4. CIRCULATION ELEMENT

BACKGROUND AND CONTEXT

Palm Springs' economic health and quality of life are directly tied to the City's ability to move people and goods safely and efficiently through the community. The City is world renowned for its tourism industry and can respond to the circulation needs of millions of visitors each year due to the presence of facilities such as the Palm Springs International Airport and the extensive network of recreational trails. Maintaining a walkable Downtown that accommodates vehicular traffic and provides accessible parking is a critical component of the City's vitality. The City's residential, commercial, and office uses benefit from a circulation network that allows the community to navigate through the City with relative ease, as there are few congested areas that limit traffic flow. An effective circulation system also benefits the industrial community; the movement of goods throughout the region and to areas beyond is essential to its continuing success.

The purpose of the Circulation Element is to identify the goals, policies and actions that the City will take to improve the operation of the existing transportation network as the City grows and develops. The objective is to document existing and future transportation facilities in the City of Palm Springs and to develop strategies to address the potential impacts to the circulation network resulting from future land uses identified in the Land Use Element. The Circulation Element will also assure the provision of a transportation system that supports the City's land uses, is safe for all modes, and facilitates and maintains adequate mobility for its citizens. It encompasses freeways, major and secondary thoroughfares, collector roads, truck routes, bus and rail transit, air traffic and utilities infrastructure.

The Circulation Element relates not only to vehicles, bicycles, pedestrians, and equestrians, but also the adequacy and reliability of utility infrastructure including water, wastewater, electricity, natural gas, solid waste, and telecommunications and data transmission systems.

RELATIONSHIP TO OTHER PLANS AND PROGRAMS

Of all the elements in the General Plan, the Circulation Element is most closely tied to the Land Use Element. The relationship between proposed land uses and the proposed circulation network serves as a fundamental framework for the other elements of the General Plan. Other elements in the General Plan are affected by the goals and policies identified in the Circulation Element. For example, the Air Quality Element seeks to reduce vehicle emissions, which are directly related to vehicle trips and roadway efficiency as addressed in the Circulation Element. The Circulation Element is also linked to the Safety Element regarding specified routes for the transportation of hazardous materials and the designation of emergency access routes throughout the City. The Community Design Element guides the design and visual appearance of roadways and the pedestrian experience, and the potential noise impacts created by all forms of transportation activity are addressed in the Noise Element. The City's bikeways and trails provide recreational value and nonmotorized accessibility for the City's residents and visitors and, as a result, goals and policies for trails can be found in both the Recreation, Open Space and Conservation and Circulation Elements.

The successful implementation of the goals and policies in the Circulation Element also requires coordination with regional agencies, including the California Department of Transportation (Caltrans), the Coachella Valley Association of Governments (CVAG), the Southern California Association of Governments (SCAG), the Riverside County Transportation Commission (RCTC), and the SunLine Transit Agency.

CVAG Non-Motorized Transportation Plan

Regional planning efforts such as the CVAG Non-Motorized Transportation Plan (NMTP) affect the City's circulation network. The NMTP is a policy document guiding the development and maintenance of the nonmotorized transportation network, support facilities, and other programs for the Coachella and Palo Verde Valleys over the next 20 years. The plan addresses important issues such as planning, utilization of existing resources, facility design, multimodal integration, safety and education, and support facilities as well as specific programs implementation, maintenance and funding of those facilities—all of which should be taken into consideration as the City continues to develop its own circulation network.

Airport Plans

Lastly, the Riverside County Airport Land Use Compatibility Plan and the Palm Springs International Airport Master Plan (January 2003) provide long-term development programs for the airport to ensure that it will provide a

safe, efficient, economical, and environmentally acceptable air transportation facility. Should the City make changes to its transportation network and related programs, the major objectives identified in both airport plans must be considered to ensure the safety and vitality of one of the City's most critical transportation facilities.

GOALS, POLICIES AND ACTIONS

This section contains goals, policies and actions related to circulation and circulation systems within the City. The issues addressed in this element should be given careful consideration when new development, roads, critical emergency facilities, infrastructure, or other projects are designed.

ROADWAY NETWORK

The City's roadway network is comprised of a hierarchy of streets that provide access to and throughout Palm Springs. The arterials that serve the City predominantly follow a half-mile grid pattern. The fine grid of streets that encompasses the majority of the urbanized area of Palm Springs is extremely important in the effective movement of vehicular traffic throughout the City. Not only does it afford more travel choices for vehicular traffic, it also contributes to the walkable scale of our City. This fine grid of streets, typical of pre-World War II city planning, sets our City apart from others in the Coachella Valley. Figure 4-1, *Circulation Plan*, illustrates the roadway system that is planned to accommodate the City's existing and future land uses, as identified in the Land Use Element.

Regional Roadways

Interstate and regional access to the City is provided primarily by Interstate 10 (I-10). In addition, access to the City from other Coachella Valley cities is provided by State Route 111 (SR-111). Twenty-Nine Palms Highway (SR-62) connects to the I-10 from the north, and the Palms to Pines Highway (SR-74) connects to SR-111 from the south, providing additional access to the City.

I-10 is a northwest–southeast freeway traversing the northern limits of the City and providing direct access to San Bernardino, Orange and Los Angeles Counties to the northwest, and the State of Arizona to the east. This facility is comprised of four general-purpose lanes in each direction for its entire length through the City, approximately seven miles. I-10 has four interchanges within the City limits, at SR-111, Whitewater Canyon Road, Indian Canyon Drive, and Gene Autry Trail.

The Interstate System was authorized by the Federal-Aid Highway Act of 1956, popularly known as the National Interstate and Defense Highways Act of 1956 for all roads that are of national importance. Generally, it includes the interstate system; other routes identified as having strategic defense characteristics; routes providing access to major ports, airports, public transportation, intermodal transportation facilities; and routes of particular importance to local governments.

It should be noted that Indian Canyon Drive from I-10 to Tahquitz Canyon Way and Tahquitz Canyon Way to the Airport are identified as National Highway System connectors.

Roadway Classifications

Each roadway located within the City is designated with a classification depending on its role in the circulation network and its relationship to surrounding uses. The street classifications shown in Figure 4-1 reflect the planned roadway configurations, not necessarily the existing roadway design. While the following descriptions provide an overview of the general features of each roadway classification, there may be exceptions for individual streets that require modified standards. The City's circulation network is comprised of five roadway classifications that are depicted on Figure 4-2.

- ***Freeway.*** Freeways are special purpose, high-capacity, multilane divided highways for regional travel; they connect cities and major thoroughfares into a regional network. Access is strictly controlled at grade-separated crossings to assure uninterrupted traffic flow. Freeways are owned and maintained by Caltrans and are not under the jurisdiction of the City.

- ***Expressway.*** Expressways primarily serve through-traffic with limited local access, a minimum of four lanes, and few cross-streets; they do not allow for on-street parking. Direct access from a single-family residential neighborhood to an expressway is prohibited where alternate access can be provided. Currently, Palm Springs has one roadway designated as an expressway, North Palm Canyon Drive north of Tram Way to I-10, which is under the jurisdiction of Caltrans.

- ***Major Thoroughfare.*** Major thoroughfares serve mostly through-traffic with some local access allowed; in most cases, they do not allow on-street parking except in the Downtown. Typically four or more lanes, these roadways form the basic element of the City's circulation system, connecting Palm Springs to regional highways and tying together different areas of the City. Landscaped medians shall be provided on major thoroughfares to maintain an acceptable level of service, to serve as a safety mechanism, and to provide beautification. Major thoroughfares can be either six-lane or divided four-lane roads.

- ***Secondary Thoroughfare.*** Secondary thoroughfares serve through and local traffic and may allow on-street parking. They connect various areas of the City, provide access to major thoroughfares, and serve secondary traffic generators such as small business centers, schools, and major parks. Typical street right-of-way width is 88 feet, which can be divided or undivided.

