

PALM SPRINGS CIRCULATION ELEMENT | DRAFT IMPLEMENTATION PROGRAMS

March 2024

This section serves as a working checklist of implementation programs for City staff and local decision makers to ensure that the General Plan vision is realized. The following table of Implementation Programs lists specific actions that should be pursued to implement each goal and policy in the City's General Plan. An implementation program is an action, procedure, program, or technique that carries out goals and policies. Implementation measures are comprehensive in nature, encompassing amendments of existing and preparation of new plans, ordinances, and development of design standards; administration of City procedures and development review and approval processes; and interagency coordination.

For each action, a recommended timeframe for completion is noted and the responsible City department is listed. The timeframes are delineated as follows:

- Ongoing: Actions that continue or are periodically implemented through the life of the General Plan
- Short: 1-5 years
- Mid: When resources become available, but prioritized after 5 years
- Long: 10 years or more

The described programs and actions are intended to inform and guide the development of the City's annual budget. During that time, City staff will review and prioritize the level of expenditure necessary to carry out the prescribed action and program. Completion of a recommended implementation program will depend on a number of factors such as citizen priorities, finances, and staff availability.

To enable Palm Springs' General Plan to serve its purpose effectively, the list of programs and actions need to be reviewed, maintained, and implemented in a systematic and consistent manner. At a minimum, the programs and timeframes described in this chapter should be comprehensively reviewed and updated at least once every five (5) years to reflect available fiscal resources, community needs, and priorities. Revisions to these shall not constitute an amendment of the General Plan, provided that they are consistent with the *Vision Statement* and carry out its goals and policies. As such, future revisions to this Implementation Plan will not necessitate environmental review to conform to California Environmental Quality Act (CEQA) requirements, as each item described in this Plan will require subsequent action and evaluation.

GOALS AND POLICIES	ACTION NUMBER	IMPLEMENTATION ACTIONS/PROGRAMS	ACTION NUMBER IN 2007 GENERAL PLAN	RESPONSIBLE DEPARTMENT	TIMING
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.	CR1.1	Require Traffic Impact Analysis for new development projects to identify and plan for their contribution to, and effect on, the city's Vehicle Miles Traveled (VMT), traffic congestion, and roadway infrastructure performance (Level of Service). Impact Analyses shall be submitted in a format acceptable to the City Engineer and be subject to his/her review and approval.	CR1.5	Engineering, Planning	Ongoing
	CR1.2	Continue to implement the City's <i>Transportation Demand Management</i> ordinance and update as necessary.	Policy CR1.9	Planning, Engineering	Ongoing

GOALS AND POLICIES	ACTION NUMBER	IMPLEMENTATION ACTIONS/PROGRAMS	ACTION NUMBER IN 2007 GENERAL PLAN	RESPONSIBLE DEPARTMENT	TIMING
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	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.	CR1.2	Planning, Engineering	Ongoing
CR1.3 Continue coordination/cooperation with adjacent jurisdictions regarding future roadway sections, standards, and improvements.	CR1.4	Participate in and influence regional transportation programs and projects that seek new and creative solutions in public transportation, transportation systems, and traffic management.	CR4.1	Engineering, Planning, Public Safety	Ongoing

GOALS AND POLICIES	ACTION NUMBER	IMPLEMENTATION ACTIONS/PROGRAMS	ACTION NUMBER IN 2007 GENERAL PLAN	RESPONSIBLE DEPARTMENT	TIMING
CR1.4 Preserve the City's right-of-way requirements and typical cross sections where possible, except where approved by the City Council.	CR1.5	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.	Policy CR1.4	Engineering	Ongoing

GOALS AND POLICIES	ACTION NUMBER	IMPLEMENTATION ACTIONS/PROGRAMS	ACTION NUMBER IN 2007 GENERAL PLAN	RESPONSIBLE DEPARTMENT	TIMING
	CR1.6	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.	Policy CR1.5	Engineering	Ongoing
	CR1.7	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.	Policy CR1.7	Engineering	Ongoing

