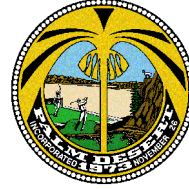
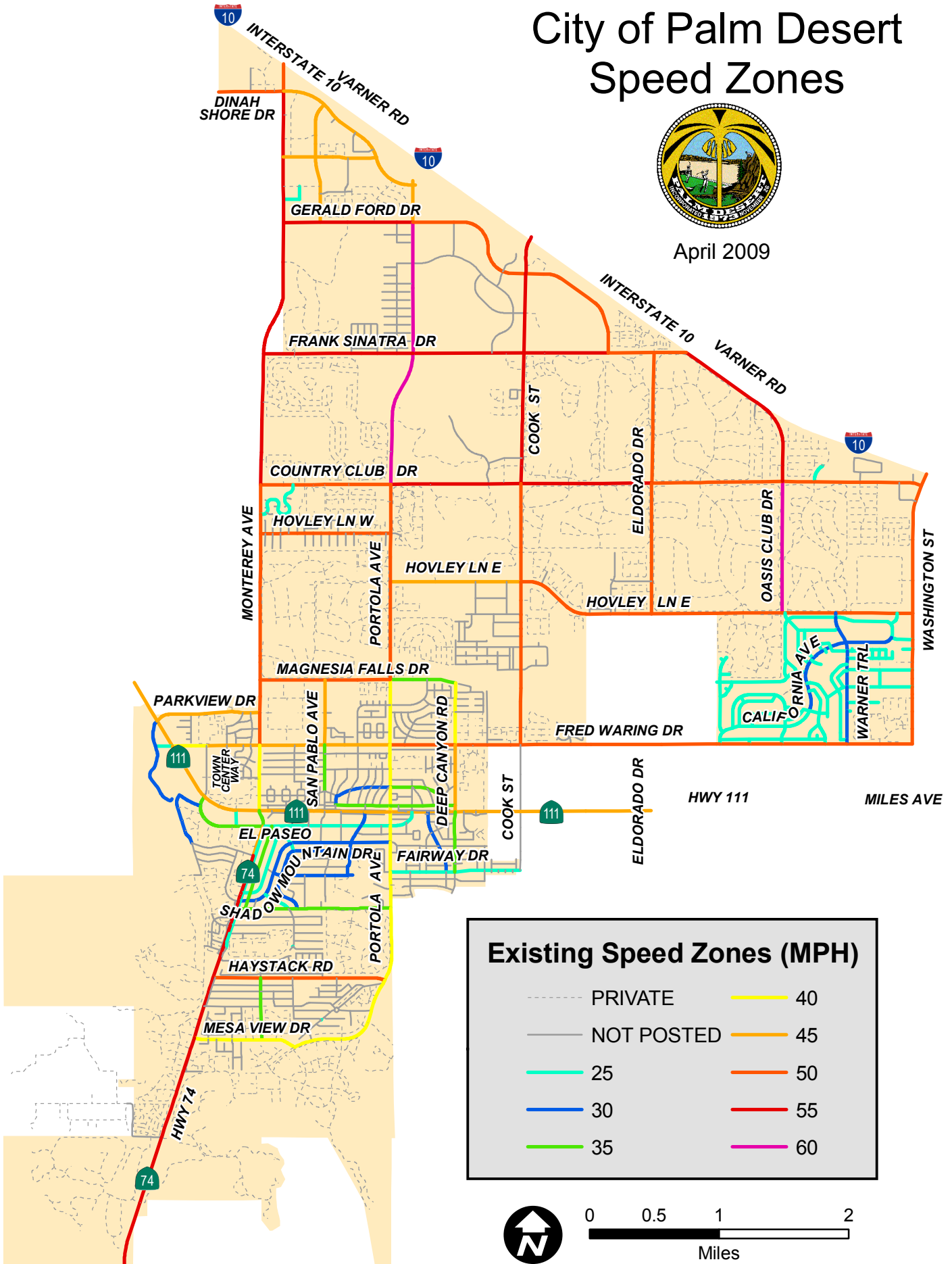