- ***Collector.*** Collector streets serve mostly local traffic; they are usually comprised of two lanes and carry traffic from secondary and major thoroughfares. On-street parking is permitted on collectors, which can be divided or undivided roadways. Typical right-of-way width for a collector is 60 feet, 66 feet in industrial areas.

- ***Local and Private Streets.*** Primarily provide access to individual parcels of land. Minimum right-of-way is 50 feet for public local streets. Typical street widths for local public streets and private streets are 36 feet as shown on Figure 4-2. In Estate, Very Low, and Low Density Residential neighborhoods, local public street widths may be reduced to 28 feet (curb face to curb face) provided that (1) additional off-street parking is provided as determined by the City Engineer, the Fire Chief and Director of Planning, (2) rolled or wedge curb is provided such that vehicles may park partially out of the traveled way, and (3) pedestrian pathways or sidewalks, if located along the street, separated from the curb by a minimum five-foot parkway, are provided.

  Private streets provide access to individual parcels of land in planned development communities approved with privately maintained access. Access may be restricted

  Private Streets in any residential or mixed use land use designation may be reduced to a minimum of 28 feet (curb face to curb face) provided that (1) additional off street parking is provided as determined by the City Engineer, the Fire Chief and Director of Planning, (2) rolled or wedge curb is provided such that vehicles may park partially out of the traveled way, and (3) pedestrian pathways or sidewalks, if located along the street, separated from the curb by a minimum five-foot parkway, are provided.

  Designated fire lanes in private developments shall be not less than 24 feet wide (curb face to curb face) with no parking on either side.

Table 4-1
Minimum Centerline Radii and Design Speed

Roadway Classification	Minimum Centerline Curve Radius	Design Speed	Traffic Indices
Major Thoroughfare	1,000 feet	55 mph	9
Secondary Thoroughfare	850 feet	50 mph	8
Collector	700 feet	45 mph	6
Local	300 feet	30 mph	5
Private	130 feet	20 mph	4

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Figure 4-1 Circulation Plan

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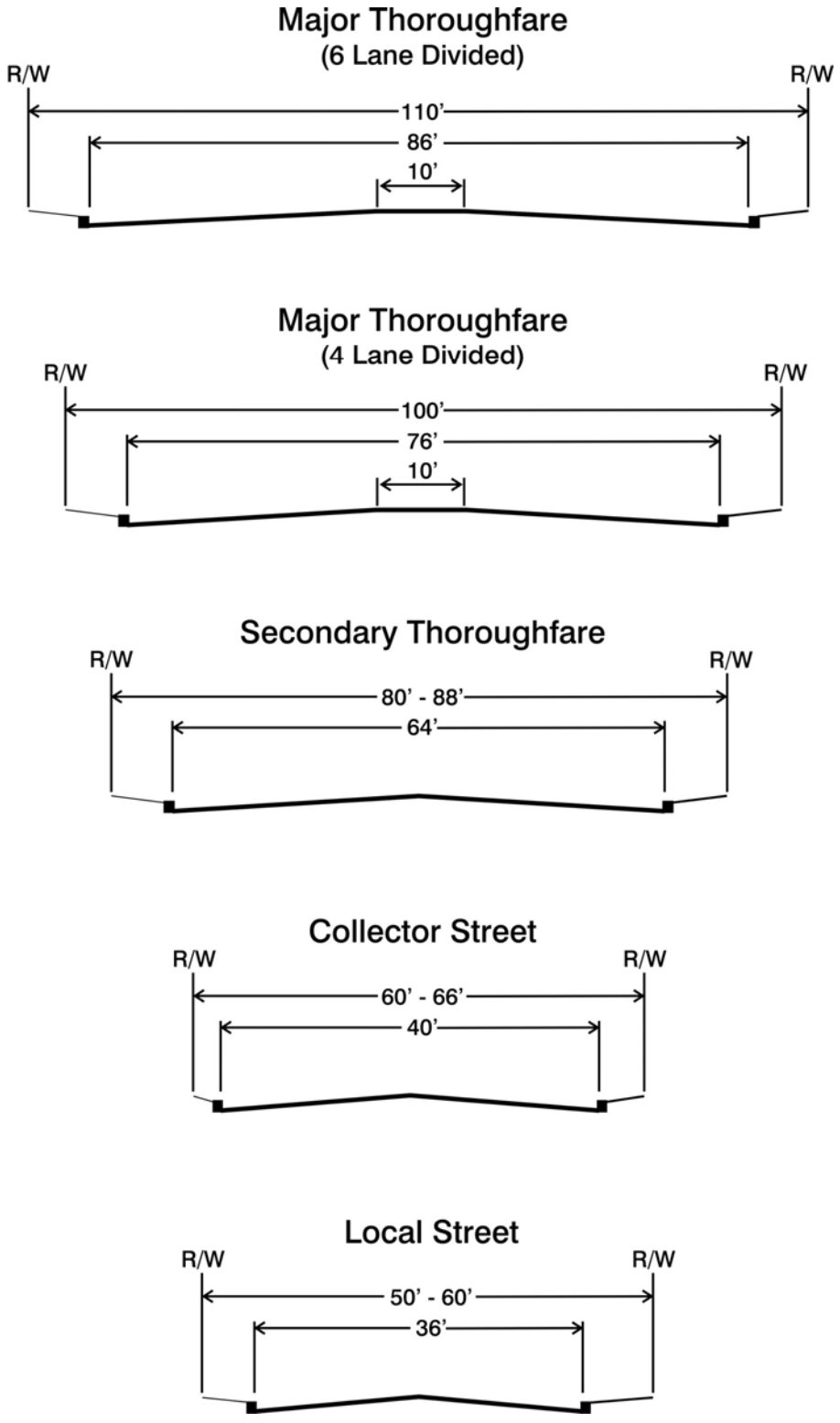

Figure 4-2 Typical Street Cross Sections

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Level of Service

Level of Service (LOS) is a qualitative means of measuring speed and travel time, traffic interruptions, freedom to maneuver, safety, and driving comfort and convenience on the City's existing and future roadway network.

Levels of service are designated by grades of A (excellent, free flow) through F (failure, jammed conditions). LOS can also be represented as volume-to-capacity ratios (V/C), or in other words, the average daily traffic (ADT) volume for the roadway divided by the theoretical roadway capacity as defined by its designated roadway classification. As the V/C ratio approaches 1.0, the roadway approaches LOS F. Table 4-1 describes LOS descriptions and their corresponding V/C ratios.

The City has established that roadways and intersections shall operate at LOS D or better to maintain a successful circulation system and to be consistent with the Riverside County Congestion Management Program (CMP). The intent of the CMP is to create more direct links between land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality.

Table 4-2
Level of Service Definitions for Roadway Segments

Level of Service	Volume-to-Capacity Ratio	Definition
A	0.00–0.60	EXCELLENT. Free flow, light volumes
B	0.61–0.70	VERY GOOD. Free to stable flow, light to moderate volumes
C	0.71–0.80	GOOD. Stable flow, moderate volumes, freedom to maneuver noticeably restricted
D	0.81–0.90	FAIR. Approaches unstable flow, moderate to heavy volumes, limited freedom to maneuver
E	0.91–0.99	POOR. Extremely unstable flow, heavy volumes, maneuverability and psychological comfort extremely poor
F	≥ 1.00	FAILURE. Forced or breakdown conditions, slow speeds, tremendous delays with continuously increasing queue lengths

Source: Transportation Research Board, Highway Capacity Manual Special Report 209, 2000.