GOALS AND POLICIES	ACTION NUMBER	IMPLEMENTATION ACTIONS/PROGRAMS	ACTION NUMBER IN 2007 GENERAL PLAN	RESPONSIBLE DEPARTMENT	TIMING
CR1.5 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.	CR1.8	Periodically analyze and improve high-accident locations to improve traffic flow and safety.	New	Planning, Engineering, Public Safety	Ongoing
CR1.6 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.	CR1.3	Grid system	CR1.2	Engineering	Ongoing
CR1.7 Maintain a truck route system that serves business districts, industrial areas, the Airport, and meets regulations	CR1.9	Maintain established truck routes as presented in Figure 4-3. Periodically review and update truck routes as	New	Planning	Ongoing

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specified in Palm Springs Municipal Code Chapter 12.56 (Restricted Use of Certain Streets).		necessary to meet current regulations.			
CR1.8 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.	CR1.2	TDM Ordinance	Policy CR1.9	Community and economic development, Planning, Sustainability	Short
CR1.9 Allow for a reduction in parking space requirements for office/industrial	CR1.10	Encourage developers to provide facilities such as passenger loading areas and reserved	CR1.4	Planning	Short

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uses that implement ridesharing and transit pass programs.		parking for carpools and vanpools, and bicycle parking facilities for employees and customers.			
CR1.10 Require the owner or applicant of new development projects to address traffic deficiencies	CR1.1	Traffic Impact Analysis	CR1.5	Engineering, Planning	Ongoing
CR1.11 Pursue an aggressive regional posture advocating new and improved transportation solutions, including continued participation in the <i>Transportation Uniform Mitigation Fee</i> , and planning for changing mobility trends and technology.	CR1.4	Participate in and influence regional transportation programs and projects	CR4.1	Engineering, Planning	Ongoing
CR1.12 Private roads shall be developed in accordance with the City's published engineering standards	CR1.11	Require street dedications from new development projects that are consistent with the right-of-way width	CR1.1	Engineering	Ongoing

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for public streets, unless otherwise approved by the City Engineer.		identified by the General Plan, including necessary right-of-way for bike and pedestrian facilities and for those development projects located adjacent to a critical intersection, as identified in Figure 4-1.			
CR1.13 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	CR1.11	Street dedications	CR1.1	Planning, Engineering	Ongoing

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intersections identified in the General Plan Appendix B.					
CR1.14 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.	CR1.11	Street dedications	CR1.1	Planning	Ongoing
Goal					
CR 2 Provide a circulation network that provides a safe and efficient system for all travel modes and users of all ages and mobilities.					
Policies					
CR2.1 Maintain a network of complete streets throughout the city to provide connectivity for all travel modes.	CR2.1	Develop a dynamic curb management strategy that plans for and balances multiple forms of transportation including personal vehicles, motorcycles, bicycles, micro mobility, and ride share programs.	New	Planning, Engineering, Sustainability	Medium

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	CR2.2	Maintain and periodically update the City's Master Plan of Bikeways.	New	Engineering	Ongoing
	CR2.3	Monitor opportunities to provide enhance bike, pedestrian, and transit access on City streets, particularly in Downtown.	New	Planning, Engineering	Ongoing
	CR2.4	Explore opportunities to develop and update multimodal transportation plans	New	Planning	Ongoing
	CR2.5	Require adequate drop-off and pick-up facilities at all new schools for safety of school children and to prevent traffic congestion.	Policy CR2.3	Engineering	Ongoing
	CR2.6	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	Policy CR2.5	Planning, Engineering	Ongoing

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		operation of adjacent public streets.			
CR2.2 Maintain Level of Service D or better for the City's circulation network, as measured using "in season" peak hour conditions.	CR1.1	Traffic Impact Analysis	CR1.5	Engineering, Planning	Ongoing
CR2.3 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.	CR2.7	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.	CR2.2	Engineering	Ongoing
	CR2.8	Construct all-weather bridge crossing along Indian Canyon Drive, Gene Autry Trail, and	Policy CR 2.5	Engineering	Long