# City of Palm Desert Speed Zones



April 2009

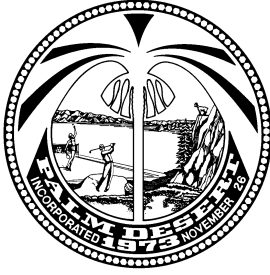


City of Palm Desert  
Speed Zones by Roadway Segment  
November 2008

Miles per Hour	Roadway Segment	From	To	Date Estab.
45	35th Avenue	Monterey Avenue	Dinah Shore Drive	2008
35	Alamo Drive	Mesa View Drive	Haystack Road	2007
35	Alessandro Drive	San Carlos Avenue	Deep Canyon Road	2007
30	California Drive	Fred Waring Drive	Avenue of the States	2007
50	Cook Street	Fred Waring Drive	Country Club Drive	2007
55	Cook Street	Country Club Drive	I-10 Freeway	2007
50	Country Club Drive	Monterey Avenue	Portola Avenue	2007
50	Country Club Drive	Portola Avenue	Washington Street	2007
25	De Anza Way	San Carlos Avenue	Portola Avenue	2007
30	De Anza Way	Portola Avenue	Alessandro Drive	2007
35	Deep Canyon Road	Fairway Drive	Highway 111	2007
45	Deep Canyon Road	Highway 111	Fred Waring Drive	2007
40	Deep Canyon Road	Fred Waring Drive	Magnesia Falls Drive	2007
50	Dinah Shore Drive	Westerly City Limits	Monterey Avenue	2007
45	Dinah Shore Drive	Monterey Avenue	Portola Avenue	2008
30	Edgehill Drive	Greene Way	Painters Path	2007
35	El Paseo	Highway 111(West)	Highway 74	2007
25	El Paseo	Highway 74	Highway 111 (East)	2008
50	Eldorado Drive	Hovley Lane (East)	Frank Sinatra Drive	2007
25	Fairway Drive	Portola Avenue	Cook Street	2007
55	Frank Sinatra Drive	Monterey Avenue	Tamarisk Row Drive	2007
25	Fred Waring Drive	Painters Path	Highway 111	2007
45	Fred Waring Drive	Highway 111	Cook Street	2007
50	Fred Waring Drive	Cook Street	Washington Street	2008
45	Gateway Drive	Gerald Ford Drive	Dinah Shore Drive	2008
55	Gerald Ford Drive	Monterey Avenue	Portola Avenue	2007
50	Gerald Ford Drive	Portola Avenue	Cook Street	2008
50	Gerald Ford Drive	Cook Street	Frank Sinatra Drive	2007
30	Grapevine Street	Highway 74	Portola Avenue	2007
45	Haystack Road	Highway 74	Portola Avenue	2007
45	Highway 111	West City Limit	East City Limit	2008
55	Highway 74	South City Limit	Pitahaya Street	2008
45	Highway 74	Pitahaya Street	El Paseo	2008
35	Highway 74	El Paseo	Highway 111	2008
45	Hovley Lane East	Portola Avenue	Water Way	2007
50	Hovley Lane East	Water Way	Eldorado Drive	2007
50	Hovley Lane East	Eldorado	Washington Street	2007
50	Hovley Lane West	Monterey Avenue	Portola Avenue	2007
30	Ironwood Street	Verba Santa Drive	San Luis Rey Avenue	2007
30	Joshua Tree Street	Grapevine Street	Tumbleweed Lane	2007
25	Joshua Tree Street	Tumbleweed Lane	San Luis Rey Avenue	2007
50	Magnesia Falls Drive	Monterey Avenue	Portola Avenue	2007
35	Magnesia Falls Drive	Portola Avenue	Deep Canyon Road	2007
40	Mesa View Drive	Highway 74	Portola Avenue	2007
25	Michigan Drive	Kansas Street	Warner Trail	2007

City of Palm Desert  
Speed Zones by Roadway Segment  
November 2008

Miles per Hour	Roadway Segment	From	To	Date Estab.
30	Michigan Drive	Warner Trail	Avenue of the States	2007
40	Monterey Avenue	Highway 111	Fred Waring Drive	2007
50	Monterey Avenue	Fred Waring Drive	Country Club Drive	2007
55	Monterey Avenue	Country Club Drive	Dinah Shore Drive	2008
50	Monterey Avenue	Dinah Shore Drive	I-10 Freeway	2007
30	New York Avenue	Virginia Avenue	Connecticut Street	2007
55	Oasis Club Drive	Hovley Lane (East)	Country Club Drive	2007
35	Ocotillo Drive	Grapevine Street	El Paseo	2007
30	Painters Path (East)	Edgehill Drive	El Paseo	2007
25	Painters Path (West)	Highway 111	Terminus	2007
30	Panorama Drive	Fairway Drive	Highway 111	2008
45	Park View Drive	Highway 111	Monterey Avenue	2007
40	Portola Avenue	Mesa View Drive	Grapevine	2007
35	Portola Avenue	Grapevine	Highway 111	2007
40	Portola Avenue	Highway 111	Magnesia Falls Drive	2007
50	Portola Avenue	Magnesia Falls Drive	Country Club Drive	2007
55	Portola Avenue	Country Club Drive	Frank Sinatra	2007
60	Portola Avenue	Frank Sinatra Drive	Gerald Ford Drive	2007
45	Portola Avenue	Gerald Ford Drive	Dinah Shore Drive	2008
25	Sagewood Drive	Monterey Avenue	Country Club Drive	2007
25	San Gorgonio Way	Monterey Avenue	San Pedro Avenue	2007
25	San Gorgonio Way	San Pablo Avenue	San Carlos Avenue	2007
30	San Luis Rey Avenue	Ironwood Street	El Paseo	2007
35	San Pablo Avenue	Highway 111	San Gorgonio Way	2007
35	San Pablo Avenue	San Gorgonio Way	Fred Waring Drive	2007
40	San Pablo Avenue	Fred Waring Drive	Magnesia Falls Drive	2007
30	Shadow Mountain Drive	Highway 74	Portola Avenue	2007
55	Tamarisk Row Drive	Frank Sinatra Drive	Country Club Drive	2007
25	Tennessee Avenue	California Drive (W)	Fred Waring Drive	2007
25	Verba Santa Drive	Highway 74	Tumbleweed Lane	2007
25	Virginia Avenue	California Drive	Terminus	2007
30	Warner Trail	Fred Waring Drive	Hovley Lane East	2007
50	Washington Street	Fred Waring Drive	I-10 Freeway	2007