Future Traffic Conditions

As part of the General Plan Update, a traffic analysis (Appendix B) was prepared to determine the LOS classifications on the City's future roadway network at buildout. The traffic analysis determined that the dense grid-like structure of the existing circulation system allows traffic to filter throughout the City with minimal congestion-related delay. As a result, future traffic

conditions on most City streets are forecast to operate at or above LOS D. Refer to Appendix B for forecast LOS levels for specific streets.

Palm Springs is bounded by the San Jacinto and Santa Rosa Mountains to the south and west. With few roadways crossing the Whitewater River floodplain to connect the City with I-10 to the north, and limited roadways extending to the east, the few roadways that do exist to connect Palm Springs with adjacent jurisdictions to the east and the freeway to the north are very heavily loaded. Roadways extending into adjacent jurisdictions via Indian Canyon Drive, Gene Autry Trail, Vista Chino, Ramon Road, and East Palm Canyon Drive are estimated to carry the highest volume of traffic because they are regional roadways that connect to neighboring cities and I-10. Acceptable operational levels for these segments can be achieved through the improvements to critical intersections, which are described in further detail below.

Critical Intersections

Measurement of a roadway's LOS is a common "broad brush tool" used to provide an indication of when traffic congestion may be expected on a typical urban arterial street segment. Since the capacity of a roadway segment is limited by the amount of traffic that can flow through the adjacent intersections, favorable intersection conditions can provide better levels of service on a roadway segment than would necessarily be reflected by strictly measuring the street segment's LOS.

In other words, while certain arterial segments are forecast to operate at LOS E or F, it does not necessarily mean the segment will experience significant traffic congestion because adjacent intersection configurations can accommodate an appropriate level of traffic flow to maintain an operating LOS.

Peak hour: For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods.

Since a ***peak hour*** intersection analysis can more clearly define the circulation system required to satisfy the General Plan buildout travel demands, an intersection analysis was prepared for 12 "critical intersections" within the City to augment the analysis of the arterial roadway segments (Source: Appendix C, *Palm Springs General Plan Update Peak Hour Intersection Level of Service Analysis, 2006*).

Arterial segments with a daily V/C approaching 1.0 or slightly above 1.0 will likely operate at an acceptable level of service (LOS D or better) if appropriate intersection capacity improvements are made, preventing the need for construction of additional lanes that would typically be required to ensure a segment is not failing. These intersections where improvements should be made are identified as "critical intersections" on Figure 4-1. For example, LOS for urban or suburban streets is defined by the LOS of the critical intersections of that street. The completion of intersection improvements eliminates the need to construct additional lanes in the adjacent street

segments. Therefore, by improving the LOS of critical intersections, the street LOS will improve to LOS D or better.

The intersection analysis provides an overview of the capacity enhancements needed at specified intersections (such as additional turn lanes) to maintain the continuity of the circulation network at full buildout of this General Plan. A detailed list of improvements associated with specific intersections can be found in Table 4-3, *Critical Intersection Required Improvements*. Reduced right-of-way requirements at critical intersections may be approved through a General Plan Amendment upon recommendation by the City Engineer. Reduced right-of-way requirements may include the preparation of special roadway alignment studies that must be reviewed and approved by the City Engineer, provided that they meet the required lane configurations as indicated by the General Plan.

It should be noted that critical intersections have not been identified at the Indian Canyon Drive and I-10 and Gene Autry Trail and I-10 interchange areas. The City and the state are currently in the process of improving these interchanges, and the planned improvements for these two areas will be designed to facilitate an acceptable LOS.

Scenic Highways

California's Scenic Highway Program was created to preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways. Currently SR-111 is classified as Eligible Scenic Highway – Not Officially Designated. The status of a State Scenic Highway changes from "eligible" to "officially designated" when the local jurisdiction adopts a scenic corridor protection program, applies to the California Department of Transportation for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a Scenic Highway.

It should be noted that the majority of the City's roadways provide views to the San Jacinto and Santa Rosa Mountains. Although they are not designated by the state as scenic highways, the City's roadways provide a valuable visual resource for the community. Additional policies related to view preservation in the City's Scenic/View Corridors can be found in the Community Design Element.

Truck Routes

I-10 and SR-111 are part of the state highway truck route system. I-10 is included in the Surface Transportation Assistance Act (STAA) Network, which allows larger trucks with no maximum overall length. SR-111 is also included in the STAA Network, except between Gateway Drive and Gene Autry Trail,

where it is designated as part of the California Legal Network. Streets proposed to serve as truck routes throughout the City are illustrated in Figure 4-3.

Landscape Medians

The City's circulation plan notes that certain roadways are "divided"; this may mean a raised landscaped median, or a shared left-turn "center lane." It is the City's preference that landscape medians be used wherever divided roadway designations are shown unless traffic conditions dictate that the shared center left-turn lane is necessary. As development and funding allows, the following specific street segments are to be developed with landscaped medians in order to enhance traffic flow and create more attractive thoroughfares:

- East Palm Canyon Drive from the eastern City limits to South Palm Canyon Drive
- Ramon Road from the eastern City limits to Indian Canyon Drive
- Gene Autry Trail from Mesquite to East Palm Canyon Drive
- Sunrise Way / Sunrise Parkway from North Palm Canyon Drive to East Palm Canyon Drive
- Indian Canyon Drive from Vista Chino to Sunrise Parkway
- Vista Chino from Indian Canyon Drive to the Whitewater River floodplain.
- Farrell Drive from Tamarisk to Vista Chino
- El Cielo from Tahquitz Canyon Way to Escoba Drive
- Crossley Road from Ramon Road to East Palm Canyon Drive
- Avenida Caballeros from Alejo Road to Ramon
- Avenida Caballeros at Racquet Club widen median at frontage road to accommodate landscaping
- Racquet Club Road from North Palm Canyon Drive to North Indian Canyon Drive

Table 4-3
Critical Intersection Required Improvements

Intersection	Required Improvements	Additional ROW Requirements (12 ft per additional lane)
Palm Canyon Drive @ Vista Chino	Add a second southbound left-turn lane. Add two westbound left-turn lanes.	+12 feet on Palm Canyon Drive north of Vista Chino +24 feet on Vista Chino east of Palm Canyon Drive
Sunrise Way @ Vista Chino	Add a second southbound left-turn lane. Add a second westbound left-turn lane.	+12 feet on Sunrise Way north of Vista Chino +12 feet on Vista Chino east of Sunrise Way
Farrell Drive @ Vista Chino	Add a second southbound left-turn lane. Add a second westbound left-turn lane. Add a northbound right-turn lane.	+12 feet on Farrell Drive north of Vista Chino +12 feet on Vista Chino east of Farrell Drive +12 feet on Farrell Drive south of Vista Chino
Gene Autry Trail @ Vista Chino	Add a third westbound through lane. Add a third eastbound through lane. Add a second northbound left-turn lane. Add a second southbound left-turn lane. Add a second eastbound left-turn lane. Add a second westbound left-turn lane.	+24 feet on Vista Chino east of Gene Autry Trail +24 feet on Vista Chino west of Gene Autry Trail +12 feet on Gene Autry Trail south of Vista Chino +12 feet on Gene Autry Trail north of Vista Chino
Sunrise Way @ Ramon Road	Add a second northbound left-turn lane. Add a second southbound left-turn lane. Add a second westbound left-turn lane.	+12 feet on Sunrise Way south of Ramon Road +12 feet on Sunrise Way north of Ramon Road +12 feet on Ramon Road south of Sunrise Way
Farrell Drive @ Ramon Road	Add a second southbound left-turn lane.	+12 feet on Farrell Drive north of Ramon Road
Gene Autry Trail @ Ramon Road	The existing lanes are adequate.	
Crossley Road @ Ramon Road	Add a third westbound through lane. Add a third eastbound through lane. Add a second northbound left-turn lane. Add a northbound right-turn lane.	+12 feet on Ramon Road east of Crossley Road +12 feet on Ramon Road west of Crossley Road +12 feet on Crossley Road south of Ramon Road
Sunrise Way @ East Palm Canyon Drive	The existing lanes are adequate.	
Farrell Drive @ East Palm Canyon Drive	The existing lanes are adequate.	
Gene Autry Trail @ East Palm Canyon Drive	The existing lanes are adequate.	
Golf Club Drive @ East Palm Canyon Drive	The existing lanes are adequate.	
Palm Canyon Drive @ Tramway	The existing lanes are adequate.	
Indian Canyon Drive @ San Rafael Drive	The existing lanes are adequate.	
Indian Canyon Drive @ Sunrise Parkway	Future intersection requiring the following geometrics: Eastbound: 1 left, 2 through, 1 right Westbound: 1 left, 2 through, 1 right Northbound: 2 left, 3 through, 1 right Southbound: 2 left, 3 through, 1 right	