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		Vista Chino to alleviate weather induced traffic congestion			
	CR2.9	Consider realignment of Gene Autry Trail northerly of the Tahquitz Creek/Palm Canyon Wash Bridge to facilitate the use of both northbound lanes.	Policy CR2.7		Long
CR2.4 Encourage the development of, and cooperate in, valley wide visioning and initiatives to assure an LOS D on I-10.	CR1.4	Participate in and influence regional transportation programs and projects	CR4.1	Engineering, Planning	Ongoing
CR 2.5 Consider "road diets" or lane reductions on roadways operating at LOS D or better, particularly to allocate right-of-way for new or enhanced bike facilities or sidewalks.	CR 2.10	Evaluate City roadways as traffic counts are available to determine operations; roadways operating at LOS D or better should be considered for "road diets" or lane reductions. Priority should be given to allocating right-of-way for new or enhanced	New	Engineering	Ongoing

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		bike facilities or sidewalks.			
Goal					
CR 3 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.	NA	NA	NA	Engineering, Planning	Short
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.	NA	NA	NA	Engineering, Planning	Short
CR3.3 Support recommendations from the Section 14 and Downtown	CR2.3	Multi-modal opportunities	New	Planning	Ongoing

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specific plans to improve multi modal connectivity in the core of the City.					
Goal					
CR 4 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.	CR1.4	Participate in and influence regional transportation programs and projects	CR4.1	Planning	Ongoing
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.	CR1.4	Participate in and influence regional transportation programs and projects	CR4.1	Planning	Ongoing
CR4.3 Continue to coordinate with SunLine Transit Agency to establish or modify bus stop	CR1.4	Participate in and influence regional transportation programs and projects	CR4.1	Planning	Ongoing

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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.	CR4.1	Resolve any inconsistencies between the City's Master Plan of Bikeways and the CVAG Non-Motorized Transportation Plan (NMTP), and adopt the CVAG NMTP.	CR6.2	Planning, Sustainability	Medium
CR4.5 Work with the Riverside County Transportation Commission and Amtrak to provide increased passenger rail service to, and stopping in, Palm	CR1.4	Participate in and influence regional transportation programs and projects	CR4.1	Planning, Engineering, Community and Economic Development	Ongoing

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Springs and commuter rail, including high-speed rail concepts between Los Angeles and Phoenix.					
CR4.6 Monitor opportunities to partner with transit agencies, private shuttles, or Transportation Network Companies, to provide transportation options to the Downtown, hotels, museums, key activity centers (Convention Center, airport, etc.), particularly during special events.	CR1.4	Participate in and influence regional transportation programs and projects	CR4.1	Planning, Engineering, Community and Economic Development, Sustainability	Ongoing
Goal					
CR 5 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,	CR1.4	Participate in and influence regional transportation programs and projects	CR4.1	Planning	Ongoing

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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.	CR1.4	Participate in and influence regional transportation programs and projects	CR4.1	Sustainability	Ongoing
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	CR1.4	Participate in and influence regional transportation programs and projects	CR4.1	Planning, Engineering	Ongoing

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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.	CR1.4	Participate in and influence regional transportation programs and projects	CR4.1	Planning	Ongoing
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	CR1.4	Participate in and influence regional transportation programs and projects	CR4.1	Planning	Ongoing

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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.	CR2.4	Explore opportunities to develop and update multimodal transportation plans	New	Planning, Engineering, Sustainability	Ongoing
CR5.7 Support a system of freight movement that minimizes impacts on residents and motorists.	CR1.9	Maintain established truck routes as presented in Figure 4-3.	New	Planning, Engineering	Ongoing
CR5.8 Encourage greater use of alternative fuel vehicles, including compressed natural gas, electric, hydrogen and other fuel sources.	CR5.1	Pursue options for procuring alternative fuel vehicles when purchasing or upgrading City-owned fleet.	New	Sustainability, Engineering	Ongoing
Goal					
CR 6 Establish the City as the premiere provider of recreational trails and bikeways in the Coachella Valley.					
Policies					

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CR6.1 Adopt a program regarding <i>nonmotorized transportation facilities</i> , including those for bicycles and pedestrians.	CR6.1	Establish and maintain design standards for the development of various types of bikeways, pedestrian facilities, 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, the CVAG Active Transportation Design Guidelines or as otherwise approved by the City Engineer.	CR6.4	Engineering	Short
CR6.2 Provide improved signage to direct residents and	CR6.2	Develop and maintain bicycle and walking trail system brochures and maps that educate and	CR6.3	Office of Communications and Media Relations,	Short