**CITY OF PALM DESERT**  
**Public Works Department**

73-510 Fred Waring Drive  
Palm Desert, California 92260

Telephone: (760) 346-0611

## REGULATIONS FOR ESTABLISHING SPEED LIMITS

The issue of controlling the speed of traffic has existed longer than the automobile has. In the 1800's, many cities had laws established to regulate the speed and flow of horse drawn carriages. Speed limits continue to be a frequent area of concern. These concerns must, however, be balance with the need for mobility and the true desires of the majority of citizens.

Procedures and regulations for establishing appropriate speed limits are specified in the California Vehicle Code (CVC). Specific sections of the CVC that pertain to the establishment of speed limits by local jurisdictions are summarized below:

- > CVC Section 22349 establishes a maximum speed limit of 55 and 65 miles-per-hour (MPH) on two lane and multi-lane highways, respectively.
- > CVC Section 22350 establishes the "Basic Speed Law", which requires motorists to drive at a reasonable and prudent speed.
- > CVC Section 22352 establishes "Prima Facie" speed limits of 25 MPH in "business and residence districts", in school zones and in areas near senior centers. Fifteen MPH speed limits are established at "blind" railroad crossings and intersections. "Business Districts" are defined in CVC Sections 235 and 240. "Residence Districts" are defined in CVC Sections 240 and 515.
- > CVC Section 22357 allows local jurisdictions to raise a prima facie speed limit above 25 MPH (except in schools and senior areas) upon the basis of an engineering and traffic survey.
- > CVC Section 22358 allows local jurisdictions to reduce a prima facie speed limit from the 55 or 65 MPH maximum upon the basis of an engineering and traffic survey.

“Engineering and traffic survey” is defined in CVC Section 627 as conforming to methods established by the Department of Transportation (Caltrans) for use by state and local authorities. Section 2B.13, “Speed Limit Sign”, of the California Manual on Uniform Traffic Control Devices specifies the procedures and requirements for an engineering and traffic survey.

There are no provisions in the CVC which would authorize any local jurisdiction to establish a speed limit by any method other than as prescribed in the CVC. The result of posting speed limits which are not in compliance with the CVC, is that when a speeding citation is contested, which many are, the court is left with little choice but to dismiss the citation. This effectively prevents enforcement of speeding except for exceeding the maximum speed limit of 55 or 65 MPH. This situation would certainly not be favored by the majority of the drivers or residents.

It appears to be the intent of the regulations to protect citizens from unreasonable regulations in the course of their daily activities. The regulations provide procedures to balance the concerns of a vocal minority with the unspoken, yet demonstrated, will of the people. All traffic rules and regulations are based on the concept of “voluntary compliance”. These rules must be fair and reasonable for responsible drivers, who are a large majority, to choose to comply. This knowledge is based on many studies by organizations including the Federal Highway Administration, State Department of Transportation, universities, professional organizations and the insurance industry. These studies invariably find that drivers comply with those rules with which they agree, and ignore those which they find unreasonable. In effect, drivers are deciding the appropriate speed limit each time that they drive. These types of studies also continuously report that the speed at which a street is posted, has very little effect on the typical speed of traffic on that street. Posting a lower, or higher, speed limit may result in an overall change in speeds of 2 MPH.

Although the posting of speed limits frequently generates concerns and interest from citizens, especially nearby residents, it is necessary to comply with the legal requirements in order provide the safest streets possible. It should be noted that enforcement efforts frequently result in the residents of the area being cited for speeding. Providing reasonable speed limits, which the majority of drivers will try to obey, is the best compromise between the concerns for safety which are stated by citizens in their homes versus the actions of those citizens when they are in their vehicles.

The complete California Manual on Uniform Traffic Control Devices is available on-line at the California Department of Transportation’s web site:

**[http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/ca\\_mutcd.htm](http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/ca_mutcd.htm)**

The current California Vehicle Code is available on-line at the California Department of Motor Vehicles’ web site:

**<http://www.dmv.ca.gov/pubs/pubs.htm>**.