Table 4-3
Critical Intersection Required Improvements

Intersection	Required Improvements	Additional ROW Requirements (12 ft per additional lane)
Indian Avenue @ Dillon Road	Add a second northbound through lane. Add a northbound left-turn lane. Add a northbound right-turn lane. Add a second southbound through lane. Add a southbound left-turn lane. Add a southbound right-turn lane. Add a second eastbound through lane Add an eastbound left-turn lane Add an eastbound right-turn lane Add a second westbound through lane Add two westbound left-turn lanes Add a westbound right-turn lane	+36 feet on Indian Avenue south of 19th Street +36 feet on Indian Avenue north of 19th Street +36 feet on Dillon Road west of Indian Avenue +48 feet on Dillon Road east of Indian Avenue
Indian Avenue @ 19th Street	Add a second northbound through lane. Add a northbound left-turn lane. Add a northbound right-turn lane. Add a second southbound through lane. Add a southbound left-turn lane. Add a southbound right-turn lane.	+36 feet on Indian Avenue south of 19th Street +36 feet on Indian Avenue north of 19th Street

Source: General Plan Update Traffic Analysis, May 25, 2007.

Figure 4-3 Truck Routes

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GOAL CR1:

Establish and maintain an efficient, interconnected circulation system that accommodates vehicular travel, walking, bicycling, public transit, and other forms of transportation.

Policies

CR1.1 Develop a system of roadways that provides travel choices and reduces traffic congestion.

CR1.2 Preserve and extend the City's fine grid of streets to the greatest extent possible. Where possible, allow the grid of streets to curve and meander to slow traffic and to create more interesting streetscapes.

CR1.3 Continue coordination/cooperation with adjacent jurisdictions regarding future roadway sections, standards, and improvements.

CR1.4 Cross-section standards may be modified by the City Council to take into consideration the need for special right-of-way widths in areas where property cannot feasibly be acquired. Such modifications should be considered for projects that implement traffic calming, projects associated with public parking facilities or structures, or for areas where it is desirable to maintain the natural terrain and prevent the scarring of the landscape. Any approved special rights-of-way widths shall be adopted through a general plan amendment and shall be noted on the Circulation Plan.

CR1.5 Local public street rights-of-way may be reduced to 44 feet in width, subject to determination by the City Council that there is no significant impact to circulation or the health, safety, and welfare of the residents of the neighborhood.

CR1.6 Implement roadway traffic-calming mechanisms as identified in the City's Neighborhood Traffic Calming Program to protect residential neighborhoods from the intrusion of cut-through traffic in areas that have demonstrated traffic problems.

CR1.7 Although the grid system of streets is important, avoid the use of long, straight roadway segments on new local streets in new residential neighborhoods, whenever possible.

CR1.8 Allow local and collector streets that are not designed with full public improvements (curb, gutter, sidewalk) and are located within older, built-out neighborhoods (e.g., Old Las Palmas,

Movie Colony, Tennis Club) to remain unimproved if it is determined that no significant impacts to the health, safety, and welfare would occur to the residents of Palm Springs.

CR1.9 Maintain a truck route system that serves business districts, industrial areas, and the Airport.

Transportation Demand Management provides low-cost ways to reduce demand on transportation systems from automobiles by establishing programs to promote telecommuting, flextime, and ridesharing.

CR1.10 Continue to implement the City's ***Transportation Demand Management*** ordinance and update as necessary.

CR1.11 Encourage large employers (employers with 100 or more persons) to adopt incentive programs that include ridesharing, fleet vehicles and vanpools, preferential parking for rideshares, subsidized shuttle bus services, telecommuting, alternative work hour programs, bicycle racks, lockers and shower rooms, and information on transit services to reduce overall traffic volumes in the City.

CR1.12 Allow for a reduction in parking space requirements for office/industrial uses that implement ridesharing and transit pass programs.

The County of Riverside and the Coachella Valley Association of Governments enacted the Transportation Uniform Mitigation Fee (TUMF) to fund the mitigation of cumulative regional transportation impacts resulting from future development. The mitigation fees collected through the TUMF program are utilized to complete transportation system capital improvements necessary to meet the increased travel demand and to sustain current traffic levels of service. The fee calculations are based on the proportional allocation of the costs of proposed transportation improvements, which are based on the cumulative transportation system impacts of different types of new development. Fees are directly related to the forecast rate of growth and trip generation characteristics of different categories of new development.

CR1.13 Require the owner or applicant of new development projects to fund the cost to mitigate traffic impacts generated by the new development project to LOS D or better.

CR1.14 Pursue an aggressive regional posture advocating new and improved transportation solutions, including continued participation in the ***Transportation Uniform Mitigation Fee***.

CR1.15 Private roads shall be developed in accordance with the City's published engineering standards for public streets, unless otherwise approved by the City Engineer.

CR1.16 Require developers, prior to approval of development plans, to provide increased right-of-way through land dedications to accommodate additional demand for dual left-turn and exclusive right-turn lanes, interchange improvements, bus stops and lanes, bicycle facilities or other improvements required to maintain a minimum operating LOS D at critical intersections identified in the General Plan Appendix C and Table 4-3.

CR1.17 Require developers, prior to approval of development plans, to provide right-of-way through land dedications to accommodate the City's network of trails and nonmotorized routes.

Actions

CR1.1 Require street dedications from new development projects that are consistent with the right-of-way width identified by the General Plan, including additional right-of-way identified for those development projects located adjacent to a critical intersection, as identified in Figure 4-1.

CR1.2 Maintain the City's grid system of roadways at the quarter-mile interval consistent with Policy 1.7. New streets planned within the City shall help to extend the grid network. No roadway abandonments at half-mile scale or larger will be allowed. Abandonments at quarter-mile intervals should be allowed only where an adjacent roadway has already been abandoned.

CR1.3 Develop a master plan for scenic preservation and high-speed, limited vehicular access for Highway 111 between I-10 and Tram Way.

CR1.4 Encourage developers to provide facilities such as passenger loading areas and reserved parking for carpools and vanpools, and bicycle parking facilities for employees and customers.

CR1.5 Require Traffic Impact Analysis for new development projects to identify specific mitigation to traffic impacts generated by the new development. Traffic Impact Analyses shall be submitted in a format acceptable to the City Engineer and be subject to his/her review and approval.

CR1.6 Require adequate drop-off and pick-up facilities at all new schools for safety of school children and to prevent traffic congestion.

CR1.7 Develop rural street section standards for areas where full street improvements (e.g., curb, gutter or sidewalk) do not exist, where it is determined the rural character of the neighborhood should be maintained, or in new development proposed with a rural street scene. Rural street section standards shall accommodate pedestrian access, including handicapped accessibility in accordance with current ADA regulations, and shall incorporate storm drainage design features to avoid surface ponding of water, flooding of adjacent property, as well as to accommodate general storm water runoff from the neighborhood.