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visitors to the City's trail system.		inform trail users. This information should be made available on the City's website.		Engineering, Planning, Sustainability	
CR6.3 Ensure new development applications establish access or safe connections to public trails and trailheads as specified by the applicable specific plan.	CR6.3	Review proposed development projects and applications for conformance with the General Plan Circulation element, regulatory codes, design standards, and requirements.	New	Planning	Ongoing
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.	CR6.4	Aggressively seek funding for trails and bikeways from federal and state sources.	CR6.5	Planning, Parks and Recreation, Sustainability, Engineering	Ongoing
CR6.5 Seek optimum linkage of existing and planned for bikeways to parks, recreation centers, and other	CR2.3	Multi-modal opportunities	CR3.1	Planning, Parks and Recreation	Ongoing

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recreational open space.					
CR6.6 Maintain widths, surfaces, and general maintenance of streets in a manner that will ensure the safety of the cyclists using them.	CR6.1	Design standards	CR6.4	Street pavement management, Engineering	Ongoing
CR6.7 Provide bikeways with appropriate traffic control devices.	CR6.1	Design standards	CR6.4	Engineering	Ongoing
CR6.8 Encourage proper design and maintenance of facilities and appropriate signing to ensure the safe use of the bikeway and trail systems.	CR6.1	Design standards	CR6.4	Engineering, Planning	Ongoing
CR6.9 Promote and enhance bicycling and hiking opportunities to support local tourism.	CR6.2	Develop and maintain bicycle and walking trail system brochures and maps	CR6.3	Community and Economic Development, Parks and Recreation	Ongoing
CR6.10 Incorporate provisions within the Zoning Ordinance requiring private	CR6.5	Update the Zoning Code for consistency with the General Plan's priorities for multi-	New	Planning	Short

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developers to construct recognized bikeways that abut developable property.		modal access, connectivity, and safety.			
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.	CR6.6	Create a trail along the north side of the Palm Canyon Wash levee.	CR6.1	Planning, Engineering, Sustainability	Medium
CR6.12 Recognize the importance of the City's bikeway system as a major transportation, not solely recreational, network.	CR6.1	Design standards	CR6.4	Office of communications and media relations, Sustainability	Ongoing
CR6.13 Maintain design standards for the development of various types of bikeways and related improvements—e.g., parkways, bridges, rest stops—that may be necessary to	CR6.1	Design standards	CR6.4	Engineering	Ongoing

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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.	CR1.4	Participate in and influence regional transportation programs	CR4.1	Planning	Ongoing
CR6.15 Provide bike racks and other bicycle amenities throughout the City to encourage bicycle use as an alternative to vehicular use.	CR1.10	Developer facilities	CR1.4	Planning, Sustainability	Ongoing
Goal					
CR 7 Create a pedestrian experience that is attractive to both residents and visitors.					
Policies					
CR7.1 Provide a safe and comfortable environment for pedestrians	CR7.1	Provide barrier-free accessibility for all handicapped residents, employees and visitors, including special designs for rural street profiles to accommodate ADA-	Policy CR7.1	Engineering	Ongoing

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		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.	Policy CR7.2	Engineering	Short

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	CR7.3	Provide and maintain trash receptacles, benches, shade structures, drinking fountains and other amenities in pedestrian corridors throughout the City.	Policy CR7.6	Engineering, Sustainability and Recycling	Ongoing
CR7.2 Provide a welcoming atmosphere for visitors by providing safe and comfortable multi modal and parking facilities Downtown.	CR7.4	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.	Policy CR7.3	Planning, Engineering	Ongoing
	CR7.5	Provide shade on sidewalks, particularly Downtown, to make walking more appealing during the summer months.	Policy CR7.5	Parks and Recreation, Engineering, Sustainability	Ongoing

