>the City Center/El Paseo area</u> , 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. | Policy added to show City's interest in a walkable downtown. |
| 3.3 / (3.3)                     | Roadway Sidewalks. Where feasible, provide adequate sidewalks along all public roadways.  |  |
| 3.4 (3.4)                       | Access to Development. Require that all new development projects or redevelopment projects provide connections from the site to the external pedestrian network.  |  |
| <del>(3.5)</del>                | <del>Pedestrian Education and Awareness. Support regional efforts to encourage walking and also to reduce vehicular/pedestrian collisions.</del>  | Relocated to safety section.                                 |
| 3.5 / (3.6)                     | Safe Pedestrian Routes to School. Consider school <u>pedestrian</u> access as a priority over vehicular movements when any such conflicts occur.  |  |
| 3.6 / (N/A)                     | <u>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.)</u>   | Added new policy to align with Vision Zero Action Plan.      |

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

| Policy Number<br>New /<br>(Old) | Description   | Notes  |
|---------------------------------|---|--|
| 4.1 / (4.1)                     | Bicycle Networks. Provide bicycle facilities where shown on <b>Figure 4.2</b> <del>along all roadways</del> to implement the proposed network of facilities outlined in the General Plan.   | F&P will update bicycle map with planned improvements. |
| 4.2 / (4.2)                     | Prioritized Improvements. Prioritize and capitalize on opportunities to provide bicycle facilities that <b>close gaps in the bicycle network and connect to regional bicycle routes,</b> community facilities, supportive land use patterns, pedestrian routes, and transit stations. |  |
| 4.3 / (4.3)                     | Bicycle <b>Amenities Parking.</b> Require public and private development to provide sufficient bicycle parking. <b>Promote installation of full-service end-of-trip bicycle facilities, bicycle wayfinding signage, and bicycle parking at special events.</b>                        |  |
| 4.4                             | <del>Bicycle Education. Develop educational programs that educate bicyclists on lawful/responsible riding.</del>  | Relocated to safety section.                           |
| 4.5                             | <del>Regional Bicycle Safety. Support regional efforts to educate all travelers on measures to improve safety for bicyclists.</del>   | Relocated to safety section.                           |

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

| Policy Number<br>New /<br>(Old) | Description   | Notes  |
|---------------------------------|---|--|
| 5.1 / (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 / (5.2)                     | <del>Support Regional Transit.</del> <b>Bus Stop Location.</b> Regularly review bus stop locations, <b>transit services, routing, and frequencies</b> in conjunction with Sunline Transit to ensure that bus stops <b>and service levels</b> reflect current land use and <b>community needs transportation networks.</b> | Refined policy to reflect City’s supportive role in transit. |
| <del>5.3</del>                  | <del>Private Transit. Encourage the implementation of private transit services in a manner which minimizes negative impacts on public transportation facilities.</del>  | Policy no longer relevant. Refer to new policy 5.4.          |
| 5.3 / (5.3)                     | <del>Older Adult Transit.</del> <b>Senior Transit.</b> Encourage existing para transit services in the City to provide transit access for seniors and persons with disabilities.  |  |
| 5.4 / (5.4)                     | Private Development Access to Transit. Review development proposals to limit impacts on existing or proposed transit facilities.  |  |
| 5.5 / (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<br>New /<br>(Old) | Description   | Notes                  |
|---------------------------------|---|------------------------|
| 6.1 / (N/A)                     | <u>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.</u>               | Recommended per AB 98. |
| 6.2 / (N/A)                     | <u>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.</u>   | Recommended per AB 98. |
| 6.3 / (N/A)                     | <u>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.</u> | Recommended per AB 98. |
| 6.4 / (N/A)                     | <u>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.</u>                                   | Recommended per AB 98. |

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

| Policy Number<br>New /<br>(Old) | Description   | Notes  |
|---------------------------------|---|--|
| 7.1 / (2.1)                     | 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 / (2.2)                     | Parking Management. Actively manage public parking facilities <del>to ensure that all potential users are benefitting from this civic resource.</del> <b><u>and implement appropriate strategies to maximize the use and cost effectiveness of public parking facilities.</u></b>                     |  |
| <del>(2.3)</del>                | <del>Parking Cost Effectiveness. Continue to evaluate supply and demand and implement appropriate strategies to maximize use and cost effectiveness of public parking facilities.</del>   | Consolidated with 7.2.                       |
| 7.3 / (2.4)                     | 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 / (2.5)                     | Innovative Parking Approaches. Allow the use of innovative parking supply and demand strategies such as shared parking, unbundling parking, and other related items. <del>within privately owned parking facilities to allow an appropriate level of flexibility for these private land owners.</del> | Addressed in Policy 7.3.                     |
| <del>(2.6)</del>                | <del>Formal Parking Evaluations. Perform formal evaluations of parking capacity on a biannual basis to identify areas where parking is under- or over-utilized.</del>   | Policy has not been implemented in the past. |
| 7.5 / (2.7)                     | Pick-up and Drop-off Zones. Encourage parking lots <b><u>and downtown roadways</u></b> 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<br>New /<br>(Old) | Description  | Notes  |
|---------------------------------|--|--|
| 8.1 / (6.1)                     | 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 / (6.2)                     | 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 / (6.3)                     | 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 / (6.4)                     | 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 / (6.5)                     | <b>State and Federal Transportation Funds.</b> <del>Cap and Trade Funds.</del> Take advantage of funds from the State <b>and Federal grant programs</b> <del>cap and trade program</del> to apply to projects and programs in the City, when possible.   | Broadened to address all state and federal grant programs. |
| 8.6 / (N/A)                     | <b><u>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.</u></b> | Recommended to address hazard events.                      |
| 8.7 / (N/A)                     | <b><u>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.</u></b>   | Recommended to address hazard events.                      |

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

| Policy Number<br>New /<br>(Old) | Description  | Notes                                    |
|---------------------------------|--|--|
| 8.1                             | <del>Alternative Fueled City Owned Vehicles. Encourage the purchase of City vehicles which use fuel sources other than fossil fuels while considering factors such as cost effectiveness, environmental impacts, and the availability of local maintenance.</del>                                  | Removed as state law guides this policy. |
| 9.1 / (8.2)                     | Innovative Vehicle Technologies. Regularly monitor and evaluate new vehicle technologies such as autonomous and connected vehicles for use by City Staff. <b><u>Evaluate and implement potential required changes to infrastructure as autonomous and connected vehicles become pervasive.</u></b> |  |
| 9.2 / (8.3)                     | 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 / (8.4)                     | 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 / (8.5)                     | 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 / (8.6)                     | 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<br>New /<br>(Old) | Description   | Notes  |
|---------------------------------|---|--|
| 10.1 / (9.1)                    | 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 / (9.2)                    | 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 / (9.3)                    | 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 / (9.4)                    | Regional Transit. Collaborate with RCTC, CVAG, and Sunline Transit in the planning, design, and construction of regional transportation facilities, <b><u>including the construction of an Amtrak Coachella Valley–San Gorgonio Line station in Palm Desert.</u></b> <del>emphasizing the construction of a Metrolink station in Palm Desert.</del> | Updated to reflect latest status of the project. |
| 10.5 / (9.5)                    | 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.  |  |