CR1.8 Study the issues related to permitting golf carts and other electric vehicles on public streets with the objective of reducing automobile use.

CR1.9 Adopt an ordinance implementing the proposed truck routes identified in Figure 4-3.

CR1.10 Evaluate the State Scenic Highway program for possible nomination of Highway 111 from I-10 to Tram Way as a Scenic Highway and analyze the fiscal responsibilities that would be required of the City as a result.

GOAL CR2:

Establish improved levels of service for efficient traffic flow and provide a safe circulation system.

Policies

CR2.1 Maintain Level of Service D or better for the City's circulation network, as measured using "in season" peak hour conditions.

CR2.2 Make street improvements at problem intersections and bottleneck locations to improve specific traffic operations and safety, with all such improvements to be considered selectively on the basis of specific studies of the affected intersection and streets, and the impacts on the surrounding area and pedestrian activity.

CR2.3 Require development with gated entries to provide adequate stacking distances and turn-around maneuvering areas so as not to interfere with the safe and efficient operation of adjacent public streets.

CR2.4 Encourage the development of, and cooperate in, valleywide visioning and initiatives to assure an LOS D on I-10.

CR2.5 Construct all-weather bridge crossings along Indian Canyon Drive, Gene Autry Trail, and Vista Chino and the Whitewater River to reduce traffic problems caused by flooding and blowsand.

CR2.6 Consider realignment of Gene Autry Trail northerly of the Tahquitz Creek/Palm Canyon Wash Bridge to facilitate the use of both northbound lanes.

Actions

CR2.1 Continue investigation of funding for construction of all-weather bridge crossings of Indian Canyon Drive, Gene Autry Trail, and Vista Chino and the Whitewater River. Funding available from the Coachella Valley Association of Governments, and state and

federal grant programs shall be used to the greatest extent possible.

CR2.2 Upgrade and maintain traffic signal-interconnect systems to efficiently coordinate and control traffic flow on arterial streets, including the installation or removal of separate left-turn phasing where warranted. Traffic signal timing should adequately provide for safe pedestrian crossing.

CR2.3 Periodically analyze and improve high-accident locations to improve traffic flow and safety.

CR2.4 Study the Alejo/Palm Canyon Drive/Indian Canyon intersection to make the approaches to this intersection less confusing.

GOAL CR3:

Provide efficient circulation in the Downtown to support its role as the City's primary retail center.

Policies

CR3.1 Provide an environment within the Central Business District along Palm Canyon Drive and Indian Canyon Drive that is suited to slower traffic speeds and more frequent pedestrian crossings.

Additional guidance related to circulation Downtown can be found in the Downtown Urban Design Plan.

CR3.2 Consider the use of cross-streets (such as Amado, Andreas, and Arenas Roads) between Belardo Road and Indian Canyon Drive for use as combination street/parking and/or pedestrian zones.

CR3.3 Extend east–west streets in the Downtown area to better integrate vehicular and pedestrian flow between Downtown and Section 14.

Action

CR3.1 Develop a transit route (bus, jeep, jitney, shuttle) to circulate people between the Downtown, hotels, office centers, museums, key activity centers (Convention Center, airport, etc.), and Downtown-oriented residential areas to reduce traffic and parking congestion in the Downtown.

TRANSIT, PARATRANSIT AND RAIL

Transit

Public transportation in the City of Palm Springs is provided by SunLine Transit Agency, a joint powers authority created by the nine cities of the Coachella Valley, and the County of Riverside. Six routes currently serve the City of Palm Springs.

SunLine has recently developed a proposed transit service improvement plan that would revise transit service in the Coachella Valley. The proposed plan outlines recommendations for new bus routes, realignment of existing bus services, and the discontinuation of nonproductive routes. SunDial, operated by SunLine, provides on-demand curb-to-curb paratransit service to qualifying persons (e.g., seniors and disabled) within three-quarters of a mile on either side of SunLine bus routes. Regional bus service is provided by Greyhound, which has a bus depot located on North Indian Canyon Drive near Amado Road.

Paratransit

The Americans with Disabilities Act (ADA) requires all public transit operators to provide a paratransit (door-to-door) service to persons whose disabilities prevent them from using accessible fixed-route public transit. Paratransit services are transportation services such as carpooling, vanpooling, taxi service, and dial-a-ride programs. The Desert Health Car service is available to transport seniors to the City's senior centers, as is SunLine's SunDial curb-to-curb paratransit service.

Rail

Amtrak provides regional rail and bus service in the City. The North Palm Springs Amtrak train station is located west of Indian Canyon Drive just south of I-10. Palm Springs is currently a stop on Amtrak's Sunset Limited service between Los Angeles and New Orleans. However, the train is not designed for commuters. The Amtrak Palm Springs bus stop is located on East Tahquitz Canyon Way, near the Palm Springs Airport, and serves as a stop for Amtrak Thruway connecting bus service.

The California Department of Transportation is proposing a new Intercity Rail Route from Los Angeles to the Coachella Valley. The service would run from Los Angeles to Palm Springs, Palm Desert, and Indio in the Coachella Valley.

Union Pacific also provides freight service along the rail line through Riverside County; currently, it runs up to 50 freight trains per day and that number will steadily increase. Because increased passenger service is desired

in this area, it will become progressively more important to ensure the conflicts between freight and passenger trains and the local transportation system are addressed.

GOAL CR4:

Reduce the City's dependence on the use of single-passenger vehicles by enhancing mass transit opportunities.

Policies

CR4.1 Support the delivery of improved regional transit services to and within the City.

CR4.2 Continue to coordinate with SunLine Transit Agency and other regional transit agencies to address the need for the expansion or readjustment of bus routes, including express routes valleywide.

CR4.3 Continue to coordinate with SunLine Transit Agency to establish or modify bus stop locations to provide adequate access for local residents to destination places, such as Downtown, the airport, or the Convention Center.

CR4.4 Continue working with CVAG to achieve a regional transportation strategy that coordinates physical improvements, transportation systems management, transportation demand management, public transit, and issues of development that affect circulation.

CR4.5 Work with the Riverside County Transportation Commission and Amtrak to provide increased passenger rail service to, and stopping in, Palm Springs and commuter rail, including high-speed rail concepts between Los Angeles and Phoenix.

Action

CR4.1 Participate in and influence regional transportation programs that seek new and creative solutions in public transportation, transportation systems, and traffic management.

GOAL CR5:

Provide improved mobility for City residents to access local services.

Policies

CR5.1 Support the implementation of local transit services with priority for the disadvantaged, including the elderly, handicapped, those with low incomes, and the temporarily disabled.

CR5.2 Continue to encourage SunLine Transit Agency to provide bicycle racks on its vehicles.

CR5.3 Require the construction of bus turnouts at bus stops on major and secondary thoroughfares to reduce congestion on the adjacent public street and to provide for greater overall traffic safety. The City should work with SunLine Transit Agency to determine which bus stop locations warrant bus turnouts and to address safety concerns that may arise at bus stops located throughout their service area.

CR5.4 Encourage SunLine Transit Agency to periodically undertake studies of local public transportation needs to identify the most efficient and cost-effective manner to provide services, including shuttle services, medical transit service, and a centralized information location that promotes services available to the public.

CR5.5 In consultation with the SunLine Transit Agency, require construction of attractive and protective bus shelters with complete route and schedule information, and other amenities, such as tourist information to promote transit ridership, at existing and new bus stop locations.

CR5.6 Integrate sidewalks with the City's circulation system to connect residents to transit facilities.

CR5.7 Support a system of freight movement that minimizes impacts on residents and motorists.

CR5.8 Encourage greater use of alternative fuel vehicles, including compressed natural gas, electric, hydrogen and other fuel sources.