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	CR7.6	Provide lighting and signage Downtown that provides for safe travel by residents, employees and visitors.	Policy CR 7.6	Engineering, Sustainability	Ongoing
CR7.3 Improve pedestrian links from surrounding residential areas to commercial areas and Downtown.	CR2.3	Multi-modal opportunities	CR3.1	Planning, Engineering	Ongoing
CR7.4 Utilize <i>traffic calming</i> measures in accordance with the City's Neighborhood Traffic Calming Program in appropriate locations to improve pedestrian safety and comfortability, slow traffic, and help reduce noise impacts on adjacent uses	CR1.8	Periodically analyze and improve high-accident locations to improve traffic flow and safety.	CR2.1	Engineering, Planning	Ongoing
	CR6.3	Development Review	New	Planning	Ongoing

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CR7.5 Ensure that appropriate pedestrian facilities are provided as a component of new development.	CR7.8	Provide incentives to developers to add pedestrian trails and infrastructure	Policy CR7.12	Planning	Medium
Goal					
CR 8 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.	CR8.1	Create a plan to identify parking availability in the downtown core and proximity to restaurants and merchants throughout the City and the best locations to implement fee-based parking, if warranted.	New	Planning	Medium
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	CR8.2	Develop and adopt appropriate parking strategies and design standards that address parking needs, layout, possible alternatives to parking supply and management, public and private spaces, and multi-modal parking.	New	Planning	Medium

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pedestrian walking experience.		Parking standards may need to differentiate between the Downtown core and other areas of the City.			
CR8.3 Provide parking spaces for electric vehicles, bicycles, motorcycles, and similar vehicles as part of all parking facilities, public and private.	CR2.1	Develop a dynamic curb management strategy	New	Planning	Ongoing
	CR8.3	Provide electric vehicle recharging stations at feasible public and private curb and lot parking areas.	CR8.3	Planning, Engineering	Ongoing
CR8.4 Evaluate the use of <i>parking districts</i> to resolve preexisting deficiencies.	CR8.4	Develop a timeline and estimates of revenue and expenses necessary to implement fee-based parking	New	Planning	Short
CR8.5 Encourage the development and use of common parking facilities versus individual on-site parking facilities.	CR8.2	Parking Strategies and Standards	New	Planning	Medium
CR8.6 Explore the development of a valet parking program to enhance parking	CR8.2	Parking Strategies and Standards	New	Planning	Medium

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access and availability Downtown.					
CR8.7 Design parking structures in the Downtown to complement the scale, aesthetic, and activity levels of adjacent buildings and uses.	CR8.2	Parking Strategies and Standards	New	Planning	Ongoing
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.	CR8.2	Parking Strategies and Standards	New	Planning	Ongoing
CR8.9 Encourage the redesign of existing parking lots if additional spaces can be created as well as spaces for bicycles and motorcycles.	CR8.1	Implement fee based parking	New	Planning, Engineering	Ongoing
CR8.10 Provide appropriate and consistent signage to direct motorists to	CR8.2	Parking Strategies and Standards	New	Planning, Engineering	Short

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public and private parking areas.					
CR8.11 Utilize parking fees and on demand pricing to promote vehicle turnover and increase parking availability in the downtown corridor while helping to encourage carbon free/reduced alternative transportation such as walking, bicycles, public transportation, and ride share.	CR8.1	Implement fee based parking	New	Planning, Community and Economic Development	Medium
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	CR8.2	Parking Strategies and Standards	New	Planning	Long

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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.					
Goal					
CR 9 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	NA	NA	NA	Aviation	Ongoing

GOALS AND POLICIES	ACTION NUMBER	IMPLEMENTATION ACTIONS/PROGRAMS	ACTION NUMBER IN 2007 GENERAL PLAN	RESPONSIBLE DEPARTMENT	TIMING
Airport Land Use Commission.					
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.	CR9.1	Coordinate with the Federal Aviation Administration (FAA) to update the Helicopter Route Chart Program	New	Aviation	Medium
CR9.3 Require that helicopters utilizing City airspace fly in compliance with Federal Air Regulations (FAR) Part 91 rules.	NA	NA	NA	Aviation	Ongoing
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.	CR9.2	Conduct a periodic review of the Palm Springs Airport Master Plan to ensure that the airport can properly respond to future aviation demands.	CR9.1	Planning, Aviation, Engineering, Sustainability	Ongoing
Goal					
CR 10 Provide adequate and safe utility systems and facilities to support the City's existing and proposed land uses.					