Action

CR5.1 Develop a shuttle or tram service that links major resort developments to the Downtown, Convention Center, Airport, and Museums and/or reduces traffic congestion and parking demand.

RECREATIONAL TRAILS AND BIKEWAYS

Recreational Trails

Recreational trails are an important resource to the City of Palm Springs; they are a large part of the tourist draw to the community and they reflect the city's history, both tribal and early Anglo settlement and movement. Over 80 miles of recreational trails provide opportunities for biking, hiking, equestrian, backpacking and four-wheel drive activities. Figure 4-4, *Recreational Trails*, shows the numerous recreational trails that extend through the San Jacinto and Santa Rosa Mountain areas, in addition to the City's bike trails system.

Carl Lykken Trail is one of several hiking trails located in the mountains adjacent to the City.

A comprehensive inventory and mapping of the trails in the San Jacinto and Santa Rosa Mountains have been developed through a cooperative partnership of the Bureau of Land Management–Palm Springs, South Coast Resource Area; U.S. Forest Service–San Jacinto Ranger District; Riverside County; Coachella Valley Trails Council; Coachella Valley Cycling Association; and Desert Riders.

The Palm Springs Aerial Tramway provides access to trails located in the Mount San Jacinto State Park. The park covers an area of 13,000 acres and offers approximately 54 miles of hiking trails. The tramway starts in Chino Canyon on the north end of Palm Springs and takes passengers from Valley Station at 2,643 feet elevation to Mountain Station at 8,516 feet elevation.

Bikeway Classifications

Off-street bikeways in exclusive corridors can be effective in providing new recreational opportunities and desirable commuter routes. On-street bikeways can enhance safety and convenience, especially in conjunction with other commitments such as: elimination of parking or increasing roadway width, elimination of surface irregularities and roadway obstacles. The designation of bikeway routes can help minimize potential roadway conflicts and can establish bicycle traffic as a priority in these areas.

Figure 4-5 shows the location of existing and proposed bikeways in the City. The City has approximately 8 miles of Class I, 13 miles of Class II, and 35 miles of Class III bikeways.

The City of Palm Springs uses the following bikeway classifications.

- ***Class I (Bike Path or Trail)***. Off-street bikeways that provide a completely separate right-of-way for the exclusive use of bicycles and

pedestrians with crossflow by motorists minimized. The bike path area is physically separated from auto traffic or entirely outside the road right-of-way, and measures a minimum of 8 feet in width for two-way bicycling. Pedestrian paths are characterized by sidewalks or similar rights-of-way shared by cyclists and pedestrians that measure 12 feet wide, of which 8 feet will be designated for pedestrians and 4 feet will be designated for cyclists.

- ***Class II (Bike Lane)***. Unprotected bikeways defined by a stripe on the roadway. A minimum 4-foot-wide lane within the roadway designated for one-way bicycle traffic.

- ***Class III (Bike Route)***. Unprotected on-street bikeways sharing the roadway with vehicular traffic. Typically characterized as any type of bikeway, including streets signed as bikeways, that offers no other specific lane or other accommodation for bicycles.

In addition to the City's bikeway design standards, the CVAG Non-Motorized Transportation Plan and the State of California Highway Design Manual provide requirements for Bikeway Planning and Design that should be considered as new bikeways are designed and developed in Palm Springs.

Figure 4-4 Recreational Trails

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Figure 4-5 Bikeways

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GOAL CR6:

Establish the City as the premiere provider of recreational trails and bikeways in the Coachella Valley.

Policies

CR6.1 Adopt a program of *nonmotorized transportation facilities*, including those for bicycles and pedestrians.

CR6.2 Provide improved signage to direct residents and visitors to the City's trail system.

CR6.3 Establish access to public trails and trailheads as part of new development applications proposed in the Chino Cone.

CR6.4 Utilize bicycle and hiking trails as a means of providing recreational and educational experiences by connecting to various parks and public facilities throughout the City.

CR6.5 Seek optimum linkage of parks, recreation centers, and other recreational open space areas through the utilization of safe bikeways.

CR6.6 Maintain widths, surfaces, and general maintenance of streets in a manner that will ensure the safety of the cyclists using them.

CR6.7 Provide bikeways with appropriate traffic control devices.

CR6.8 Encourage proper design and maintenance of facilities and appropriate signing to ensure the safe use of the bikeway and trail systems.

CR6.9 Promote bicycling and hiking opportunities to attract visitors.

CR6.10 Incorporate provisions within the Zoning Ordinance requiring private developers to construct recognized bikeways that abut developable property.

CR6.11 Evaluate the need for and the feasibility of developing new bikeways and recreational paths (or improving to Class I standards) as the City continues to grow.

CR6.12 Recognize the importance of the City's bikeway system as a major transportation, not solely recreational, route.

CR6.13 Establish and maintain design standards for the development of various types of bikeways and related improvements—e.g.,

A nonmotorized transportation facility may be part of a roadway (such as a shoulder) or it may be separated from roadway traffic for exclusive non-motorized use (such as a bike path or sidewalk).

Additional goals and policies related to pathways and bikeways can be found in the Recreation, Open Space and Conservation Element.

parkways, bridges, rest stops—that may be necessary to implement the City's bikeway network.

CR6.14 Coordinate with CVAG, adjacent cities, and affected agencies while planning for new trails, especially in areas adjacent to the Whitewater Wash and Cathedral City.

CR6.15 Provide bike racks and other bicycle amenities throughout the City to encourage bicycle use as an alternative to vehicular use.

Actions

CR6.1 Create a trail along the north side of the Palm Canyon Wash levee.

CR6.2 Resolve any inconsistencies between the City's Master Plan of Bikeways and the CVAG Non-Motorized Transportation Plan (NMTP), and adopt the CVAG NMTP.

CR6.3 Develop and maintain bicycle and walking trail system brochures and maps that educate and inform trail users. This information should be made available on the City's website.

CR6.4 Establish and maintain design standards for the development of various types of bikeway and related improvements—e.g., parkways, bridges, trail heads, and rest stops—that may be necessary to implement the Master Plan of Bikeways. Bikeways shall be designed and constructed in accordance with Chapter 1000, Bikeway Planning and Design, of the Caltrans Highway Design Manual, or as otherwise approved by the City Engineer.

CR6.5 Aggressively seek funding for trails and bikeways from federal and state sources.

PEDESTRIANS

Pedestrian activity is an important part of the City's recreational lifestyle. Pedestrian facilities such as walkways, bridges, trails, crosswalks, signals, benches, and shade canopies are a critical component of the nonmotorized transportation network in Palm Springs. In areas where pedestrian facilities are present, people will be much more likely to make short trips by walking instead of by automobile. Pedestrian walkways help to link educational facilities to City parks, and can help create a critical lifeline between the retail shops Downtown and the City's resort amenities such as the Convention Center, casino, and hotels.

GOAL CR7:

Create a pedestrian experience that is attractive to both residents and visitors.

Policies

CR7.1 Provide barrier-free accessibility for all handicapped residents, employees and visitors, including special designs for rural street profiles to accommodate ADA-required path of travel separation from vehicular lanes.

CR7.2 Encourage pedestrian street crossings at midblock in the Central Business District, where the distance between street intersections is in excess of 1,000 feet. Mid-block pedestrian crossings shall be installed upon a determination by the City Engineer that sufficient warrants exist for such crossings, which should be signalized and designed with decorative street improvements to correspond to other mid-block pedestrian crossings within the Central Business District.

CR7.3 Create a desirable pedestrian walking environment that links the Downtown with the Convention Center through the use of signage, landscape, and streetscape improvements and the development or renovation of retail/restaurant facilities along the linkage.

CR7.4 Provide a welcoming atmosphere for visitors by providing easy access, parking, and pedestrian facilities Downtown.

CR7.5 Provide shade on sidewalks, particularly Downtown, to make walking more appealing during the summer months.

CR7.6 Provide lighting and signage Downtown that provides for safe travel by residents, employees and visitors.

CR7.7 Improve pedestrian access to and from parking locations in the Downtown.

CR7.8 Improve pedestrian links from surroundings residential areas to commercial areas and Downtown.

CR7.9 Establish roadway designs—width, sidewalks, parking, landscaping, etc.—that complement the community character and contribute to the livability of neighborhoods and commercial districts.

CR7.10 Provide and maintain trash receptacles, benches, shade structures, drinking fountains and other amenities in pedestrian corridors throughout the City.

Traffic calming is the application of strategies used to reduce the speeds of vehicular traffic, alter driver behavior, and improve conditions for pedestrians. Examples of traffic calming measures include speed bumps, bulb outs of sidewalks and neck downs of roadways.

CR7.11 Utilize ***traffic calming*** measures in accordance with the City's Neighborhood Traffic Calming Program in appropriate locations to slow traffic, improve the pedestrian experience, and help reduce noise impacts on adjacent uses.

CR7.12 Ensure that appropriate pedestrian facilities are provided as a component of new development.

CR7.13 Provide incentives to developers to add pedestrian trails and infrastructure.

PARKING

Vehicular parking is a necessary component of any land use. It is essential that new development and projects undergoing redevelopment provide adequate on-site parking to meet the demand they generate.

Due to the location of residential uses in close proximity to the commercial uses Downtown, there are many opportunities for potential parking conflicts or overflow commercial parking on residential streets. On-street parking and parking structures need to be carefully integrated into the existing urban fabric so they do not detract from the aesthetic quality and character of commercial and residential areas.

GOAL CR8:

Develop a system of parking facilities and operations that serve current and future commercial and residential uses and preserve the quality of life in residential neighborhoods.

Policies

CR8.1 Require sufficient parking to serve each use, including employee and visitor parking needs.

CR8.2 Locate surface parking lots to the rear of businesses fronting main streets. Surface parking lots directly fronting onto main streets interrupt the continuity of building structures and the pedestrian walking experience.

CR8.3 Provide parking spaces for bicycles, motorcycles, and similar vehicles as part of all parking facilities, public and private.

CR8.4 Evaluate the use of ***parking districts*** to resolve preexisting deficiencies.

CR8.5 Encourage the development and use of common parking facilities versus individual on-site parking facilities.

CR8.6 Explore the development of a valet parking program to enhance parking access and availability Downtown.

CR8.7 Design parking structures in the Downtown to complement the scale and activity levels of adjacent buildings and uses.

CR8.8 Encourage private developments to provide parking in excess of that required by the Municipal Code for lease to other businesses with parking deficiencies.

CR8.9 Encourage the redesign of existing parking lots if additional spaces can be created as well as spaces for bicycles and motorcycles.

CR8.10 Provide appropriate and consistent signage to direct motorists to public and private parking areas.

CR8.11 Ensure that in areas where parking time limitations are instituted, the maximum parking timeframe allows for combinations of dining, shopping and entertainment activities. A study to determine if on-street parking and prime areas within parking structures should be available only on a pay basis should be explored.

CR8.12 Encourage businesses to implement innovative approaches to employee parking such as the development of satellite parking areas that allow employees to park at remote locations outside of Downtown and provide shuttle access to the workplace if the parking site is located more than one-quarter mile from the workplace to make parking spaces Downtown more available to customers and visitors.

Parking District:

A district established to manage parking issues in a particular area. Parking districts can distribute the revenue from parking meters and other to implement solutions to parking problems. Such solutions may include the creation or maintenance of parking lots, parking structures, valet parking, parking/transportation signage, landscaping, maintenance, and security.

Parking districts can also impose parking time limits and implement programs to manage employee versus visitor parking.

Action

CR8.1 Consider creating parking districts that can provide and manage parking facilities supported by an assessment to each property within the districts.

CR8.2 Identify areas where curb space that cannot accommodate vehicular parking spaces can be converted to motorcycle and/or bicycle parking.

CR8.3 Public and private parking lots should provide for electric vehicle recharging stations.

AVIATION AND HELIPORT FACILITIES

Palm Springs International Airport

Three airports serve the Coachella Valley: Palm Springs International Airport, Desert Resorts Regional Airport (Thermal Airport), and Bermuda Dunes Airport. Palm Springs International, the largest of the three, provides connections to many key points throughout California and the continental United States. Air freight is also handled at the airport.

SCAG forecasts by 2030 that Palm Springs will serve approximately 3.2 million annual passengers, a significant increase over current operations. As a vital economic asset to the City, access to the airport must be maintained and improved to meet growing passenger demands. As passenger activity continues to grow, transportation services must keep pace with that expansion.

Currently, SunLine Route 24 provides public transportation service to the airport. In addition, several resorts and hotels offer courtesy shuttle service to the airport. Additional transportation services including limousine, taxi, shuttle, and disabled and senior services are available at the airport. As the airport expands to satisfy air passenger demands, additional public transportation services should be considered to serve resident and visitor air passengers. Additional courtesy shuttles could be considered or integrated to provide efficient service to popular destinations, such as the Downtown area.

Heliport access in Palm Springs is limited to medical evacuation flights traversing to and from the Desert Regional Medical Center heliport and the Palm Spring International Airport.

GOAL CR9:

Maintain and operate safe, efficient, economical, and environmentally responsible airport and heliport facilities in the City.

Policies

CR9.1 Ensure airport and heliport operations in Palm Springs are consistent with the Federal Aviation Regulation Part 150 Noise Compatibility Study, as amended from time to time and consider the provisions of the Palm Springs Airport Land Use Compatibility Plan prepared by the Riverside County Airport Land Use Commission.

See also the Noise Element for additional policies on airports and heliports.

CR9.2 Establish the City's commercial streets as the principal helicopter flight corridors and require that helicopter takeoff and landing patterns be limited to commercial areas.

CR9.3 Require that helicopters utilizing City airspace fly in compliance with Federal Air Regulations (FAR) Part 91 rules.

CR9.4 Establish multimodal circulation linkages (busses, trams, bicycle infrastructure, etc.) to and from the airport to relieve parking and traffic loads at the airport.

Action

CR9.1 Conduct a periodic review of the Palm Springs Airport Master Plan to ensure that the airport can properly respond to future aviation demands.

UTILITIES

Water Supply and Distribution Systems

The Coachella Valley Water District (CVWD), the Desert Water Agency (DWA), and Mission Springs Water District (MSWD) provide water to the City of Palm Springs. These water agencies prepare an Urban Water Management Plan every five years, which identifies historic and projected water usage, identifies existing and future water supply sources, describes purveyors' demand management programs, and sets forth a program to meet water demands during normal, dry, and multiple dry years.

See other policies on utilities in the Conservation portion of the Recreation, Open Space, and Conservation Element

Three groundwater subbasins—Whitewater River, Mission Creek, and Indio—serve Palm Springs and its planning area. The Whitewater River, the largest basin, contains 28 million acre-feet and extends 70 miles from the

junction of SR-111 and I-10 to the Salton Sea. The Whitewater River is recharged by flows from the San Gorgonio Pass area, normal seasonal rainfalls, snowmelt, and surface water from various creeks. However, inflow is limited. Therefore, to ensure that adequate water is available, the Coachella Valley water agencies rely on two sources of imported water—the Colorado River and the State Water Project (SWP).