GOALS AND POLICIES	ACTION NUMBER	IMPLEMENTATION ACTIONS/PROGRAMS	ACTION NUMBER IN 2007 GENERAL PLAN	RESPONSIBLE DEPARTMENT	TIMING
Policies					
CR10.1 Require utility improvements where existing systems are deficient.	CR10.1	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.	CR10.4	Engineering	Ongoing
CR10.2 Coordinate public infrastructure improvements through the City's Capital Improvement Program.	CR10.2	Initiate a Capital Improvement Program to upgrade sewer systems, streets, and public open space as required.	CR10.2	Engineering	Ongoing
	CR10.3	Investigate municipal bonding programs to finance public improvements and maintenance costs.	CR10.6	Engineering	Ongoing
CR10.3 Encourage the shared use of major transmission corridors and other appropriate measures to minimize the impact on the	NA	NA	NA		

GOALS AND POLICIES	ACTION NUMBER	IMPLEMENTATION ACTIONS/PROGRAMS	ACTION NUMBER IN 2007 GENERAL PLAN	RESPONSIBLE DEPARTMENT	TIMING
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.	CR10.1	Solicit funds for the improvement and maintenance of the City's public infrastructure	CR10.4	Engineering	Ongoing
	CR10.2	Initiate a Capital Improvement Program	CR10.2	Engineering	Ongoing
CR10.5 Require that new development be contingent upon the project's ability to secure appropriate infrastructure services.	CR6.3	Review proposed development projects and applications	New	Planning	Ongoing
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.	CR10.4	Enact ordinances that promote water conservation in existing facilities and that make water conservation a mandatory requirement for all new development.	CR10.1	Planning, Community and Economic Development	Ongoing
	CR6.3	Review proposed development projects and applications	New	Planning	Ongoing
CR10.7 Require developers to notify	NA	NA	NA		

GOALS AND POLICIES	ACTION NUMBER	IMPLEMENTATION ACTIONS/PROGRAMS	ACTION NUMBER IN 2007 GENERAL PLAN	RESPONSIBLE DEPARTMENT	TIMING
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.	NA	NA	NA		
CR10.9 Monitor sewer flows on a regular basis to aid in the development of construction schedules.	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.	CR10.5	Engineering	Ongoing
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	CR6.3	Review proposed development projects and applications	New	Planning	Ongoing

GOALS AND POLICIES	ACTION NUMBER	IMPLEMENTATION ACTIONS/PROGRAMS	ACTION NUMBER IN 2007 GENERAL PLAN	RESPONSIBLE DEPARTMENT	TIMING
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.	CR10.6	Form benefit assessment districts in which those who benefit from infrastructure improvements pay a prorated share of the costs.	CR10.3	Public Works	Ongoing
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.	NA	NA	NA		

GOALS AND POLICIES	ACTION NUMBER	IMPLEMENTATION ACTIONS/PROGRAMS	ACTION NUMBER IN 2007 GENERAL PLAN	RESPONSIBLE DEPARTMENT	TIMING
CR10.13 Work with the Desert Water Agency, Coachella Valley Water District, and Mission Springs Water District to promote water and wastewater conservation practices.	NA	NA	NA		
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.	CR10.3	Form benefit assessment districts	10.3	Planning	Ongoing
CR10.15 Encourage all large-scale turf and irrigation projects to use tertiary treated water when feasible.	CR10.1	Enact ordinances that promote water conservation	CR10.1	Planning	Ongoing
CR10.16 Coordinate with public and private providers of data transmission and internet access services to develop "WiFi" zones in the City	CR10.7	Prepare a Broadband Master Plan to assess opportunities for the expansion of access to high speed internet within the City	NA	Community and Economic Development	Medium

GOALS AND POLICIES	ACTION NUMBER	IMPLEMENTATION ACTIONS/PROGRAMS	ACTION NUMBER IN 2007 GENERAL PLAN	RESPONSIBLE DEPARTMENT	TIMING
to support and promote greater accessibility to information and communication resources via the internet.					