CVWD's entitlement to Colorado River water is firmly established at 330,000 acre-feet. The DWA and the CVWD combined hold the third largest entitlement in California to State Water Project supplies; they currently have contracts with the State of California for water supply totaling approximately 187,000 acre-feet. This supply is specifically used to recharge the groundwater basin. Water from the MWD pipeline is released into 19 recharge ponds at Windy Point, where it percolates into the Whitewater Subbasin. This agreement is intended to assure adequate water supplies through the year 2035. Deliveries of State Water Project water, however, are not guaranteed. While 100 percent of water requested in 2006 was eventually delivered, the initial allocation for 2007 is only 60 percent.

The Desert Water Agency provides water to Palm Springs, Desert Hot Springs, parts of Cathedral City, and surrounding unincorporated areas. Groundwater comprises 95 percent of the water the Agency provides to its customers, with the remainder being surface water from mountain streams. The groundwater is obtained from the Whitewater River Subbasin which underlies the northwest Coachella Valley from Whitewater in the northwest to the area of Bermuda Dunes in the southeast. The CVWD, based in Coachella, bears responsibility for ensuring reliable water supplies for the Coachella Valley, including portions of Palm Springs, and managing groundwater in the subbasins beneath the Valley.

Water is recharged into the subbasin from two sources: local stormwater and imported water. The Agency and District purchase entitlements to water from the State Water Project. However, as there is no aqueduct connecting the Coachella Valley to the State Water Project, the District and Agency trade their water entitlements from the State Water Project to the Metropolitan Water District of Southern California in exchange for imported water from the Colorado River. Recharge of imported water into the Whitewater River Subbasin began in 1973. In 2002, the Agency and District also began recharging imported water into the Mission Creek Subbasin, which underlies the area surrounding Desert Hot Springs and North Palm Springs.

Wastewater Treatment and Collection

The City contracts with Veolia Water North America to operate a comprehensive wastewater treatment program, including a City-owned, 10.9 million gallon per day (mgd) trickling filter wastewater treatment plant, five pump

stations, 225 miles of sewer collection pipelines, six percolation ponds, and a biosolids disposal program. The treatment plant currently accommodates approximately 6.5 mgd of sewage flow.

Recycling wastewater is an important water conservation strategy, because it reduces the amount of potable water used for irrigation. DWA operates a wastewater recycling facility. The City provides primary and secondary treated domestic sewage to DWA, who then provides tertiary treatment. The recycled water is then used to irrigate public facilities such as the Tahquitz Creek Golf Course, DeMuth Park, and the Mesquite Golf Course.

Storm Drainage Systems

The Palm Springs Master Drainage Plan covers approximately 26.5 square miles, and consists of moderately flat valley terrain sloping generally to the east. Steep mountainous terrain dominates the westerly portion of the drainage area. The purpose of the plan centers on the following points:

- Determination of the quantity and points of concentration of storm runoff in the area
- Preparation of a drainage boundary map
- Determination of the location, size, and capacity of the proposed drainage structures
- Investigation of alternatives to select the plan with the most sound economics and engineering
- Preparation of preliminary design plans and supporting cost estimates

Solid Waste

Palm Springs Disposal Services provides solid waste disposal service to the City of Palm Springs and sphere of influence areas. According to the California Integrated Waste Management Board, in the year 2005, 19,032 tons of solid waste was generated by residents of the City while businesses in the City generated 76,128 tons, for a total of 95,160 tons of solid waste.

Palm Springs Disposal Services transports solid waste from Palm Springs to Edom Hill Transfer Station in Cathedral City. Edom Hill is permitted to receive 2,600 tons of waste per day as a transfer station. From Edom Hill, waste is trucked to Lamb Canyon Sanitary Landfill in Beaumont, approximately 24 miles west of Palm Springs. Lamb Canyon Landfill is permitted to accept 3,000 tons of waste per day. The remaining capacity of the landfill is approximately 20,908,000 cubic yards of waste and its estimated closing date is 2023.

Palm Springs Disposal Services uses Badlands Landfill in Moreno Valley as an alternate disposal site. Badlands is permitted to receive 4,000 tons of waste

per day and has a remaining capacity of approximately 21,866,000 cubic yards. Its estimated closing date is 2016.

Electricity

Southern California Edison (SCE) currently provides service to the City and areas within the Sphere of Influence. SCE currently maintains major transmission lines within the City along their normal distribution system. Because of the current supply capacity of SCE, adequate electrical capacity is anticipated for the City of Palm Springs.

Natural Gas

The Southern California Gas Company (Gas Company) provides natural gas service to Palm Springs' citizens and business industry within the City and sphere of influence. The availability of natural gas service is based upon present conditions of gas supply and regulatory policies. As a public utility, the Gas Company is under the jurisdiction of the Public Utilities Commission and federal regulatory agencies. Should these agencies take any action that affects gas supply, or the conditions under which service is available, gas service would be provided in accordance with revised conditions.

Telecommunications

Telephone service to the Palm Springs area is provided by Verizon California, Inc., and Time Warner provides cable television service to the City of Palm Springs and sphere of influence areas. There are currently adequate telecommunication facilities available to serve the needs of the City. Data transmission, connectivity to the internet, and other wired and wireless data transmission systems are provided by a variety of carriers and providers.

GOAL CR10:

Provide adequate and safe utility systems and facilities to support the City's existing and proposed land uses.

Policies

CR10.1 Require utility improvements where existing systems are deficient.

CR10.2 Coordinate public infrastructure improvements through the City's Capital Improvement Program.

CR10.3 Encourage the shared use of major transmission corridors and other appropriate measures to minimize the impact on the aesthetic appearance of the City.

CR10.4 Continue and expand existing programs for the upgrade of storm drainage systems where they are deficient, using public or private funds.

CR10.5 Require that new development be contingent upon the project's ability to secure appropriate infrastructure services.

CR10.6 Require developers of new projects to pay for the costs of construction and expansion water, sewer/wastewater, storm drainage improvements and other public utilities necessitated by that development.

CR10.7 Require developers to notify utility agencies of their intent to develop a site early in the development process to provide sufficient time to plan for necessary capital improvements.

CR10.8 Update the Sewer System Master Plan as needed to accommodate the demands of new and existing development.

CR10.9 Monitor sewer flows on a regular basis to aid in the development of construction schedules.

CR10.10 Require new projects to connect with the City's storm/sewer system unless a hardship can be demonstrated. If septic systems must be used require installation of septic systems to meet State Water Resources Control Board Standards.

CR10.11 Monitor and reassess rates for sanitation/wastewater connection and service. This assessment should reflect the costs of service and improvements and be equitably allocated to users according to demands.

CR10.12 Participate in the annual review of the Desert Water Agency, Mission Springs Water District, and Coachella Valley Water District Water System Master Plan to evaluate how it is consistent with the City's General Plan and approved projects.

CR10.13 Work with the Desert Water Agency, Coachella Valley Water District, and Mission Springs Water District to promote water and wastewater conservation practices.

CR10.14 Continue to implement a fee schedule to assess new development on a prorated basis for the cost of new sewer and storm drainage systems.

CR10.15 Encourage all large-scale turf and irrigation projects to use tertiary treated water when feasible.

CR 10.16 Coordinate with public and private providers of data transmission and internet access services to develop "WiFi" zones in the City to support and promote greater accessibility to information and communication resources via the internet.

Actions

CR10.1 Enact ordinances that promote water conservation in existing facilities, and that make water conservation a mandatory requirement for all new development.

CR10.2 Initiate a Capital Improvement Program to upgrade sewer systems, streets, and public open space as required.

CR10.3 Form benefit assessment districts in which those who benefit from infrastructure improvements pay a prorated share of the costs.

CR10.4 Solicit funds for the improvement and maintenance of the City's public infrastructure from state and federal agencies when such revenue is available and the costs cannot be assigned to development projects.

CR10.5 Update the sewer flow estimates (including the trunk sewers) as funding is available, based on present and future use as defined in the Land Use Element.

CR10.6 Investigate municipal bonding programs to finance public improvements and maintenance costs.